

FY 2024-2027

**Brooke Hancock Jefferson
Metropolitan Planning Commission
Transportation Improvement Program (TIP)**



**State Fiscal Years 2024 - 2027
Final Draft Submitted 5/1/2023**

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Brooke Hancock Jefferson Metropolitan Planning Commission (BHJMPC)

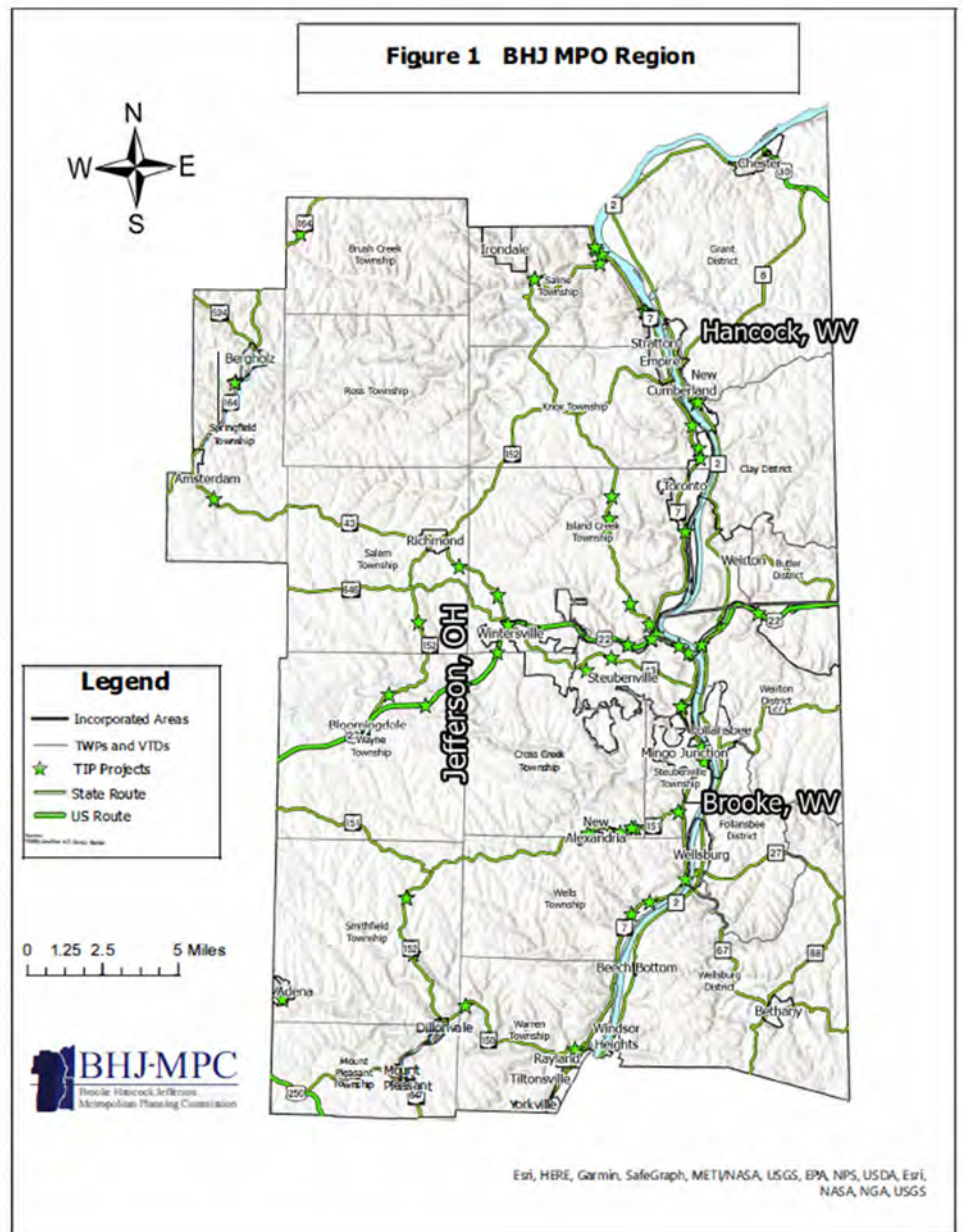
Transportation Improvement Program (TIP)

SFY 2024 - 2027

CHAPTER 1

INTRODUCTION

The Brooke Hancock Jefferson Metropolitan Planning Commission (BHJMPC) is in the forefront of the region of Brooke and Hancock County, West Virginia's, and Jefferson County, Ohio's, Planning activities and Transportation priorities. We are committed to developing public and private partnerships that foster innovative ideas and strategies for the improvement and revitalization of our region. Twenty-seven communities and three counties make up our forums for local decision-making. In 2018, we celebrated 50 years of providing planning administrative level support for transportation improvements, brownfields redevelopment, and upgrades to other regional infrastructure. True to our mission, BHJMPC promotes intergovernmental communication and collaboration to resolve considered to have a "greater-than-local" impact.



Primary Responsibilities of BHJMPC

MPOs, such as BHJMPC are responsible for conducting an array of transportation planning activities, providing technical services and distributing transportation planning and project funding for their member communities and agencies, as established in [23 CFR 450 Subpart C](#). MPOs are responsible for creating several key recurring planning documents. These required planning documents include:

- A multimodal, long-range transportation plan (LRTP) for the region
- A biennial transportation improvement program (TIP)
- An annual unified planning work program (UPWP/OWP)

TIP Overview

The TIP is a comprehensive and financially constrained listing of regional transportation projects and services that are scheduled for some phase of implementation within the four-year TIP period. The projects identified in the TIP were selected through a continuing, cooperative and comprehensive planning effort between BHJMPC, the State of Ohio, the State of West Virginia, and local entities, and are in alignment with the goals of the BHJMPC's metropolitan transportation plan called 2045 Long Range Transportation Plan. The projects have funding commitments from a variety of federal, state and local sources. The program of projects maintains a balance of local and regional needs and includes projects from all modes of transportation including highways, public transportation, bicycles and pedestrians.

The development of the TIP is the responsibility of BHJMPC, which is the designated MPO for Brooke and Hancock counties in West Virginia and Jefferson County in Ohio. The TIP is developed on a biennial basis in conjunction with the development of the Statewide Transportation Improvement Program (STIP). Once the TIP is adopted by the Technical Advisory Committee (TAC), it is then submitted to ODOT, WVDOH, and U.S. DOT for approval and inclusion by reference into Ohio's and West Virginia's STIP as required by federal regulation. The STIP and TIP also serve as the reference document required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for use in approving federal funds for transportation projects in Ohio and West Virginia. The TIP must also include all regionally significant projects requiring action by FHWA/FTA irrespective of funding source, as established in 23 CFR 450.326(f).

Consistency with the Long-Range Transportation Plan

BHJMPC completed and adopted its long-range transportation plan (LRTP) titled the 2045 Long Range Transportation Plan on April 22nd, 2020 . The LRTP is, at a minimum, the twenty-year intermodal transportation plan that defines the future needs for both highways, bridges, and other non-highway freight facilities such as air, rail and water facilities, as well as alternative modes of transportation including walking, biking, and shared-ride alternatives. Within this TIP, the highway element incorporates the preservation, safety, and aesthetic enhancements of bridges freeways and streets, while the non-highway alternative component includes public transit and human service transportation, off/on-road bicycle and pedestrian facilities, and rideshare/vanpool programs.

These long-range plans are federally required to cover a minimum 20-year time horizon and must analyze all transportation needs over that time period, including roadway, bridge, transit, and non-motorized modes of travel.

The goals, objectives and strategies stated in the long-range transportation plan establish BHJMPC’s overall approach to the prioritization of transportation projects and investments. These goals and their descriptions are included below in Table 1.

TABLE 1 - Transportation Plan Goals

2045 LRTP Goals and Objectives	
1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2	Increase the safety of the transportation system for motorized and nonmotorized users.
3	Increase the security of the transportation system for motorized and nonmotorized users.
4	Increase the accessibility and mobility options available to people and for freight.
5	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7	Promote efficient system management and operation.
8	Emphasize the preservation of the existing transportation system.
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10	Enhance travel and tourism.

CHAPTER 2

PERFORMANCE BASED PLANNING AND PROGRAMMING

Introduction to Transportation Performance Management

FHWA and FTA have developed a series of performance measures that every state must monitor to determine how effectively their transportation investments are advancing the national performance goals. A list of the national goal areas and associated performance measures is shown below. Statewide transportation targets have been established for each of these performance metrics. The targets were established by a coordinated effort between ODOT, WVDOH, and the MPOs.

In January of each year, the BHJMPC Transportation Study Policy Committee will consider, adoption by resolution, supporting five safety performance management targets developed by ODOT (for Ohio) and WVDOH (for West Virginia) for the safety performance measures outlined below. The BHJMPC last adopted safety performance targets on November 16, 2022. BHJMPC has the option to adopt the performance measures established by ODOT and WVDOH or establish our own targets that are an improvement over the states' targets. BHJMPC has in the past and plans to in the future to adopt the states' targets instead of establishing our own.

Every four years, the BHJMPC Transportation Study Policy Committee will consider, adoption by resolution, supporting the following performance measure targets (*listed below*) developed by ODOT and WVDOH for the Weirton-Steubenville, WV-OH Metropolitan Planning Area:

Pavement Condition on NHS Routes, Bridge Condition on NHS Routes, Travel Time Reliability on NHS Routes, CMAQ Emissions Reductions for NO_x and PM_{2.5}, Transit Asset Management Plans for Steel Valley Regional Transit Authority (SVRTA), and Weirton Transit Corporation (WTC).

Since no interstate highways traverse through the Weirton-Steubenville, WV-OH Metropolitan Planning Area, certain performance measure targets found in the rules do not apply. the BHJMPO's Policy Board, on March 16th, 2022, adopted a resolution supporting ODOT's (for Ohio), WVDOH's (for West Virginia), SVRTA's performance management targets for the infrastructure and air quality performance measures outlined above.

Please refer to the links provided below for additional information.

- ODOT's [Transportation System Performance Report](#)
- WVDOT's [Performance Measures](#)

FIGURE 2 - National Transportation Goal Areas and Performance Measures



BHJMPC’s Federal Transportation Performance Measures

The following is a list of the federally required transportation measures applicable to the BHJMPC region (see 23 CFR 490) as required by the most recent federal transportation bills MAP-21 (2012), FAST Act (2015), and IIJA (2022). BHJMPC works with ODOT, WVDOH, SVRTA, WTC, and other local transportation partners to ensure regional transportation projects are selected to effectively address the transportation performance measures.

PM1: Safety Performance Measures

23 CFR 490.207 requires states to establish five safety performance measures and set targets for those measures to demonstrate fatal and serious injury reductions on all public roads. The figure below shows the safety performance measures, baselines, and targets. These measures are evaluated on a 5-year rolling average.

Ohio

TABLE 2-Ohio PM1

Ohio PM1 Safety Performance Targets for CY2024	
2% Annual Reduction target across all five Safety Performance Measures Categories	
Number of Fatalities	1,173.0 or less
Number of Serious Injuries	7,270.0 or less
Fatality Rate	1.05 per 100 MVM
Serious Injury Rate	6.51 per 100 MVM
Non-Motorized Number of Serious Injuries/Fatalities	835 or less
<i>The BHJMPO adopted the above performance targets November 15, 2023*</i>	
Ohio PM1 Safety Performance Targets Baselines from CY2018-2022	
Number of Fatalities	1,220.0
Number of Serious Injuries	7,529.4
Fatality Rate	1.09 per 100 MVM
Serious Injury Rate	6.78 per 100 MVM
Non-Motorized Number of Serious Injuries/Fatalities	869.19 or less

BHJ Mirrors the Targets Set by ODOT.

In an effort to improve safety, Ohio has once again adopted a 2% Annual Reduction goal for the 2024 Target Year. This 2% annual reduction is across all 5 targets: Number of Fatalities, Number of Serious Injuries, Rate of Fatalities, Rate of Serious Injuries, and Number of Non-motorized Fatalities and Non-motorized Serious Injuries. Ohio has adopted these aggressive targets because the state is making a record level of investments in safety thanks to an increase in the gas tax in 2019, the first increase in almost 15 years. This increase has resulted in an additional \$50M annually for Highway Safety Improvement Projects (HSIP), bringing the total investment to \$158M annually. As a result of the new federal transportation bill passed in 2021, ODOT has elected to add \$27M to the budget in FY 23 and 24, bringing the total HSIP budget to \$185M. Ohio is also pursuing changes to its distracted driving law that has not updated since 2012 when mobile devices could not do a fraction of what they can today. Ohio is also stating that they are choosing to adopt aggressive targets for fatalities because they cannot in good conscience set negative targets or low expectations and expect to inspire ourselves or Ohioans to do more.

The table below shows the total projects and amount of funding that is being invested to improve the safety of the BHJ MPC transportation system in Ohio.

TABLE 3 - Ohio Projects

OHIO PM1 SAFETY PERFORMANCE PROJECTS				
<small>AS OF 8/9/2023</small>				
PID	Project Name	Work Group	SFY	*Total Project Cost
114427	BEL/JEF-7-6.11/0.00	Traffic Control Maintenance	2027	\$ 1,721,344.67
116177	JEF VAR GR	Traffic Control (Safety)	2024	\$ 1,059,207.50
117552	JEF SR 43 8.55	Roadway Improvement (Safety)	2024	\$ 1,098,908.59
119675	JEF SR 43 Road Diet Prelim Eng	General Engineering	2024	\$ 65,160.00
119733	JEF SR 150 3.544	Safety	2024	\$ 617,621.63
				\$ 3,879,460.76

West Virginia

TABLE 4 - West Virginia PM1

West Virginia Statewide PM1 Safety Performance Targets for CY 2024					
<i>Target to reach Zero Fatalities by 2050</i>					
<i>66% reduction in serious injuries by the year 2050</i>					
<i>66% reduction in bike and pedestrian fatalities and serious injuries by the year 2050</i>					
Number of Fatalities	262.7 or less				
Number of Serious Injuries	791.2 or less				
Fatality Rate	1.682 per 100 HMVMT				
Serious Injury Rate	5.030 per 100 HMVMT				
Non-Motorized Number of Serious Injuries/Fatalities	86.0 or less				
BHJ Area PM1 Safety Performance Target Setting					
Annual					
Safety Performance Measure	Original Baseline	New Baseline (2021)	2022 Annual Target (2024's Baseline)	2024 Annual Target	2050 Annual Goal
Fatalities	4	2	2	1	0
Fatality Rate	1.075	0.796	0.792	0.365	0.00
Serious Injuries	39	17	17	19	6
Serious Injury Rate	10.398	6.765	4.592	7.453	1.99
Non-Motorized Number of Serious Injuries/Fatalities	1	1	1	3	0
5-Year Average					
Safety Performance Measure	Original Baseline	New Baseline (2017-2021)	2022 5-Year Avg Target (2018-2022) 2024's Baseline	2024 5-Year Average Target	2046-2050 5-Year Avg Target
Fatalities	4.2	3.4	3.3	1.6	0.07
Fatality Rate	1.11	1.064	0.929	0.604	0.025
Serious Injuries	39.4	21.6	207	18.3	6.7
Serious Injury Rate	10.53	6.793	6.812	7.132	2.366
Non-Motorized Number of Serious Injuries/Fatalities	2.4	2.2	2	2.14	0.52
<i>The BHJMPO adopted the above performance targets January 17th, 2024*</i>					

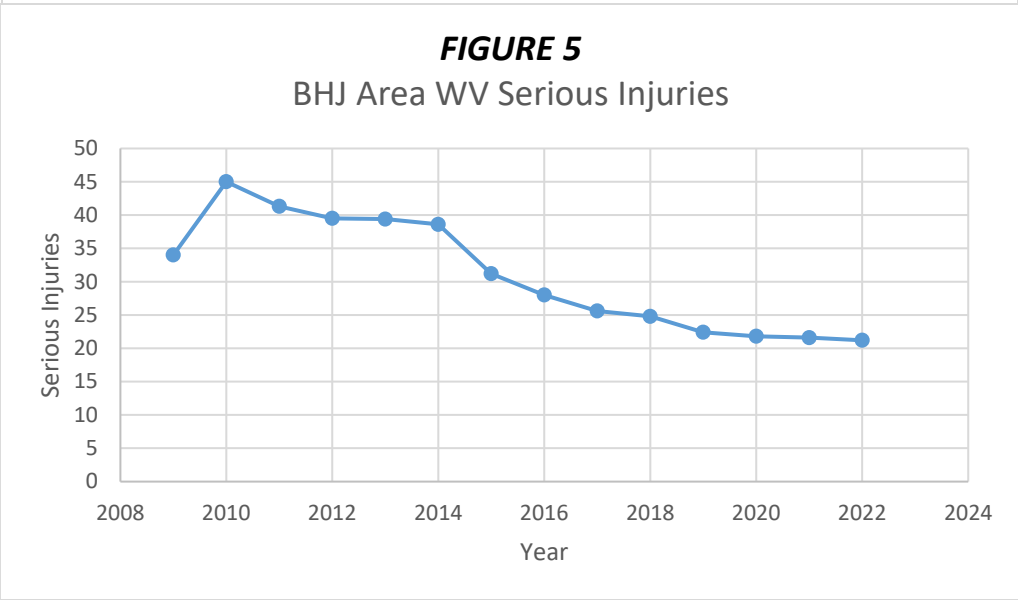
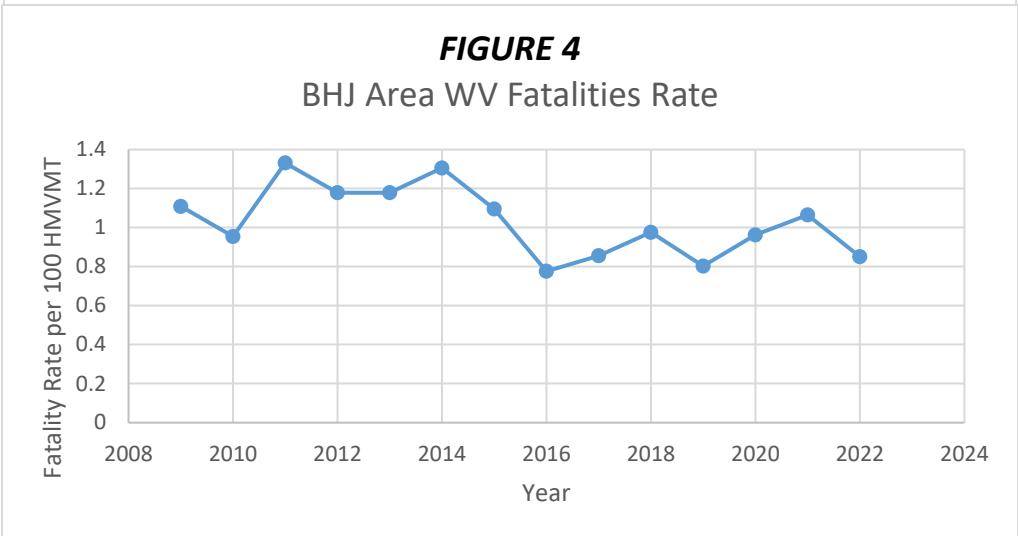
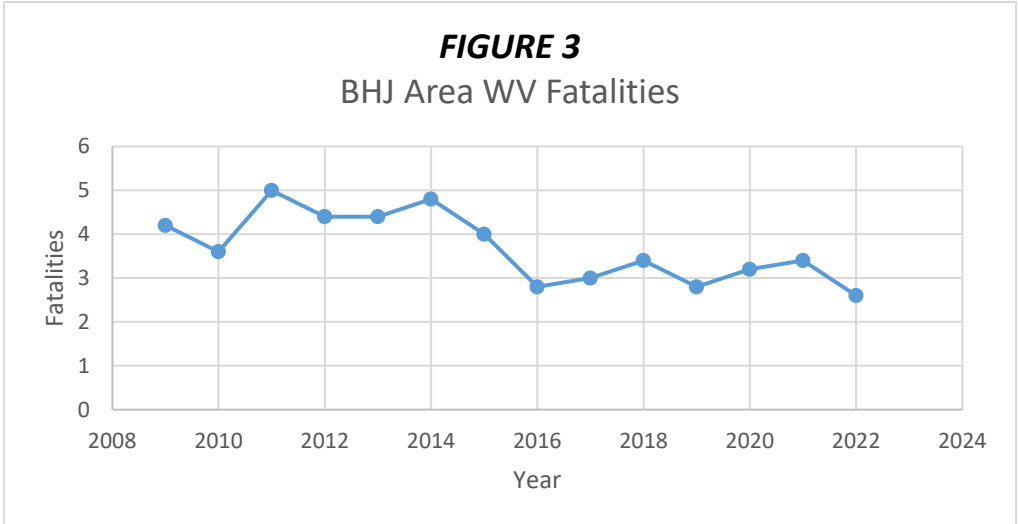
BHJ Mirrors the Targets Set by WVDOH.

For 2022, not all targets were met in the BHJ region for West Virginia, but performance was better than the baseline data and significant progress was made.

TABLE 5 - West Virginia Projects

WEST VIRGINIA PM1 SAFETY PERFORMANCE PROJECTS					
DISTRICT WIDE PROJECTS					AS OF 11/13/2023
FFY	COUNTY/MPO	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	TOTAL DOLLAR COST
2024	BELOMAR & BHJ	ROADWAY STRIPING (D6)	INST PVMT MARK(PAINT)	S386 STRIP 24 00	\$950,037
2025	BELOMAR & BHJ	ROADWAY STRIPING (D6)	INST PVMT MARK(PAINT)	S386 STRIP 25 00	\$950,037
2027	BELOMAR & BHJ	ROADWAY STRIPING (D6)	INST PVMT MARK(PAINT)	S386STRIP2700	\$950,037
2028	BELOMAR & BHJ	ROADWAY STRIPING (D6)	INST PVMT MARK(PAINT)	S386 STRIP 28 00	\$950,037
2024	BELOMAR & BHJ	D-6 RECALL STRIPING	PAVEMENT MARKINGS(PAINT)	S386 RECAL 24 00	\$267,908
2025	BELOMAR & BHJ	D-6 RECALL STRIPING	PAVEMENT MARKINGS(PAINT)	S386 RECAL 25 00	\$281,303
2026	BELOMAR & BHJ	D-6 RECALL STRIPING	PAVEMENT MARKINGS(PAINT)	S386 RECAL 26 00	\$231,400
2027	BELOMAR & BHJ	D-6 RECALL STRIPING	PAVEMENT MARKINGS(PAINT)	S386RECAL2700	\$281,303
2028	BELOMAR & BHJ	D-6 RECALL STRIPING	PAVEMENT MARKINGS(PAINT)	S386 RECAL 28 00	\$267,908
2024	BELOMAR & BHJ	D-6LED RETROFIT	LED RETROFIT	U386 470 000 00	\$7,500,000
2024	BELOMAR & BHJ	US 22 SIGNING (AUTH AC)	REN SIGNING	U305 22 00004 00	\$3,017,900
BROOKE AND HANCOCK COUNTY SPECIFIC PROJECTS					
2023	BRO	US 22 SIGNING	REN SIGNING	U305 22 00004 00	\$1,500,000
2026	BRO	ROADWAY STRIPING (D6)	INST PVMT MARK(PAINT)	S386 STRIP 26 00	\$950,037
2024	HAN	NEW CUMBERLAND - WV 2 IMPROVEMENT (GO BOND 2/3)	RELOCATE ROADWAY	U315 002 00620 00	\$5,448,000
				TOTAL	\$23,545,907.00

On the following page are a few graphs that illustrate the progress that has been made in the BHJ region in West Virginia towards Fatalities, the Fatality Rate, and Serious Injuries.



PM2:Infrastructure Condition Measures

23 CFR 490.307 and 23 CFR 490.407 establish performance measures to evaluate the condition of Ohio’s and West Virginia’s National Highway System (NHS) pavements and bridges. The tables below shows these performance measures along with their baselines, 2-year targets, and 4-year targets, as well as the projects and funding that is being invested to maintain and improve pavement and bridge conditions in the BHJMPC region during this TIP period. BHJMPC does not have any Interstate routes through the region and those performance measures are not listed and do not apply.

Ohio

TABLE 6 - Ohio PM2

Ohio PM2 NHS Pavement Targets	2-Year Target	4-Year Target
Percentage of Non-Interstate NHS Pavements in Good Condition	Good: 40% or more	Good: 40% or more
Percentage of Non-Interstate NHS Pavements in Poor Condition	Poor: 2% or less	Poor: 2% or less
Ohio PM2 NHS Bridge Targets	2-Year Target	4-Year Target
Percentage of NHS Bridges by deck area in Good Condition	Good: 55% or more	Good: 55% or more
Percentage of NHS Bridges by deck area in Poor Condition	Poor: 3% or less	Poor: 3% or less

*The BHJMPO adopted the above performance targets March 16th, 2022**

BHJ Mirrors the Targets Set by ODOT.

TABLE 7 - Ohio Projects

OHIO PM2 NHS PAVEMENT AND BRIDGE PROJECTS				
AS OF 2/8/2024				
PID	Project Name	Work Group	SFY	*Total Project Cost
99012	JEF-22-16.320 WVDOH	Bridge / Culvert Maintenance	2024	\$ 8,384,700.00
100599	HAS/JEF-250-30.20/0.00	Roadway Minor Rehab	2025	\$ 1,230,852.11
107503	JEF SR 7 10.830	Roadway Minor Rehab	2026	#REF!
107542	JEF SR 151 12.020	Roadway Minor Rehab	2027	\$ 523,701.00
108510	JEF SR 7 (33.46) (33.80)	Bridge Preservation	2027	\$ 8,239,189.15
109309	JEF SR 7 13.690	Bridge Preservation	2024	\$ 4,196,392.76
110405	JEF SR 7 26.490	Roadway Minor Rehab	2026	\$ 4,202,016.00
110454	JEF US 22 3.860	Roadway Minor Rehab	2024	\$ 2,906,143.91
110873	JEF SR 7 25.670	Geologic Maintenance / Slide Repair	2024	\$ 4,310,490.00
110889	JEF SR 7 30.920	Bridge Preservation	2025	\$ 3,448,049.00
111600	JEF SR 7 31.030	Bridge Preservation	2025	\$ 3,615,836.80
111667	JEF US 22 13.83/14.71	Culvert Preservation	2024	\$ 1,000,396.49
113999	JEF SR 7 13.950	Culvert Preservation	2025	\$ 2,851,813.71
114394	JEF-22-2.06/2.16, JEF-43-18.89	Culvert Preservation	2027	\$ 946,556.94
115428	JEF US 22 6.98	Bridge Preservation	2026	\$ 2,660,000.00
116391	JEF US 22 10.16	Roadway Minor Rehab	2027	\$ 2,264,371.00
116542	JEF SR 7 4.01	Bridge Preservation	2024	\$ 9,306,000.00
119118	JEF SR 7 9.90	Culvert Preservation	2026	\$ 1,797,854.80
119730	JEF SR 43 20.980	Roadway Minor Rehab	2025	\$ 847,440.00
119918	JEF US 22 6.98	Bridge / Culvert Maintenance	2026	\$ 1,041,000.00
119919	JEF SR 7 26.49	Bridge / Culvert Maintenance	2026	\$ 269,000.00
				\$ 53,902,550.56

West Virginia

TABLE 8 - West Virginia PM2

West Virginia PM2 NHS Non-Interstate Bridge and Pavement Performance Targets						
Performance Measures	Baseline Performance (2017)	2 Year Performance (2019)	2 Year Target (2019)	Significant Progress (2019)	4 Year Target (2021)	4 Year Adjustment (2021)
Percentage of Pavements of the Non-Interstate NHS System in Good Condition	40.9%	43.0%	40.0%	Yes	45.0%	-
Percentage of Pavements of the Non-Interstate NHS System in Poor Condition	1.2%	2.0%	5.0%	Yes	5.0%	-
Percentage of NHS Bridges Classified as in Good Condition	13.9%	11.6%	14.0%	No	16.0%	11%
Percentage of NHS Bridges Classified as in Poor Condition	11.9%	13.5%	10.0%	No	10.0%	13%
<i>The BHJMPO adopted the above performance targets March 17, 2021*</i>						

BHJ Mirrors the Targets Set by WVDOH.

