

Public Involvement Summary

Approach Summary

The Public Involvement process for development of the STIP and future amendments to the STIP are defined in the currently approved version of the West Virginia Department of Transportation (WVDOT) Public Involvement Process and the WVDOT Procedures for Consultation with Local Officials with Responsibility for Transportation. These procedures are outlined in West Virginia Division of Highways (WVDOH) Design Directive 201 (DD201). The public involvement policies and procedures defined in DD201 work in concert with the requirements established in 23 C.F.R 450.210. Both documents can be found in the following pages.

To facilitate public involvement component to the development of the 2027-2032 STIP the WVDOT utilized a public workshop in two separate locations within the state and a virtual option for which citizens who could not attend may participate. The information regarding the new STIP was publicized in newspapers, social media platforms, online news articles, Metropolitan Planning Organizations (MPOs) and Regional Planning Development Councils (RPDCs), as well as direct notifications to stakeholders representing the following:

- Metropolitan Planning Organizations (MPOs)
- Regional Planning & Development Councils
- WV Municipal League
- WV Association of Counties
- County Commissions
- Municipal Agencies
- Media Outlets
- Economic Development/Industry Authorities
- Freight Rail Entities
- Tourist Rail Entities
- Passenger Rail Entities
- Transit Authorities
- WV Contractors Association
- Community Organizations and Non-Profits
- Native American Tribes
- State and Federal Partner Agencies

The public workshop was held at the WVU Transportation Center in Morgantown, WV, on July 6th, 2026; the WV Department of Transportation, Main Office in Charleston, WV, July 7th, 2026, and a virtual option on July 8th, 2026. The intent and goal of this virtual public workshop was

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for the public to review information on future funding levels and how to interpret and navigate the STIP document. The workshop provided the opportunity for the public to ask questions regarding the proposed 2027-2032 STIP document. Upon conclusion of the Virtual Workshop on July 8th, the 45-day public comment period began. The recorded video of the virtual workshop was posted to the 2027-2032 WV DOH STIP Webpage during the public comment period.

During the workshops the West Virginia Department of Transportation, upon request, provided reasonable accommodation including auxiliary aids and services necessary to afford an individual with a disability an equal opportunity to participate in our services, programs, and activities. Additionally, the virtual public workshop enabled closed captioning capabilities. Aside from WV DOH Staff, attendees at both in-person workshops included representatives from consultant firms, local officials (MPO's, State Senate), various news teams, and citizens.

WVDOT Repsonse to Comments

WVDOT received 25 formal comments/questions through the Webform, STIP email, and virtual meeting.

ID	Method	Comment	Response
1	Google Form	Looking forward to WVDOT & Cambridges' presentation on the STIP at this year's Planning Conference. How do projects come to be in the STIP? HEPMPO has project lists, safety studies, concerns and ideas that can be programmed in the new STIP, especially in FY29 - FY32.	Comment Noted; Replied about process and information to be updated in the STIP Operating Guidelines.
2	Google Form	I would love to evaluate US-35 for improvement. As the economic development authority for Putnam County, safety of US-35 and the inconsistent compaction of the road has lead to potholes and dips throughout the Putnam County and Mason County corridors. This is an important road for Toyota Motor Manufacturing, the Putnam Business Park, and several other businesses who use US-35 to access Ohio markets. I know some work was done on the dips this year, but additional work is necessary. Several secondary roads in Putnam County need repaved and widened. Will the STIP	Comment Noted; Forwarded to channels for consideration. Replied back to sender for road list suggestions.

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		address this? I have a list of roads if you'd be interested.	
3	Google Form	I would love to evaluate US-35 for improvement. As the economic development authority for Putnam County, safety of US-35 and the inconsistent compaction of the road has lead to potholes and dips throughout the Putnam County and Mason County corridors. This is an important road for Toyota Motor Manufacturing, the Putnam Business Park, and several other businesses who use US-35 to access Ohio markets. I know some work was done on the dips this year, but additional work is necessary. Several secondary roads in Putnam County need repaved and widened. Will the STIP address this? I have a list of roads if you'd be interested.	Duplicated. Comment Noted. No Action
4	Google Form	Past STIPs have not been reliable planning documents. Projects are routinely shifted, sometimes through multiple STIPs like the WV 7/Brookhaven Road intersection project in Monongalia County. New projects never previously in a STIP, like the Rock Creek Industrial Park interchange on Corridor G and the Morgantown Industrial Park bridge, appear out of nowhere and displace other planned STIP projects. The STIP needs to be used as what it is intended for, an actual plan for WV's transportation, and not merely something used to satisfy federal guidelines with a wink and a nudge. The MPOs need to be allowed to determine their own funding programs for their areas, as it is done in other states and as intended by federal law, instead of WVDOT telling them what to put in their TIPs and dictating modifications. Given the age and condition of the existing	Responded to sender. Comment Noted and forwarded to appropriate channels. 1. How are projects being prioritized for inclusion and timing in the STIP? <i>We are currently working on funding allocation strategies and a project prioritization tool that will be utilized moving forward.</i> 2. What is being used done to objectively match projects to actual need throughout the state? <i>Similar to response 1. The tool will include scoring criteria to match the projects with the actual needs and the state priorities.</i>

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	system, the STIP needs to prioritize maintenance and reconstruction of the system. Projects that are not supported by traffic demand, especially high dollar ones like the Coalfields Expressway, King Coal Highway, and Corridor H, need to be deprioritized. In general, the program should focus any new construction on comparatively inexpensive spot improvements and minor realignments like the US 33 Scott Miller Hill bypass that provide far more bang for the buck. 1. How are projects being prioritized for inclusion and timing in the STIP? 2. What is being used done to objectively match projects to actual need throughout the state? 3. What efforts is WVDOT undertaking to correct issues with inequitable funding distribution throughout the state that leads some districts (like District 8) to be resurfacing lightly traveled roads that are close to "good" in the IRI measurement while major arterials in other districts are well into "poor" territory? 4. How is WVDOT trying to contain costs so we're not spending \$26M on a new welcome center as listed in the current STIP? 5. How are projects on municipally-owned federal aid-eligible routes being incorporated into the STIP? 6. Will WVDOT provide a map-based dashboard showing the planned projects so that the public can better understand	3. What efforts is WVDOT undertaking to correct issues with inequitable funding distribution throughout the state that leads some districts (like District 8) to be resurfacing lightly traveled roads that are close to "good" in the IRI measurement while major arterials in other districts are well into "poor" territory? <i>We are utilizing the recommendations from our pavement management system to provide recommendations on pavement projects statewide. With the limited funding available, we are doing our best to improve the roads with poor condition.</i> 4. How is WVDOT trying to contain costs so we're not spending \$26M on a new welcome center as listed in the current STIP? <i>We are continuously reviewing those projects to make a final decision.</i> 5. How are projects on municipally-owned federal aid-eligible routes being incorporated into the STIP? <i>Those inquiries should be communicated through MPOs.</i> 6. Will WVDOT provide a map-based dashboard showing the planned projects so that the public can better understand proposed work and its location?
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		proposed work and its location? 7. Will a companion listing of state-funded projects be prepared so that people can understand WVDOT's overall transportation plans for the time period covered in the STIP?	<i>Yes, WVDOT is currently working on an interactive map dashboard to accompany this current STIP.</i> 7. Will a companion listing of state-funded projects be prepared so that people can understand WVDOT's overall transportation plans for the time period covered in the STIP? <i>Most state funded projects are developed for the current state fiscal year cycle based upon available state funds. Outside of routine annual plan maintenance, most state projects focus on paving non-federal aid eligible routes. Due to the changing nature of pavement conditions, much of these projects are planned just a few months prior to the start of the fiscal year. These projects can be found on the following website: https://transportation.wv.gov/wvdot-projects-map Or by searching WV DOH Project Map in any search engine</i>
5	Google Form	Life Safety Improvements to US 33-Allegheny Mountain-Pendleton County. Are you going to fund the needed life safety improvements related to dangerous curve realignment and construction of 1-2 Catch Net escape systems for Runaway Trucks?	Comment Noted & Sent to Traffic Division for Consideration. Replied to sender.
6	Google Form	In Morgantown, on I-79 north, there should be exit-only right lanes between the Westover Interchange and the University Town Center interchange and between the University Town Center Interchange and the Star City interchange. Whenever there's less	Comment Noted; Replied with Public information regarding the Star City project details.

