

2026

WV DOH

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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AGENDA

- 01 Federal Mandate for the STIP
- 02 IIJA vs. FAST ACT
- 03 2023-2025 STIP Analysis
- 04 2026 Program
- 05 2027-2032 STIP Development
- 06 Closing

THE STIP

Each state is required under 49 U.S.C. 5304(g) to develop a statewide transportation improvement program (STIP) covering a period of at least four years. The STIP is a staged, multi-year, statewide intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, transportation improvement programs (TIPs), and planning processes. The STIP must be developed in cooperation with the metropolitan planning organizations (MPOs), public transit providers, and any Regional Transportation Planning Organizations (RTPO) in the state, and must be compatible with the TIPs for the state's metropolitan areas.

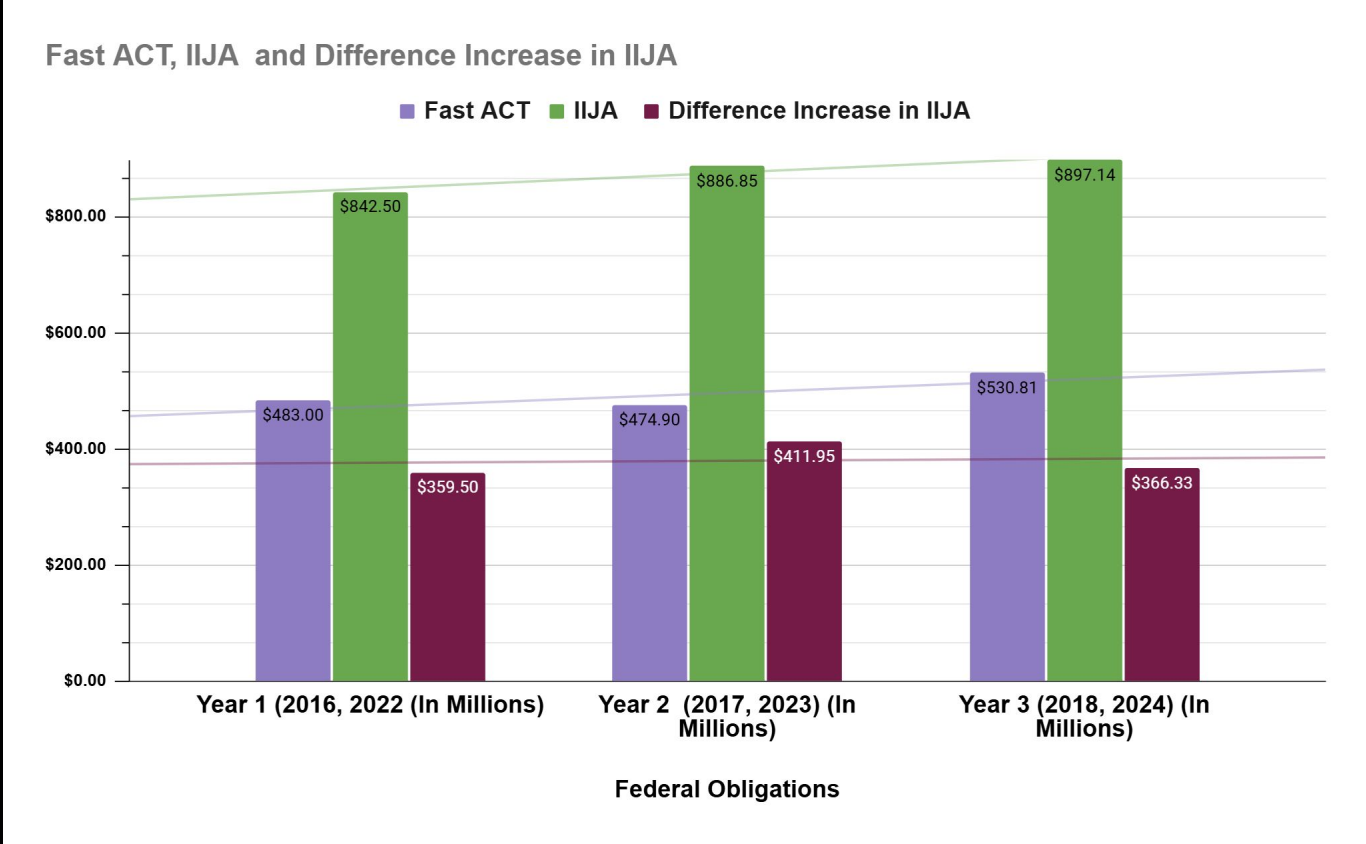
IIJA VS FAST ACT

The Infrastructure Investment Jobs Act (IIJA) was enacted in November of 2021 (FFYs 2022 - 2026). It was preceded by the Fixing America's Surface Transportation (FAST) Act that was enacted and existed between 2016 and 2020 (FFYs 2016-2020). While the FAST Act focused on improving surface transportation, the IIJA expanded on much of FAST Act's scope.

Funding Differences

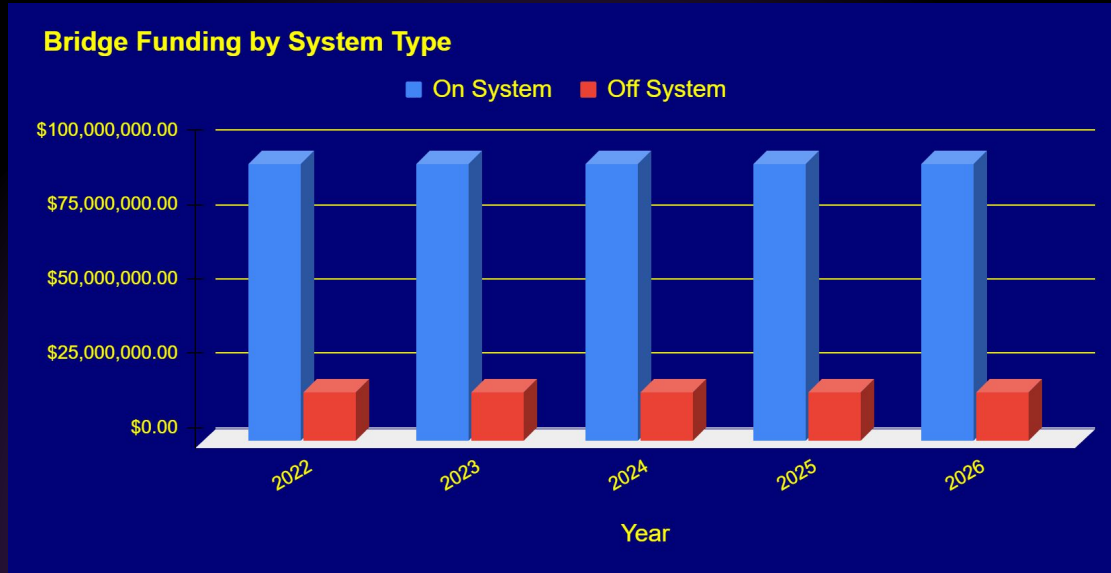
The FAST Act allocated approximately \$305 billion focusing on Surface Transportation improvements, while the IIJA allocated \$1.2 trillion and included creating new federal aid programs that focused on bridges, electric vehicles, rail, and other programs such as carbon reduction. It also expanded greatly on the competitive discretionary grant program.