TABLE 9 - West Virginia Projects

WEST VIRGINIA PM2 NHS PAVEMENT AND BRIDGE PROJECTS					
DISTRICT WIDE PROJECTS					AS OF 6/15/2023
FFY	COUNTY/MPO	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	TOTAL DOLLAR COST
2023	BELOMAR & BHJ	FY 24 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686 NBIS 24 00	\$450,000
2023	BELOMAR & BHJ	FY 24 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686 NBIS 24 00	\$450,000
2024	BELOMAR & BHJ	FY 25 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686 NBIS 25 00	\$450,000
2024	BELOMAR & BHJ	FY 25 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686 NBIS 25 00	\$450,000
2025	BELOMAR & BHJ	FY 26 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686 NBIS 25 00	\$450,000
2025	BELOMAR & BHJ	FY 26 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686 NBIS 25 00	\$450,000
2026	BELOMAR & BHJ	FY 27 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686NBIS2700	\$450,000
2026	BELOMAR & BHJ	FY 27 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686NBIS2700	\$450,000
2027	BELOMAR & BHJ	FY 28 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686NBIS2800	\$450,000
2027	BELOMAR & BHJ	FY 28 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686NBIS2800	\$450,000
2028	BELOMAR & BHJ	FY 29 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686NBIS2900	\$450,000
2028	BELOMAR & BHJ	FY 29 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686NBIS2900	\$450,000
BROOKE AND HANCOCK COUNTY SPECIFIC PROJECTS					
2023	BRO	JOHN G CHERNEKO BR	BRIDGE REPAIR	S305 2 677 00	\$80,000
2024	BRO	US 22 RAMP A	BRIDGE REPAIR	S305 22 012 00	\$1,321,000
2024	BRO	RAMP E NORTHBOUND	BRIDGE REPAIR	S305 2 1624 00	\$980,000
2024	BRO	MARKLEY LEWIS BRIDGE	BRIDGE REHABILITATION	S305 67 246 00	\$20,000
2024	BRO	MARKLEY LEWIS BRIDGE	BRIDGE REHABILITATION	S305 67 246 00	\$10,000
2024	BRO	MARKLEY LEWIS BRIDGE	BRIDGE REHABILITATION	S305 67 246 00	\$600,000
2024	BRO	BUFFALO CREEK BR	BRIDGE REHABILITATION	S305 67 062 00	\$60,000
2024	BRO	BUFFALO CREEK BR	BRIDGE REHABILITATION	S305 67 062 00	\$10,000
2024	BRO	BUFFALO CREEK BR	BRIDGE REHABILITATION	S305 67 062 00	\$1,500,000
2024	BRO	PRATZ BR	BRIDGE REHABILITATION	S305 67 136 00	\$10,000
2024	BRO	PRATZ BR	BRIDGE REHABILITATION	S305 67 136 00	\$52,000
2027	BRO	ROCKDALE BRIDGE	BRIDGE REHABILITATION	S305 7 106 00	\$950,037
2028	BRO	ROCKDALE BRIDGE	BRIDGE REHABILITATION	S305 7 106 00	\$70,000
2027	BRO	USMC CORPORAL MARK DOUGLAS COOL MEMORIAL BRIDGE	BRIDGE REHABILITATION	S305 18 003 00	\$142,000
2028	BRO	USMC CORPORAL MARK DOUGLAS COOL MEMORIAL BRIDGE	BRIDGE REHABILITATION	S305 18 003 00	\$100,000
2023	HAN	NORTH FORK TOMLINSON RUN BR	BRIDGE REPAIR	315 12 232 00	\$65,000
2024	HAN	FILMORE STREET BRIDGE	REHABILITATION	S315 FSBR 001 00	\$50,000
2025	HAN	FILMORE STREET BRIDGE	REHABILITATION	S315 FSBR 001 00	\$10,000
2028	HAN	FILMORE STREET BRIDGE	REHABILITATION	S315 FSBR 001 00	\$200,000
				TOTAL	\$11,630,037.00

PM3: Travel Time Reliability, Congestion, and Air Quality Measures

Travel Time Reliability and Air Quality Measures

23 CFR 490.507 and 23 CFR 490.607 established the performance measures for the Level of Travel Time Reliability on Ohio's and West Virginia's NHS system. 23 CFR 490.807 established the Total CMAQ Emission Reduction Performance Measures. These performance measures affect Ohio's and West Virginia's U.S. EPA designated air quality nonattainment and maintenance areas. Ohio and West Virginia was required to set targets for its nonattainment and maintenance areas for the pollutants of Volatile Organic Compounds (VOCs), Nitrous Oxide (NOx), and Particulate Matter at 2.5 Micrometers in Diameter (PM^{2.5}). The table below shows these performance measures along with their baselines, 2-year targets, and 4-year targets, as well as the total projects and funding that is being invested to improve travel time reliability on the NHS system in the BHJMPC region during the TIP period. BHJMPC does not have any Interstate routes through the region and those performance measures are not listed and do not apply.

The CMAQ (Congestion Mitigation and Air Quality) program funds projects based on their estimated contribution toward the reduction of these mobile source pollutants. The table below shows the TIP period CMAQ funded projects in the BHJMPC region.

Ohio

TABLE 10 - Ohio PM3

Ohio PM3 Non-Interstate NHS Travel Time Reliability (TTR) Targets	2-Year Target	4-Year Target
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	N/A	80% or better
Level of Truck Travel Time Reliability (LOTTR)	1.50 or more	1.50 or more
Ohio PM3 CMAQ Mobile Emissions Targets (For the Region)	2-Year Target	4-Year Target
Volatile Organic Compounds (VOC) Total Emission Reduction	60.000 kg/day or more	60.000 kg/day or more
Nitrous Oxide (NOx) Total Emission Reduction	250.000 kg/day or more	250.000 kg/day or more
Particulate Matter 2.5 (PM2.5) Total Emission Reduction	30.000 kg/day or more	30.000 kg/day or more
<i>The BHJMPO adopted the above performance targets March 16th, 2022*</i>		

BHJ Mirrors the Targets Set by ODOT.

TABLE 11 - Ohio Projects

OHIO PM3 NHS CMAQ MOBILE EMISSIONS PROJECTS				
<small>AS OF 3/7/2024</small>				
PID	Project Name	Work Group	SFY	*Total Project Cost
109503	JEF-SR 7 Brilliant Park-N-Ride	Building / Facility Improvement	2024	\$ 251,260.75
				\$ 251,260.75

West Virginia

TABLE 12 - West Virginia PM3

West Virginia PM# Travel Time Reliability and Air Quality Performance Measures						
Performance Measures	Baseline Performance (2017)	2 Year Performance (2019)	2 Year Target (2019)	Significant Progress (2019)	4 Year Target (2021)	4 Year Adjustment (2021)
Truck Travel Time Reliability Index (TTTR)	1.21	1.28	1.25	No	1.30	1.40
Total Emission Reductions: PM2.5	0.092	0.122	0.092	Yes	0.092	-
Total Emission Reductions: PM10	0.000	0.133	0.000	Yes	0.000	-

*The BHJMPO adopted the above performance targets March 17, 2021**

BHJ Mirrors the Targets Set by WVDOH.

TABLE 13 - West Virginia Projects

WEST VIRGINIA NHS PM3 CMAQ MOBILE EMISSIONS PROJECTS					
DISTRICT WIDE PROJECTS					<small>AS OF 2/22/2023</small>
FFY	COUNTY/MPO	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	TOTAL DOLLAR COST
2025	BELOMAR & BHJ	DISTRICTWIDE 2025 GROUPABLE ADA	DESIGN/BUILD ADA RAMPS	S386 ADA 00025 00	\$550,000
BROOKE AND HANCOCK COUNTY SPECIFIC PROJECTS					
2024	BRO	WV2/WV 27 I/S IMPROVEMENT	WIDEN TURN LANES	U305- 002/00 7.44 00 22	\$510,000
2025	BRO	WV2/WV 27 I/S IMPROVEMENT	WIDEN TURN LANES	U305- 002/00 7.44 00 22	\$777,000
2025	HAN	NEW CUMBERLAND +1	DESIGN/BUILD ADA RAMPS	S315 2 00691 00	\$366,000
				TOTAL	\$2,203,000.00

TABLE 14 - Safety Performance Measures and Explanations

Measure Area	Performance Measures
Safety (PM1)	<ul style="list-style-type: none"> • Number of Fatalities • Fatalities per 100 million vehicle miles travelled • Number of serious injuries • Serious injuries per 100 million vehicle miles travelled • Number of non-motorized fatalities and non-motorized serious injuries
National Performance Management Measures to Assess Pavement Condition (PM2)	<ul style="list-style-type: none"> • Percentage of Pavements of the Interstate System in Good Condition • Percentage of pavements of the Interstate System in Poor Condition • Percentage of pavements of the non-Interstate NHS in Good condition • Percentage of pavements of the non-Interstate NHS in Poor condition
National Performance Management Measures to Assess Bridge Condition (PM2)	<ul style="list-style-type: none"> • Percentage of NHS bridges classified as in Good Condition • Percentage of NHS bridges classified as in Poor condition
Performance of the National Highway System (System Performance) (PM3)	<ul style="list-style-type: none"> • Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable • Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
Freight Movement on the Interstate System (PM3)	<ul style="list-style-type: none"> • Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index
Measures to Assess the CMAQ Program: Traffic Congestion (PM3)	<ul style="list-style-type: none"> • Peak Hour Excessive Delay (PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita • Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel
Measures to Assess the CMAQ Program: Traffic Congestion (PM3)	<ul style="list-style-type: none"> • Emissions Measure: Total Emission Reductions

Transit Asset Management (TAM):

ODOT has set the following performance targets and measures for facilities, equipment, and revenue vehicles at a statewide level. The charts below show the statewide information for reference.

Facilities

TABLE 15 - Facilities Performance Targets

Asset Class (NTD)	Performance Target	Performance Measure
Passenger Facilities	0% below a 3	0%
Maintenance Facilities	22% below a 3	16%
Administrative Facilities	38% below a 3	16%

Equipment

Equipment includes service vehicles and equipment not attached to or a part of a facility that has a replacement value greater than \$50,000.

TABLE 16 - Equipment Performance Targets

Asset Class (NTD)	Asset Class (ODOT)	Performance Target	Performance Measure
Non-Revenue Vehicle	Service Vehicle	100% less than 10 years old	36%
Equipment	Mobile Vehicle Lift	100% less than 14 years old	100%
Equipment	Generator	100% less than 10 years old	100%

Rolling Stock Vehicles

TABLE 17 - Vehicles Performance Targets

Asset Class (NTD)	Asset Class (ODOT)	Performance Target	Performance Measure
Automobile	Automobile (AO)	30% older than 8 years	20%
Bus	Heavy Duty Bus (B30-HD, B35-HD, B40-HD, B45-HD, B60-HD); Medium Duty Bus (B30-D, B35-MD); Light Duty Bus (B30-LD)	21% older than 14 years	0%
Cutaway Bus	LTL/LTN, LTV, LTV-FS, LTV-HC, LTV-N, LTV-S	2% older than 10 years	8%
Van	Accessible Vans (AV); (BSV); Converted Vans (CV); Modified Mini Van(MMV); (MV-1); Mini Vans (SMV)	10% older than 8 years	23%

There are two transit agencies that provide public transportation in the BHJMPC region. Steel Valley Regional Transit Authority (SVRTA) and the Weirton Transit Corporation provide bus routes that cover a majority of the three county area and more via connections to surrounding transit agencies in Ohio, West Virginia, and Pennsylvania. The tables below show total transit investments, projects planned, performance targets and measures, and investment priorities for the BHJMPC region in the TIP period.

SVRTA-Performance Targets and Measures

TABLE 17- SVRTA Asset Inventory Summary

Asset Category	Total Number	Avg. Age	Avg. Mileage	Avg. Value
Revenue Vehicles	14	6.1	148,694	\$26,649.47
AB-Articulated Bus	0	-	-	-
AO-Automobile	0	-	-	-
BR-Over-the-road Bus	0	-	-	-
BU-Bus	0	-	-	-
CU-Cutaway Bus	11	6.1	172,926	\$31,235.02
DB-Double Decked Bus	0	-	-	-
FB-Ferryboat	0	-	-	-
MB-Mini-bus	0	-	-	-
MV-Mini-van	3	6.0	59,843	\$9,835.80
RT-Rubber-tire Vintage Trolley	0	-	-	-
SB-School Bus	0	-	-	-
SV-Sport Utility Vehicle	0	-	-	-
TB-Trolleybus	0	-	-	-
VN-Van	0	-	-	-
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Custom 3	0	-	-	-
Equipment	48	13.8	44,671	\$5,273.66
Non Revenue/Service Automobile	0	-	-	-
Steel Wheel Vehicles	0	-	-	-
Trucks and other Rubber Tire Vehicles	2	12.5	44,671	\$18,000
Trucks and other Rubber Tire Vehicles	2	12.5	44,671	\$18,000
Custom 2	24	13.0	N/A	\$4,090.02
Custom 3	3	15.3	N/A	\$653.89
Facilities	2	26.0	N/A	\$1,450,000.00
Administration	1	33.0	N/A	\$2,400,000.00
Maintenance	0	-	N/A	-
Parking Structures	0	-	N/A	-
Passenger Facilities	1	19.0	N/A	\$500,000.00
Custom 1	0	-	N/A	-
Custom 2	0	-	N/A	-
Custom 3	0	-	N/A	-

TABLE 19 - Asset Condition Summary

Asset Category	Avg. TERM Condition	Avg. Value	% At or Past ULB
Revenue Vehicles	N/A	\$14,851.37	80%
AB-Articulated Bus	N/A	-	-
AO-Automobile	N/A	-	-
BR-Over-the-road Bus	N/A	-	-
BU-Bus	N/A	-	-
CU-Cutaway Bus	3.2	\$16,105.00	83%
DB-Double Decked Bus	N/A	-	-
FB-Ferryboat	N/A	-	-
MB-Mini-bus	N/A	-	-
MV-Mini-van	4.0	\$9,835.00	67%
RT-Rubber-tire Vintage Trolley	N/A	-	-
SB-School Bus	N/A	-	-
SV-Sport Utility Vehicle	N/A	-	-
TB-Trolleybus	N/A	-	-
VN-Van	N/A	-	-
Custom 1	N/A	-	-
Custom 2	N/A	-	-
Custom 3	N/A	-	-
Equipment	N/A	\$889.22	36%
Non Revenue/Service Automobile	2.0	\$0.00	0%
Steel Wheel Vehicles	N/A	-	-
Trucks and other Rubber Tire Vehicles	N/A	\$0.00	100%
Trucks and other Rubber Tire Vehicles	N/A	\$0.00	100%
Custom 2	N/A	\$1,807.02	36%
Custom 3	N/A	\$653.89	100%
Facilities	4.0	\$1,450,000.00	N/A
Administration	4.0	\$2,400,000.00	N/A
Maintenance	-	-	N/A
Parking Structures	-	-	N/A
Passenger Facilities	4.0	\$500,000.00	N/A
Custom 1	-	-	N/A
Custom 2	-	-	N/A
Custom 3	-	-	N/A

TABLE 20 - Projects and Investment Priorities

Project Year	Project Name	Cost
2024	Operating Assistance	\$1,945,448.00
2024	Planning Assistance	\$97,500.00
2024	Preventative Maintenance Assistance	\$377,500.00
2024	Vehicle Replacements	\$212,300.00
2025	Operating Assistance	\$1,126,965.00
2025	Planning Assistance	\$102,375.00
2025	Preventative Maintenance Assistance	\$396,375.00
2026	Operating Assistance	\$1,183,313.00
2026	Planning Assistance	\$107,494.00
2026	Preventative Maintenance Assistance	\$416,194.00
2027	Operating Assistance	\$1,242,479.00
2027	Planning Assistance	\$112,868.00
2027	Preventative Maintenance Assistance	\$437,003.00
TOTAL		\$7,757,814.00

**Note: The SVRTA uses the Transportation Improvement Program (TIP) development process of the BHJMPC to satisfy the public hearing requirements of 49 U.S.C. Section 5307(b). The TIP public notice of public involvement activities and time established for public review and comment on the TIP satisfies the program-of-projects requirements of the Urbanized Area Formula Program.*

WDOT-Performance Targets and Measures

TABLE 21 - State of Good Repair Summary

Category	Class	Performance Measure	2024 Target	2023 Actual	2022 Actual	Action	Action Owner	Dependency
Rolling Stock	12yr/500K Miles	SGR%	95%	94%	78%	Continue working with sub grantees to maintain robust maintenance program	WVDOT & Subgrantee	TAM Plan
	10yr/350K Miles	SGR%	89%	87%	83%	Evaluate SGR of Trolleys	Subgrantee	-
	7yr/200K Miles	SGR%	75%	70%	86%	Evaluate SGR of Trolleys and prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan
	5yr/150K Miles	SGR%	73%	71%	72%	Prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan
	4yr/100K Miles	SGR%	79%	77%	76%	Prioritize replacements for "bad" and "poor" rated vehicles	WVDOT	TAM Plan
						Enhance existing asset management tool to include PM reporting	WVDOT	AVIS
						Conduct analysis of fleet maintenance practice for identified systems	WVDOT	WVDOT System Reviews
Facility	Admin, Maintenance, Storage	SGR%	75%	70%	100%	Maintain SGR for all facilities	WVDOT	WVDOT System Reviews AVIS
	Transfer Center	SGR%	100%	100%	100%			
Equipment	Support Vehicles	SGR%	40%	39%	76%	Support vehicles not in consistent support service are brought into SGR or disposed	WVDOT & Subgrantee	WVDOT System Reviews AVIS
	Maintenance Equipment	SGR%	35%	30%	63%	Maintain SGR for all equipment		

*SGR: Definition of State of Good Repair**

WVDOT defines SGR as a system meeting the following criteria: All assets are functioning at their ideal capacity within their design life. The state's asset management system, AVIS, includes consistent, accurate and relatively current information on the status of each capital asset covered by the TAM. Each system has a maintenance program to ensure maintenance is performed per manufacturer requirements and intervals. No rolling stock assets are placed in revenue service with identified safety defects.

TABLE 22 - Projects and Investment Priorities

Weirton Department of Transportation (WDOT)-Weirton		2024		2025		2026		2027	
		Source	Federal	State	Federal	State	Federal	State	Federal
(WTC)-Weirton									
BHJMPO	Source	Federal	State	Federal	State	Federal	State	Federal	State
Operating Assistance	5307	\$528,441	\$528,441	\$212,410	\$212,410	\$233,651	\$233,651	\$257,016.10	\$257,016.10
Maintenance	5339	\$32,000	\$8,100	\$26,400	\$6,600	\$29,010	\$7,260	\$31,944	\$7,986
TOTAL								\$2,612,236.20	

**Note: The WDOT uses the Transportation Improvement Program (TIP) development process of the BHJMPC to satisfy the public hearing requirements of 49 U.S.C. Section 5307(b). The TIP public notice of public involvement activities and time established for public review and comment on the TIP satisfies the program-of-projects requirements of the Urbanized Area Formula Program.*

Transit Safety Performance:

TABLE 23 - SVRTA Safety Performance Data

Data from 2022	
Total # of Safety Events	3
Safety Event Rate per Vehicle Revenue Miles	.44/100,000 miles
Total # of Fatalities	0
Fatality Rate per Vehicle Revenue Miles	0
Total # of Injuries	0
Injury Rate per Vehicle Revenue Miles	0
System Reliability	99%

TABLE 24 - WTC Safety Performance Data

Data from 2022	
Total # of Safety Events	8
Safety Event Rate per Vehicle Revenue Miles	N/A
Total # of Fatalities	0
Fatality Rate per Vehicle Revenue Miles	0
Total # of Injuries	1
Injury Rate per Vehicle Revenue Miles	N/A
System Reliability	99%

CHAPTER 3

AIR QUALITY CONFORMITY

The United States Environmental Protection Agency (US EPA) monitors and sets National Ambient Air Quality Standards (NAAQS) for several transportation-related pollutants. The agency is responsible for determining whether each county in the United States is in attainment or non-attainment for each of those pollutants. Currently in Ohio, the pollutants include nitrogen oxide (NO_x), volatile organic compounds (VOC) and particulate matter 2.5 micrometers or smaller in size (PM^{2.5}). It is possible that a county was once in non-attainment for a particular pollutant but then achieved levels that brought it back into attainment. These are referred to as maintenance areas.

If any county within an MPO region is designated as a non-attainment or maintenance area for one or more of these criteria pollutants, an air quality conformity analysis of the projects programmed in the TIP must be performed. This analysis ensures that the region's projects will have either a neutral impact on, or lead to a reduction in, the region's pollutant levels.

The transportation conformity rule, as established under section 176(c) of the Clean Air Act, ensures that the U.S. Department of Transportation, Metropolitan Planning Organizations (MPO), and other recipients of federal funds under Title 23 U.S.C. or the Federal Transit Laws (49 U.S.C. Chapter 53) approve transportation activities that are consistent with air quality goals. Transportation conformity addresses air pollution from on-road mobile emissions created by cars, trucks, motorcycles, and transit vehicles. It ensures that these transportation activities do not worsen air quality or interfere with the "purpose" of the air quality State Implementation Plan (SIP), which is to meet the National Ambient Air Quality Standards (NAAQS). According to the Clean Air Act, transportation plans, programs, and projects cannot:

- Create new NAAQS violations;
- Increase the frequency or severity of existing NAAQS violations; or
- Delay attainment of the NAAQS.

The federal requirements apply to areas designated as nonattainment for one or more NAAQS established pursuant to section 109 of the Clean Air Act (CAA), and nonattainment areas that the USEPA may subsequently re-designate to attainment with federally approved air quality maintenance plans. Conformity applies to both pollutants and specific *precursors*, compounds that react in the atmosphere to form pollutants. The current USEPA NAAQS attainment status for the whole of all three counties (Jefferson, OH; Brooke-Hancock, WV) within the Steubenville-Weirton, OH-WV area are:

- 1997 PM_{2.5} Standard 40 CFR 93.109(f) - revoked
- 1987 Standard PM₁₀ - Mobile Source Insignificance finding - Regional Emissions analysis not required.
- 2006 PM_{2.5} Standard 40 CFR 93.109(f) - Mobile Source Insignificance finding - Regional Emissions analysis not required
- 1997 8-Hour Ozone Standard - "Orphan Area" qualitative conformity determination

The federal requirements - 40 CFR 93.109(f) - stipulate that areas designated as attainment with SIP insignificant motor vehicle emissions findings, such as BHJ, do not have to satisfy a regional emissions analysis for §93.118 and/or §93.119 for a given pollutant/precursor and NAAQS. Instead, areas with SIP insignificance findings adopt qualitative conformity determination for regional Transportation Plans and TIPs. On September 18, 2013 and on March 18, 2014 the USEPA issued an insignificant finding for the Ohio and West Virginia portion of the BHJ Study Area respectively for the 2006 24-Hour PM_{2.5} Standard. On April 6, 2015 the USEPA revoked the 1997 ozone NAAQS and enacted the 2008 ozone NAAQS SIP requirements rule. On October 24, 2016 the USEPA revoked the 1997 Annual PM_{2.5} Standard. Therefore, the BHJ Transportation Plan and TIP will no longer need to demonstrate transportation conformity for the 1997 ozone NAAQS or the 1997 Annual PM_{2.5} Standard. The Plan and TIP will continue to demonstrate transportation conformity for the 2006 24-Hour PM_{2.5} Standard.

BHJMPC is initiating a new transportation conformity determination for new 2024 - 2027 Transportation Improvement Program (TIP). The BHJ region is a US EPA designated 1997 Ozone Standard "Orphan" area and a 2006 PM_{2.5} Standard Maintenance area with a mobile source insignificance finding. As a 1997 Ozone Standard "orphan area" and consistent with US EPA's November 29, 2018 guidance resulting from the South Coast II Court Case, BHJMPC will advance a new 2024 - 2027 TIP conformity determination.

As a 2006 PM_{2.5} Standard Maintenance area with a mobile source insignificance finding, a regional emissions analysis is not required - 40 CFR 93.109(f). BHJ will make a qualitative 2006 PM_{2.5} Standard Maintenance area for the new 2024 - 2027 TIP conformity determination.

As a 1987 PM₁₀ Standard Maintenance Area Jefferson County on December 11, 2000 (65 FR 77313) a finding that "transportation-related emissions do not contribute to PM₁₀ concentrations". As a 1987 PM₁₀ Standard, the Hancock and Brooke counties (part)-the City of Weirton as amended on September 12, 2006 (71 FR 40023) and Brooke County (part)-the City of Follansbee on August 27, 2003 (68 FR 51459) a finding that mobile sources as insignificant cause of nonattainment emissions in both areas.

The Steubenville MPO (Steubenville, OH - Weirton, WV urbanized area) initiated a new conformity analysis/determination for its existing 2045 Transportation Plan in response to FHWA's December 23, 2019 guidance requiring conformity analyses for "orphaned" US EPA 1997 Ozone standard areas.

Interagency Consultation Topics included the latest planning assumption use for the conformity analyses and the Latest Modeling Techniques. BHJTS maintains current travel demand model socioeconomic variables and highway/transit networks used to develop the BHJTS 2045 Transportation Plan. Should a future quantitative analysis be needed, BHJTS and ODOT will use MOVES3.1 for the latest emission modeling. The conformity process schedule is as follows:

BHJTS Plan Update and TIP Public Involvement schedule

- Public involvement period - March 10, 2023 - April 10, 2023, concurrent with Ohio STIP schedule
- BHJTS TIP Public Involvement effort will include information regarding the 1997 Ozone Standard qualitative transportation conformity determination.

BHJTS 2024- 2027 TIP Approval and Conformity Determination schedule

- BHJ Policy Board will adopt the 2024 -2027 TIP approval, and conformity determination resolution on April 19, 2023

TABLE 25 - Summary of Standards

1997 8-Hour Ozone Standard - Ohio and West Virginia	
Attainment status:	1997 8-Hour Ozone Standard - Maintenance Area
SIP Status:	1997 Ozone Orphan Area
Geography:	Jefferson County, Ohio and Brooke and Hancock Counties, West Virginia
Conformity Test:	Qualitative Conformity Determination consistent with US EPA's November 29, 2018 guidance resulting from the South Coast II Court Decision.
PM _{2.5} 2006 Standard - Ohio	
Attainment status:	Federal Register /Vol. 78, No. 181 /Tuesday, September 18, 2013 - Mobile Source Insignificance finding
SIP Status:	2006 PM _{2.5} Maintenance Area
Geography:	Jefferson County, Ohio and Brooke and Hancock Counties, West Virginia
Conformity Test:	Mobile Source Insignificance finding - Regional emissions analysis not required - 40 CFR 93.109 f
PM ₁₀ 1987 Standard - Ohio and West Virginia	
Attainment status:	Federal Register /Vol. 65, No. 77313/December 11, 2000; Vol.68, No.51459/August 27, 2003; and Vol. 71, No. 40023/September 12, 2006 - Mobile Source Insignificance finding
SIP Status:	1987 PM ₁₀ Maintenance Area
Geography:	Jefferson County, Ohio, Brooke County (part, Follansbee, West Virginia) Brooke and Hancock counties (part, Weirton, West Virginia)
Conformity Test:	Mobile Source Insignificance finding - Regional emissions analysis not required -

CHAPTER 4

ENVIRONMENTAL JUSTICE ANALYSIS

The U.S. EPA's Office of Environmental Justice defines Environmental Justice as:

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socio-economic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.

A 1992 notice with the purpose of "providing guidance to the Federal Highway Administration incorporated Environmental Justice with transportation: The Civil Rights Restoration Act of 1987 clarified the intent of Congress to include all programs and activities of Federal-aid recipients, sub-recipients, and contractors". However, perhaps the most important work on Environmental Justice is Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed into law by President Clinton on February 11, 1994. Not only does it define the agencies and public forums responsible for Environmental Justice concerns, but it also grants each of them this assignment:

Each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations, (Section 1-101).

On April 15, 1997, the U.S. Department of Transportation issued DOT Order 5610.2 to comply with Executive Order 12898. The Order deals with Federal Actions that addresses Environmental Justice in minority and low-income populations and generally describes the process that the Office of the Secretary and each Operating Administration will use to incorporate environmental justice principles (as embodied in the Executive Order) into existing programs, policies, and activities. In addition, the Order provides that the Office of the Secretary and each Operating Administration within the DOT will develop specific procedures to incorporate the goals of the DOT Order and the Executive Order with the programs, policies, and activities, which they administer or implement. In response, the Federal Highway Administration published Order 6640.23 on December 2, 1998 to establish policies and procedures to comply with the Executive Order.

All the data used for Environmental Justice as well as Title VI target areas and population comes from the most recently updated census data. This TIP document currently uses the 2020 census data.