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		than a mile between interchanges there needs to be exit-only right lanes added. These are incredibly dangerous stretches of road now.	
7	Google Form	There is a red period on the first paragraph of page 3.	Comment Noted. Reviewed and corrected.
8	Google Form	Not sure what this falls under but I don't see a section for routine maintenance for roads. Why aren't more roads ditched? Water running over and under roads undermines the pavement leading to potholes and crumbling of road surface. There are fallen trees in the ditches that cause water to be diverted out of the ditches onto road surfaces. I was told by WVDOH that the trees would be removed when ditching was done. Not every road is ditched but even removing fallen trees from ditches would be helpful! Is there no funding for routine maintenance?	Comment noted. No reply email given. Response forwarded to appropriate channels. Routine maintenance activity can be found at https://transportation.wv.gov/wvdot-projects-map . These are typically not federally eligible and are not included in the STIP.
9	Google Form	Our house is one that will be taken when the Harmony Grove interchange exit 151 will be built. We have been unable to get a definite time (or any time) when this will be. All timelines we have received have only been for when the project would like to be completed, not for when the buying process will begin. This make trying to locate a new home difficult. We have been definitely told ours and one neighbors house will need to go for the project on the Willis Drive side of River Road. Any help in answering this issue? Any and all help would be greatly appreciated.	Comment Noted. Forwarded to Director of ROW Division & replied to sender.
10	STIP Email	Please re-open the welcome center on I70W in Ohio County. It has been closed for about 6 years now for no apparent reason other than to store construction equipment. This was a vital stop I used frequently for a	Comment noted. Responded. Forwarded to appropriate channels.

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		quick nap on my way home from work. Since it has closed, I have tried stopping at gas stations to rest and have had the cops knocking on my window more times than I can count.	
11	STIP Email	I live in Ravenswood. I travel I 77 between Ravenswood and Ripley at least 4-5 times a week. That stretch of the interstate has to be one of the worst!!!! It baffles me as to why you keep patching the patches making it worse instead of repaving the road. It is embarrassing to think that out of state people have to travel this interstate highway. It is almost as bad in other areas from Ripley to Charleston but the area b/t Ravenswood and Ripley is by far the worst! Please repave it!!!!!!	Comment noted. Responded regarding project recently awarded for that segment of road.
12	STIP Email	Is there a draft document or place where we can find informaton on proposed projects by County? The only information I can find on the webpage is of a PowerPoint Presentation providing general information about the purpose and funding of the STIP, but not anything about proposed projects.	Comment noted; Replied with the time frame regarding the Draft STIP Documents.
13	STIP Email	Need to start with a good maintenance of the roads. Maintaining the ditches and culverts. Years ago the state always ensured the ditches were cleaned and culverts unplugged. Know the ditches are higher then the roads and the water just eats the road edges away. If they do clean a ditch it's only a small area. Roads today are a disgrace!!! I've been driving for over 50years and they and they were way better 20 years ago. Just like everything proper maintenance makes things last longer and also cheaper to fix in the long run. Plus the state inspectors don't	Comment Noted, Replied & Forwarded to appropriate channels.

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		do their job. Good example is I-79 going towards Weston it was just paved less than a year and now they are sealing cracks in the blacktop. What a waste of money.	
14	STIP Email	I am writing to provide comments regarding the Draft 2027-2032 Statewide Transportation Improvement Program (STIP). As WVDOT plans future investments in pavement preservation and rehabilitation, I encourage the Department to evaluate Hot In-place Recycling (HIR) as a potential addition to West Virginia's pavement preservation toolbox. HIR has been successfully implemented in several states, including New York, where existing asphalt pavements are heated, rejuvenated, and recycled directly in place. By reusing much of the existing pavement, HIR reduces the need to remove and replace asphalt, lowering material consumption, trucking requirements, construction time, and overall project costs. I believe HIR deserves consideration because West Virginia presents a unique maintenance environment. The Division of Highways maintains one of the nation's largest state-maintained highway systems, much of it located in rural and mountainous areas. Many of the roadway preservation and rehabilitation projects identified throughout the STIP involve locations that are considerable distances from asphalt production facilities. Transporting hot mix asphalt to these remote locations increases project costs, fuel consumption, and	Comment Noted, Replied & forwarded to appropriate channels.

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	scheduling complexity. HIR offers the potential to perform many preservation activities using the existing pavement as the primary material resource, significantly reducing dependence on hauling new asphalt from distant plants. This could make pavement preservation more economical on lower-volume rural highways where conventional rehabilitation methods are often less cost effective. West Virginia's climate also makes HIR attractive. Repeated freeze-thaw cycles often produce localized surface cracking and deterioration long before the pavement structure has completely failed. Applying HIR before significant structural damage occurs may allow these pavements to be rehabilitated earlier, extending service life while delaying more expensive resurfacing or reconstruction projects. Beyond the direct cost savings, HIR offers additional benefits including reduced material waste, lower trucking demands, decreased fuel consumption, reduced emissions, and shorter work zones. These advantages align well with the goals of maximizing the value of public infrastructure investments while improving the efficiency of pavement preservation programs. I recognize that HIR may not be appropriate for every roadway or pavement condition. However, I believe it would be worthwhile for WVDOT to evaluate where this technology could provide the greatest benefit within West Virginia's roadway	
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		network, particularly for rural preservation projects and corridors located far from asphalt production facilities. Thank you for providing the opportunity to comment on the Draft 2027-2032 STIP and for your continued commitment to improving West Virginia's transportation infrastructure.	
15	STIP Email	I have several thoughts and concerns on the future replacement of the bridge, the RT 7 corridor, and public transit. Beginning with the future replacement of the bridge that crosses Deckers Creek. The narrow width of the current bridge is a blessing and a curse for me. On one hand, the current width forces many motorist and commercial trucks to slow down significantly just before they reach a more populated corridor of route 7. This increases the safety for those entering and leaving the main road. On the other hand, I personally use the bridge on bicycle to commute to and from work. In addition, I watch from my porch pedestrians using that crossing almost on a daily basis. I would urge any replacement plan for that bridge to include traffic calming/ slowing features and some sort of multi -use path/lane for pedestrians and cyclists. The route 7 corridor from Dellslow to Sabraton is in need of some sort of pedestrian/multimodal improvements. This area is not the wealthiest section of Mon county by any means. I always see pedestrians walking or pushing a bicycle along the route in order to travel to and from	Comment Noted, Replied & Forwarded to appropriate channels. Sent to Public Transit as well for the MLTA comment.