WV Federal Obligation Review of Fast Act and IIJA Over First Three Years



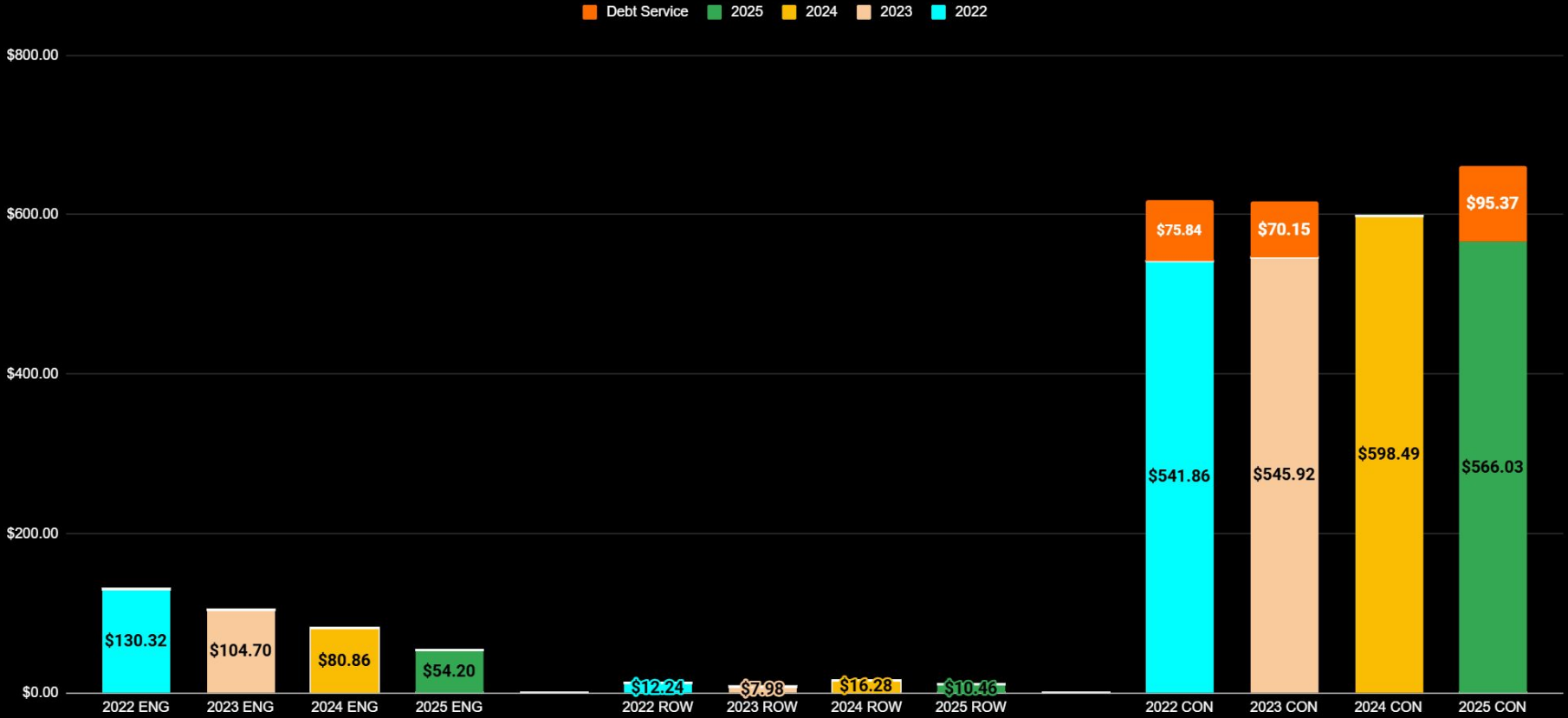
Bridging the GAP

IIJA set aside 27.5 billion dollars nationally for bridge formula funding. West Virginia received \$548 million over the lifespan of IIJA that allocated funds for both on and off system (non federal aid eligible routes).