There are three fundamental environmental justice principles:

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. Ensure the full and fair participation of all potentially affected communities in the transportation decision-making process.
3. Prevent denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

If a federal agency finds that a recipient of federal assistance has discriminated and cannot achieve voluntary compliance, the federal agency providing the assistance should either initiate fund termination proceedings or refer the matter to the Department of Justice for appropriate legal action. Aggrieved individuals may file administrative complaints with the federal agency that provides funds to a recipient, or the individuals may file suit for appropriate relief in federal court. Title VI itself prohibits intentional discrimination. However, most funding agencies have regulations implementing Title VI that prohibit recipient practices that have the effect of discrimination based on race, color, or national origin.

BHJMPC has adopted the following strategies to integrate EJ into the agency's transportation planning activities:

- Technical analyses to assess the benefits and any adverse effects of transportation activities via mapping project data alongside Poverty and Minority data
- Development of processes to measure successfully reducing the negative impacts to protected populations to determine EJ success
- Strategies to enhance outreach to EJ communities and their meaningful participation in the region's transportation planning process

BHJMPC's EJ Policy Document is included in the current 2045 Long Range Transportation Plan Document, Section 2, which can be found on our website at:

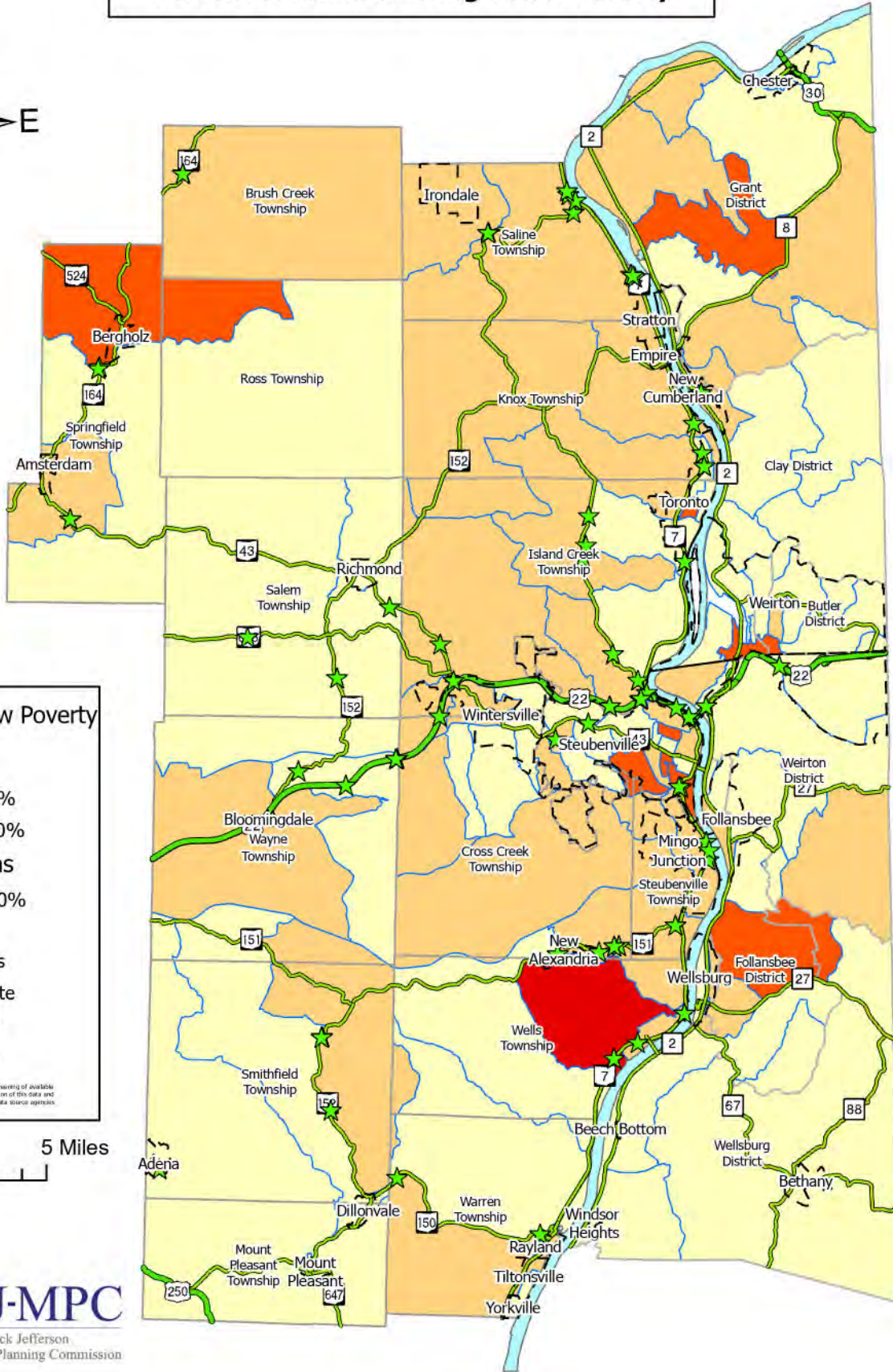
<https://www.bhjmpc.org/transportation-planning/long-range-plan/>

Outreach/Inclusion

To ensure that the BHJMPC region's transportation disadvantaged populations have a voice in the planning process, BHJMPC conducts the following outreach activities to engage the region's minority and low-income populations:

- Posting information on public meetings and draft documents in various locations and ways
 - This is described in greater detail in the Public Involvement section of this document
- Information shared with local governments and officials, news organizations, local schools, libraries, and partner state agencies
- Long Range Transportation Plan and the Title VI Document includes all information pertaining to Limited English Speaking populations

**Figure 6: Target Areas
Percent of Families Living Below Poverty**



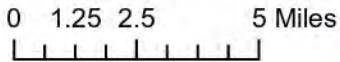
Families Below Poverty

- > 6%
- 6% to 20%
- 20% to 30%

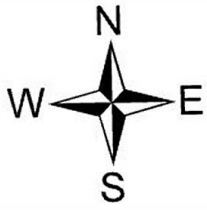
Targeted Areas

- 30% to 50%
- < 50%
- TIP Projects
- State Route
- US Route

Sources:
American Community Survey 5-Year Estimates
1990 Census
Disclaimer:
This analysis and graphic are strictly an initial screening of available data. The user is responsible for further verification of the data and for additional disclosures from the appropriate data source agencies.



**Figure 7: Target Areas
Percent of Non-White Minority Population**



Minority Population

- > 3%
- 3% to 12%
- 12% to 21%
- 21% to 30%

Targeted Areas

- 30% to 50%
- < 50%

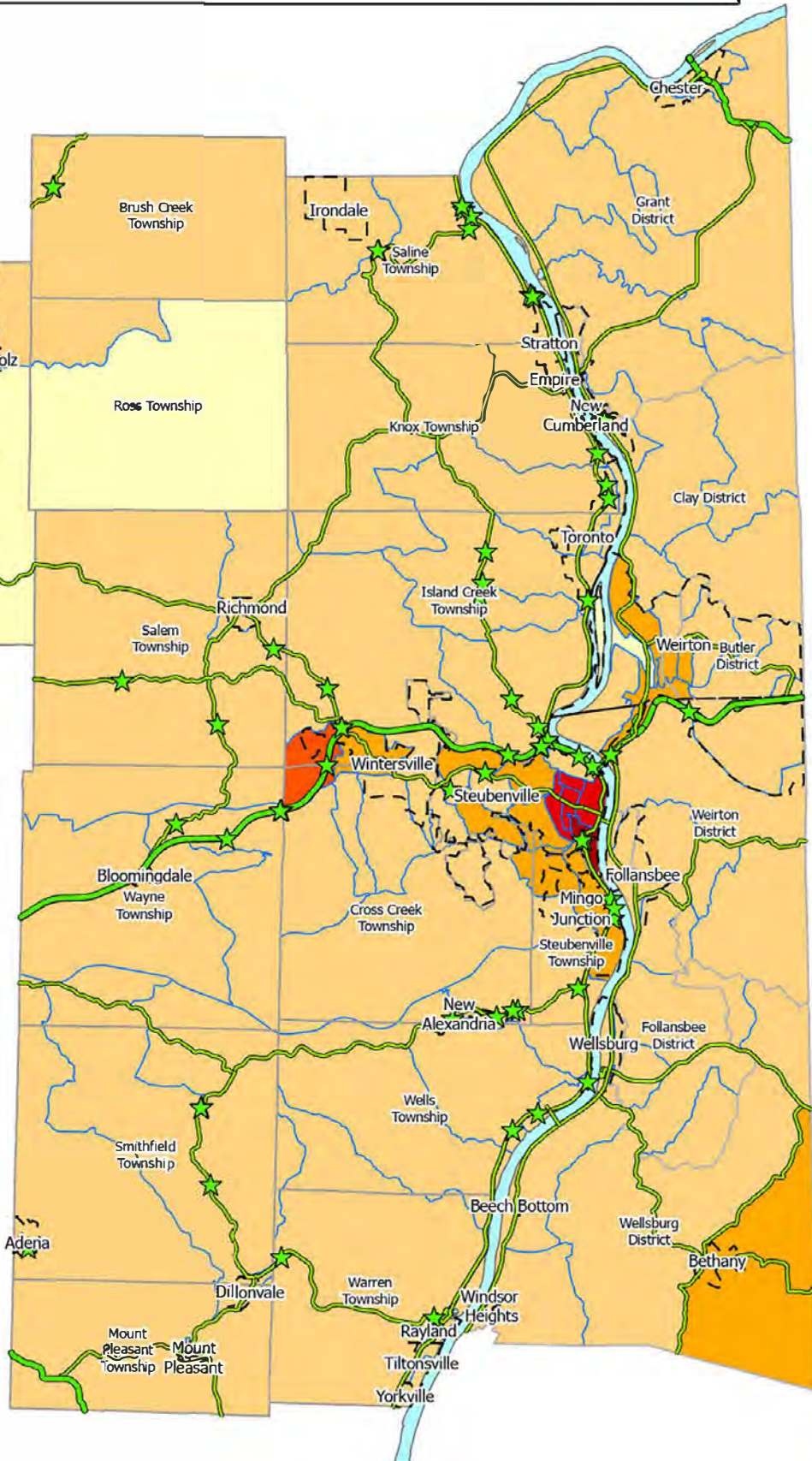
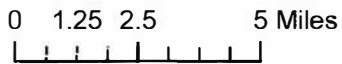
★ TIP Projects

— State Route

— US Route

Source: American Community Survey 5-Year Estimates, 2010 (June 2013 U.S. Census Bureau)

Disclaimer: This analysis and graphic are strictly an initial screening of available data. The user is responsible for further verification of this data and for additional disclaimers from the appropriate data source agencies.



Environmental Justice Analysis

The following analysis demonstrates the anticipated impact of the projects programmed within the SFY 2024 - 2027 TIP on the BHJMPC region's minority and low-income populations.

TABLE 26 - BHJMPC Area Population

County	Population
Brooke	22,559
Hancock	29,095
Jefferson	65,249
Total Region	116,903

Source: Census Data, 2020

TABLE 27 - Population Below Poverty Data

County	Number of People Living Under Poverty	Percentage of Population Living Under Poverty
Brooke	2000	12.3 %
Hancock	4000	14.0 %
Jefferson	10,7255	16.8%
Total Region	17,325	15.28 %

Source: Census Data, 2020

TABLE 28 - Minority (Non-White) Population Data

County	Minority (Non-White) Population	Percentage of Minority (Non-White) Population
Brooke	1,083	4.89 %
Hancock	1,612	5.54 %
Jefferson	6,000	9.10 %
Total Region	8,695	7.41 %

Source: Census Data, 2020

Using GIS mapping capabilities, BHJ was able to determine the amount of projects that are located in or near targeted low income and minority population areas. This analysis shows that projects are thought out and planned in a way to promote equity and equality in planning. This TIP document and projects within will not result in the disproportionately high or adverse negative impacts on the BHJ MPC's targeted low income and minority populations. Population data for the targeted populations are determined using the newest 2020 census data.

The table below shows the EJ Analysis data for all of the projects that are programmed in the BHJ MPC area. These projects include all of those projects programmed from BHJ's allocated funding, state controlled projects from Ohio and West Virginia, and any federally funded projects. The analysis shows that the percent of the population that lives in those targeted areas (22.26%) is very close to the percent of programmed projects (27.27%) in those target areas. The percent of the program is slightly lower (11.94%) mainly due to the large amount of repaving projects that are scheduled from the states across the 3 counties in rural areas in response to the increased funding from the IJA.

TABLE 29 - EJ Analysis

Investment in Target Neighborhoods					
	% of Population	Dollars Programmed	% of Program	#of Projects	% of Projects
Environmental Justice Area	22.26%	\$12,904,683.67	11.94%	12	27.27%
Non-Environmental Justice Area	77.74%	\$95,150,325.42	88.06%	32	72.73

CHAPTER 5

TITLE VI AND ADA COMPLIANCE

Title VI

BHJMPC acknowledges the importance of ensuring that everyone has the opportunity to be involved in the region's transportation planning process, regardless of their background or abilities. Title VI of the Civil Rights Act of 1964 states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". As a recipient of federal funding and as required by Title VI, BHJMPC has adopted the following non-discrimination policy:

BHJ MPC assures the Ohio Department of Transportation (ODOT) that no person shall, on the basis of race, color, national origin, sex, age, disability, or low-income status, as provided by the Title VI of the Civil Rights Act of 1964 be excluded from the participation in, be denied the benefits of, or the otherwise subjected to the discrimination or the retaliation under any program or activity.

The Ohio Department of Transportation (ODOT) has required BHJ MPC, as a recipient of Federal funds, to establish a Title VI Program. BHJ MPC hereby agrees to the follow these responsibilities with respect to its programs and activities:

1. Designates a Title VI Program Coordinator that maintains a position within the organization and has access to the Transportation Director and/or the Executive Committee.
2. Issue a Title VI Program approved by the BHJ MPC Board and Signed by the Board Chairman which expresses its commitment to the nondiscrimination provisions of Title VI. This Policy Statement shall be circulated throughout the organization and the general public. Such information shall be published, where appropriate, in languages other than English.
3. Develop a complaint process and attempt to resolve complaints of discrimination. Complaints shall be handled in accordance with the Title VI Complaint Procedure.
4. Participate in Title VI training opportunities offered by ODOT, Federal Transit Administration (FTA), and/or Federal Highway Administration (FHWA)

This assurance is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts or other federal financial assistance under all programs and activities.

Any person who believes that he or she has been excluded from participation in or has been denied the benefits or services of any program administered by BHJMPC, on the basis of race, color, national origin, gender, age, disability or income status may file a complaint of discrimination under Title VI, other non-discrimination statutes, and executive orders. A complaint may be filed directly with BHJMPC, the Ohio Department of Transportation (ODOT), the West Virginia Department of Highways (WVDOH), the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Please contact Michael Paprocki at (740)-282-3685 ext. 209 or mikepap@bhjmpc.org to file a complaint or if you have any questions.

You may also refer to the BHJMPC Title VI Program Policy and Procedure Document for additional information and any related forms and procedures.

Throughout the SFY 2024- 2027 planning process, BHJMPC engaged in a number of outreach measures to ensure that the various Title VI communities had the opportunity to participate in the transportation planning process. These outreach measures included:

- Placing surveys and notice documents at public libraries, schools, public transit agencies, local government partners, local churches, festivals, local news agencies, local news papers, Facebook, Twitter, emails, website notices, flyers, letters, etc.
- Working with community organizations like the local NAACP chapter, Kiwanis, Rotary Club, Change Inc. , and Prime Time.
- Meeting locations with accommodations that are centrally located in the BHJ region, times that are convenient with the option to write or call in comments/complaints beforehand, parking and public transit available, virtual attendance available.
- BHJ Mobility Partnership

BHJMPC embraces diversity and inclusivity and provides an environment of non-discrimination. The SFY 2024- 2027TIP planning process was conducted with these important considerations in mind and is compliant with all Title VI regulations and requirements.

ADA

The Americans with Disabilities Act (ADA) prohibits discrimination based on disability and requires all public agencies to provide safe, equal access to their programs, activities and facilities. BHJMPC values the input of all the region’s residents into the transportation planning process, and took the following measures to ensure that everyone, regardless of their abilities, could access and engage in the SFY 2024 - 2027TIP planning process:

- Holding meetings at ADA-compliant facilities
- Availability of ADA compliant parking and transit facilities
- Available accommodations for the visually or hearing impaired]

BHJMPC carefully considered the needs of all of our region’s residents throughout the SFY 2024 - 2027 TIP planning process, meeting or exceeding all ADA requirements.

Target Groups related to Title VI and ADA

Guided by the established principles above, the Title VI investigation defines and identifies where sensitive Environmental Justice Population Groups, or Target Groups, reside as well as other relevant social variables in Brooke-Hancock-Jefferson counties taken from the 2014 Five- Year American Community Survey (ACS) published by the U.S. Census Bureau and mapped in Census Block Groups:

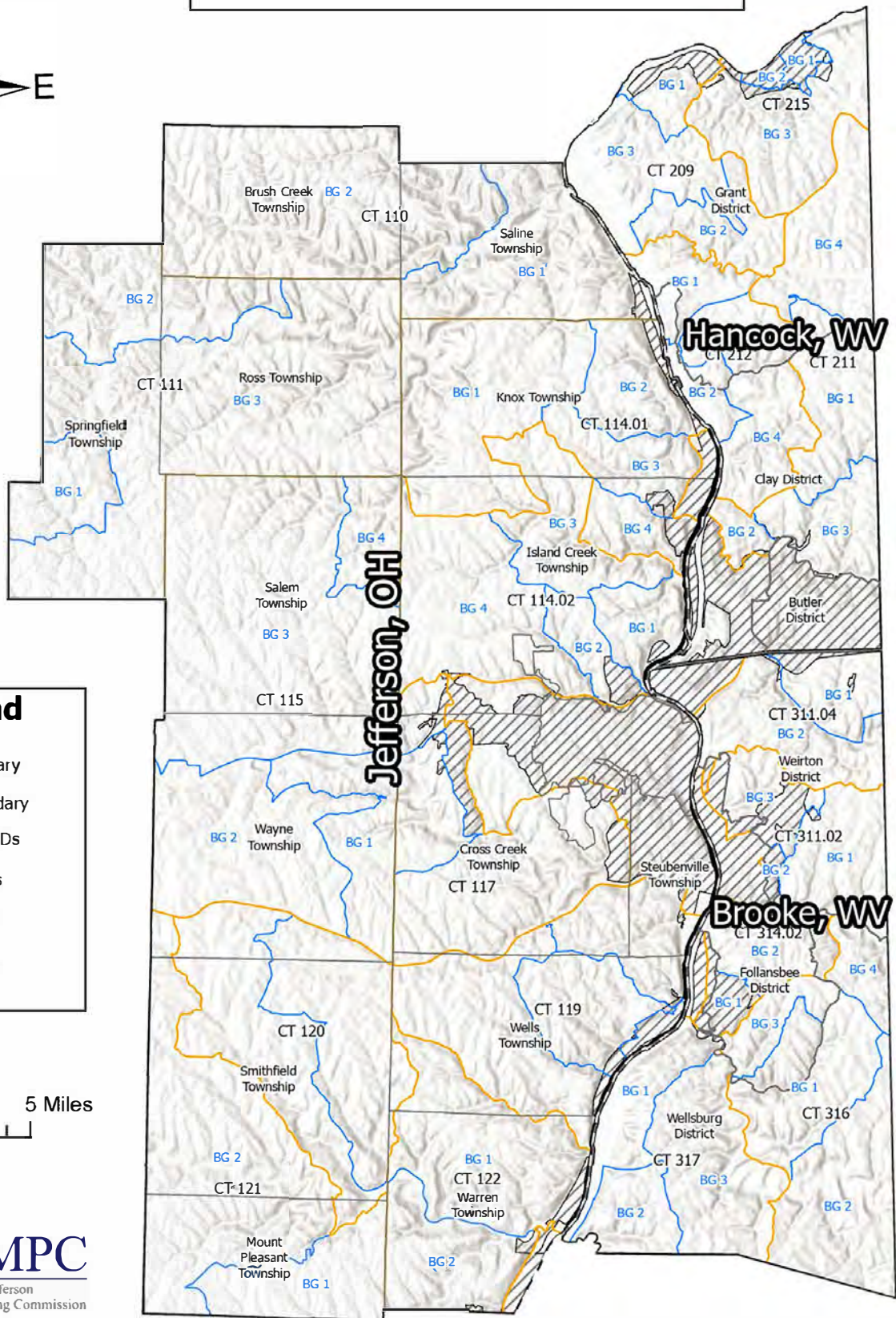
- Percent of Population Below Poverty - Persons living in households whose income was at or below the poverty level as determined by the Department of Health and Human Services.
- Median Household Income - The income level earned by a given household where half of the homes in the area earn more and half earn less; used instead of the average or mean household income, median income is a more accurate picture of an area's actual economic status and better determines housing affordability.
- Percent of Minority Population - Persons having African American, Asian or Pacific Islander, American Indian, Hispanic, and other non-white racial or ethnic origin.
- Percent of Population 65 Years and Older - Population age 65 years or older.
- Percent of Disabled Population 16 to 65 Years of Age - As defined by the U. S. Census Bureau, persons with mobility limitations and/or self-care limitations.
- Percent of Total Households with No Vehicle Available - Households without access to a personal vehicle.

Other Relevant Social Variables

- Percent of Owner-Occupied Households - a housing tenure where a person owns the home in which he/she resides; this can be house, apartment, condominium, or a housing cooperative.
- Persons per Household - number of persons who occupy a housing unit as their usual place of residence.
- Vehicles per Household - number of personal vehicles available to a household.

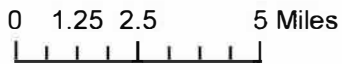
This report categorizes and maps each target group by block group geography as tabulated and delineated by the U. S. Census Bureau for the Census 2020 of the United States using Geographic Information System (GIS) mapping technology. Thematic maps classify each target group by their respective average or mean value. Each map then identifies the location of each target group that is greater or less than the regional average classified by one or more standard deviation above and below the mean ranking. The Census Bureau, as directed by the U.S. Congress, now collects demographics using the Five-year American Community Survey (ACS), the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties. Therefore, demographic estimates for each variable in this report are difficult to compare with data from previous census reports. Map Figure 8 displays the census Block Group geography of the three-county region taken from the Census Bureau's TIGER/Line® Product. Figure 9 shows the same census geography, in detail, for the region's two central cities, Weirton, West Virginia and Steubenville, Ohio.

Figure 8: BHJ Region Boundaries



Legend

- State Boundary
- County Boundary
- TWPs and VTDs
- Census Tracts
- Block Groups
- Urban Areas



**Figure 9:
Steubenville-Weirton MSA**



Legend

- Incorporated Areas
- Census Tracts
- Block Groups
- MSA

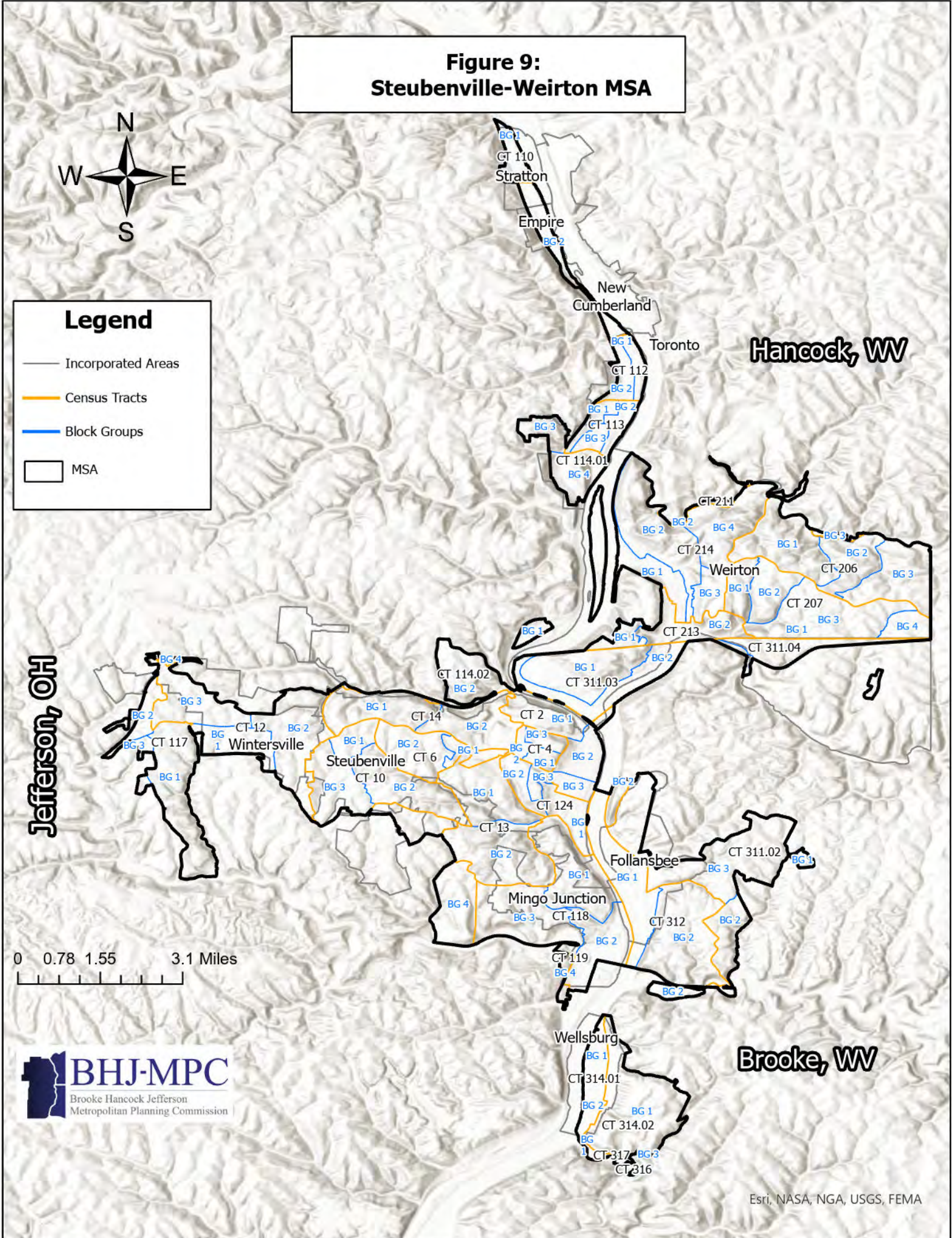
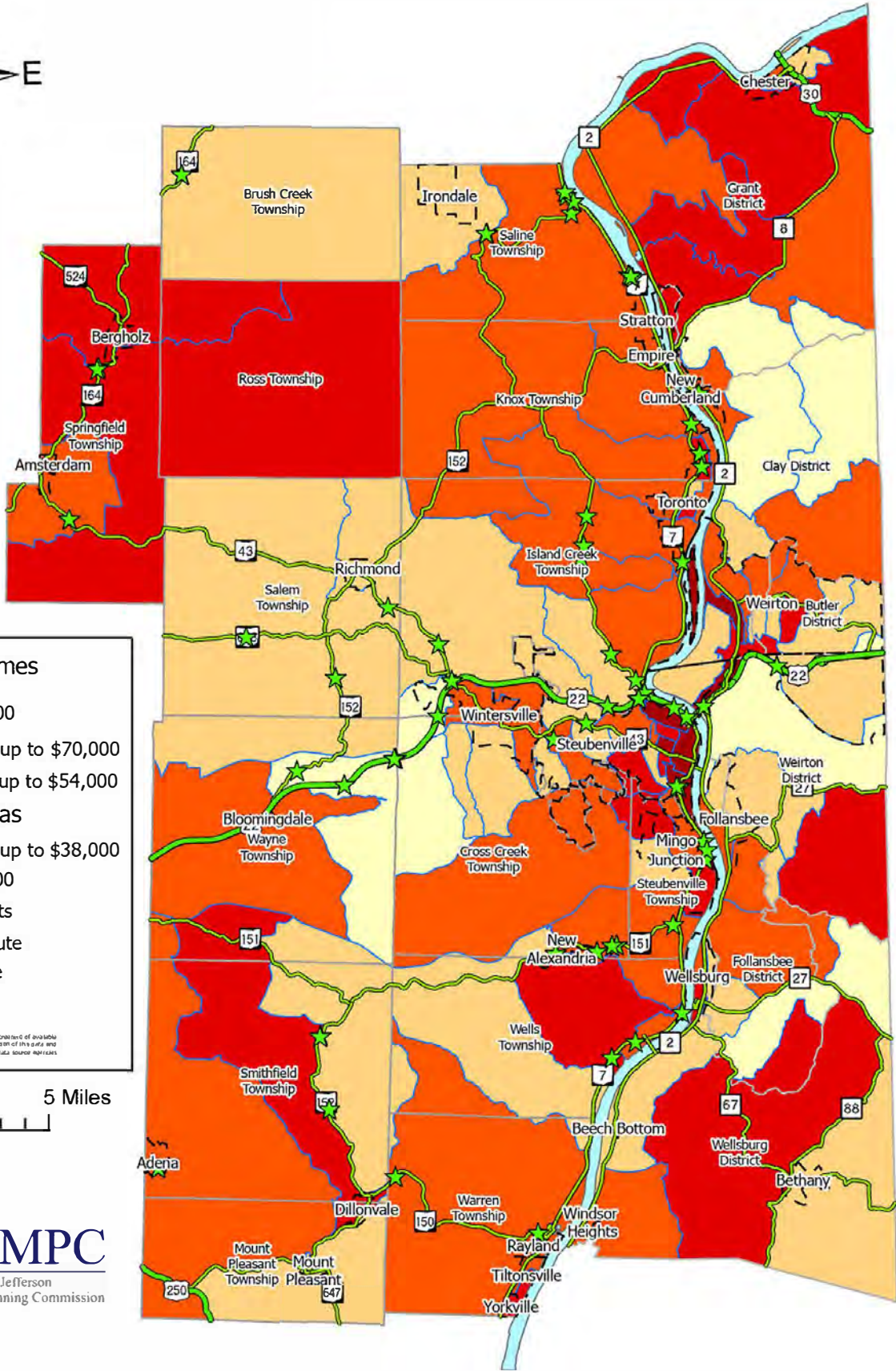