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	business along the corridor. You can observe footpaths worn into the grass and in sections of woods along this route. Walking or biking this section of road is extremely dangerous. In my opinion, a separated multiuse path parallel to route 7 starting in Dellslow and terminating in Sabraton or a connection to the Deckers Creek Rail Trail would be beneficial. This would dramatically increase safety and access to amenities to those looking to save money, can't afford a car, or can't drive for whatever reason. Lastly, I would like to comment on public transit. This year due to the rising cost of car ownership I have begun using a bus/bicycle combination to commute to work. This has saved me hundreds of dollars on fuel and keeps miles off my truck. It has also made me aware on how much potential there is for public transit in the Morgantown and North Central WV area. One of the main issues in my opinion with Mountain Line Transit in Mon County is the lack of a downtown transfer station. The current transfer station in Westover is not any sort of destination or centralized location. A downtown transfer station, in my opinion University Parking Lot 11 near Reynolds Hall would be advantageous. This location is right next to the Beechurst PRT station and has great access to the rail trail. A Transfer station here would increase access to the bus services to students and increase access to the PRT for bus riders. University and Hospital employees could benefit greatly with a better integration of these transportation options. The transfer station could also be built with commercial space	
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		that might be another income stream for the MLTA. Thank you for the opportunity to comment	
16	STIP Email	I have issues with medicaid transportation motivecare for several years they don't show up to take you to your appointments and give u NO notice and several Dr's once u miss 3 appointments which is NO fault of your own they wont allow you to return and if they take you they just leave you there my son has appointments coming up in chareleston and me and him both have some coming up in morgantown we need reliable transportation to and from and we dont have friends who have vehicles plus they only offer .46 per mile and with gas prices today its not worth it and also we take the bluefield area transit bus everywhere and there great. Maybe have more buses or allocate funds to fix up some of the buses who have had issues for awhile now thank you so much for reading what I wrote... Also please fix potholes bluefield to princeton because the bus is bumpy alot	Comment Noted, Replied & forwarded to appropriate channels. Sent to Public Transit to comment.
17	STIP Email	Please explore the possibility of widening and lengthening this exit because it will back up as far as the St Albans exit #45. It causes a huge problem for commuters and those unfortunate truckers who are unfamiliar with the road. Also I understand there is a huge fuel stop for the truckers being built just off this exit and I'm sure this will cause even more problems with traffic. Thanks.	Comment Noted; Replied & forwarded to appropriate channels.
18	STIP Email	On behalf of the Town of Bath (Berkeley Springs), West Virginia, please find attached a project submission for consideration in the West Virginia Statewide Transportation	Comment Noted; Replied & forwarded to appropriate channels.

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		Improvement Program (STIP) 2027-2032. The submission includes the Town's Independence Street Revitalization Project, a transportation and pedestrian improvement project located along Independence Street from U.S. Route 522 to Wilkes Street. The project is intended to improve pedestrian safety, ADA accessibility, roadway conditions, parking configuration, and overall corridor functionality and revitalization. Attached for your review are: A cover letter from the Town of Bath, including project scope and preliminary budget information The Thrasher Group's 30% design documents and preliminary cost estimate The Town has completed 30% preliminary engineering and is actively pursuing Transportation Alternatives Program (TAP) funding for final design of the sidewalk and pedestrian components. The Town is also seeking construction funding to advance the project to implementation. Thank you for your consideration of this project. Please let us know if any additional information is needed.	
19	STIP Email	I suggest considering the pavement of the West Run Road in Morgantown. It's an important road that connects the west to the east of Morgantown, and you'll likely need a heavy-duty vehicle to pass it now.	Comment Noted: Replied & forwarded to appropriate channels.
20	Virtual Meeting	HEP MPO and Berkeley County Commission is opposed to I-81 Welcome Center and requests Harold Drive Extension Engineering and ROW be substituted in its place.	Comment Noted; Forwarded to channels for consideration.

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21	Virtual Meeting	I have already watched this video from the website, it's a very good and useful video. I had no additional comment, so am going to sign off.	Comment Noted; No Action.
22	STIP Email	These holes are getting larger in the past year. Could you patch please ?? Willis drive off of River road in Morgantown.	Comment Noted. Replied and forwarded to appropriate channels for consideration.
23	STIP Email	I'm writing to inform you about a traffic light issue for travelers on Route 230 where it intersects with Route 340 in Jefferson County. For the past week and a half, the signal sometimes does not change. I've waited over 15 minutes (sometimes it only changes because someone on Route 340 is turning left onto Route 230 and triggers the light). The light at Shipley Road and Route 340 works fine and it used to change in tandem with the signal at 230/340., but this is no longer the case. Can you please look into it? Thank you!	Comment Noted. Replied and forwarded to Traffic Division.
24	STIP Email	See below memo from Asphalt Pavement Association of West Virginia.	Comment Noted for Consideration. Forwarded to appropriate channels.
25	Google Form	Will a study be conducted for the intersections of Teays Valley Road at Hospital Drive and Teays Lane in Putnam County (38.447468, -81.952051)? The current configuration of these intersections lacks sufficient storage for the left-turn lane into Hospital Drive, increasing the potential for sideswipe collisions between the two intersections. This issue is expected to	Comment Noted. Replied and forwarded to appropriate channels. <i>We are currently working on funding allocation strategies and a project prioritization tool that will be utilized moving forward. The tool will include scoring criteria to</i>

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		worsen with the upcoming completion of the CAMC Teays Valley Hospital. How are the local mobility and safety projects selected and included into the STIP?	<i>match the projects with the actual needs and the state priorities.</i>
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2114 Kanawha Blvd., East Charleston, WV 25311 Telephone: 304.342.1166

August 21, 2026

TO: WVDOH STIP Team

FROM: John Crane, P.E.