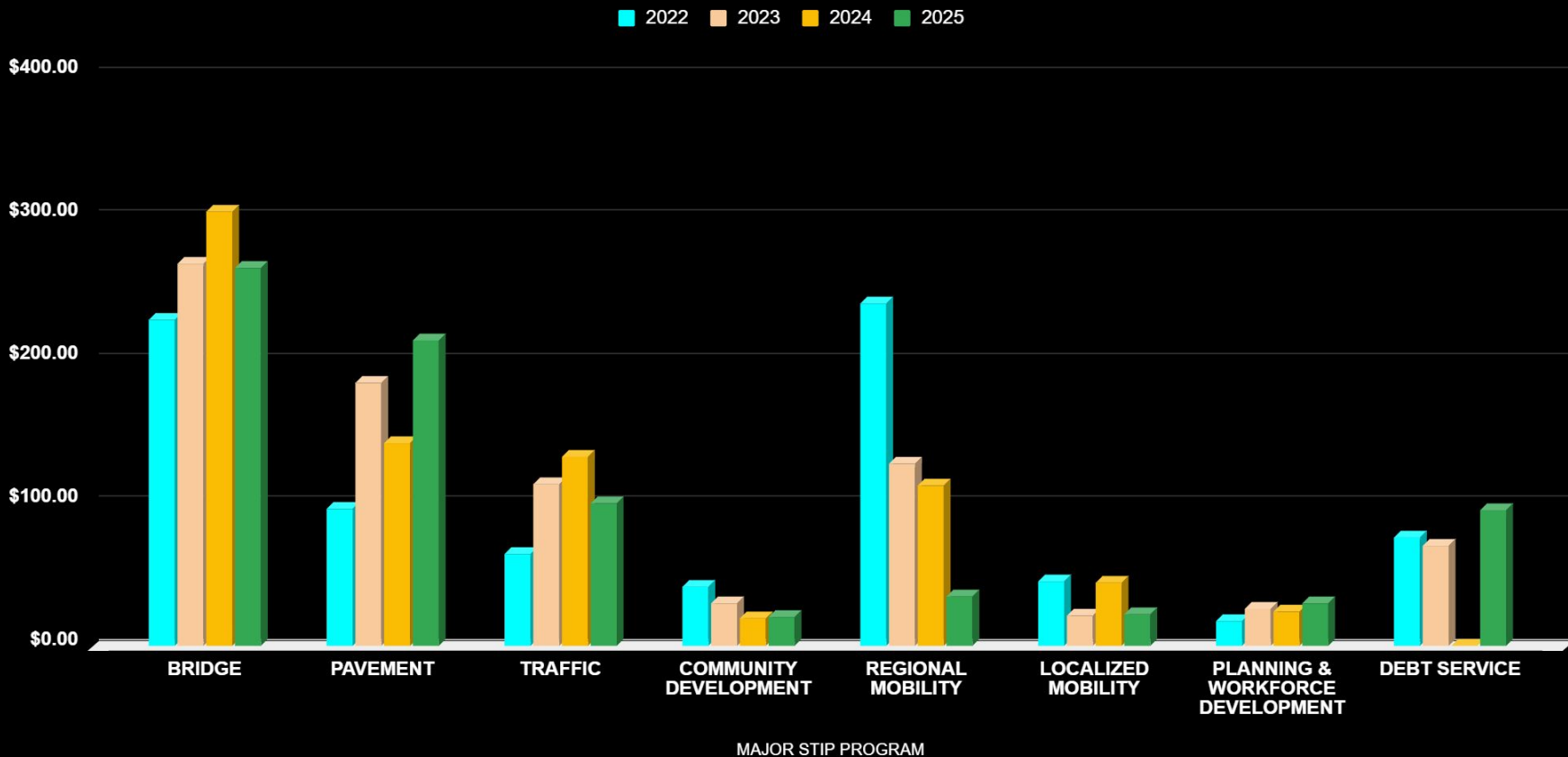


2022-2025 STIP OBLIGATION REVIEW

New Federal Obligations by Year And Phase (In Millions) 2022-2025



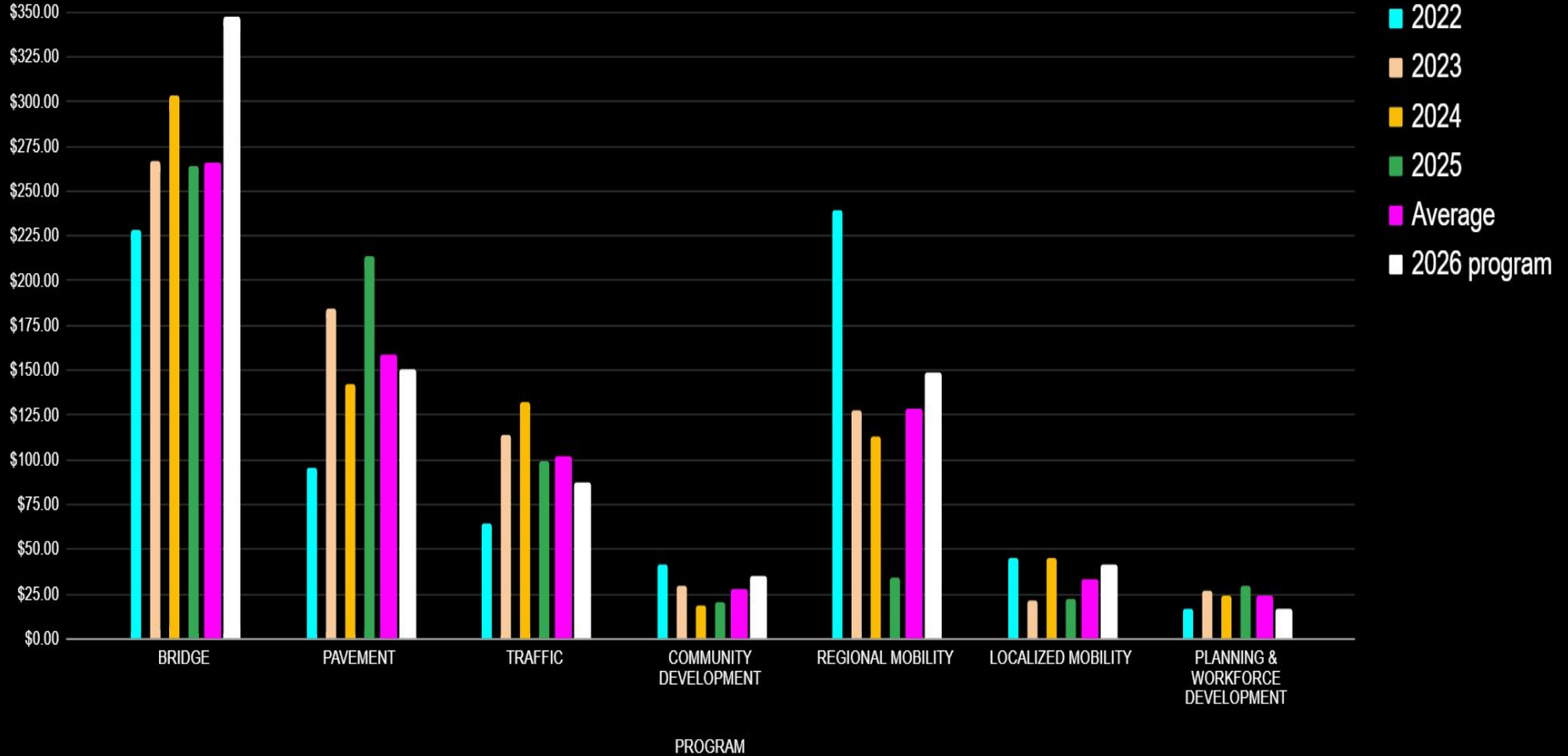
New Project Obligations by STIP Program FFY 2022-2025 (In Millions)



2026 Program and Beyond

- Year in Transition
 - Expanding the data driven maintenance of bridges and pavement within the state
 - Developing the next iteration of the STIP
 - As IIJA is in its twilight, anticipating changes for the next Transportation Bill
 - Strategic System Expansion and Regional Mobility Projects
 - Corridor H “Wardensville” Segment will domino into the final Segment “Parsons-Davis”.
 - Fully utilizing Federal Apportionment on projects as Garvee Bonds have been reconciled with federal fund obligation.

Year by Year 2022-2025; Average, and 2026



2027-2032 STIP

- Work has already begun on the development of the next iteration of the STIP
- There are challenges ahead with an unknown new transportation bill as IIJA expires
 - There will be an almost immediate amendment to coincide with changes to existing federal programs and possibly new programs
- Integrating and developing investments strategies from the Transportation Asset Management Plan
- Integrating the STIP into the WV DOH “HUB” platform to better utilize data and streamline the processes for efficiency. Overhaul of STIP Reports for more clear and concise information

"Coming together is a beginning. Keeping together is progress. Working together is success"- Henry Ford

Thank You For Everything You Do!

Questions?