Figure 10: Target Areas Median Household Incomes



Median Incomes

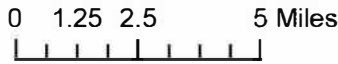
- < \$70,000
- \$54,000 up to \$70,000
- \$38,000 up to \$54,000

Targeted Areas

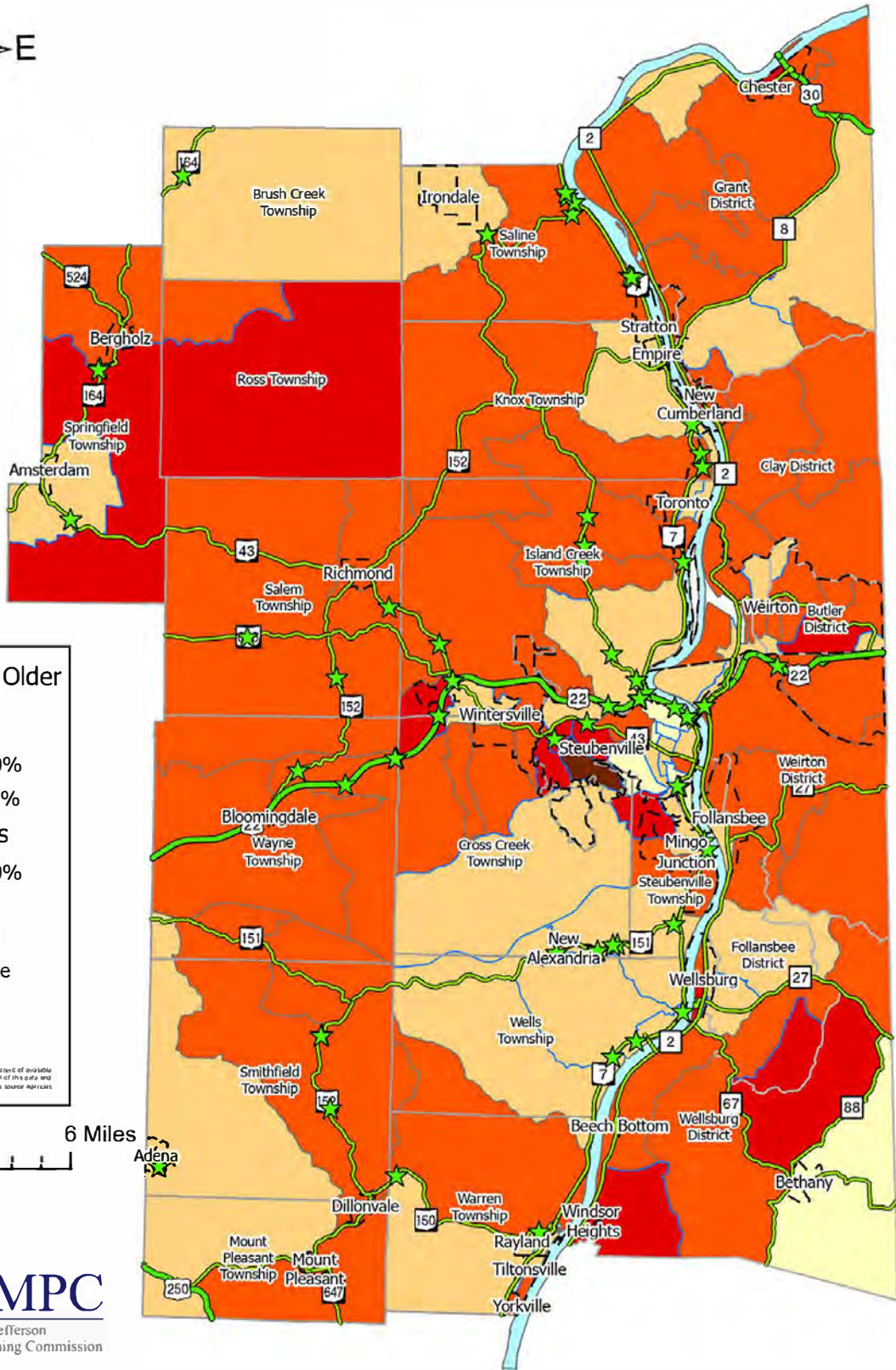
- \$21,000 up to \$38,000
- > \$21,000
- TIP Projects
- State Route
- US Route

Source:
American Community Survey 5-Year Estimates
2012 (11th Census)

Disclaimer:
This analysis and graphic are a study of available data. The user is responsible for interpretation of this data, and for a full and complete disclaimer from the appropriate data source agencies.



**Figure 11: Target Areas
Percent Population Aged 65 or Older**



Percent 65 or Older

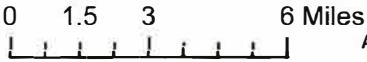
- > 10%
- 10% to 20%
- 20% to 33%
- 33% to 40%
- < 40%

Targeted Areas

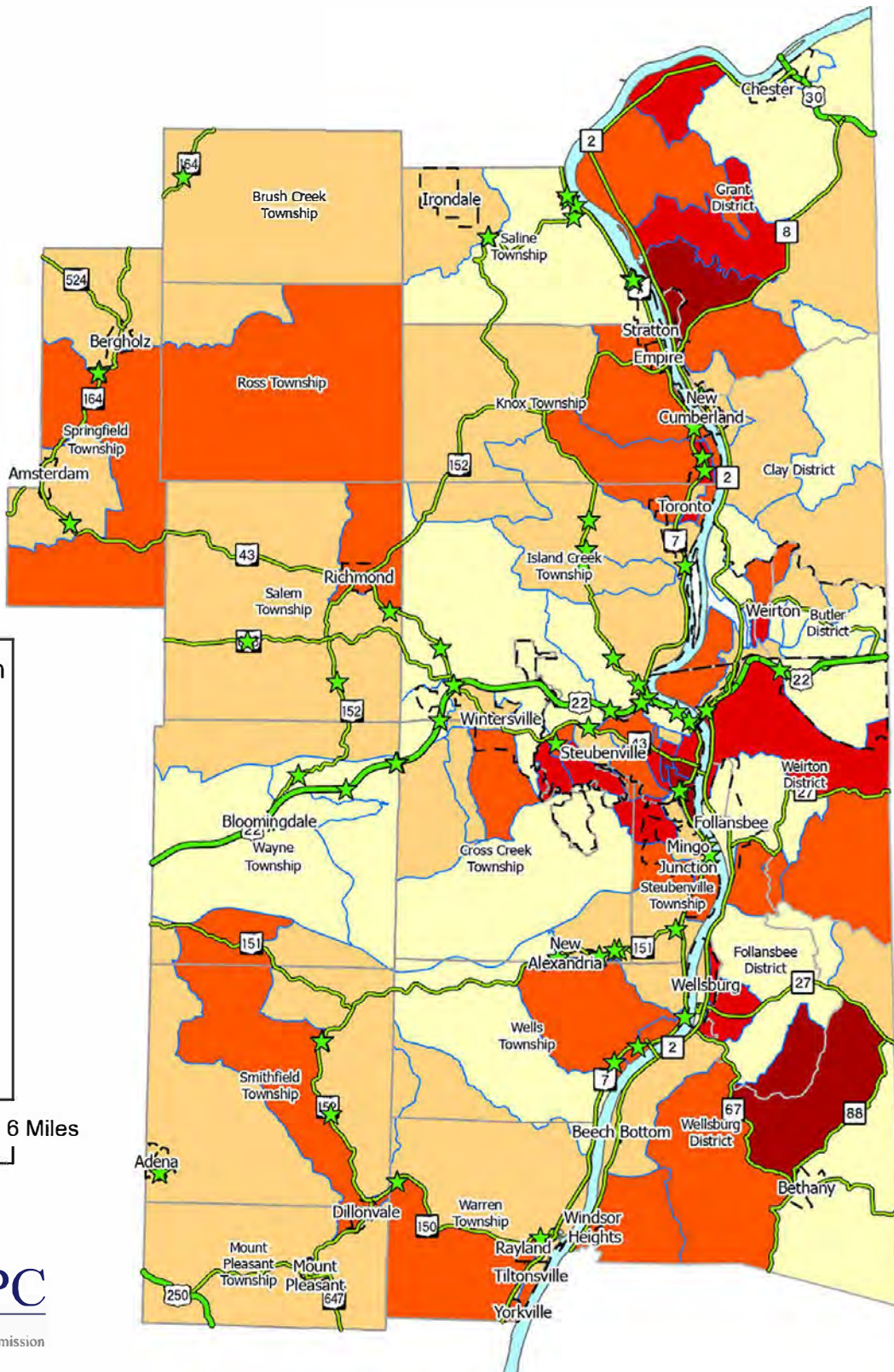
- 33% to 40%
- < 40%

- TIP Projects
- State Route
- US Route

Source: American Community Survey 5-Year Estimates 2012-2016 from U.S. Census Bureau
Disclaimer: This analysis and graphic are a sketch of an initial assessment of available data. The user is responsible for interpretation of this data, and for a detailed disclaimer from the appropriate data source providers.



**Figure 12: Target Areas
Percent of Disabled Population (Age 16 to 64)**



Disabled Population

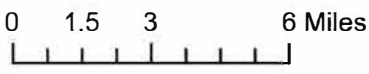
- > 8%
- 8% to 16%
- 16% to 24%

Targeted Areas

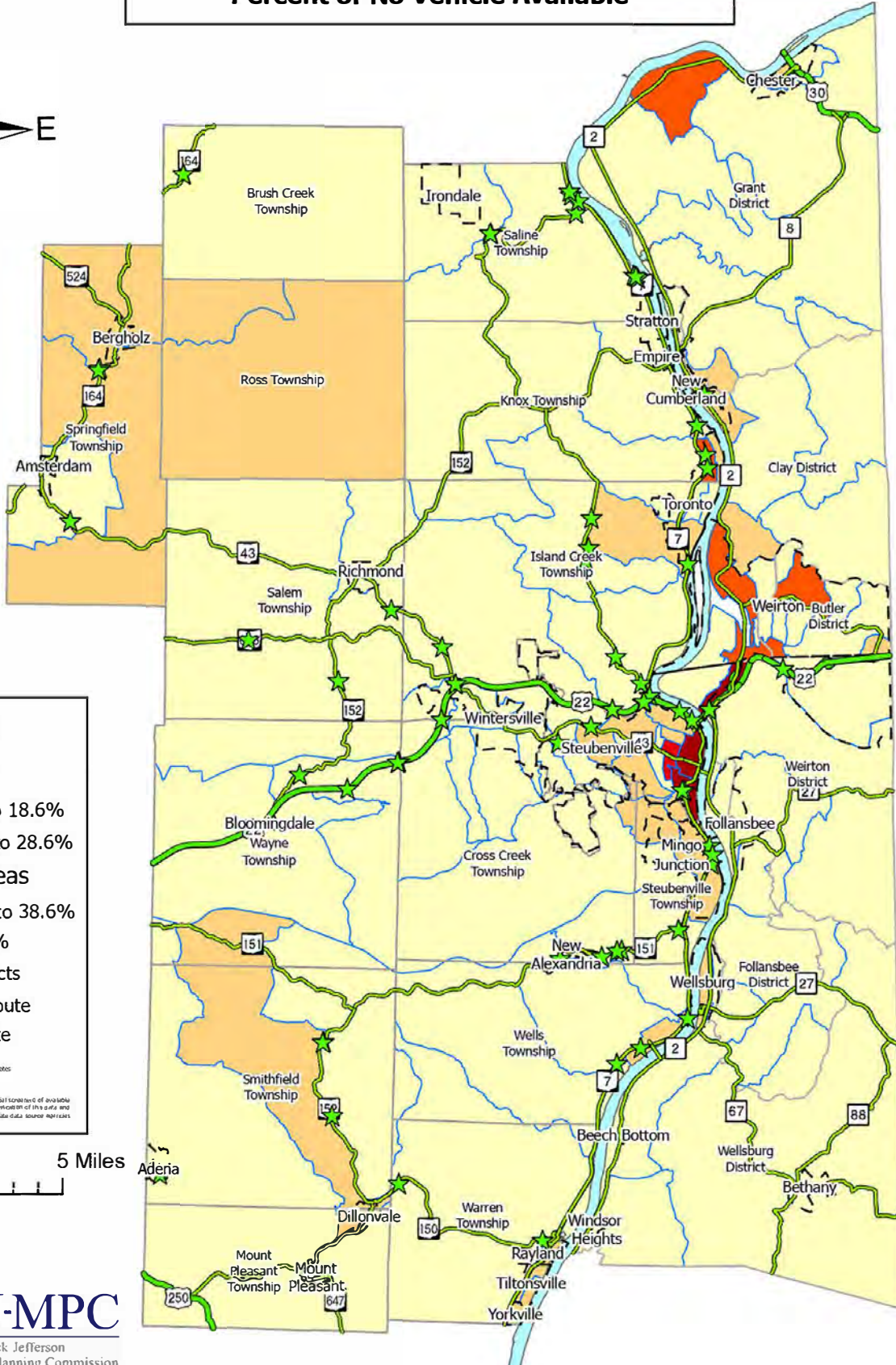
- 24% to 40%
- < 40%
- TIP Projects
- State Route
- US Route

Source:
American Community Survey 5 Year Estimates
1990-2010 U.S. Census Bureau

Disclaimer:
This analysis and graphic are a study of an initial selection of available data. The user is responsible for interpretation of this data, and for a full and complete disclaimer from the appropriate data source agencies.



**Figure 13: Target Areas
Percent of No Vehicle Available**



No Vehicles

- > 8.6%
- 8.6% to 18.6%
- 18.6% to 28.6%

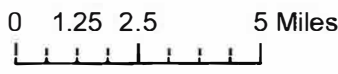
Targeted Areas

- 28.6% to 38.6%
- < 38.6%

- TIP Projects
- State Route
- US Route

Source:
American Community Survey 5-Year Estimates
1990-2000 and 2000-2009
Census Bureau

Disclaimer:
This analysis and graphic are a study of available data. The user is responsible for interpretation of this data, and for a disclaimer from the appropriate data source agencies.



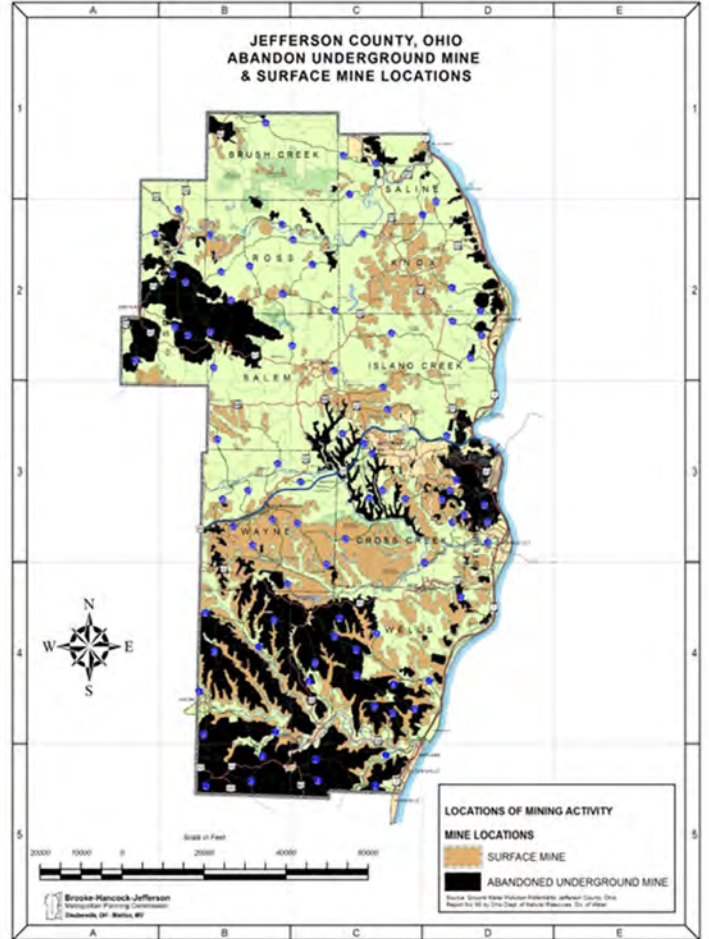
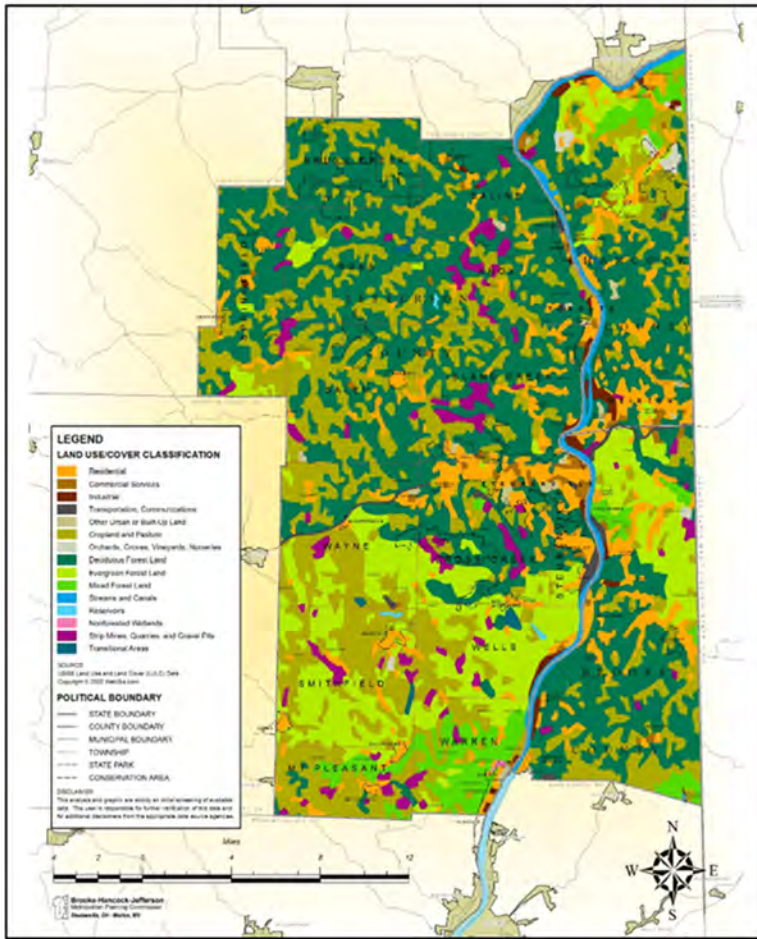
Environmental Factors & Mitigating Activities

Environmental mitigation activities are strategies, policies, programs, actions, and activities that, over time, will serve to avoid, minimize, or compensate for (by replacing or providing substitute resources) the impacts to or disruption of elements of the human and natural environment associated with the implementation of a long-range statewide transportation plan or metropolitan transportation plan. The human and natural environment includes, for example, neighborhoods and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands and water sources, forested and other natural areas, agricultural areas, endangered and threatened species, and the ambient air. Intended to be regional in scope, the environmental mitigation strategies and activities may not necessarily address potential project-level impacts. Potential environmental mitigation activities and impacted areas identified to carry out these activities include:

- Ecological Resources including Rivers and Streams, Other Surface Waters, Wetlands, Terrestrial Habitats, and Threatened and Endangered Species
- Other Resources such as Drinking Water, Flood Plains, and Farmland
- Section 4(f) Resources are comprised of Parks & Other Recreational Land, Historic Sites, and Natural & Wildlife Areas
- Cultural Resource Areas and Historic Preservation Sites
- Regional, Community & Neighborhood Impacts covering Existing or Expected Land Use, Public Facilities & Services, and Environmental Justice
- Hazardous Materials & Regulated Substances

Below are two examples of a Geographic Information System (GIS) mapping file BHJ uses to identify impacted areas for mitigation activities for transportation planning activities. The first is the general Land Use Land Cover (LULC) mapping for the entire three-county area. The BHJMPO acquired the LULC geography file shown in the map to the left free of charge from WebGis.com Copyright © 2002 sourced by the USGS Data files scaled at 1:250,000. The map to the right displays Abandoned Underground & Surface Mine Locations in Jefferson County as identified by files downloaded at no charge from the Ohio Department of Natural Resources (ODNR), Division of Water web site. The source data is the Ground Water Pollution Potential for Jefferson County, Report No. 65 compiled by ODNR.

FIGURE 14 : Land Use/Cover Classification and Jefferson County Mine Locations



Ecological and Other Resources

All transportation projects must comply with the National Environmental Policy Act (NEPA), Endangered Species Act, Clean Water Act, and other various State administrative Codes. As part of the NEPA documentation, an Ecological Resource Survey determines the impacts, if any; of a project's construction activity and the facility's operation, once the project is open to operation. Specifically, the survey analyzes certain areas the project that may affect the natural environment including endangered species, water quality, wetlands, flood plains, and scenic rivers. Changes in land-use are a common cause for the decline in range and diversity for many biological species. Contamination and degradation of natural waters, a direct result of human activities, contributes to a loss of wetlands and other forest areas. Each state highway department is committed to a variety of mitigation techniques to protect Threatened and Endangered Species and protect water quality. These techniques may include the following:

- Restrict clearing of trees to a period between September 30 and April 15 to avoid impacts to roosting Indiana bats
- Prevent disturbing Indiana bats from blasting areas near sensitive subterranean areas
- Relocate listed mussels and plant species out of construction areas
- Ensure that all construction equipment is in proper working order to minimize noise and reduce the risk of spills and leaks
- Develop construction and post construction plan notes that include adherence to proper sedimentation and erosion control (Storm Water Pollution Prevention Plans)

Regionally, transportation construction or other human activities may possibly affect diverse habitats for wildlife and existing plant communities. On the next few pages, are maps produced by BHJMPO that identify Ecological and Other Resources in Jefferson County, Ohio and Brooke County, WV:

- Generalized Locations of Threatened or Endangered Species
- Wetland Areas
- 100-Year Floodplain Boundaries - Jefferson County
- 100-Year Floodplain Boundaries - Brooke County

FIGURE 15 : Threatened or Endangered Species and Waterways
Jefferson County Ohio

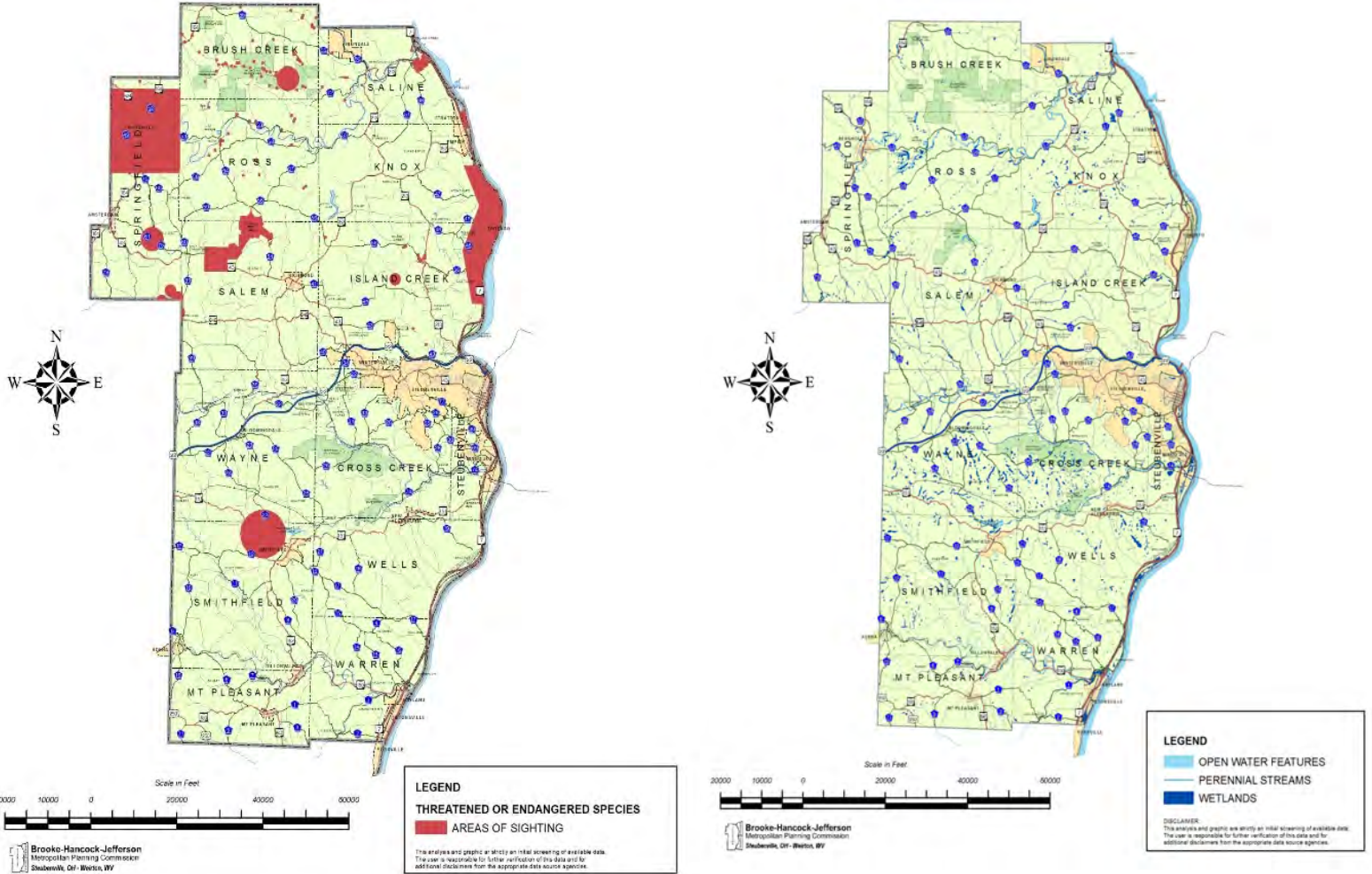
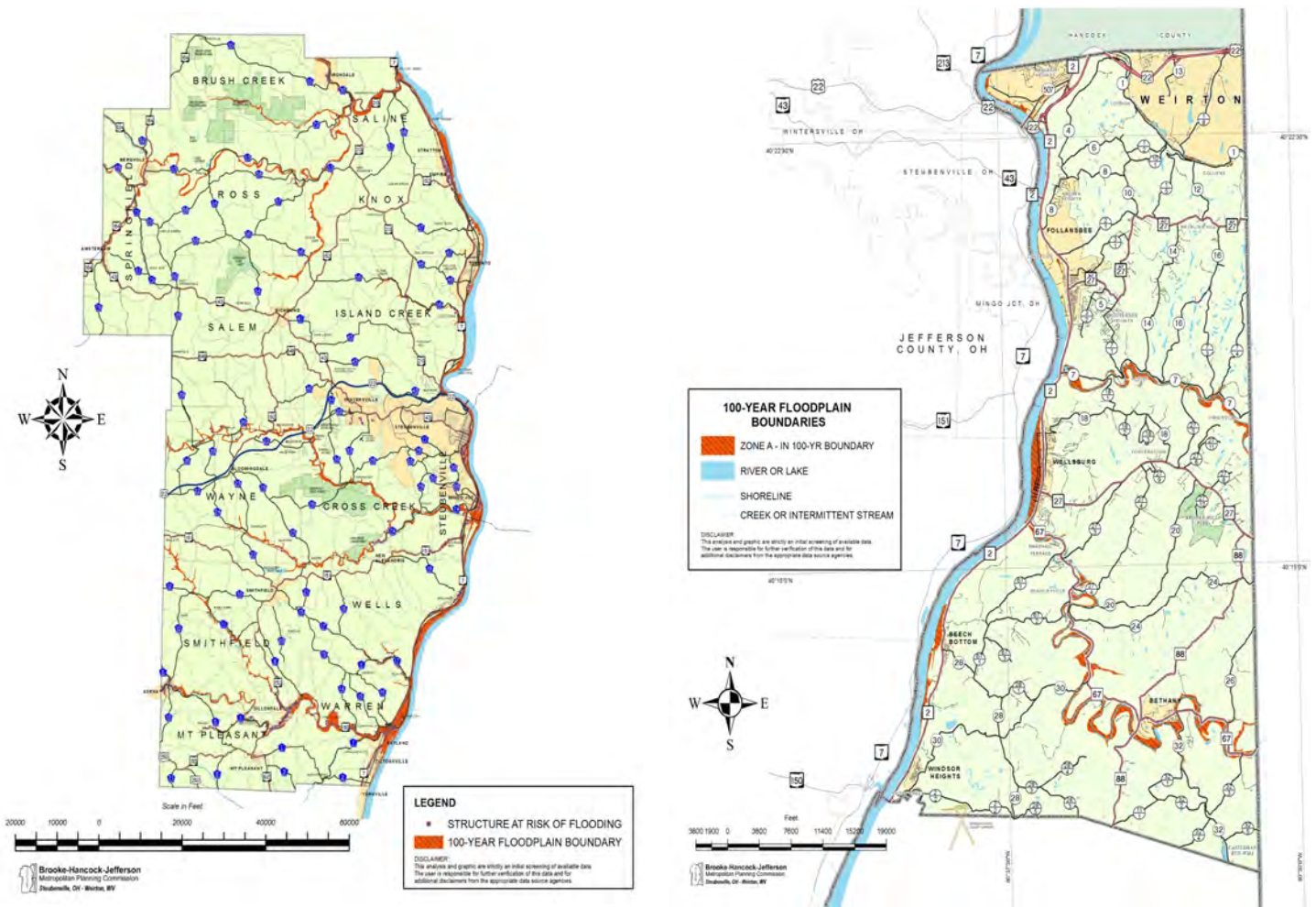