RE: 2027-2032 Statewide Transportation Improvement Program Comment

The Asphalt Pavement Association of West Virginia (APAWV) appreciates the opportunity to comment on the draft 2027–2032 Statewide Transportation Improvement Program. APAWV recognizes the significant funding needs associated with West Virginia’s bridges and highway safety programs. We are concerned, however, that the proposed allocation does not give sufficient priority to resurfacing West Virginia’s existing roadway network and could place current pavement conditions at risk.

The draft STIP programs approximately \$771.7 million in federal pavement funding across federal fiscal years 2027–2032, an average of approximately \$128.6 million annually, representing 16.5% of WVDOH’s average annual federal transportation program. By comparison, WVDOH’s February 2026 snapshot of the current 2023–2028 STIP contains approximately \$962.2 million in federal pavement funding (negating the approximately \$139.7 million in pavement-related debt service), or an average of \$160.4 million annually. On this adjusted basis, the proposed pavement program represents a substantial reduction of approximately \$190.6 million, or roughly 20%.

The proposed pavement budget also remains essentially flat in nominal dollars throughout the six-year period. WVDOH’s STIP narrative acknowledges that highway construction costs increased by an average of 11.7% annually between 2020 and 2025 and that State Road Fund revenue is expected to experience little or no growth. Even if future inflation moderates, a flat resurfacing budget will diminish WVDOH’s purchasing power, reducing their ability to address the number of lane miles necessary each year.

Recent General Revenue transfers from the West Virginia Legislature have helped supplement the State Road Fund and support secondary-road maintenance and paving initiatives. However, these transfers are discretionary and are not guaranteed from year to year. While APAWV appreciates West Virginia Legislature’s continued attention to the state’s existing infrastructure, the STIP itself acknowledges that these transfers cannot be reliably predicted for long-range planning purposes. APAWV encourages WVDOH to address the possibility that the Legislature may not continue these supplemental transfers and to explain how that outcome would affect the state-funded resurfacing program beyond the reductions apparent in the federal STIP figures.

APAWV also recognizes that completing West Virginia’s various corridor systems is a desirable long-term investment that can improve regional mobility, freight movement, tourism, and economic development. However, the substantial funding programmed for these expansion projects, including any State Road Fund dollars used to support them, should not come at the expense of WVDOH’s ability to adequately resurface and support the highway system it already owns and maintains.

This concern is consistent with the transportation priorities announced by Governor Patrick Morrisey in June of 2025. Governor Morrisey directed WVDOH to refocus resources on long-overdue maintenance, protect core maintenance funding, and make commitments based upon available resources. He further stated, “A better, safer, and more efficient transportation system starts with fixing what we already have and making sure it lasts.”



2114 Kanawha Blvd., East Charleston, WV 25311 Telephone: 304.342.1166

Transportation Secretary Stephen Todd Rumbaugh has also publicly estimated that WVDOT would need approximately \$1 billion annually to place the state's secondary roads on an eight-year-or-less paving cycle. Although this public estimate is not directly comparable with the federal pavement allocation within the STIP, it demonstrates the magnitude of West Virginia's resurfacing and maintenance needs and raises significant questions about whether the proposed funding level is sufficient to improve, or even sustain, current pavement conditions.

If sufficient funding is not available to adequately support both the existing system and additional expansion, resurfacing the roadway network West Virginia already owns should take precedence. This approach would be consistent with Governor Morrissey's direction to protect core maintenance funding, make commitments based upon available resources, and prioritize fixing the infrastructure West Virginia already has.

West Virginia's roadway system is one of the state's most valuable public assets. Consistent and adequately funded maintenance and resurfacing of the nearly 35,000 miles of roads under WVDOT's responsibility is necessary to protect that investment, control future rehabilitation and reconstruction costs, support commerce, and provide the traveling public with safe and reliable roads. APWV encourages WVDOT to revise the proposed allocation so that resurfacing and pavement maintenance receive a more appropriate and sustainable level of funding throughout the 2027–2032 STIP period.

Thank you

John Crane, P.E.
Executive Director
Asphalt Pavement Association of WV
2114 Kanawha Blvd., East
Charleston, WV 25311
C: 304.988.6623
O: 304.342.1166

**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DESIGN DIRECTIVE**

DD-201 PUBLIC INVOLVEMENT PROCESS <i>June 4, 2025</i> <i>Supersedes June 25, 2015</i>
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Attached is the Division of Highways policy on the "Public Involvement Process".

This document replaces the "Action Plan" dated 1979, DD-93 dated March 14, 1969, DD-93-1 dated September 20, 1991, DD-201 dated October 1, 2003 and DD-201 dated November 14, 2011. The "Public Involvement Process" will be used on both State and Federal Projects.

Attachment

PUBLIC INVOLVEMENT PROCESS

10. INTRODUCTION

This policy addresses the public involvement process for projects that require processing a National Environmental Policy Act (NEPA) environmental document. It is necessary for people to communicate. Communication is an interchange of ideas between individuals and groups. Maximizing communication is the responsibility of not only the Division of Highways (Division), but also the citizens. The citizen should be willing to listen, the Division should be willing to listen and both must react in a positive manner to what they have heard. The Division's listening and comment channels should be formally established so the citizen knows where and how to have his or her views heard and when to expect a response.

Generally Public Involvement is for any project that requires the acquisition of considerable amounts of right of way, requires a long and/or complex detour, substantially changes the layout or function of connecting roadways or of the facility being improved, has a sizeable impact on abutting property, or otherwise may result in substantial social, economic, environmental or other effects.

Additional public involvement opportunities may be initiated when the Division believes there is a substantial change in the project, an unusually long lapse of time since the last public involvement or the identification of a -substantial social, economic or environmental issue not previously considered at earlier public involvement opportunities.

20. PUBLIC INVOLVEMENT AND THE NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

NEPA requires public involvement on projects that have or may have a significant environmental effect. These projects normally require an "Environmental Impact Statement" (EIS), an "Environmental Assessment" (EA) or a "Categorical Exclusion" (CE). An EIS will require at least two public involvement opportunities. The first is for the "Project Scoping" and the second is after the Draft Environmental Impact Statement (DEIS) has been approved by the Federal Highway Administration (FHWA). An EA will also require at least two public involvement opportunities. The first is for the "Project Scoping" and the second is after the EA has been approved by FHWA. A CE normally does not require public involvement, however, public involvement may be conducted if the Division believes it is warranted or it is requested by the public.

30. PUBLIC INVOLVEMENT TYPES

Public involvement can take many forms. A public meeting is the most recognized by the public. However, other types can be just as valuable and effective such as notices in newspapers, mail, radio, television, billboards, road signs and the internet. All of these

forms help keep the public involved in the project development process and provides the Division with valuable information.

Public meetings provide a face to face interaction between the citizens of West Virginia and the Division in planning and design. There are four different types of public meetings the first is a public informational workshop, the second is a public hearing, the third is a combination of the two, and the fourth is a virtual public meeting. The first three types of public meetings provide a face-to-face interaction with the public and provide the Division and the public with valuable information. A virtual public meeting provides project information to a wide range of citizens unable to attend in person.