FIGURE 16 : 100 Year Floodplain Boundaries
 Jefferson County Ohio, Brooke County West Virginia



Section 4(F) and Cultural Resource Areas

Two other environmental inventories required by the NEPA review process include compliance Section 4(f) of the Department of Transportation Act and an inventory eligible and/or listed of Cultural Resources. Section 4(f) requires federally funded transportation projects minimize harm or mitigate adverse impacts to public parks, recreation lands, wildlife and waterfowl refuges, and historic sites. Such activities involve close coordination with the owners of the public resource. A few mitigating measures considered for Section 4(f) impacts may include:

- Improving access or expansion/pavement of parking area(s)
- Landscaping or screening of resource
- Installing beautification enhancements such as park benches, trash receptacles, signage, etc.
- Maintenance of traffic accommodation or rerouting of traffic
- Minimize construction noise or limit construction to specific times
- Direct compensation for improvements to on-site resources
- Design refinements

Typically, FHWA, the State Historic Preservation Office (SHPO), various historic advisory councils, and the public develop mitigation measures for Cultural Resources through close consultation. Individual approaches for mitigating historic property vary depending on several factors including the type of historic property, the qualities that enable the property to qualify for the National Register of Historic Places (NRHP), or the location of the property with respect to the project. Mitigating measures may include of varied number of actions such as:

- Aesthetic treatments
- Avoidance
- Archeological data recovery
- Salvage and re-use of historic materials
- Informing/educating the public
- Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) documentation
- Other creative mitigating actions

Exhibited are historic sites listed in the National Register of Historic Places found in each of the three counties, Brooke, Hancock, and Jefferson.

FIGURE 17 : National Register Features
Brooke County West Virginia

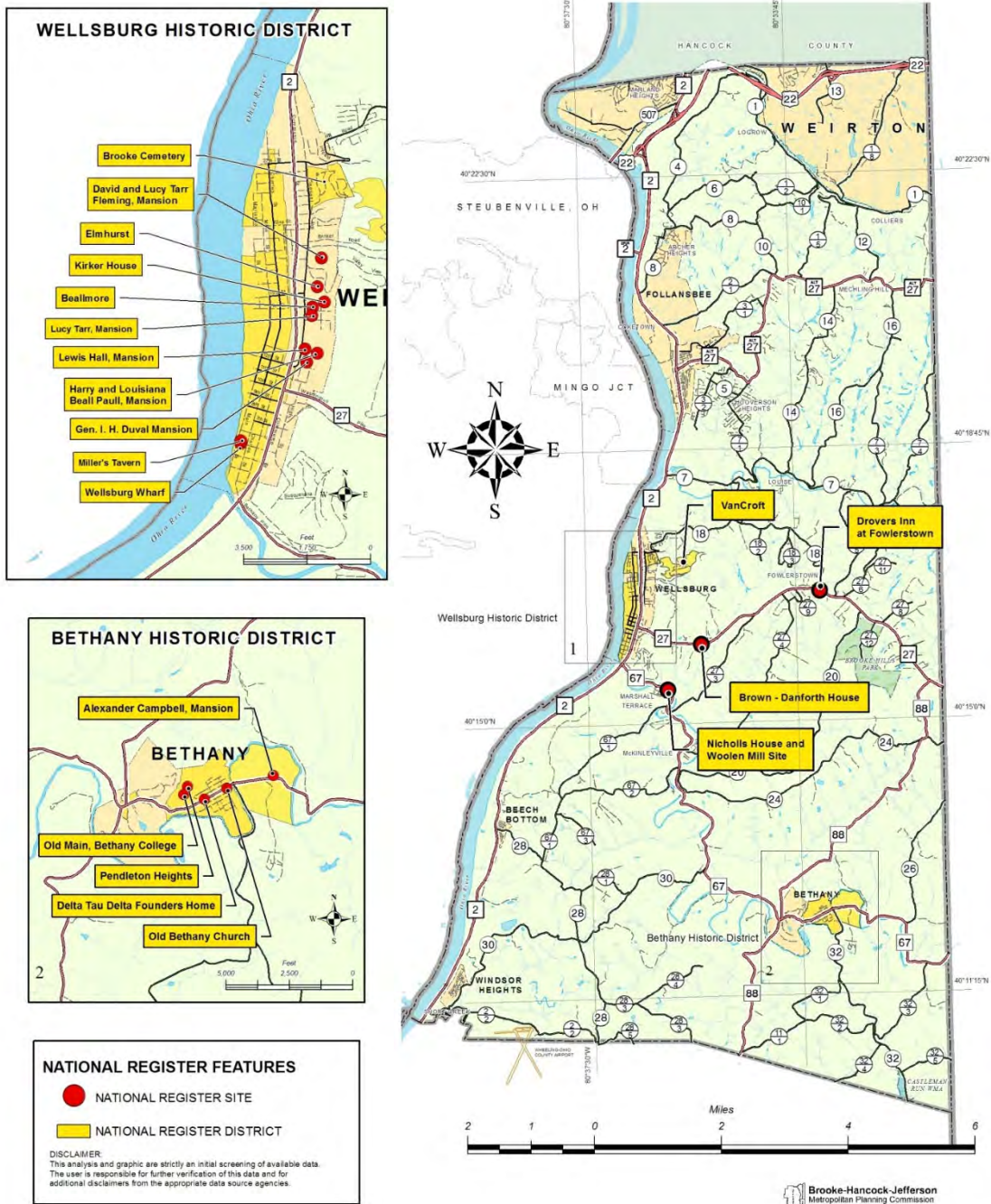
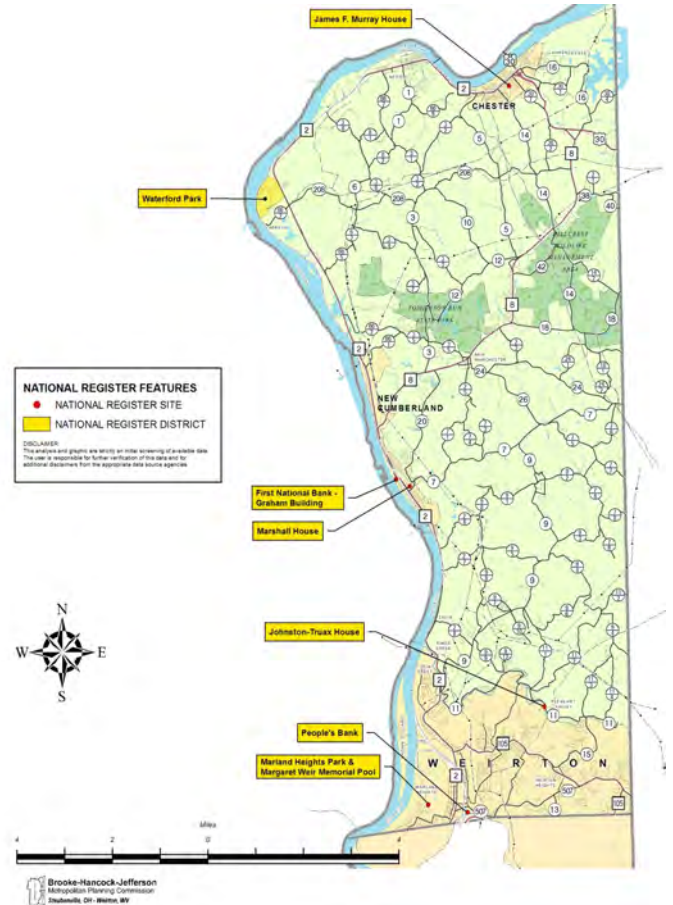
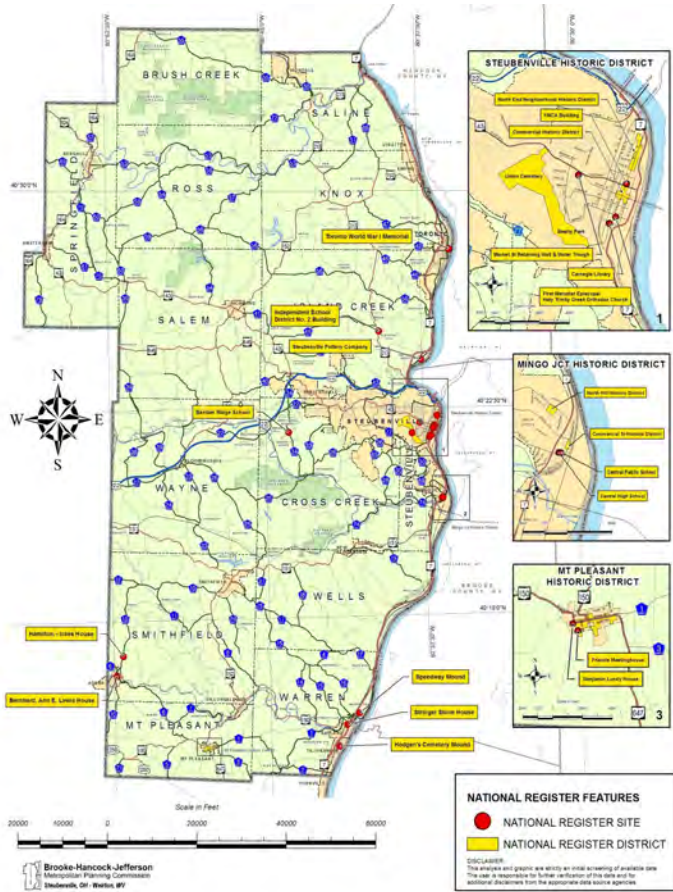


FIGURE 18 : National Register Features
 Jefferson County Ohio, Hancock County West Virginia



CHAPTER 6

PUBLIC INVOLVEMENT

As the primary near-term project implementation document for the BHJMPC region, it is imperative that all of the region's stakeholders have the opportunity to engage in and provide their input into the TIP development process. As required by federal regulation (23 CFR 450.316), BHJMPC has adopted the Brooke Hancock Jefferson Transportation Study Public Participation Plan, the agency's official public participation plan. This document details the BHJMPC's public involvement process for all of its principle duties, including the development of the TIP document, which was developed in a manner consistent with the BHJMPC public participation plan. The Brooke Hancock Jefferson Transportation Study Public Participation Plan may be accessed in Appendix D.

Public Comment Period

The draft TIP document is developed and presented to the public for a minimum 2 week public comment period. The public comment period for this TIP update was held from March 10 to April 19, 2023, partially coinciding with ODOT's STIP development schedule. The following is a summary of the SFY 2024- 2027 TIP public comment period:

- Notification methods used for Public Involvement
 - Newspaper publications
 - Radio and television media
 - Social media postings
 - Email notification
 - Website hosting
 - Local partner governments
- Notifying and advertising with the local public transit providers for inclusion of transportation disadvantaged communities
- Meetings to be held at the BHJMPC office
 - Final meeting on April 19th, 2023 at the joint Technical Advisory Committee/Full Commission at 12pm for stakeholders and public for comment
 - Meeting will be held in person with a virtual option
- All comments with be addressed and documented

CHAPTER 7

PREVIOUS TIP ACCOMPLISHMENTS

This chapter will highlight the status of projects from the previous version (SFY 2021- 2024) of the BHJMPC TIP. Projects that were completed from the previous TIP cycle totaled \$85,501,965.24 in Ohio and \$10,562,215.00 in West Virginia. This included \$3,408,585.39 in safety projects and \$779,754.00 in transportation alternatives like transit and bike/ped for Ohio.

Completed Projects

The following table illustrates the projects completed during the SFY 2021-2024 TIP cycle.

Ohio

TABLE 30 - Ohio Projects

HIGHWAY PROJECTS COMPLETED DURING 2021-2024 TIP CYCLE			
			AS OF 12/22/2022
PID	Project Name	Work Group	*Total Project Cost
87350	JEF US 22 10.130	Roadway Minor Rehab	\$ 3,393,978.00
94173	JEF SR 7 3.490	Bridge Preservation	\$ 267,439.00
96599	JEF SR 213 18.440	Bridge Preservation	\$ 1,090,306.95
102055	JEF 150A/7 Park & Ride	Miscellaneous	\$ 519,302.00
102458	JEF SR 7 19.210	Roadway Minor Rehab	\$ 4,685,200.00
103330	JEF US 22 15.700	Bridge / Culvert Maintenance	\$ 871,869.01
105075	JEF BHJ FY 21 Rideshare Program	Miscellaneous	\$ 90,000.00
105167	D11-LG-FY2023(A)	Lighting (Safety)	\$ 1,810,506.00
105276	JEF SR 152 21.960	Roadway Minor Rehab	\$ 1,442,480.00
105278	JEF SR 43 12.190	Roadway Minor Rehab	\$ 2,780,908.16
105302	JEF US 22 0.000	Roadway Minor Rehab	\$ 2,926,169.19
105885	JEF Steubenville Shared Use Path	Shared Use Path	\$ 679,754.00
106995	JEF SR 7 10.38 Ramp B	Geologic Maintenance / Slide Repair	\$ 291,329.61
106996	JEF SR 164 9.400	Geologic Maintenance / Slide Repair	\$ 357,525.02
107513	JEF SR 213 9.700	Roadway Minor Rehab	\$ 665,540.00
107563	JEF SR 7 6.400	Roadway Minor Rehab	\$ 2,417,410.00
107648	JEF SR 7 (20.59)(20.84)	Bridge Preservation	\$ 4,986,036.00

108158	JEF CR 6 5.390	Geologic Maintenance / Slide Repair	\$ 313,752.73
108257	JEF CR 53 7.470	Geologic Maintenance / Slide Repair	\$ 895,793.00
108798	JEF CR 2 2.67	Traffic Control (Safety)	\$ 782,085.73
108811	JEF-7-3.850 Truck Parking Area	Facilities / Properties	\$ 715,000.00
109646	CAR SR 524 0.000	Roadway Minor Rehab	\$ 1,750,320.00
110873	JEF SR 7 25.670	Geologic Maintenance / Slide Repair	\$ 3,268,490.00
111472	JEF BHJ FY 22 Rideshare Program	Miscellaneous	\$ 50,000.00
111476	JEF BHJ 2021 Regional Trans Plng	Statewide / Regional Planning	\$ 25,000.00
111477	JEF BHJ 2022 Regional Trans Plng	Statewide / Regional Planning	\$ 25,000.00
111478	JEF BHJ 2023 Regional Trans Plng	Statewide / Regional Planning	\$ 85,000.00
111508	JEF Friendship Park 2021	Parks	\$ 55,801.00
111600	JEF SR 7 31.030	Bridge Preservation	\$ 2,251,883.42
111601	JEF SR 7 12.930	Bridge Preservation	\$ 120,931.00
112138	JEF SR 7 15.740	Bridge Preservation	\$ 1,838,442.57
112305	JEF CR 49 0.19	Bridge Preservation	\$ 1,324,545.95
112676	Lighting Optimization SE Ohio	Preliminary Development Tasks	\$ 8,141,281.42
112678	JEF SR 43 1.060	Roadway Minor Rehab	\$ 1,124,747.80
112774	JEF TR 167 3.13	Roadway Minor Rehab	\$ 473,199.00
112791	2021 BHJ Mobility Management	Transit	\$ 67,000.00
112792	2022 BHJ Mobility Management	Transit	\$ 33,000.00
113458	JEF CR 6 1.190	Geologic Maintenance / Slide Repair	\$ 24,349.30
113593	D11-PM-RWR2022	Asset Inventory / Inspection	\$ 1,936,227.99
113626	JEF SR 7 14.32	Geologic Maintenance / Slide Repair	\$ 21,851,869.39
113672	JEF SR 7 15.93	Statewide / Regional Planning	\$ 2,313,625.00
113965	D11 Bridge Inspection Var 2021	Asset Inventory / Inspection	\$ 1,000,000.00
114251	JEF CR 10 2.34	Roadway Minor Rehab	\$ 990,258.71
114416	JEF SR 151 12.45	Intersection Improvement (Safety)	\$ 672,060.66
114499	JEF Alexander Street Bridge	Bridge Preservation	\$ 1,099,663.58
114564	JEF SR 7 30.08	Maintenance	\$ 876,831.10
115119	JEF Island Creek Twp Sign Grant	Safety	\$ 32,707.00

115134	JEF SR 164 8.80	Maintenance	\$	9,705.00
115203	JEF Smithfield Twp Sign Grant	Safety	\$	13,916.00
115508	JEF Friendship Park 2021	Facilities / Properties	\$	56,669.95
115676	JEF SR 150 4.80	Maintenance	\$	553,300.00
117156	JEF 43 0.00 to 4.48 Safety Study	Studies / Tasks	\$	97,310.00
117221	D11 Load Rating FY 2022	Studies / Tasks	\$	29,545.00
118050	JEF SR 213 4.22/4.57	Maintenance	\$	1,326,900.00
		TOTAL	\$	85,501,965.24

TABLE 31 - SVRTA Projects

SVRTA TRANSIT PROJECTS COMPLETED DURING 2021-2024 TIP CYCLE						
PID	Description	Federal Funding	ALI Code	Project Category	Federal Obligations	Total Project Cost
104444	SVRTA 2021 Operating Assistance	5307	30.09.01	Operating	\$ 620,600.00	\$ 1,208,400.00
111677	SVRTA 2021 Planning	5307	44.22.00	Planning	\$ 72,000.00	\$ 90,000.00
111681	SVRTA 2021 Prev Maint Assist	5307	11.7A.00	Capital	\$ 296,000.00	\$ 370,000.00
111684	SVRTA 2022 OPERATING	5307	30.09.01	Operating	\$ 2,284,456.00	\$ 4,568,912.00
111687	SVRTA 2022 PREV MAINT ASSIST	5307	11.7A.00	Capital	\$ 470,592.00	\$ 588,240.00
112581	SVRTA 5339 GA Projects	5339	11.43.03	Equipment	\$ 190,066.00	\$ 760,264.00
				TOTAL	\$ 3,933,714.00	\$ 7,585,816.00

West Virginia

TABLE 32 - West Virginia Projects

HIGHWAY PROJECTS COMPLETED DURING 2021-2024 TIP CYCLE						
State Project Number	County	Project Name	Type of Work	FFY	Federal Dollar Amount	Total Phase Dollar Amount
S305276000	BRO	12TH ST RABBIT HILL	RESURFACING	2020	\$ -	\$ 675,000.00
S3057100000	BRO	ROCKDALE RD (GO BOND 2/3)	RESURF (2")	2020	\$ -	\$ 296,000.00
S3057100000	BRO	GIRTY'S POINT (GO BOND 2/3)	RESURF (2")	2020	\$ -	\$ 92,400.00
U3052200400	BRO	US22 SIGNING	REN SIGNING	2020	\$ 230,000.00	\$ 230,000.00
S386STRIP2100	BRO	ROADWAY STRIPING (D6)	INST PVMT MARK(PAINT)	2020	\$ 1,459,535.00	\$ 1,459,535.00
S3052111900	BRO	FOLLANSBEE TRAFFIC SIGNAL +6	TRAFFIC SIGNAL RENOVATION	2020	\$ 120,000.00	\$ 150,000.00
S386RECAL2100	BRO	D-6 RECALL STRIPING	PAVEMENT MARKINGS(PAINT)	2021	\$ 177,367.00	\$ 253,381.00
U305BEECH200	BRO	BEECH BOTTOM SIDEWALK IMP	CONST SIDEWALK	2021	\$ 208,000.00	\$ 260,000.00
S3058824700	BRO	BETHANY PIKE +8	DESIGN/BUILD ADA RAMPS	2021	\$ 576,000.00	\$ 720,000.00
U305WEIRT400	BRO	WEIRTON PARK DR ENHANCEMENT	CONST SIDEWALK	2021	\$ 393,500.00	\$ 491,875.00
S305220440	BRO	US22 MAINLINE BRIDGE	BRIDGE REHAB	2022	\$ 360,000.00	\$ 450,000.00
S3052230200	BRO	ROBERT BYRD MEM BR	CLEAN AND PANIT	2022	\$ 1,498,922.00	\$ 1,873,653.00
S315215100	HAN	PENNSYLVANIA AVE-KINGS CREEK RD	RESURFACING	2020	\$ -	\$ 575,000.00
S3153614000	HAN	CONGO ARROYO RD(GO BOND 2/3)	RESURF (2")	2020	\$ -	\$ 122,000.00
S31520800000	HAN	RACE TRACK RD(GO BOND 2/3)	RESURF (2")	2020	\$ -	\$ 400,000.00
S31550703900	HAN	COVE RD	DESIGN/BUILD ADA RAMPS	2021	\$ 143,989.00	\$ 179,986.00
S31510500000	HAN	PENNSYLVANIA AVE +1	DESIGN/BUILD ADA RAMPS	2021	\$ 1,079,993.00	\$ 1,349,992.00
S3152146800	HAN	RACETRACK-CONGO ARROYO RD	RESURF	2021	\$ 983,393.00	\$ 983,393.00
					TOTAL	\$ 10,562,215.00

TABLE 33 - WTC Projects

WTC TRANSIT PROJECTS COMPLETED DURING 2021-2024 TIP CYCLE					
Description	Federal Funding	ALI Code	Project Category	Federal Obligations	Total Project Cost
Operating Assistance	5307	30.09.01	Operating	\$ 87,162.00	\$ 174,324.00
Preventive Maintenance	5307	11.7A.00	Capital	\$ 32,000.00	\$ 40,000.00
Purchase 1 Replacement Vehicles	5307	11.12.04	Capital	\$ 60,999.00	\$ 76,249.00
Upgrade On-Vehicle Camera System	5307	11.12.04	Capital	\$ 48,000.00	\$ 60,000.00
Purchase and Install New Mobile Radios	5307	11.12.04	Capital	\$ 12,288.00	\$ 15,360.00
Purchase Support Vehicle	5307	11.12.04	Capital	\$ 22,656.00	\$ 28,320.00
Purchase Fareboxes	5307	11.12.04	Capital	\$ 3,569.00	\$ 4,462.00
TOTAL				\$ 266,674.00	\$ 398,715.00

Carry Forward Projects

The following table summarizes the projects that have been carried forward from the previous 2021-2024 TIP cycle into the current 2024-2027 TIP cycle's project list.

Ohio
TABLE 34 - Ohio Projects

OHIO CARRY FORWARD LIST OF HIGHWAY PROJECTS FROM PREVIOUS 21-24 TIP			
<small>AS OF 3/7/2024</small>			
PID	Project Name	Primary Work Category	*Total Project Cost
86872	JEF SR 213 15.180	Bridge Preservation	\$ 5,149,500.00
107525	JEF SR 152 6.450	Roadway Minor Rehab	\$ 761,041.67
108510	JEF SR 7 (33.46) (33.80)	Bridge Preservation	\$ 8,239,189.15
109308	JEF Lovers Lane Widening	Roadway Minor Rehab	\$ 3,462,175.83
109309	JEF SR 7 13.690	Bridge Preservation	\$ 4,196,392.76
109503	JEF-SR 7 Brilliant Park-N-Ride	Building / Facility Improvement	\$ 251,260.75
110454	JEF US 22 3.860	Roadway Minor Rehab	\$ 2,906,143.91
110889	JEF SR 7 30.920	Bridge Preservation	\$ 3,448,049.00
111505	JEF SR 7 22.930	Geologic Maintenance / Slide Repair	\$ 788,299.68
111600	JEF SR 7 31.030	Bridge Preservation	\$ 3,615,836.80
111667	JEF US 22 13.83/14.71	Culvert Preservation	\$ 1,000,396.49
112478	JEF TR 472 0.12	Bridge Preservation	\$ 792,567.00
113999	JEF SR 7 13.950	Culvert Preservation	\$ 2,851,813.71
114333	D11 Bridge Inspection CY 23	Asset Inventory / Inspection	\$ 767,488.00
114334	D11 Bridge Inspection CY 24	Asset Inventory / Inspection	\$ 750,000.00
115116	JEF US 22 6.98	Bridge Preservation	\$ 1,357,396.00
115428	JEF US 22 6.98	Bridge Preservation	\$ 2,660,000.00
115933	JEF SR 151 14.27	Bridge Preservation	\$ 1,309,323.00
116276	JEF SR 646 0.000	Roadway Minor Rehab	\$ 1,196,000.00
116357	JEF SR 43 19.98	Bridge Preservation	\$ 379,000.00
116542	JEF SR 7 4.01	Bridge Preservation	\$ 9,306,000.00
119087	JEF BHJ FY24 Outreach Planning	Other Modes	\$ 225,000.00
119088	JEF BHJ Regional EV Plan	Other Modes	\$ 250,000.00
119089	JEF BHJ Reg Mobility & AT Plng	Studies/Tasks	\$ 30,000.00
		TOTAL	\$ 55,692,873.75

West Virginia

TABLE 35 - West Virginia Projects

WV CARRY FORWARD LIST OF HIGHWAY PROJECTS FROM PREVIOUS 21-24 TIP					
DISTRICT WIDE PROJECTS					AS OF 2/22/2023
FFY	PROJECT NAME	STATE PROJ. NUMBER	FEDERAL PROJ. NUMBER	TOTAL DOLLAR COST	FED. DOLLAR COST
2024	ROADWAY STRIPING (D6)	S386 STRIP 24 00	STP2024007D	\$950,037	\$532,021
2025	ROADWAY STRIPING (D6)	S386 STRIP 25 00	STP2025011D	\$950,037	\$532,021
2024	D-6 RECALL STRIPING	S386 RECAL 24 00	STP202002?D	\$267,908	\$187,535
2025	D-6 RECALL STRIPING	S386 RECAL 25 00	STP202002?D	\$281,303	\$196,912
2025	DISTRICTWIDE 2025 GROUPABLE ADA	S386 ADA 00025 00	NHPP0002625D	\$550,000	\$440,000
BROOKE AND HANCOCK COUNTY SPECIFIC PROJECTS					
2023	US 22 SIGNING	U305 22 00004 00	NHPP0022074DTC	\$1,500,000	\$1,500,000
2023	US 22 MAINLINE BRIDGE	S305 22 044 00	HWIB0022077D	\$8,130,000	\$6,504,000
2024	WV2/WV 27 I/S IMPROVEMENT	U305- 002/00 7.44 00 22	NHPP0002811D	\$510,000	\$408,000
2025	NEW CUMBERLAND +1	S315 2 00691 00	STP0002626D	\$366,000	\$292,800
2024	FILMORE STREET BRIDGE	S315 FSBR/00 0.01 00	STBG2023128D	\$50,000	\$50,000
2026	ROADWAY STRIPING (D6)	S386 STRIP 26 00	STP2026007D	\$950,037	\$532,021

CHAPTER 8

PROJECTS AND PROGRAMS

This chapter provides an overview of the project listings in the SFY 2024 - 2027 TIP. The project lists are described below in two separate sections: Individual and Grouped. This chapter also provides an insight into the process that BHJ takes in selecting major projects for prioritization into the TIP from the LRTP as well as smaller projects.

Prioritization of Projects

BHJMPC must take many factors into account when selecting the projects that will receive not only priority but funding and staff hours as well. This process starts with the Long Range Transportation Plan. Major projects that will have a large effect on the BHJ Metropolitan Area are adopted onto the LRTP. These projects were selected by taking into consideration the past performance targets and performance discussed in Chapter 2, crash data and locations, severities of those crashes, traffic count data for areas of highest travel and congestion, input from both state and local agencies on their priorities, comments from BHJMPC's Technical Advisory and Full Commission meetings, and comment from the public on where they would like to see a change in their communities and places they travel. Once all this is considered, projects are developed and adopted onto the LRTP.

The projects of regional significance are federally required to be on the LRTP before they can be adopted onto the TIP. Proper planning in selecting projects that will be included onto the LRTP is critical not only at the 20-30 year out level, but also the 4-5 year out level. This 4-5 year out level of projects are the ones that will be up for selection and implementation onto the TIP that immediately follows the latest LRTP update, currently the 2045 LRTP.

When BHJMPC selects projects onto the TIP, a few main factors have the most significance: Safety Improvement, Community Impact, and Cost. Projects that have the greatest impact on improving safety are looked at and considered first. Making sure our roadways are as safe as they can be in order to reduce fatalities and serious injuries to 0 for motorists and pedestrians is of highest importance. Projects that have a positive impact on communities comes next. This can entail lessening congestion, improving flow of an intersection, repaving of a roadway, or planning new sidewalks and bike paths. Improving pavement and bridge conditions are the most common projects. These projects can be large or small in scale but have a large impact on day to day lives of travelers. Lastly, cost is considered. A project needs to be financially feasible not only for our state contributors from ODOT and WVDOH, but also to the available funding from BHJMPC and the local match that can be required from the entity the project occurs in. Although cost can be detrimental to a project being implemented, BHJMPC tries to exhaust every option when a project that is greatly needed from being stopped due to funding shortcomings.

Glossary of Terms, Acronyms and Abbreviations

The following terms, acronyms and/or abbreviations are used throughout the project listings to describe various characteristics of the projects, including location, type, funding, phase, etc.

TABLE 36 - Definitions

Term	Description
PID #	The Project Identification Number assigned to a project by ODOT.
State Project #	The State Project Identification Number assigned to a project by WVDOH.
Federal Project #	The Federal Project Identification Number assigned to a project by WVDOH.
Project Name	The official project title assigned by ODOT/WVDOH.
Description	Brief description of the project.
Type of Work/ Primary Work Category	A brief description of the type of work to be performed.
SFY	State Fiscal Year (e.g. SFY 2022 begins on July 1, 2021).
FFY	Federal Fiscal Year (e.g. FFY 2022 begins on October 1, 2021)
Total Cost (000's)	Total cost of all project phases in current dollars and rounded off to the nearest thousands.
Phase	ENV - Preliminary Engineering/Environmental DD - Detailed Design RW - Right-of-Way CO - Construction OTH - Other SP - Planning SR - Research TR - Transit
Performance Measure	PM1, PM2, or PM3. Shows the performance measure that the project works towards.

Individual Project Lists

This section provides the project lists of the individual highway and transit projects scheduled for some phase of implementation during the SFY 2024- 2027 TIP period. These projects have been planned and selected in accordance with the ODOT project selection process of the associated program and the WVDOH selection process of the associated program.

All of the projects detailed in this section are consistent with the BHJ MPC 2045 Long-Range Transportation Plan. The LRTP was developed in conjunction with input from local officials and stakeholders alongside the opinions and concerns that were shared by the public during our public outreach meetings and surveys. Combining this with the planning factors from the FAST Act led BHJ MPC to develop the main goals of the LRTP below:

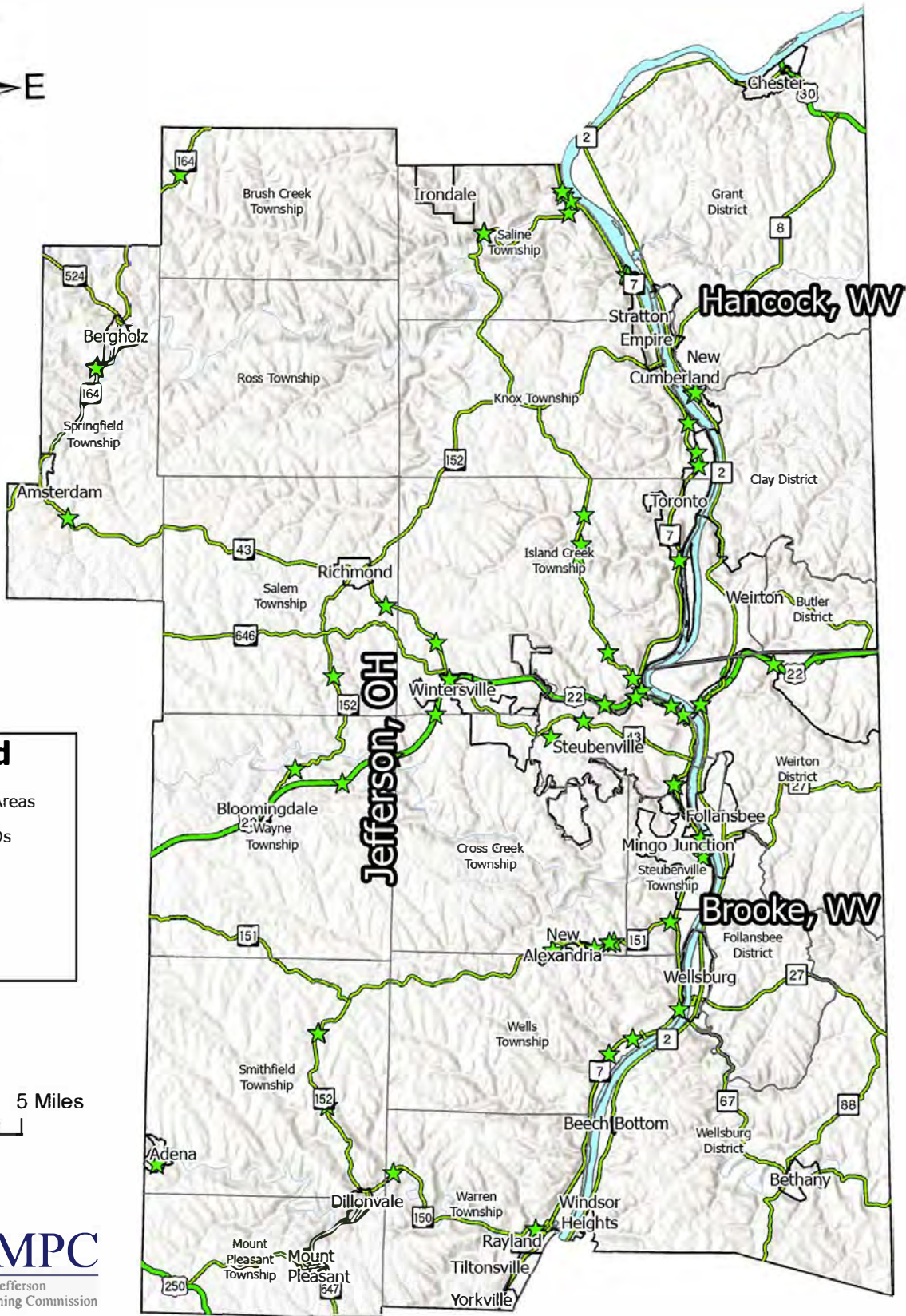
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and nonmotorized users.
3. Increase the security of the transportation system for motorized and nonmotorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

A complete list that includes all of the individual highway and transit projects programmed for funding during the SFY 2024- 2027 TIP cycle can be found in Appendix F (Jefferson County, Ohio Projects) and Appendix G (Brooke and Hancock Counties, West Virginia Projects).

Project Maps

The following map illustrate the locations of the projects from the projects lists in Appendix F and Appendix G.

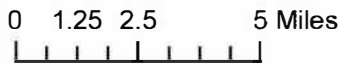
**Figure 19 TIP 24-27
Construction Projects**



Legend

- Incorporated Areas
- TWPs and VTDs
- TIP Projects
- State Route
- US Route

Sources: 11089/Life Plan U.S. Census Bureau



Grouped Projects

Ohio

Grouped projects (formerly known as Statewide Line Items or SLIs) reflect categories of projects that are not considered to be of appropriate scale for individual identification in the TIP. Instead, these projects are grouped into categories by function, work type, and/or geographic area. Projects utilizing these groupings must be:

- Non-controversial in nature
- Have an air quality status of “Exempt”
- Have a negligible environmental impact
- Will not add capacity to the existing system
- Have a total project cost below \$30 million
- Consistent with ODOT and MPO transportation plans

ODOT or BHJ may add a project to the SLI Grouped Project List by administrative modification in a given program year if the projects scale is not appropriate for the individual project list and has the characteristics as identified in the list above. BHJMPC has amended the TIP to include BHJMPC funds in the MPO Capital SLI Group to allow for additional flexibility and to help streamline the process for projects that meet the SLI Group Project guidelines and have approved BHJMPC funds. The amount of funding for the MPO Capital SLI Group will be determined by the MPO and included in the TIP and STIP by program year. The amount included in the MPO Capital SLI Group is included in BHJMPPC’s reasonable fiscal constraint. Fiscal Constraint for all SLI Groups is maintained at a statewide level in the STIP.

BHJMPC may choose to add projects to the TIP using the MPO Capital SLI Group where the projects meet the SLI Group Project guidelines and come from the following programs:

Assisting Local Programs

These projects may be used when assisting localities in paying for the costs associated with the funding match that is required in some state granted funding. This funding will cover the local match that is required for certain funding as well as the costs that can occur that the applied for funding does not cover, that the localities are responsible for.

Safety Signage Program

These projects may be used to assist in funding or fund entirely, signage on township, village, or city roadways that is intended to increase the safety of the given roadway. This is based on the ODOT program, Safety Funding Signage Program, to upgrade existing or install additional safety signage.

Guardrail Improvement Program

These projects may be used in funding the replacement of existing or installing additional guardrail where deemed necessary through crash reports and/or physical condition of existing guardrail, to improve the safety of the roadway on township, village, and city roads.

A table listing the total dollar amount throughout the state of Ohio for highway and transit projects can be found on the state STIP website for ODOT.

West Virginia

Starting with the 2020-2025 STIP, WVDOH has created 8 core programs, or groups, of projects that most will fall into. The projects that are not considered groupable are those with a phase cost of more than \$10,000,000, safety projects, new traffic signal projects, new lane additions, new roads or new bridges, expansion projects that add capacity, and projects that affect air quality. Projects that do not do any of the above will be considered groupable under the new S/TIP operating guidelines. The 8 core groups are described in the table below and a detailed explanation is available on the WVDOH 2020-2025 STIP website in Appendix E.

TABLE 37 - WV Grouped Projects Categories

WVDOH Statewide Projects Groups FY2024-2027 Transportation Improvement Program				
Program Group #	Air Quality Status	Program/Group Name	Description	Sponsor
1	Exempt	Bridge Program	Inspections; Bridge Replacement; Bridge Rehabilitation; Bridge and Concrete Overlays/Sealers; Bridge Clean and Paint	State
2	Exempt	Community Development and Connectivity Program	Metropolitan Planning; Community Development; Bike and Pedestrian Projects	State
3	Exempt	Localized Mobility Improvement Program	Slide Correction; Road/Curve Improvement; New Road/Bridge Construction; Add Auxiliary Lane; New Lane Construction	State
4	Exempt	Planning and Workforce Development Program	Workforce Development; Training; Statewide Planning Research Program; Metropolitan Planning Program	State
5	Exempt	Regional Mobility Program	New Road/Bridge Construction; APD Program; Other	State
6	Exempt	Resurfacing Program	Federal Aid (FA) Other Resurfacing; FA Interstate Resurfacing; APD Program; Safety Improvement	State
7	Exempt	Traffic Program	Traffic Signals; Striping; Signing; Safety Improvement; RR Signals; Lighting	State
8	Exempt	Transit Program	Section 5304, 5307, 5310, 5311, 5329, 5337, 5339	State

TIP Project Amendments and Modifications/Adjustments

The BHJMPO may modify an approved TIP by **Amendment** to capture significant changes that require federal action or by **Administrative Modification** to capture changes that do not require federal action per 23 CFR 450.328 and 23 CFR 450.220. BHJ may amend this TIP concurrent with the Transportation Study Policy Committee meeting schedule established in January of each year. In some instances, BHJ may schedule an emergency meeting to consider TIP amendments.

Ohio

For projects in Jefferson County, ODOT defines an **Amendment** as a modification to the TIP not defined as an **Administrative Modification**, a minor change to the TIP that will:

- Revise a project description without significant change to the project scope or conflict with the environmental document;
- Revise the project phase funding amount within 20 percent of the cost listed in the STIP for transit projects;
- Revise the project phase funding amount listed in the STIP within the following limits for highway projects:

<u>Current Project Phase Cost</u>	<u>Change in Project Phase Cost</u>
\$1-\$999,999	50 percent of the phase cost
\$1,000,000-\$4,999,999	30 percent of the phase cost
\$5,000,000 and above	20 percent of the phase cost

- Change the source of funds (change from state to federal or change in type of federal funds);
- Change a project lead agency;
- Split or combines individually listed projects; if the modification maintains independent utility and logical termini; or
- Change the funding type(s) for individual statewide line items.

The Ohio DOT will process administrative modifications in accordance with these procedures and those described in 23 CFR 450 and 49 CFR 613, provided that:

- It does not affect the air quality conformity determination, including timely implementation of Transportation Control Measures (TCMs), and
- It does not impact financial constraint.

West Virginia

For projects in Brooke and Hancock county, WVDOH defines an **Amendment** as a major change in the approved TIP as follows:

- Adding previously non-programmed funds for a new project or deleting a project from the current TIP; or
- A major change of project scope, such as a change that is inconsistent with the National Environmental Policy Act (NEPA) documentation or will change the NEPA determination, or a change that affects the approved Air Quality conformity finding; examples include changing the number of through lanes, adding/deleting non-motorized facilities, changing mode (FTA - rolling stock or facility type), changing capital category (FTA), and may include changing termini; or
- Any change requiring a new regional air quality conformity finding; or
- A greater than \$2,000,000 cost increase or cost decrease in a phase of a project listed in the current IP

WVDOH further defines an **Administrative Adjustment** as a minor change in the approved TIP. A TIP adjustment can occur at any time during the life of the TIP and does not require federal approval. The following definitions for an administrative adjustment meet requirements of the 23 CFR 450:

- A minor change in project description that does not change the Air Quality conformity finding in maintenance and nonattainment areas or change the project scope; or
- Shifting programmed funds between projects (i.e., funding sources and projects already identified in the TIP); or
- Moving programmed projects from year to year within an approved STIP/TIP, except those that cross Air Quality horizon years; or
- A change not meeting the definition of an amendment that does not add or delete a project from the TIP; or
- Adding a prior phase, such as environmental or location study, preliminary engineering or right-of-way, to a project in the TIP.

Capital Programs

Ohio

The Ohio Department of Transportation administers a wide range of intermodal transportation programs. ODOT has selected the following programs to fund projects found in this TIP:

- District Preservation Program including bridges and pavement
- Major Bridge Projects including the rehabilitation and replacement of the largest 146 bridges found in Ohio
- Major New Construction exceeding \$13 million in cost as selected statewide by the Transportation Review Advisory Council or TRAC
- Municipal Bridge Program for replacement or rehabilitation of bridges in municipal areas
- Priority System Major Rehabilitation to restore the structural integrity and functional pavement conditions
- Safety that focuses on high crash and congested location found on freeways and non-freeways areas prioritized statewide
- Transit Programs that involve rural and urban coordination such as the Elderly and Disabled Transit Fare Assistance, Ohio Public Transit Grants, and Specialized Transportation

Through the *Urban Paving Initiative*, the District Preservation Program also accounts for pavement preservation programs for all State and U.S. Routes located in incorporated areas (villages) with populations less than 5,000 at a 100% cost to ODOT. The District may also participate in highway paving on State and U.S. Routes in municipal areas greater than 5,000 (cities) at 80% of the project cost for only pavement replacement. The city is then responsible for all project costs beyond the ODOT participation for asphalt pavement replacement. The Ohio Department of Transportation divides the funding received from the state legislature and the US Congress into specific capital programs. Capital Program Managers are responsible for establishing a fiscally constrained program of priority projects and ensuring consistency between their program commitments and the programmed projects. ODOT, through the budgeting process, forecasts future revenues and identifies annual funding amounts for each highway program. For transit projects and programs, the ODOT Office of Transit and the FTA establish budgets for the transit programs. The federal budgets are based on federal formula allocations and discretionary programs as set by FTA and Congress each federal fiscal year. The Office of Transit establishes state budgets based on the state allocations set by the state legislature each state fiscal year. Urban transit agencies are direct recipients of FTA funds and administers their respective programs. The table below categorizes each capital program by the designated Program Manager.

TABLE 38 - ODOT Capital Programs

ODOT Capital Programs by Program Manager					
ODOT District	MPO	CEAO	ODOT Central Office		Transit
Preservation	STBG	County STBG	Major Bridge	Muni Bridge	Urban
Maintenance	CMAQ TAP	County Local Bridge County Bridge County HSIP	Major New	Muni Bridge Partnership	Rural
			Safety	Amish Buggy	Enhanced Mobility
			Major Rehab	ODNR	Grant Programs
			TAP (Rural)	Metro Parks	
			Noise Wall	Eastern Federal Lands Highway	
			RR Grade Crossing	Federal Discretionary	
			Rest Area	Appalachia	
			Facilities	Ferry Boat	
			Small City	Noise Wall	
			Large City	DERG	
			Local Major Bridge		

The BHJ MPO administers federal funds sub-allocated through the Ohio Department of Transportation MPO and Large Cities Capital Program. These federal funds include the Surface Transportation Program (STP), Congestion Mitigation/Air Quality Fund (CMAQ), and Transportation Alternatives (TA). Other programs included in this TIP and administered in some form by BHJ include the Federal Transit Administration (FTA) §5307 Urbanized Formula and the County Engineers Association of Ohio (CEAO) Bridge. For a small urban area such as the Steubenville-Weirton, OH-WV Metropolitan Area (population < 200,000), these programs represent a limited amount of resources for constructing eligible projects in Jefferson County.

West Virginia

With roughly 39,000 miles of public roadways, West Virginia is one of only four states (Delaware, North Carolina, and Virginia are the others) in which there is no county and/or township ownership of highways. As a result, the WVDOH has statutory authority for the construction, improvement, and maintenance of nearly all public highway miles (approximately 36,000 or 93%) in the state, which is one of the highest percentages in the nation. Furthermore, despite its relatively small size, the WVDOH is responsible for the sixth-largest state-maintained highway network in the nation.

While WVDOT goals and policies contained in the State’s long-range transportation plan are the driving force behind the projects contained in this TIP, the time, type, location, and extent of highway renovation, improvement, and construction initiatives are dependent on available funding. West Virginia’s Multi-Modal Statewide Transportation Plan (2010-2034) contains pertinent goals and policies that dictates where and how WVDOH directs their financial resources. These are:

- Preserve past investments by maintaining the existing system,
- Support West Virginia’s economic development goals with multi-modal access to markets in West Virginia, the United States, and overseas,
- Support the health and well-being of West Virginians, as well as the environment and overall quality of life, with a range of mobility options, and
- Promote efficient use of resources, especially considering diminishing revenues.

The WVDOH has developed a menu of improvement programs that constitutes the Total Highway Program. Federal core programs as national highway performance program (NHPP), surface transportation block grants (STBG), congestion mitigation and air quality improvement (CMAQ) program, highway safety improvement program (HSIP), and transportation alternatives program (TAP) fund specific programs and mandate how and where a State Highway Agency can use those funds. The WVDOH organizes their highway program funds like the federal programs listed above. The WVDOH distributes their State Road Fund into thirteen major transportation improvement programs, generally divided between federal-aid (FA) funded projects and non-federal-aid (NF) funded projects. These programs are:

Federal Aid

- FA Interstate Improvement;
- FA Interstate Renovation;
- FA ADHS Expansion and Improvement;
- FA ADHS Renovation;
- FA 3R (Resurfacing and Slides);
- FA Other Bridge; and
- FA Other.

Non-Federal Aid

- NF Improvement;
- NF Contract Paving;
- NF Bridge (Category 6);
- NF Other Bridge;
- NF Renovation; and
- NF Miscellaneous.

The Infrastructure Investment and Jobs Act (IIJA) establishes a new suballocation of funds associated with both Surface Transportation Block Grant and Carbon Reduction Program funds. Specifically, these funds have been suballocated to urbanized population areas of 50,000 - 200,000. Federal funds are provided to WVDOH as a lump sum to be distributed to MPO's as outlined in WVDOH's 2023-2028 STIP Operating Procedures and is listed below:

- 10% of the Federal apportionment as an annual contingency
- 20% of the apportionment is allocated equally to the MPO's under the 200,000-population threshold as a base allocation.
- The remaining annual allotment of STBG 50,000-200,000 funds will be obligated by the WVDOH competitively as part of a three-tiered process:
 - 1.) Tier 1 - MPO LRTP or Regionally Specific Projects
 - 2.) Tier 2 - Operational and Safety Projects
 - 3.) Tier 3 - Annual Pavement Program Projects (Federal Aid or State Funded)

To ensure a fair and transparent process for selecting projects for funding, BHJ-MPC has developed a project selection process outlined in the MPO Project Selection Guidelines and Process for Federally Sub-Allocated WVDOH Funding listed on the BHJMPC website and also located in the appendices of the LRTP. This process is designed to evaluate project proposals based on established criteria and applicable eligibility requirements in order to allocate funding to projects that have the greatest impact on improving the infrastructure of the metropolitan planning area.

Chapter 9

FISCAL CONSTRAINT ANALYSIS

For a project to be included in the TIP, per federal regulations, reasonable fiscal constraint must be maintained. Fiscal constraint is achieved by keeping estimated transportation improvements within reasonably anticipated budgets. BHJMPC affirms that its SFY 2024 - 2027 TIP meets all fiscal constraint requirements.

The tables below provide an overview of the estimated revenues and expenditures for the BHJMPC region for the SFY 2024 - 2027 TIP period for Ohio.

TABLE 39- Fiscal Constraint Table for BHJ 2024-2027 TIP as of July 2024 - Highway - Ohio

Highway TIP Fiscal Constraint for BHJ Region

BHJ	2023	2024	2024	2024	2025	2025	2025
BH11	Carry Forward	Budget	Estimate	Balance	Budget	Estimate	Balance
MPO Total	\$ 51	\$ 3,255,450	\$ -	\$ 3,255,501	\$ 1,309,217	\$ 602,700	\$ 3,962,018
MPO STBG	\$ 51	\$ 2,259,704	\$ -	\$ 2,259,755	\$ 604,507	\$ 555,000	\$ 2,309,262
MPO CMAQ	\$ -	\$ 522,905	\$ -	\$ 522,905	\$ 552,499	\$ -	\$ 1,075,404
MPO TA	\$ -	\$ 244,677	\$ -	\$ 244,677	\$ 45,660	\$ -	\$ 290,337
MPO CRP	\$ -	\$ 228,164	\$ -	\$ 228,164	\$ 106,551	\$ 47,700	\$ 287,015
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

1: Budgets represent apportionment amounts and assume no inflation.

Highway TIP Fiscal Constraint for BHJ Region

BHJ	2026	2026	2026	2027	2027	2027
BH11	Budget	Estimate	Balance	Budget	Estimate	Balance
MPO Total	\$ 804,397	\$ 349,569	\$ 4,416,846	\$ 1,454,397	\$ -	\$ 5,871,243
MPO STBG	\$ 73,116	\$ -	\$ 2,382,378	\$ 723,116	\$ -	\$ 3,105,494
MPO CMAQ	\$ 573,143	\$ -	\$ 1,648,547	\$ 573,143	\$ -	\$ 2,221,690
MPO TA	\$ 72,311	\$ -	\$ 362,648	\$ 72,311	\$ -	\$ 434,959
MPO CRP	\$ 85,827	\$ 349,569	\$ 23,273	\$ 85,827	\$ -	\$ 109,100
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

1: Budgets represent apportionment amounts and assume no inflation.

TABLE 40- Fiscal Constraint Table for BHI 2024-2027 TIP as of July 2023 - Transit - Ohio

Transit TIP Fiscal Constraint for BHI Region

BHI	Prior Years Carry Forward	2024 Budget	2024 Estimate	2024 Balance	2025 Budget	2025 Estimate	2025 Balance
5307	\$ 1,214,402	\$ 736,068	\$ 1,364,440	\$ 586,030	\$ 754,469	\$ 962,483	\$ 378,017
5310 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Transit TIP Fiscal Constraint for BHI Region

BHI	2026 Budget	2026 Estimate	2026 Balance	2027 Budget	2027 Estimate	2027 Balance
5307	\$ 773,331	\$ 1,010,607	\$ 140,741	\$ 788,798	\$ 1,061,136	\$ (131,598)
5310 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Chapter 10

MPO POLICY BOARD RESOLUTION OF APPROVAL

Following the completion of the public involvement process, the Brooke Hancock Jefferson Transportation Study Policy Committee (BHJTS) approved the SFY 2024 - 2027 Transportation Improvement Program through Resolution 2023-6. A copy of the signed resolution is located below.

RESOLUTION 2023-7

THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE IN THE MATTER OF ADOPTING A FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS,** the Brooke-Hancock-Jefferson Transportation Study Policy Committee (BHJTS), the designated the Metropolitan Planning Organization (MPO) by the Governor for the Steubenville-Weirton OH-WV urbanized area; and
- WHEREAS,** the Brooke-Hancock-Jefferson Transportation Study Policy Committee (BHJTS) serves as the policy and decision making body through which local governments conduct the Brooke Hancock Jefferson Metropolitan Planning Commission’s transportation planning process; and
- WHEREAS,** federal and state directives provide for MPOs to develop a Transportation Improvement Program (TIP), in cooperation with state and local officials; regional and local transit operators; port officials; grant recipients under sections of Title 49, U.S.C., and other affected transportation and regional planning and implementing agencies; and
- WHEREAS,** the Brooke Hancock Jefferson Metropolitan Planning Commission’s SFY 2024 – 2027 TIP records the transportation improvement projects, their scopes of work, funding sources, and funding amounts that will be implemented in the Brooke Hancock Jefferson Metropolitan Planning Commission’s transportation program over the next four years; and
- WHEREAS,** the projects recorded in the Brooke Hancock Jefferson Metropolitan Planning Commission’s SFY 2024– 2027 TIP are consistent with the Brooke Hancock Jefferson Metropolitan Planning Commission’s 2045 Long Range Transportation Plan; and
- WHEREAS,** the Brooke Hancock Jefferson Metropolitan Planning Commission’s SFY 2024– 2027 TIP is fiscally constrained; and
- WHEREAS,** the Brooke Hancock Jefferson Metropolitan Planning Commission’s SFY 2024– 2027 TIP was developed and reviewed consistent with Brooke Hancock Jefferson Metropolitan Planning Commission’s Public Participation Plan, has been reviewed and accepted by the Technical Advisory Committee and has been coordinated with regional and local transit operators and local community officials;
- WHEREAS,** said Transportation Improvement Program is considered to be complete pending any final comments generated by either ODOT or WVDOT, and hereafter on occasion revised and readopted by action of this body; and

NOW, THEREFORE, BE IT RESOLVED:

1. That this Committee reaffirms its approval of the Long Range Transportation Plan for the BHJMPO Region including Brooke and Hancock Counties of West Virginia and Jefferson County of Ohio, and recommends that its members incorporate these improvements into their planning for transportation improvements in their governmental units;
2. That this Committee adopts the Fiscal Years 2024 through 2027 Final Transportation Improvement Program subject to any comments generated by either ODOT or WVDOT and hereafter on occasion revised and readopted by action of this body; and

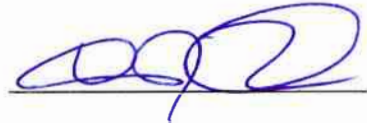
3. That this Committee reaffirms that the Fiscal Years 2024 through 2027 Final Transportation Improvement Program conforms to any applicable state implementation plans in accordance with the provisions of the Transportation Conformity Rule (40 CFR Parts 51 & 93); and

ADOPTED, this 19th day of April, 2023, at a joint meeting of the BHJTS Technical Advisory Committee, Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.