- a) A public informational workshop is a forum for the free exchange of ideas and may or may not include a formal presentation. While general notes of the issues discussed are taken and considered during project development, written comments are encouraged and included in the public record.
- b) A public hearing is the most formal type where a formal presentation is given and verbal comments, or testimony, are recorded after the presentation. A court reporter will prepare a transcript of the presentation and testimony is prepared for the public record; however, written comments are encouraged and are also included in the public record.
- c) The combination type will have a public information workshop that begins prior to a formal presentation and testimony is recorded following the presentation. A transcript of the presentation and testimony is prepared for the public record; however, written comments are also encouraged and are also included in the public record.
- d) A virtual public meeting is an innovative method to encourage public participation and soliciting feedback regarding transportation projects. The citizens can log on the meeting through a project link and interact with the project team. The citizens are provided with project details, maps, plan sheets and other materials. The citizen will be given the opportunity to ask questions and talk directly with the project team members.

Other types of Public Involvement like newspaper ads, mail, radio, television, billboards, road signs and the internet can be just as useful as a Public Meeting depending on what information the Division is seeking and what information the Public wants. These types can be used alone or in combination with a Public Meeting. If the Division wants to get a sense of the public's concern about a highway project, distributing a Project Informational Flyer may be sufficient. However, if it is evident that there is a concern from the public about the project, a Public Meeting may be more appropriate and using one or more of the other methods to advertise the meeting would be typical.

Some projects may require a public hearing due to the type of environmental document being prepared. Due to the amount of public concern, the Division or the Federal Highway Administration (FHWA) may require a public hearing. A public hearing is generally

required when the public is asked to comment on an approved DEIS or on an approved EA.

Anyone may request a Public Hearing or a Public Meeting for any project by contacting the Division in writing or by making a written comment on its website. The Division and FHWA will determine after the request has been received if the request is warranted in consideration of all of the comments received from the project.

40. PUBLIC INVOLVEMENT POLICIES

The Division's procedures for public involvement have been established to maximize citizen input in both location and design while complying with environmental requirements. These environmental requirements include NEPA, Section 404 of the Clean Water Act (CWA), Section 106 of the National Historic Preservation Act (NHPA), Section 7 of the Endangered Species Act (ESA), various Executive Orders, including 11988 (Floodplains), 11990 (Wetlands), Title VI of the Civil Rights Act and FHWA policy and regulations.

When the Division and FHWA determine that formal public involvement is necessary for a Federal-aid highway project, the Division will develop a public involvement plan in consultation with the FHWA Division office. The public involvement plan should include a summary of the agency and public involvement strategy for the entire NEPA process, as well as a project information distribution list. In addition, the public involvement strategy shall consider how to involve any affected person or persons that qualify under Title VI of the Civil Rights Act, or the Americans with Disabilities Act of 1990. The distribution list should include federal, state and local agencies, federal, state and county elected officials, historic preservation groups who are active within the project area, as well as individuals who have requested project development information.

All Public Involvement is moderated by responsible officials in the Division. The Division furnishes individuals who are sufficiently familiar with the project to answer questions raised by the public. Alternative courses of action, alternative project locations and major features of the project are discussed along with environmental and other effects of the alternatives.

50. DETERMINING THE TYPE OF PUBLIC INVOLVEMENT TO BE USED

The Public Involvement for any project should consider what questions need to be answered and who the target audience is for the project. The target audience is typically the users of the highway in the area, property owners that are affected by the project, any interested party such as historic groups, metropolitan planning groups, and government officials. The target audience differs from project to project and not all types of public involvement are appropriate for all projects. Therefore, the type of public involvement must be tailored to the target audience.

If a project serves a very small community and has very little to no through traffic then the

appropriate public involvement may be sending project flyers to the residents of the community and soliciting their comments. This method may also be appropriate if it is unclear if the public is interested in the project.

For a project in a populated area where the public is likely to be interested, a Public Informational meeting will be the best option. Public informational meetings are also useful on large projects where an initial meeting may assist with the identification of environmental issues and/or resources present within the project area, which would help determine what type of environmental document needs to be developed. This meeting type is also useful if the project has an approved environmental document, but does not have a lot of public controversy. During this type of meeting, it may be determined that an informal presentation is warranted.

For projects that have public controversy and have an approved NEPA Document, a Public Informational Meeting with a hearing component may be the best option. This meeting type will allow the public to ask questions and get responses during the informal part of the meeting and during the formal part of the meeting will allow comments to be recorded.

Public Hearings by themselves without an informal component have not been found to be helpful to the public and are not generally encouraged. However, the Division and FHWA may determine that this type of meeting is the best option.

60. PUBLIC MEETING PROCEDURE

When the Division determines that it has reached a stage in the development process at which a public meeting is recommended, the WVDOT Public Relations Division will be notified by the section responsible for conducting the meeting.

a) NOTICE

When a public meeting is scheduled, notice in the form of a legal advertisement will be published in newspapers having general circulation in the vicinity of the proposed project. The newspaper notice shall contain the following:

- 1) Date and time of the meeting.
- 2) Location of the meeting.
- 3) A description of the project.
- 4) A link to a website where additional project information can be found.
- 5) A statement that a hearing may be requested.
- 6) A statement regarding the NHPA Section 106 consultation process and/or Section 4(f) determinations, if applicable.
- 7) If a formal presentation is being conducted, the time it will begin.
- 8) If a hearing is being conducted, the time it will begin.
- 9) If a NEPA document is being presented for comment, the notice will indicate that an electronic copy can be obtained on the Division's website and at the local library.

A statement regarding accommodations to allow persons with disabilities to obtain information and/or provide comments shall be included with the legal advertisement. The statement will be written as follows:

“The West Virginia Department of Transportation will, upon request, provide reasonable accommodations including auxiliary aids and services necessary to afford an individual with a disability and equal opportunity to participate in our services, programs, and activities. Please contact us at (304) 558-3931. Persons with hearing or speech impairments can reach all state agencies by calling (800) 982-8772 (voice to TDD) or (800) 982-8771 (TDD to voice), toll free.” Add the name, phone number, and e-mail address of the current Director of the Office of Communications to complete the statement.

In addition to the legal advertisement, a project flyer will be distributed and will generally contain all of the same information as the legal advertisement.