ATTEST:



Michael J. Paprocki
Executive Director



Andrew Thomas
Chairperson

Appendix A

Air Quality Conformity and Interagency Consultation Documentation

Brooke-Hancock-Jefferson Metropolitan Planning Commission 2024-2027 Transportation Improvement Plan Conformity Analysis Summary

Overview:

The BHJ Metropolitan Planning Commission (BHJ) is initiating a new transportation conformity determination for its new 2024 - 2027 Transportation Improvement Program (TIP).

The BHJ region is a US EPA designated 1997 Ozone Standard "Orphan" area and a 2006 PM_{2.5} Standard Maintenance area with a *mobile source insignificance* finding. As a 1997 Ozone Standard "orphan area" and consistent with US EPA's November 29, 2018 guidance resulting from the South Coast II Court Case, BHJ will advance a qualitative 2024 - 2027 TIP conformity determination.

As a 2006 PM_{2.5} Standard Maintenance area with a *mobile source insignificance* finding, a regional emissions analysis is not required - 40 CFR 93.109(f). BHJ will make a new qualitative 2006 PM_{2.5} Standard Maintenance area 2024 - 2027 TIP conformity determination.

As a 1987 PM₁₀ Standard Maintenance Area Jefferson County on December 11, 2000 (65 FR 77313) a finding that "transportation-related emissions do not contribute to PM₁₀ concentrations". As a 1987 PM₁₀ Standard, the Hancock and Brooke counties (part)-the City of Weirton as amended on September 12, 2006 (71 FR 40023) and Brooke County (part)-the City of Follansbee on August 27, 2003 (68 FR 51459) a finding that mobile sources as insignificant cause of nonattainment emissions in both areas.

Interagency consultation topics:

1. Latest planning assumptions -
 - a. Latest planning assumptions - BHJTS maintains current travel demand model socio-economic variables and highway/transit networks used to develop the BHJTS 2045 Transportation Plan.
2. Latest emission modeling -
 - a. Should a future quantitative emission analysis be needed, BHJTS and ODOT will use MOVES3.1.
3. SIP TCM Status -
 - a. The Ohio and West Virginia SIP does not include any TCMs.
4. Conformity process schedule -
 - a. 2024-2027 TIP Public Involvement Schedule
 - i. Public involvement period - March 10, 2023 - April 10, 2023, concurrent with Ohio STIP schedule.
 - ii. BHJTS TIP Public Involvement effort will include information regarding the 1997 Ozone Standard qualitative transportation conformity determination.
 - b. BHJTS 2024- 2027 TIP Approval and Conformity Determination Schedule
 - i. BHJ Policy Board will adopt the 2024 -2027 TIP approval and conformity determination resolution on April 19, 2023.

5. Conformity data/information included in TIP and MTP? -
 - a. Yes

6. All projects in the MTP are in the TIP and do not need a new conformity determination?
 - a. Yes

7. Conformity Tests:

PM₁₀ 1987 Standard	
Attainment status:	Federal Register /Vol. 65, No. 77313/December 11, 2000; Vol.68, No. 51459/August 27, 2003; and Vol. 71, No. 40023/September 12, 2006 - Mobile Source Insignificance finding
Geography:	Jefferson County, Ohio, Brooke County (part, Follansbee, West Virginia Brooke and Hancock counties), Weirton, West Virginia
Conformity status:	Yes
Conformity Tests:	Mobile Source Insignificance finding - Regional emissions analysis not required
SIP Commitments:	No Comments
Analysis Years:	N/A

1997 8-Hour Ozone Standard	
Attainment status:	1997 8-Hour Ozone Standard - Maintenance Area
Geography:	Jefferson County, Ohio, Brooke and Hancock Counties, West Virginia
Conformity status:	Yes
Conformity Tests:	Qualitative Conformity Determination consistent with US EPA's November 29, 2018 guidance resulting from the South Coast II Court Decision.
SIP Commitments:	No Comments
Analysis Years:	N/A

PM _{2.5} 2006 Standard	
Attainment status:	Federal Register /Vol. 78, No. 181 /Tuesday, September 18, 2013 - Mobile Source Insignificance finding
Geography:	Jefferson County, Ohio, Brooke and Hancock Counties, West Virginia
Conformity status:	Yes
Conformity Tests:	Mobile Source Insignificance finding - Regional emissions analysis not required - 40 CFR 93.109 f
SIP Commitments:	2006 PM _{2.5} Maintenance Area
Analysis Years:	N/A

Correspondences

From: ccesap@bhjmpc.org <ccresap@bhjmpc.org>

Sent: Friday, February 24, 2023 2:47 PM

To: 'Matt Kemper' <matt.a.kemper@wv.gov>; 'laura.m.jennings@wv.gov' <laura.m.jennings@wv.gov>

Subject: FW: BHJMPC 2024-2027 TIP AQ Conformity Interagency Consultation

Matt and Laura,

I sent this out last week and completely failed to add you to the recipients list and I apologize. If you wanted to give comments/concurrence to BHJ's conformity summary please do so by Tuesday February 28th. Once again I apologize for not adding you sooner.

Thank you,

Cody Cresap

Transportation Engineer



BHJ Metropolitan Planning Commission

124 N 4th Street, 2nd Floor

Steubenville, OH 43952-4498

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Cc: 'mikepap@bhjmpc.org' <mikepap@bhjmpc.org>
Subject: RE: BHJMPC 2024-2027 TIP AQ Conformity Interagency Consultation

All,

Reminder: Please review the attached BHJ conformity summary and provide email comments, recommendations, and/or concurrence that was previously sent out if you have not already done so. Comments, recommendations, and/or concurrence will be due by **next Friday, 2/24/2023** for submission to USDOT for review. If you have already given your reply, thank you and disregard this reminder. If you are not the proper recipient for this Interagency Consultation on AQ Conformity, please forward it to those who are.

Thank you everyone,

Cody Cresap
Transportation Engineer



BHI Metropolitan Planning Commission

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Steubenville, OH 43952-4498
Phone: 740-282-3685 x 210
Fax: 740-282-1821
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From: Johns, Andy (FHWA) <Andy.Johns@dot.gov>
Sent: Friday, January 27, 2023 6:51 AM
To: ccesap@bhjmpc.org
Cc: anthony.hill@dot.ohio.gov; Nate Brugler (Nathaniel.Brugler@dot.ohio.gov) <nathaniel.brugler@dot.ohio.gov>
Subject: RE: BHJMPC 2024-2027 TIP AQ Conformity Interagency Consultation

Cody:

FHWA Ohio Division concurs with summary.

Andy Johns, AICP
Senior Transportation Planner
Federal Highway Administration
Ohio Division Office
614.280.6850

From: Wesley, Deidre (FTA) <deidre.wesley@dot.gov>
Sent: Thursday, January 26, 2023 10:55 AM
To: ccesap@bhjnpc.org
Subject: RE: BHJMPC 2024-2027 TIP AQ Conformity Interagency Consultation

Hi Cody,

FTA concurs.

Thank you,

Deidre Wesley

Transportation Program Specialist | Office of Financial Mgmt. & Program Oversight
Region V | Federal Transit Administration | U.S. Department of Transportation
☎ 312.353.3879 | ✉ Deidre.Wesley@dot.gov | 🌐 www.transit.dot.gov

From: Johns, Andy (FHWA) <Andy.Johns@dot.gov>
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To: paul.braun@epa.ohio.gov
Cc: ccesap@bhjnpc.org
Subject: FW: BHJMPC 2024-2027 TIP AQ Conformity Interagency Consultation

Paul:

Good morning. I did not see you on this email thread so forwarding to you for your awareness.

Thank you.

Andy Johns, AICP
Senior Transportation Planner
Federal Highway Administration
Ohio Division Office
614.280.6850

From: Greathouse, Kara (FHWA) <kara.greathouse@dot.gov>
Sent: Thursday, January 26, 2023 9:07 AM
To: ccresap@bhjnpc.org; ANTHONY.HILL@dot.ohio.gov; Jordan.Whisler@dot.ohio.gov; Sam Granato <Sam.Granato@dot.ohio.gov>; Brian Carr <Brian.E.Carr@wv.gov>; Chris Kinsey <Chris.J.Kinsey@wv.gov>; Elwood Penn <Elwood.C.Penn@wv.gov>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov>; maietta.anthony@epa.gov; becoat.gregory@epa.gov; Johns, Andy (FHWA) <Andy.Johns@dot.gov>; Lopez, Dina (FHWA) <dina.lopez@dot.gov>; Blanton, Jeffrey (FHWA) <Jeffrey.Blanton@dot.gov>; Matt A Kemper <matt.a.kemper@wv.gov>; Jennings, Laura M <laura.m.jennings@wv.gov>
Cc: mikepap bhjnpc.org <mikepap@bhjnpc.org>
Subject: RE: BHJNPC 2024-2027 TIP AQ Conformity Interagency Consultation

Cody,
I'm including Matt Kemper and Laura Jennings from WVDEP Division of Air Quality. Matt Kemper is the Interagency Consultation contact for WV.

Kara Greathouse
Transportation Community Planner
304-531-4991

From: ccresap@bhjnpc.org <ccresap@bhjnpc.org>
Sent: Thursday, January 26, 2023 8:47 AM
To: 'deidre.wesley@dot.gov' <deidre.wesley@dot.gov>
Subject: FW: BHJNPC 2024-2027 TIP AQ Conformity Interagency Consultation

Resent for email address correction. Please see below.

Thanks,

Cody Cresap
Transportation Engineer



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Sent: Thursday, January 26, 2023 8:41 AM

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Cc: 'mikepap@bhjmpc.org' <mikepap@bhjmpc.org>
Subject: BHJ MPC 2024-2027 TIP AQ Conformity Interagency Consultation

Hello All,

BHJ MPC intends to bring its Transportation Improvement Program (TIP) for state fiscal years (SFY) 2024-2027, to our Joint TAC/Full Commission meeting on **April 19th, 2023 at noon**. This means that Interagency Consultation (IAC) will need to take place.

As with previous conformity determinations, BHJ MPC will work with ODOT to model the emissions for the Steubenville-Weirton, OH-WV area if a quantitative emissions analysis is needed. The plan is to use the MOVES3.1 to complete that analysis.

The IAC will be conducted via email unless there is a request for a conference call in which case one would be set up at a convenient time for all.

Please review the attached BHJ conformity summary and provide email comments, recommendations, and/or concurrence.

Have a good day,

Cody Cresap
Transportation Engineer



BHI Metropolitan Planning Commission

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ELECTRONIC CORRESPONDENCE ONLY

Jack Marchbanks, Ph.D.
Director
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43223

Dear Director Marchbanks:

This is in response to your letter dated May 1, 2023 regarding requests for USDOT conformity determinations for applicable air quality areas. We completed our review of the conformity documentation to support adoption of the Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ) 2024-2027 Transportation Improvement Program (TIP) by resolution on April 19, 2023. The conformity analysis includes documentation to demonstrate conformity for Ozone and PM standards.

Based on our review, in consultation with the United States Environmental Protection Agency (EPA), we find the 2024-2027 TIP conforms to the applicable state implementation plan in accordance with the provisions of the EPA's *Transportation Conformity Rule (40 CFR Parts 51 and 93)*. This determination of conformity is effective July 1, 2023.

If you have any questions or comments, please contact Mr. Sam Wallace, Community Transportation Planner, at (614) 280-6839 or samuel.wallace@dot.gov.

Sincerely,

Kelley Brookins
Regional Administrator
Federal Transit Administration

Eric Ross
Acting Division Administrator
Federal Highway Administration

Appendix B

Environmental Justice Policy Document

SECTION 2: ENVIRONMENTAL JUSTICE & DEMOGRAPHIC, ECONOMIC & EMPLOYMENT TREND

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INTRODUCTION

Demographic, Economic and Employment trend analysis along with issues related with Environmental justice are essential to determine future transportation needs in a given study area. These critical elements provide an understanding of past and anticipated future shifts in a region's economy, population, land use patterns, and other environmental factors over time. These factors are useful for predicting future transportation patterns and justifying transportation improvements over the next twenty-five years (25).

ENVIRONMENTAL JUSTICE

The U.S. EPA's Office of Environmental Justice defines Environmental Justice as:

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socio-economic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.

According to the American Community Survey, 2017, over 17% of the household of this region is living below the poverty level. The rate is highest in Jefferson County (19%) and lowest in Hancock (13.20%). Majority of these households situated in the central city of Steubenville and Weirton. Downtown Steubenville, Northern part of Jefferson county (Empire, Stratton), and Southern Weirton along US 22 and Route 105 are block groups with the majority of these households (Figure 1). The Median Household income and Per capita income is highest in Brooke county and lowest for Jefferson County. Downtown Steubenville and Weirton, Steubenville TWP, and Wells TWP are the areas where the median household income is recorded less than \$21,000 yearly (Figure 2 & 3). Not surprisingly, the minority population is concentrated in the same block groups with higher below the poverty level and lower median household income (Figure 4).

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

This act states that

No person in the United States of America shall, on the basis of race, color, religion, national origin, sex, disability, or low-income status be excluded from participation in, be denied the benefits of, or subject to discrimination under any program or activity receiving Federal financial assistance. The law also makes it illegal to retaliate against a person because he or she complained about discrimination, filed a charge of discrimination or participated in a discrimination investigation or lawsuit. Title VI prohibits intentional discrimination as well as disparate impact on protected groups.

Since alternative transportation and public transportation is a big issue for this region, this plan also looked into the block groups where over 40% of the households are being recorded with Zero Household (Figure 5). In Brooke county, over 10% of the total household has been marked as zero vehicle households, while for Hancock and Jefferson, it is 8.2% and 8.7%, respectively. The majority of these households are concentrated near Downtown Steubenville, Weirton along US 22 and Route 105, and Northern Hancock county near Newell. The renter-occupied household is twice as much found to have zero vehicle than the

owner-occupied household. Many of these households are found to be located in the block group with little or no internet access (Figure 6). According to the demographic projection, it is estimated that this region will lose 21% of its working population group (16-64), and the aging population (65+) will grow another 17% in the next 25 years. The central cities (Steubenville and Weirton) are losing the younger population faster than the region as a whole. According to Figure 7, the young and middle-age professional groups prefer to live outside of the city limits on both sides of the river. Except for the educational institution block groups (Franciscan University & Bethany College), younger population group is concentrated in areas like Richmond, Salem, Amsterdam, empire, Wayne, tiltonsville in Jefferson county, south of Chester, Weir crest in Hancock county and west of Washington pike or the southern part of the Brooke County. The central cities have a higher concentration of the aging population while the younger generations are living outskirts of the city of the city limit. These younger generation households also more tend to be households with no vehicle than the aging group household. Though the level of education creates a minor difference in the salary range, the median household income between households with associate degrees and Bachelor is not statistically significant. The rate of people with different disability statuses is relatively high in the BHJ region in comparison to the Country average. According to ACS 2017, the percentage is 18.4% for Jefferson, while for Brooke and Hancock, it is 16.5% and 18.7%. Ambulatory, cognitive, and independent living difficulties are the top disabilities of this region (Figure 8).

ENVIRONMENTAL JUSTICE

Table 1 Percent of families living below poverty

County	People Living Under Poverty	Percentage of Total County Population
Brooke	3042	13.70%
Hancock	3842	13.20%
Jefferson	12485	19%
Total Region	19369	16.50%

Source- American Community Survey, ACS 2017

Table 2 Per Capita and Median Household Income

Per Capita & Median Household Income	Jefferson	Brooke	Hancock
Median household income (in 2017 dollars)	\$43,161	\$48,835	\$43,634
Per capita income in past 12 months (in 2017 dollars)	\$24,028	\$25,630	\$25,157

Source- American Community Survey (ACS), 2017

Table 3 Percent of Minority (Non-White) Population

County	Minority (Non-White) Population	Percentage of Total County Population
Brooke	799	3.60%
Hancock	1484	5.10%
Jefferson	5524	8.40%
Total Region	7808	6.67%

Source- American Community Survey (ACS), 2017

Table 4 Percent of total population age 65 years or older

County	Persons age 65 and older	Percentage of Total County Population
Brooke	5284	23.80%
Hancock	6721	23.10%
Jefferson	14206	21.60%
Total Region	26211	22.39%

Source- American Community Survey (ACS), 2017

Table 5 Percent of Disabled Population Age 16 To 64 Years Old

County	People with Disability 65 and under	Percentage of Total County Population
Brooke	2553	11.50%
Hancock	3549	12.20%
Jefferson	9207	14.00%
Total Region	15310	13.08%

Source- American Community Survey (ACS), 2017

Table 6 Household Information

	Jefferson	Brooke	Hancock
Housing units (2017)	27,571	9,961	12,760
Owner-occupied housing unit rate, 2013-2017	69.00%	74.70%	71.70%
Median gross rent, 2013-2017	\$622	\$589	\$648
Persons per household, 2013-2017	2.35	2.22	2.33
Total Vehicle (2020 Base TDM Model Estimate)	60,752	17,400	24,277
Household with Zero Vehicle Available (%)	2407 (8.7%)	952 (9.6%)	1048 (8.2%)

Source- American Community Survey (ACS), 2017

Table 7 Internet, Education, Economic & Net productive Rate

	Jefferson	Brooke	Hancock
Households with a computer, percent, 2013-2017	79.30%	81.00%	79.90%
Households with a broadband Internet subscription, percent, 2013-2017	71.40%	67.20%	69.30%

Source- American Community Survey (ACS), 2017

	Jefferson	Brooke	Hancock
High school graduate or higher, percent of persons age 25 years+, 2013-2017	90.30%	90.70%	88.30%
Bachelor's degree or higher, percent of persons age 25 years+, 2013-2017	14.90%	19.90%	17.90%

Source- American Community Survey (ACS), 2017

Table 8 Reproduction Rate

County	Birth	Death	Net Reproductive Rate
Jefferson	4789	6886	-3.2%
Brooke	1389	2421	-4.6%
Hancock	2035	2922	-3.1%

Source- American Community Survey (ACS), 2017

DEMOGRAPHIC, ECONOMIC & EMPLOYMENT TREND OF THE BHJ REGION

FORECASTING PROCEDURE FOR INDEPENDENT VARIABLES

The U.S. Census Bureau assembled the Summary Files into TIGER Files, a delineated geographic hierarchy by the smallest to the largest as blocks, block groups, tracts, and political subdivision (county, city, village, or township), depending on the manner of data collection and sampling. Since TAZ level population data is no longer available, it has been projected from the 2010 base model through “**Average Annual (Compound) Growth Rate**” method where the rate itself has been calculated from 2010-2017 county wide Net Migration and Reproduction Rate.

For population under and over 18, the cohort projections have been used. The percentage of under and over 18 population has been calculated from the 2020 cohort projection database and also has been used to calculate TAZ level population from the projected 2020 total population in a “**Step down ratio**” method. For workers, the cohort age group 16-64 has been used and followed the same process.

Housing unit has been calculated through a “**Reverse Distributed Housing Unit Method**” where population in each of the TAZ has been divided by average person per household rate. The occupied household numbers are calculated from the occupancy rate of the respective block group and vacant numbers are calculated by subtracting that from the total household.

Total vehicle per TAZ has been calculated in two steps **symptomatic method**. In the first step, the number of households with at least one vehicle in each of the block group has been assigned in the Geographical Information System (GIS) and that percentage been assigned to the respective TAZ’s. Later they are multiplied by average car per household rate for Ohio and West Virginia collected from American Community Survey,2017.

The median household income has been collected from block level American Community Survey 2017 and then assigned each TAZ a median household income variable. School and university enrollment data has been collected from individual school and university systems and then were also validated with the cohort survival rate.

ODOT provided BHJ MPC 2018 employment data through the “Quarterly Census of Employment and Wages”. For West Virginia, BHJ collected data through Mergent Intellect,2019, Longitudinal Employer-Household Dynamics 2015 and West Virginia Secretary of State’s Office,2018. Each state’s respective Employment Data Centers were classified by the North American Industrial Classification System (NAICS). The employment variable allocations to TAZ were first started by first assembling the employer information into a GIS database and then each record was coded onto a geographic address file, a process called geocoding. An important step in the process compared geocoded locations accuracies through local knowledge and online presence of the business. The final step summarized the employment data by the NAICS. The GIS software created thematic maps to check for errors and fairness of information based on regional understanding and historic employment trends.

DEMOGRAPHIC TREND

From 1990 to present, the BHJ region has experienced an ongoing gradual shrinking of population. According to this projection, BHJ will lose another 12000 people by 2045. Both Hancock and Brooke counties are projected to lose over 18 % of their population while Jefferson county will lose a little over 3 %. Between the two big cities, City of Weirton, WV is expected to lose more population than the City of Steubenville, OH. Though the current rate of population loss is significantly higher, it is expected to decrease after 2030. Jefferson is expecting a slight increase after 2030 while for Brooke and Hancock it is projected after 2035. From last seven (7) years data, it is evident that the mortality rate is driving the population rate while there is a small gain in migration in the whole region.

Jefferson County is expecting a 1.15% increase in their population by 2045 from 2010 base year. In 2020 estimate, the number of female residents is higher (34,560) than male (31,980). In the 2045 projection, the female population is expected to gain 3.37% while their male counterpart will be a decrease of 1.16%.

Brooke county is expected to face a 10.21% decrease in their population by 2045. In 2020 estimation, the number of female residents is higher (11,378) than male (10,940). In the 2045 projection also, the female population decrease a little over 9% while for the male it is close to 11%.

Hancock County is expecting a 13% decrease in their population from 2010 base year. In 2020 estimate, the number of female residents is found higher (15000) than male residents (14000). In the 2045 projection also, the female population decrease rate is less (12.5%) than male (13.4%) from their respective 2010 base year population.

The age demographic analysis is divided in three (3) parts from age group 0-4, 16-64 and 65 and over. In the age group 0-4, Jefferson County is expecting a gradual increase from their base year 2010 population (3550) to 5750 in 2045, a 62 % increase. But Brooke and Hancock county are expecting a decrease of 37 % and 16 % from 2010 to 2045. The age group of 16-64 or in other words, the working group of population is predicted to face a decreasing trend for the whole region. The reduction rate is lowest for Jefferson county (15.68%) and highest for Hancock County (28%) from the time period of 2010-2045. In the age group of 65 and over, Jefferson county is expecting a flatten out population change after 2020. But for Brooke and Hancock Counties, it will continue to go up. In general Jefferson is expecting an increase of 11% from their 2010 base year population while for Brooke and Hancock Counties it is expected 26% and 21% respectively. The estimates in these age groups provide the school enrollment, workforce and aging population estimates that play an important role in the future transportation travel demand forecasting.

According to American Community Survey, 2017 highest percentage of owner-occupied housing is recorded in Brooke County 74.70% while the lowest is recorded in Jefferson (69%). Over 60% of the household across the region are reported to have Broadband and over 70% are reported to have a computer in their household. The high school graduation rate is uniform for the whole region (Close to 90%) but Brooke county has a larger population (15%) with bachelor or higher degree's than the other counties. The median household income and per capita income is also the highest in region. This county also has the lowest poverty rate (13%) while the highest is in Jefferson County (18%). The 2010-17 net productive rate analysis indicated the lowest reproductive rate in Brooke while the highest is recorded in Hancock County, but it is still negative.

ECONOMIC TREND

After the 2010 recession, the US economy started to move forward, supported by the Gross Domestic Product (GDP) estimates from the previous eight (8) years. According to Bureau of Economic Analysis 2019, In the year 2018, the GDP of the country was estimated at over \$20,580 billion, an increase from a little over \$15,000 billion in 2010. Subsequently the states also saw an increase in their GDP. For Ohio, the 2018 GDP was estimated at \$676 billion from \$497 billion in 2010. In comparison, the state of West Virginia had a slower growth rate. Their 2018 GDP was estimated at a little over \$77 billion which increased from \$65 billion in 2010. While both the US and Ohio economy enjoyed a continuous upward trend during the last eight (8) years, the economy of West Virginia faced several ups and downs in 2012-14 and 2015-16 periods. The per capita GDP of US increased a total of 12% from 50,000 to 57,000. For the State of Ohio and West Virginia, it is 14.6% and 7.4% respectively. The per capita income of the country increased a total of 34% for Brooke, Hancock, and Jefferson County, it was 34.8%, 28.8% and 30.5% respectively. The per capita personal consumption expenditures (PCE) are only available at the state level and according to that, the overall per capita consumption expenditure for the country has went up 30% in the last eight (8) years, while for Ohio and West Virginia it is 28.9% and 29.3% respectively.

The Ohio Valley region is also enjoying the continuous upward economic growth. The neighboring Pennsylvania counties (Alleghany and Washington) have the highest average GDP in the region. Other than that Belmont, Jefferson, Columbiana and Ohio are the top four counties when it comes to BHJ and its closer surrounding counties. The increasing growth in Belmont county is due to its agriculture (Agriculture, forestry, fishing and hunting) and mining (mining, oil and gas extraction) industries. Columbiana County is enjoying economic growth through mining, information and arts-recreation industries. Among the West Virginia counties, Ohio county is doing an exceptional job due to mining, wholesale, retail and real estate businesses. Up to 2014, Jefferson County had the economic lead in the region which moved to Belmont in 2015. Among the West Virginia counties, Ohio and Marshall counties have much larger economies than Brooke and Hancock Counties. The combined economy of BHJ region (Brooke, Hancock & Jefferson County) is 1/14th of Alleghany County and 1/2th of Washington County in 2018.

In the BHJ Region, Jefferson County Ohio has the biggest economy which is almost twice as large as Brooke and Hancock County combined. The driving forces of this economy are mining, utilities, finance insurance and retail trade. In 2017-18 fiscal year, the natural gas and mining industries of this region enjoyed a total 129% increase than the previous fiscal year. Overall, the GDP increase is almost 20%. For Brooke County the increase is 7.3%, mostly led by manufacturing and mining industries. Hancock County has a moderate increase of 13.6% GDP in fiscal year 2017-18. It also had a steady increase in overall GDP from 2010-2018 because of manufacturing, real estate and finance, rental and leasing industries. Transportation- warehousing and manufacturing industries have generated the biggest GDP increase in 2017-2018 fiscal year in this county.

EMPLOYMENT TREND

From year 1990, the BHJ region has experienced a gradual decrease in labor force. The region also has a higher unemployment rate than the national average. The shutdown of steel industries played a major role in this increase. Due to different continuous economic revitalization efforts, the unemployment rate fell gradually and is currently a similar level to that of the 1990's. Jefferson County has a larger labor force and employed population than Brooke and Hancock combined. The region is still in the process of recovering from the 2010 economic recession, but availability of specialized labor will be the biggest challenge in the coming days.

Health Care and Service industries are the prominent employers for this region. Warehouse and retail trade industries are growing and showing more hiring capacity than manufacturing industries. The region is also experiencing an increase of construction jobs, but they are temporary. Educational institutions are also major employers in the area.

Jefferson County, OH has more jobs and also contain more residents who live and work there in comparison to Brooke and Hancock County. Between the two West Virginia counties, Hancock County has more employment opportunity than Brooke County. Outside the region, a significant number of people generally work in Allegheny County, PA, Ohio County, WV and Belmont County, OH. But when it comes to people who live outside the region and come BHJ region for work, Columbiana, OH, Belmont, OH and Harrison, OH are the top three counties.

According to the future employment projection provided by Bureau of Labor Market Statistics (BLS), southeast Ohio* is expecting to add another 18000 jobs in the next 10 years period. They are expecting more service providing jobs than manufacturing in the area. The top three (3) sectors that BLS expects will gain the most employment are professional and business services, education and health, and construction. Manufacturing is expected to lose over 2000 jobs in the next ten-year (10) period.