A copy of the public notice will be mailed to all of the federal and state elected officials that serve the project area. The public notice will also be provided to the respective County Commission and historic preservation groups who are active within the project area.

b) PUBLICATION OF MEETING NOTICES

The WVDOT Public Relations Division maintains a current list of newspapers that advertisements are to be placed in, based on the location of the project. All Public Meeting notices should appear in the newspaper and be posted on the Division's website at least 14 days prior to the meeting. In order to ensure that the public, in the area of the project, is informed about the meeting, a secondary type of advertisement is normally required and is developed to inform the local target audience. The secondary advertisement if required should be distributed and/or posted 7 days prior to the meeting. The secondary advertisement may include, but are limited to, the following:

- 1) Meeting advertisement fliers to be sent to the property owners and/or residents in the project vicinity.
- 2) Placing fliers in local stores and gathering areas.
- 3) A road sign to inform the traveling public about the meeting.
- 4) A paid advertisement in the local paper that is not in the legal section.
- 5) A billboard.

c) ENVIRONMENTAL DOCUMENTS

When an DEIS or EA is provided to the public and agencies for comment as a part of the public involvement process, the deadline date for comments will be 30 days after the public meeting. For DEIS documents, the comment deadline date will be at least 45 days from the date the Notice of Availability (NOA) for the document is

published in the Federal Register. For EA documents, the deadline date for comments should be no less than 30 days from the date the document was mailed to the agencies or placed on the Division's website. The Division shall advise of the comment deadline date and where the document is available for public review. The Division will work with FHWA to approve any written request to extend the deadline date for comments, if it is received prior to the advertised deadline date.

d) OTHER NOTICES

In addition to the formal newspaper legal advertisement, a press release concerning the meeting and/or hearing may be prepared and distributed by the WVDOT Public Relations Division.

e) MEETING AND/OR HEARING FORMAT

- 1) Meetings and/or hearings will be moderated by an official of the Division.
- 2) The developing Division will furnish an individual who is sufficiently familiar with the project to answer questions raised by citizens.
- 3) The Division's presentation will include project description, alternatives, environmental and other effects of the project.
- 4) Provision will be made for submission of written statements and other exhibits in addition to oral statements at meetings or hearings.
- 5) The Division will explain its right of way acquisition process, relocation assistance program and relocation assistance payments at each public meeting and/or hearing where appropriate.

f) PUBLIC HEARING TRANSCRIPT

A court reporter will develop a verbatim transcript of the proceedings of each public hearing. The responsible individual within the Division will make arrangements for the court reporter. Copies and certification will be forwarded to the developing Division for appropriate action and transmittal to the Federal Highway Administration, should the project be federally funded, is eligible for federal funds or if the FHWA has agreed to be the lead federal agency. Copies of the transcript and appendices will be available for public inspection.

g) PUBLIC MEETING SUMMARY

The developing Division will be responsible for a summary of the meeting. These summaries are to include the approximate number of people attending, Division participants, meeting handouts/flyers, advertisement method(s), retain copies of all written comments received and, if applicable, retain a copy of the public hearing transcript.

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION



"CONSULTATION WITH NON-METROPOLITAN LOCAL OFFICIALS WITH JURISDICTION/RESPONSIBILITY FOR TRANSPORTATION IN THE TRANSPORTATION PLANNING PROCESS"

Revised December 2025

**West Virginia Department of Transportation,
in cooperation with the United States Department of Transportation,
Federal Highway Administration and the Federal Transit Administration**

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BACKGROUND

On January 23, 2003, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued a final rule as required by Section 1204 of the Transportation Efficiency Act for the 21st Century (TEA-21) that addressed the roles of non-metropolitan officials in the statewide transportation planning process. Specifically, federal rules and regulations regarding statewide transportation planning were amended to require a State to, "...consider, with respect to non-metropolitan areas, the concerns of local elected officials representing units of general purpose local government" in carrying out statewide transportation planning.

The rules established through TEA-21 were superseded by the FHWA/FTA final rule on statewide and metropolitan planning following SAFETEA-LU, which states that "The State shall have documented process(es) for consulting with non-metropolitan local officials representing units of general purpose local government and/or local officials with responsibility for transportation that is separate and discrete from the public involvement process" [23 CFR 450.210 (b)], effective on March 16, 2007. The rule also noted that once every five years states must solicit, review, and collect comments from non-metropolitan local officials for a period of not less than 60 calendar days to ensure the effectiveness of the existing consultation process and proposed modifications.

With the enactment of MAP-21, subsequently FAST, and IIJA, increased emphasis was placed on the participation and engagement of rural local officials in the statewide transportation planning process. MAP-21 required states to work more closely with nonmetropolitan areas and to "cooperate", rather than "consult" with nonmetropolitan local officials. Similarly, the FAST Act required States to have a higher level of involvement with nonmetropolitan local officials and provided for the creation of Regional Transportation Planning organizations (RTPO's). The nuances regarding the potential regulatory changes regarding planning activities were outlined in a Notice of Proposed Rulemaking (NPRM) dated June 2, 2014. WVDOT's prior document, which was finalized in March 2016, incorporated the regulatory items covered in the NPRM of principal concern (i.e. the regulatory differences between "consult" and "cooperate" and the procedure the Agency would use moving forward for cooperating with Non-Metropolitan Local Officials).

Subsequent to the finalization of the WVDOT's consultation process document, on June 27, 2016 the FHWA and FTA jointly issued a final rule updating the regulations governing Statewide, Metropolitan and Nonmetropolitan Planning. WVDOT's consultation process document was not adversely impacted by the final rule, since the elements governing nonmetropolitan planning remained essentially unchanged from what was in the NPRM. Under IIJA, approved on November 15, 2021, as reviewed under 23 CFR Part 450, Subpart B 450.210 (b) there have been no major changes in the scope, identification, and requirement of nonmetropolitan officials and RTPOs and the planning process. IIJA apportioned funds for wide range of population sectors in multiple federal programs to address inequities amongst population sectors essentially breaking apart the "5-200k" population category to 5 to 50,000 and 50 to 200,000 population in formula funds.

Table #1 provides a brief summary of how the regulatory language and requirements governing planning activities and nonmetropolitan officials have changed within the most recent federal reauthorizations (i.e. SAFETEA-LU, MAP-21, FAST Act, and IIJA). The terms are defined below Table #1.

Table #1. Level of Participation for Rural Local Official/ Regional Transportation Planning Organizations (RTPOs)

Planning Activity	SAFETEA-LU	MAP-21, FAST Act, & IIJA
Scope of Planning Process	Consult	Cooperate
Long-Range Plan	Consult	Cooperate
STIP Development	Consult	Cooperate
Project Selection	Cooperate	Cooperate
Regional Transportation Planning Organizations (RTPO) Designation*	None - Rural Planning Organization means a voluntary organization of local elected officials and representatives of local transportation systems.	Yes - States <u>may</u> establish and designate RTPOs to enhance the planning, coordination, and implementation of statewide strategic long-range transportation plans and STIP.

Note*: A Regional Transportation Planning Organization (RTPO) is a policy board of nonmetropolitan local officials or their designees created to carry out the regional transportation planning process. The designation of RTPOs is an encouraged voluntary approach to enhancing cooperation with rural local officials – it is not required. West Virginia DOT is not planning to convene RTPOs.

Under federal transportation planning rules, statewide and metropolitan transportation planning processes are guided by four levels of intergovernmental collaboration and outreach. 23 CFR 450.104 offers the following definitions that pertain to the non-metropolitan consultation process.

- “Cooperation” means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.
- “Consultation” means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about actions taken.
- “Coordination” means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, program and schedules to achieve general consistency, as appropriate.
- “Consideration” means that one or more parties takes into account the opinions, actions, and relevant information from other parties in making decisions or determining a course of action.
- “Non-metropolitan area” means a geographical area outside a designated metropolitan planning area.
- “Nonmetropolitan local official” means the elected or appointed officials of general-purpose local government, in non-metropolitan areas, with responsibility for transportation.

The current ruling regarding planning activities and nonmetropolitan local officials under CFR 450.210, Subpart B (dated as 12/01/2025) requires or allows the following:

- (b) The State shall provide for nonmetropolitan local official participation in the development of the long-range statewide transportation plan and the STIP. The State shall have a documented process(es) for cooperating with nonmetropolitan local officials representing units of general purpose local government and/or local officials with responsibility for transportation that is separate and discrete from the public involvement process and provides an opportunity for their participation in the development of the long-range statewide transportation plan and the STIP. Although the FHWA and the FTA shall not review or approve this cooperative process(es), the State shall provide copies of the process document(s) to the FHWA and the FTA for informational purposes.

- (1) At least once every 5 years, the State shall review and solicit comments from

nonmetropolitan local officials and other interested parties for a period of not less than 60 calendar days regarding the effectiveness of the cooperative process and any proposed changes. The State shall direct a specific request for comments to the State association of counties, State municipal league, regional planning agencies, or directly to nonmetropolitan local officials.

(2) The State, at its discretion, is responsible for determining whether to adopt any proposed changes. If a proposed change is not adopted, the State shall make publicly available its reasons for not accepting the proposed change, including notification to nonmetropolitan local officials or their associations.

- (c) For each area of the State under the jurisdiction of an Indian Tribal government, the State shall develop the long-range statewide transportation plan and STIP in consultation with the Tribal government and the Secretary of the Interior. States shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and Department of the Interior in the development of the long-range statewide transportation plan and the STIP.
- (d) To carry out the transportation planning process required by this section, a Governor may establish and designate RTPOs to enhance the planning, coordination, and implementation of the long-range statewide transportation plan and STIP, with an emphasis on addressing the needs of nonmetropolitan areas of the State. In order to be treated as an RTPO for purposes of this Part, any existing regional planning organization must be established and designated as an RTPO under this section.

As stated, West Virginia, does not intend to convene RTPO and will rely upon the existing public involvement plan identified below. Furthermore, this document outlines the procedures that will constitute the official process for the WVDOT and the official document for the State of West Virginia to satisfy requirements discussed in 23 CFR 450.210. WVDOT is providing this 5-year update as part of the requirements of the Final Statewide Planning rule outlined above.

It is not the intent of this document to outline the approach used by the WVDOT during consideration of the planning factors set forth by 23 U.S.C. 134, 135 and 315; and/or 49 U.S.C. 5303-5306, 5323 (i); such consideration is included in the WVDOT Multi-Modal Statewide Transportation Plan and/or the WVDOT Statewide Transportation Planning Public Involvement process, as appropriate.

PURPOSE

The purpose of this procedures document is to establish the process for consultation with nonmetropolitan local officials to be used by the WVDOT. This process will endeavor to create interest and cooperation with non-metropolitan local officials in the development of the long-range statewide transportation plan and the STIP. Under IIJA, the State retains decision making authority but would be required to cooperate with non-metropolitan local officials, which means working together and promoting active engagement to achieve a common outcome.

Affected local officials with responsibility for transportation shall be involved, on a cooperative basis, in developing the Statewide Transportation Improvement Program (STIP) and/or Long-Range Statewide Transportation Plan (LRTP) for their respective areas in the State.

By facilitating the role of nonmetropolitan local officials in transportation planning, all may benefit from the expertise and unique perspective of local officials with responsibility/jurisdiction for transportation. This procedures document establishes WVDOT's approach to assure these officials have an opportunity to be involved throughout the decision making process for development of the LRTP and STIP.

IDENTIFICATION OF "NON-METROPOLITAN LOCAL OFFICIALS"

Almost without exception, most states have sub-units of government (in non-metropolitan areas, such as county, township, city or parish) which have Departments of Highways and/or Transportation to whom Federal transportation funds are allocated. Our neighboring state of Ohio, for example, reportedly has more than 750 sub-units with transportation jurisdiction identified.

In West Virginia, there are about 39,000 miles of public roadway. Of that amount, the State has responsibility for roughly 35,000 miles. While municipalities have responsibility for approximately 3,200 miles of all public mileage in West Virginia, less than 10% of that amount is eligible for

federal-aid highway funds. While any public bridge in the State is eligible to receive federal-aid highway funds (whether or not on the Federal-Aid System or the State Highway System), there are only a very few (less than 1% of total) identified that are neither on the State Road System nor within the planning boundaries covered by Metropolitan Planning Organizations (MPOs) of the State. These bridges, which are off the State Highway System are typically inspected by WVDOH just as those which are on the State Highway System. Any deficiencies on off State Highway System bridges are currently addressed just as for those on-system.

The State of West Virginia encompasses 55 counties (41 of which are in non-Metropolitan Planning Organization [MPO] areas of the State). Over 89% of West Virginia's highway mileage is "state maintained," one of the highest percentages in the Nation; the U.S. average is 22% "state maintained."¹

Rural public transportation in West Virginia is primarily funded under the Federal Transit Administration (FTA) Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) and Section 5311 (Rural Area Formula Program) programs, which are administered by the WVDOT / West Virginia Division of Multimodal Transportation Facilities Public Transit Section. The Section 5310 and 5311 programs provide capital and operating funds in support of public transit systems in rural West Virginia.

Today, eleven (11) rural public transit systems provide service in twenty-four (24) of the state's fifty-five (55) counties. These eleven (11) rural public transit systems provide transportation to over one million (1,000,000) passengers a year in West Virginia.

According to the Rural Transportation Consultation Process report, prepared for FHWA by a panel of the National Academy of Public Administration in May 2000, "The question of who owns the roads and who provides the other types of transportation services is key to defining appropriate relationships among participants in the non-urban planning process."

¹ Reference FHWA 2016 Highway Statistics, Table HM10.
<https://www.fhwa.dot.gov/policyinformation/statistics/2016/>

West Virginia has 11 Regional Planning and Development Councils (RP&DC) that were established by the West Virginia Legislature in 1972. These 11 RP&DCs cover 100% of the State, unlike in many other states that are only partially covered by RP&DC areas. In West Virginia, by law, over three hundred units of local government (including all Mayors and County Commissions) are members of their respective RP&DC. Therefore, all non-metropolitan local officials with responsibility for transportation are currently members of a RP&DC in West Virginia.

The provisions of the FHWA/FTA final rule issued in 2003 were fully discussed at the West Virginia Association of Regional Planning and Development Councils' annual meeting in December 2003. Following that meeting, each Director of a RP&DC polled their entire membership in non-MPO areas (not only those meeting the definition of those with jurisdiction/responsibility for transportation). The consensus of the RP&DC members indicated there were no members, statewide, who felt additional consultation was either needed or desired. The lack of any negative comments from subsequent updates to the State's consultation process would indicate that the concerns of nonmetropolitan local officials are being adequately addressed with the procedure being used by the WVDOT. As such, the WVDOT intends to continue to use the State's RP&DC's as the primary conduit for cooperating and/or consulting with nonmetropolitan officials on LRTP and STIP related matters as required per 23 CFR 135, which is discussed in detail in the Statewide Planning Final Rule dated June 27, 2016. In addition to RP&DC's, the National Park Service (NPS) and/or the National Forest Service (NFS) and Tribal Governments will also continue to be engaged in future updates of West Virginia's STIP and/or LRTP.

COPERATIVE/CONSULTATIVE TECHNIQUES

Appropriate non-metropolitan area RP&DC's (as well as the National Park Service and/or the National Forest Service, as appropriate) will be forwarded pertinent information on transportation policy, projects and/or programming. Such information will be provided, on a county by county basis, with the expressed understanding that the RP&DC will solicit written comments/suggestions from interested and involved local officials, on a cooperative basis and will inform WVDOT of the date and manner in which the information was transmitted to the appropriate local officials. Review and comment periods will be specified with each WVDOT request for RP&DC (and/or

NPS/NFS) action and will be in accordance with those specified in the then current Public Involvement Process Document. Further, the WVDOT has a toll-free hotline (1-800-642-9292) by which personnel of both the WVDOT's Planning Division and Programming Division may be contacted directly to respond to questions and concerns. These staff members may be contacted Monday through Friday (except West Virginia State Holidays) from 7:30 a.m. – 4:00 p.m.

IMPLEMENTATION PROCESS

In developing (or modifying) both the Draft STIP and/or Draft Multi-Modal Statewide Transportation Plan, the following steps will occur:

- 1) In the public involvement phase of the Draft STIP and/or the Statewide Transportation Plan, the Draft STIP and/or Draft Multi-Modal Statewide Transportation Plan will be forwarded to the appropriate RP&DC, NPS or NFS (as appropriate) to solicit written comments from affected members of the Council. RP&DCs will be asked to provide copies of such letters of solicitation to the WVDOT who will then forward them to FHWA and/or FTA, as appropriate.
- 2) All comments from eligible respondents received will be considered prior to taking action(s). WVDOH will provide copies to RPDCs, NPS, NFS, FHWA and/or FTA, as appropriate.

PERIODIC REVIEW AND EVALUATION

In accordance with the FHWA/FTA final rule, WVDOT shall review and solicit comments from the West Virginia Association of Counties, West Virginia Municipal League, and all RP&DC's representing non-metropolitan local officials with responsibility for transportation and "other interested parties" for a period of not less than 60 days regarding the effectiveness of West Virginia's "consultation process" and proposed modifications at least once every five (5) years.

The WVDOT, at its discretion, shall be responsible for determining whether to adopt proposed modifications in accordance with the requirements of the final rule. If proposed modifications are

not adopted, WVDOT will make publicly available its reasons for not accepting the proposed modifications.

A P P E N D I X A

**West Virginia Regional Planning &
Development Councils**

(wvregionalcouncils.com)

WEST VIRGINIA REGIONAL PLANNING AND DEVELOPMENT COUNCILS

(For Non-MPO Counties Only)

Region I Planning and Development Council

**241 Mercer Springs Road
Suite 21
Princeton, West Virginia 24740
Telephone: (304) 431-7225
Fax: (304) 431-7235
E-mail: regionone@regiononepdc.org
Web: www.regiononepdc.org**

**Non-MPO Counties within Region I:
McDowell, Mercer, Monroe,
Summers & Wyoming**

Region II Planning and Development Council

**400 Third Avenue
P.O. Box 939
Huntington, West Virginia 25712
Telephone: (304) 529-3357
Fax: (304) 529-7229
E-mail: info@region2pdc.org
Web: www.region2pdc.org**

**Non-MPO Counties within Region II:
Lincoln, Logan, Mason & Mingo**

Region III Planning and Development Council

**315 D Street
South Charleston, West Virginia 25303
Telephone: (304) 744-4258
Fax: (304) 744-2534
Web: www.wvregion3.org
E-mail: mail@wvregion3.org**

**Non-MPO Counties within Region III:
Boone & Clay**

WEST VIRGINIA REGIONAL PLANNING AND DEVELOPMENT COUNCILS – Continued...

(For Non-MPO Counties Only)

Region IV Planning and Development Council

**885 Broad Street, Suite 100
Summersville, West Virginia 26651
Telephone: (304) 872-4970
Fax: (304) 872-1012
Web: reg4wv.org**

Non-MPO Counties within Region IV:

**Greenbrier, Nicholas,
Pocahontas & Webster**

Region V Planning and Development Council

**Post Office Box 247
709 Market Street
Parkersburg, West Virginia 26102
Telephone: (304) 422-4993
Fax: (304) 422-4998
Web: www.movrc.org**

Non-MPO Counties within Region V:

**Calhoun, Jackson, Pleasants, Ritchie,
Roane, Tyler & Wirt**

Region VI Planning and Development Council

**34 Mountain Park Drive
White Hall, West Virginia 26554
Telephone: (304) 366-5693
Fax: (304) 367-0804
E-mail: regionvi@regionvi.com
Web: www.regionvi.com**

Non-MPO Counties within Region VI:

**Doddridge, Harrison, Marion,
Preston & Taylor**

Region VII Planning and Development Council

**21 East Main St, Suite 102
Buckhannon, West Virginia 26201
Telephone: (304) 472-6564
Fax: (304) 472-6590
E-mail: pball@regionvii.com
Web: www.regionvii.com**

Non-MPO Counties within Region VII:

**Barbour, Braxton, Gilmer, Lewis,
Randolph, Tucker & Upshur**

**WEST VIRGINIA REGIONAL PLANNING
AND DEVELOPMENT COUNCILS – Continued...**

(For Non-MPO Counties Only)

**Region VIII Planning and Development
Council**

**131 Providence Lane
Petersburg, West Virginia 26847
Telephone: (304) 257-2448
Fax: (304) 257-4958
E-mail: mail@regioneight.org
Web: www.regioneight.org**

Non-MPO Counties within Region VIII:

**Grant, Hampshire, Hardy, Mineral &
Pendleton**

**Region IX Planning and Development
Council**

**226 Pilot Way, Suite E
Martinsburg, West Virginia 25405
Telephone: (304) 263-1743
Fax: (304) 263-7156
Web: www.region9wv.com**

Non-MPO Counties within Region IX:

Morgan

**Region X Planning and Development
Council**

**105 Bridge Street Plaza
Post Office Box 2086
Wheeling, West Virginia 26003
Telephone: (304) 242-1800
Fax: (304) 242-2437
Web: www.belomar.org**

Non-MPO Counties within Region X:

Wetzel