Workforce West Virginia is expecting another 3000 jobs in investment area region 5** which contains Brooke and Hancock County. They are predicting more service providing job and a decrease of manufacturing jobs in the region. According to this projection, healthcare sector, personal care and service, and legal occupations are expecting to see the most increase in the next 10 years.

*South East Ohio- Adams, Athens, Belmont, Carroll, Coshocton, Gallia, Guernsey, Harrison, Highland, Hocking, Holmes, Jackson, **Jefferson**, Lawrence, Meigs, Monroe, Morgan, Muskingum, Noble, Perry, Pike, Ross, Scioto, Vinton, and Washington Counties.

** Investment area region 5- **Brooke, Hancock**, Ohio, Marshall, Wetzel & Tyler.

Demographic Statistics

Table 9 Population Trend BHJ Region

	Population Year						Change in population 2010-45		
	1990	2000	2010	2020	2030	2045	Number	Percent Change	Annual Rate of Change
Brooke County, WV	26,992	25,447	24,279	22,318	21,092	19,861	-4,418	-18.20%	-0.57%
Hancock County, WV	35,233	32,667	30,676	29,048	27,450	25,081	-5,595	-18.24%	-0.57%
Jefferson County, OH	80,298	73,894	69,709	66,540	65,330	67,340	-2,369	-3.40%	-0.10%
Metropolitan Area	142,523	132,008	124,450	117,906	113,872	112,282	-12,168	-9.78%	-0.29%
Central Cities									
Steubenville, OH	22,125	19,015	18,659	17,864	16,457	17,076	-1,583	-8.49%	-0.25%
Weirton, WV	22,124	20,411	19,746	18,449	17,252	15,426	-4,320	-21.88%	-0.70%
Selected Urban Cities									
Chester, WV	2,905	2,592	2,585	2,414	2,252	2,008	-577	-22.32%	-0.72%
Follansbee, WV	3,339	3,115	2,986	2,735	2,558	2,264	-722	-24.18%	-0.79%
Mingo junction, OH	4,297	3,631	3,454	3,229	2,869	2,370	-1,084	-31.38%	-1.07%
Toronto, OH	6,127	5,676	5,294	4,959	4,558	4,060	-1,234	-23.31%	-0.76%
Wellsburg, WV	3,385	2,891	2,799	2,559	2,266	1,847	-952	-34.01%	-1.18%
Wintersville, OH	4,102	4,067	3,922	3,693	3,577	3,503	-419	-10.68%	-0.32%

Source- Ohio Development Services Agency office of Research,2018, Bureau of Business & Economic Research, West Virginia University,2017, BHJ MPC

Table 10 Housing Trend BHJ Region

	Occupied Housing Characteristics by Year						Changes from 2010-2045		
	1990	2000	2010	2020	2030	2045	Number	Percent Change	Annual Rate of Change
Brooke County, WV	10,833	10,396	10,746	9961	10,381	10,211	-535	-4.98%	-0.15%
Persons/Household	2.55	2.36	2.26	2.22	2.03	1.95		13.72%	-0.42%
Vehicle/Household	1.88	1.86	2.07	1.68	1.71	1.64		20.77%	-0.66%
Hancock County, WV	14,697	13,678	14,639	12,760	14,409	14,302	-337	-2.30%	-0.07%
Persons/Household	2.55	2.36	2.1	2.33	1.91	1.75		16.67%	-0.52%
Vehicle/Household	1.8	1.78	2.11	1.68	1.74	1.73		18.01%	-0.57%
Jefferson County, OH	33,911	30,415	32,693	27,571	32,037	31,336	-1,357	-4.15%	-0.12%
Persons/Household	2.59	2.36	2.13	2.35	2.04	2.15		0.94%	0.03%
Vehicle/Household	1.74	1.71	1.97	1.87	1.98	2.08		5.58%	0.16%
Metropolitan Area	59,411	52,449	58,078	50,292	56,827	55,849	-2,229	-3.84%	-0.11%
Persons/Household	2.54	2.36	2.16	2.30	1.99	1.95		-9.86%	-0.30%
Vehicle/Household	1.77	1.76	2.05	1.74	1.81	1.82		11.38%	-0.34%

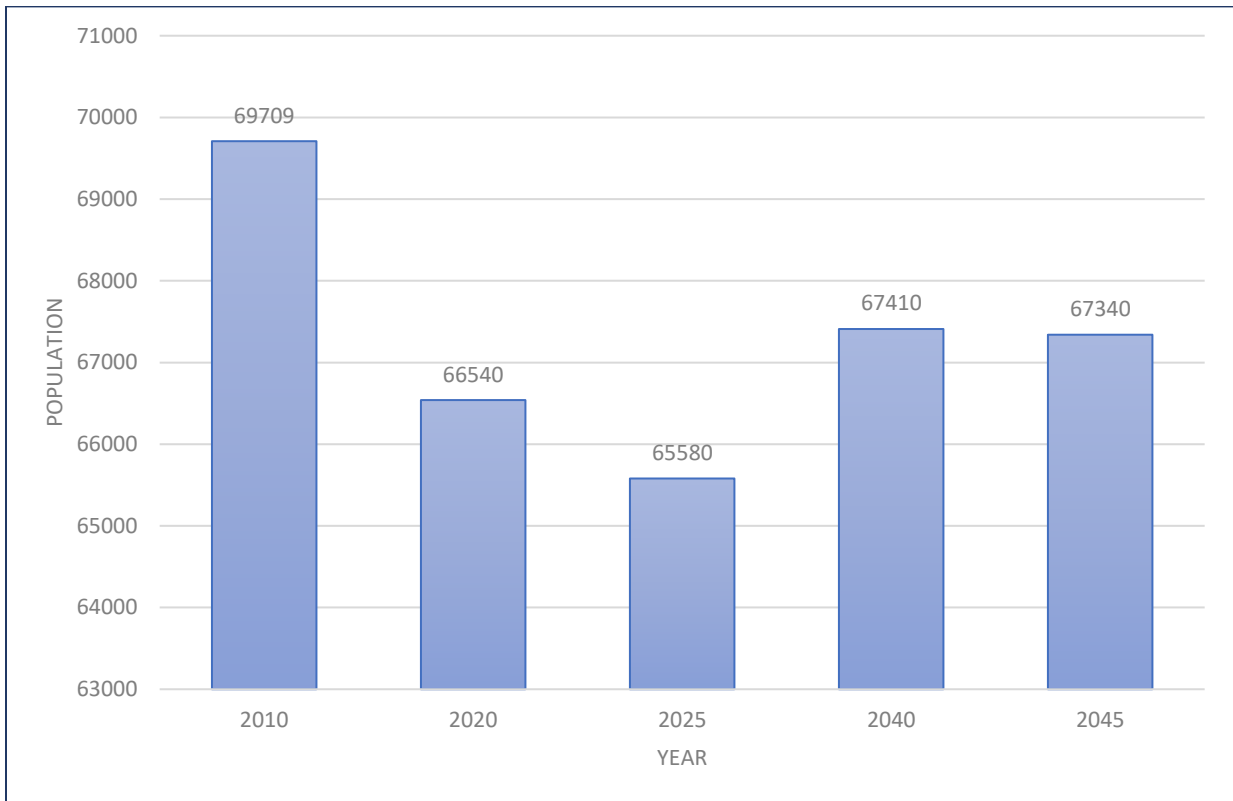
Source- Ohio Development Services Agency office of Research,2018, Bureau of Business & Economic Research, West Virginia University,2017, BHJ MPC

Table 11 Cohort Population Projection Jefferson County

Age Cohort	2010			2020			2045		
	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
0-4	3,543	1,753	1,790	4,240	2,060	2,180	5,750	2,820	2,930
5-9	3,716	1,874	1,842	4,180	2,080	2,110	4,690	2,270	2,420
10-14	4,128	2,098	2,030	3,840	1,850	1,990	4,320	2,170	2,150
15-19	4,795	2,342	2,453	4,190	2,050	2,140	5,000	2,330	2,670
20-24	4,554	2,108	2,446	3,980	1,750	2,230	6,180	3,130	3,050
25-29	3,442	1,759	1,683	2,920	1,400	1,520	5,690	2,920	2,770
30-34	3,492	1,701	1,791	3,690	1,760	1,930	3,760	1,770	1,990
35-39	3,980	1,962	2,018	3,470	1,820	1,650	3,230	1,580	1,650
40-44	4,191	2,093	2,098	3,630	1,810	1,820	2,800	1,160	1,640
45-49	5,030	2,431	2,599	4,180	2,110	2,070	2,340	1,000	1,340
50-54	5,689	2,800	2,889	4,190	2,130	2,060	3,250	1,440	1,810
55-59	5,582	2,784	2,798	4,790	2,400	2,390	3,040	1,450	1,590
60-64	4,811	2,365	2,446	5,110	2,460	2,660	3,130	1,490	1,640
65-69	3,550	1,683	1,867	4,850	2,340	2,510	2,940	1,350	1,590
70-74	3,004	1,366	1,638	3,580	1,670	1,910	2,630	1,170	1,460
75-79	2,425	1,008	1,417	2,450	1,100	1,360	2,320	950	1,370
80-84	2,002	751	1,251	1,700	690	1,000	2,240	880	1,360
85+	1,775	577	1,198	1,540	490	1,050	4,030	1,680	2,350
TOTAL	69,709	33,455	36,254	66,540	31,980	34,560	67,340	31,560	35,780

Source- Ohio Development Services Agency office of Research,2018

Figure 3 Projected Population Trend 2010-2045 Jefferson County



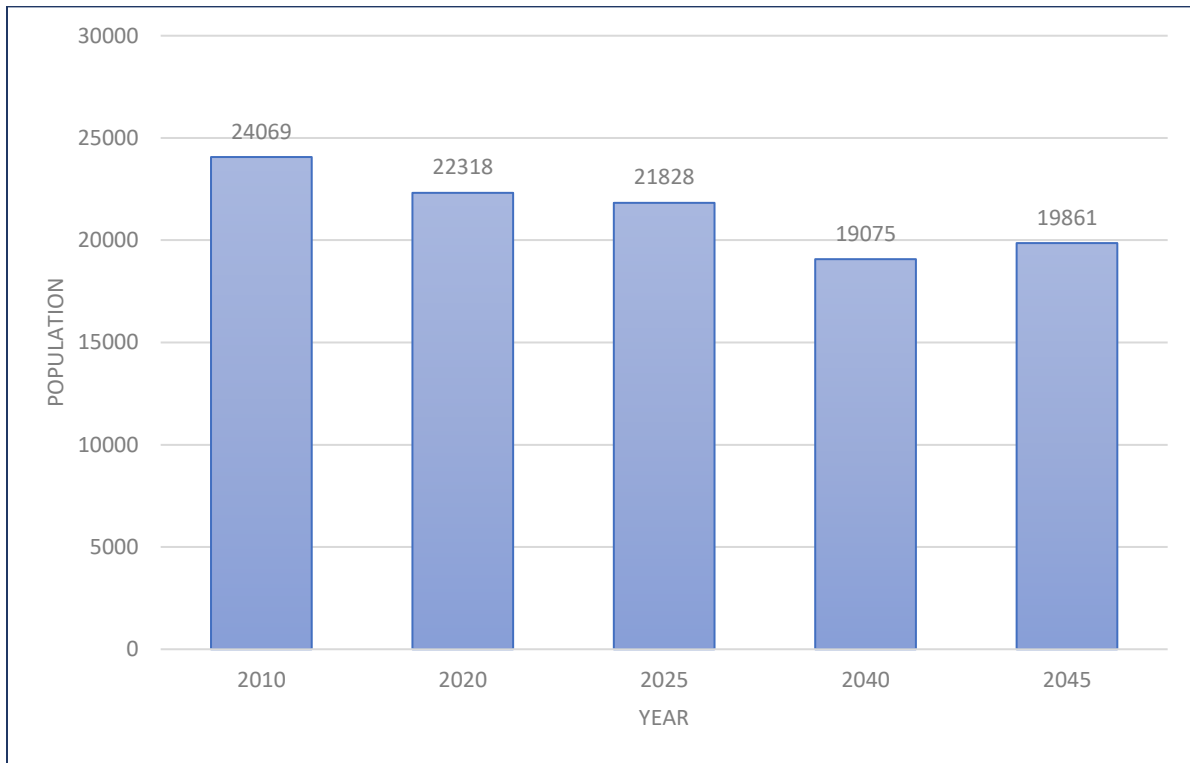
Source- Ohio Development Services Agency office of Research,2018, BHJ- MPC

Table 12 Cohort Population Projection Brooke County

Age Cohort	2010			2020			2045		
	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
0-4	1,123	569	554	810	442	368	702	387	315
5-9	1,239	649	590	1,035	541	494	898	475	424
10-14	1,341	670	671	1,135	598	537	985	524	460
15-19	1,689	845	844	1,380	718	662	1198	629	569
20-24	1,436	737	699	1,502	769	733	1303	674	629
25-29	1,054	539	515	1,034	540	494	897	474	424
30-34	1,312	654	658	964	502	462	836	440	396
35-39	1,377	703	674	1,142	577	565	991	506	485
40-44	1,514	749	765	1,252	633	619	1086	555	531
45-49	1,656	846	810	1,336	675	661	1159	591	568
50-54	1,922	921	1,001	1,462	739	723	1268	648	621
55-59	2,003	984	1,019	1,672	787	885	1371	611	760
60-64	1,801	889	912	1,894	898	996	1348	667	682
65-69	1,218	555	663	1,751	831	920	1361	652	709
70-74	1,055	497	558	1,528	711	817	1479	648	831
75-79	948	395	553	933	384	549	1261	531	730
80-84	722	275	447	730	338	392	952	407	545
85+	659	195	464	757	258	499	763	299	463
Total	24,069	11,672	12,397	22,318	10,940	11,378	19,861	9717	10,144

Source- Bureau of Business & Economic Research, West Virginia University, 2017, BHJ MPC

Figure 4 Projected Population Trend 2010-2045 Brooke County



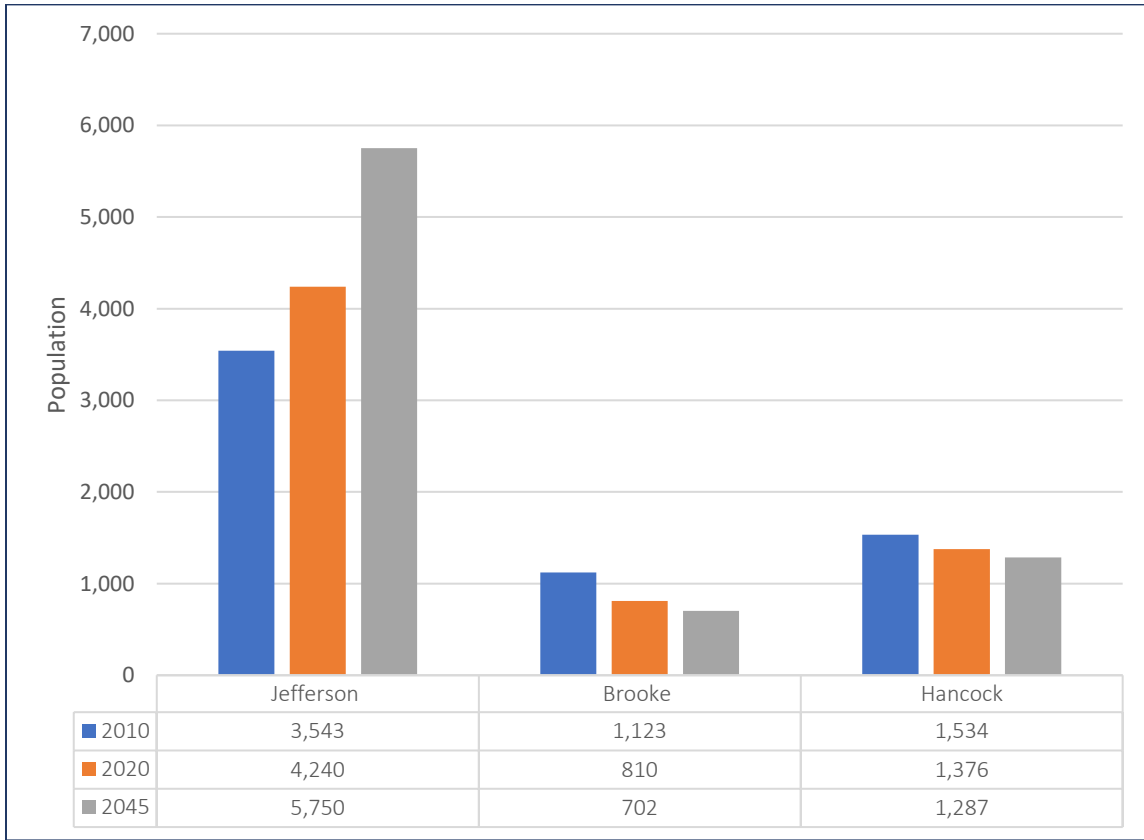
Source- Bureau of Business & Economic Research, West Virginia University, 2017, BHJ MPC

Table 13 Cohort population Projection Hancock County

Age Cohort	2010			2020			2045		
	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
0-4	1,534	776	758	1,376	680	696	1287	635	652
5-9	1,740	917	823	1,405	700	705	1278	629	650
10-14	1,795	929	866	1,524	767	757	1252	617	635
15-19	1,716	888	828	1,710	898	812	1265	629	636
20-24	1,263	628	635	1,702	880	822	1324	667	657
25-29	1,537	743	794	1,634	845	789	1492	785	707
30-34	1,698	815	883	1,233	608	625	1520	781	739
35-39	1,935	977	958	1,509	720	789	1468	752	716
40-44	2,006	1,007	999	1,666	798	868	1107	546	561
45-49	2,337	1,122	1,215	1,882	952	930	1343	644	699
50-54	2,564	1,255	1,309	1,944	967	977	1478	703	776
55-59	2,621	1,295	1,326	2,229	1,049	1,180	1641	816	825
60-64	2,176	1,091	1,085	2,365	1,127	1,238	1640	796	844
65-69	1,455	679	776	2,336	1,100	1,236	1823	818	1005
70-74	1,396	610	786	1,857	884	973	1853	838	1015
75-79	1,137	481	656	1,102	483	619	1626	718	908
80-84	965	386	579	908	373	535	1106	497	609
85+	801	242	559	664	211	453	577	193	384
Total	30,676	14,841	15,835	29,048	14,044	15,004	25,081	12,063	13,017

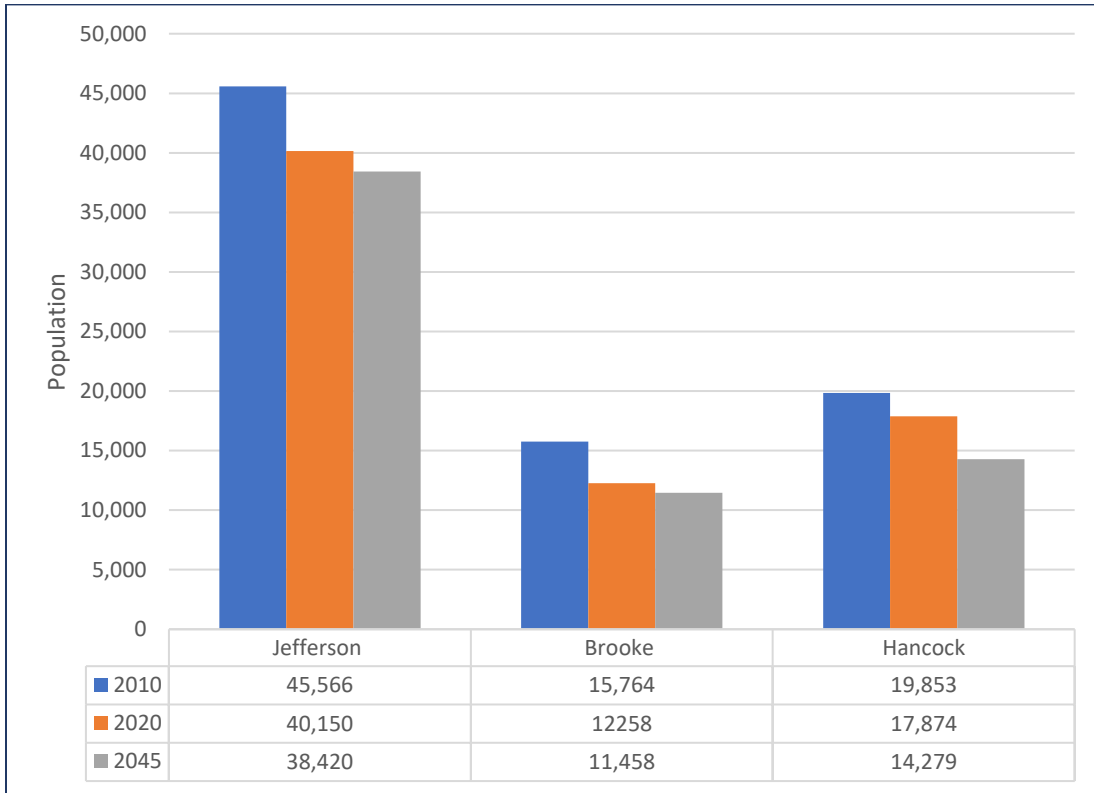
Source- Bureau of Business & Economic Research, West Virginia University,2017, BHJ MPC

Figure 6 Population Change Trend in Age Group 0-4



Source- Bureau of Business & Economic Research WVU, Ohio Development Services Agency office of Research
MPC 2019

Figure 7 Population Change Trend in Age Group 16-64



Source- Bureau of Business & Economic Research WVU, Ohio Development Services Agency office of Research
MPC 2019

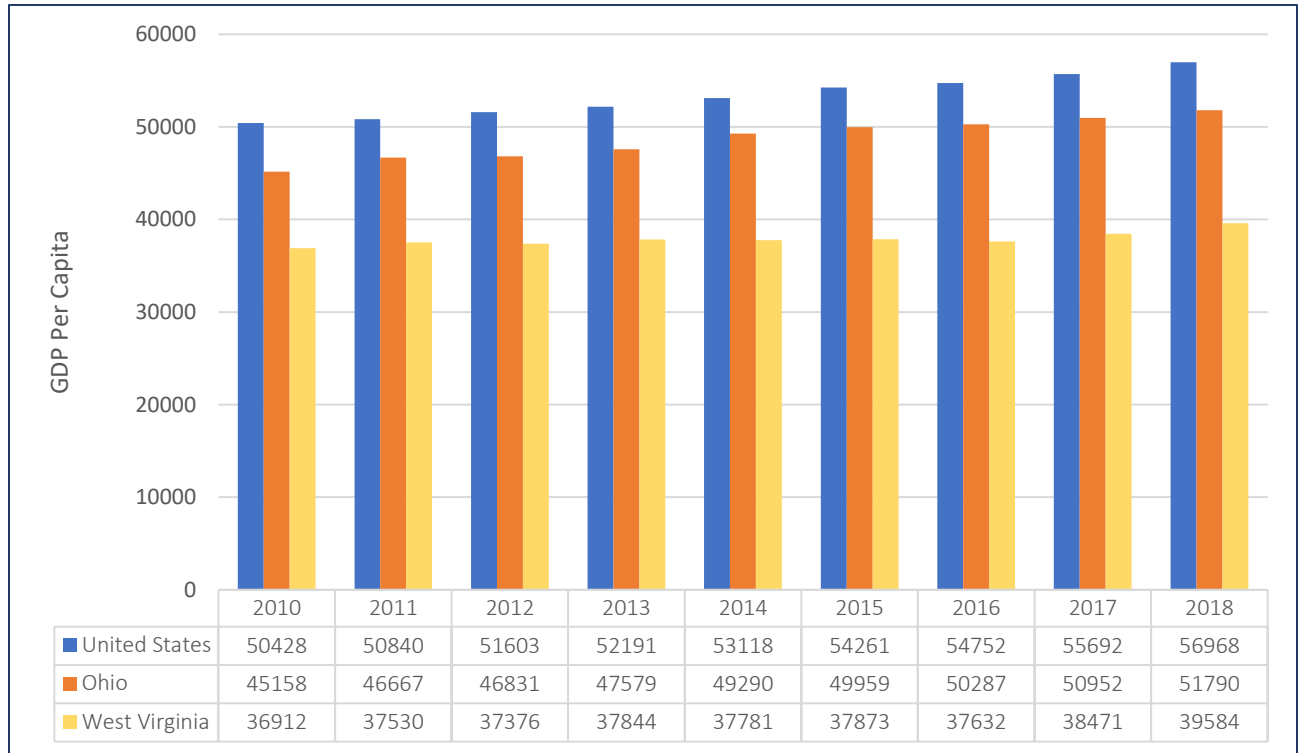
Figure 8 Population Change Trend in Age Group 65+



Source- Bureau of Business & Economic Research WVU, Ohio Development Services Agency office of Research
MPC 2019

Economic Statistics

Figure 9 GDP Per Capita US, Ohio and West Virginia 2010-2018



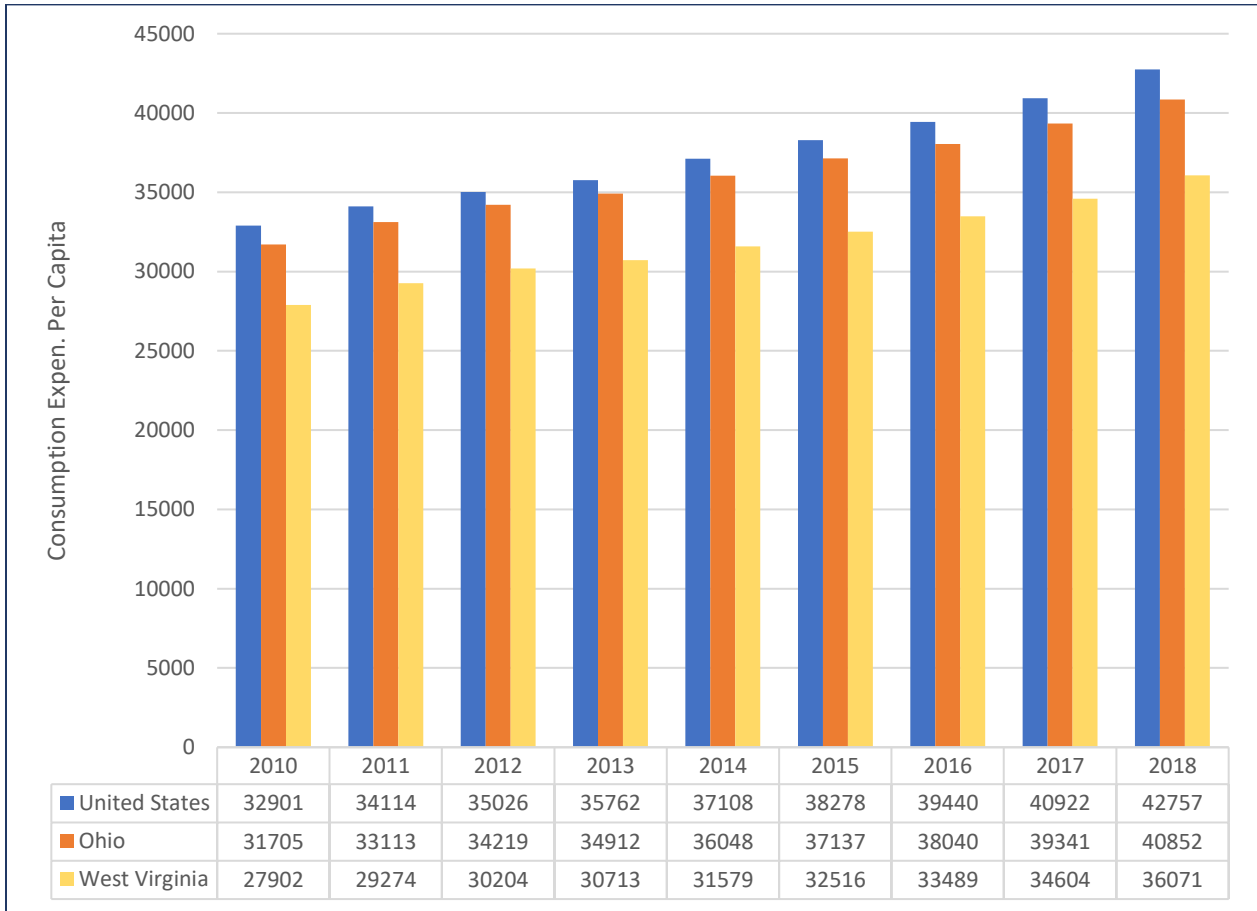
Source- Bureau of Economic Analysis, US Department of Commerce,2019

Figure 10 Per Capita Income Comparison US & BHJ Region 2010- 2018



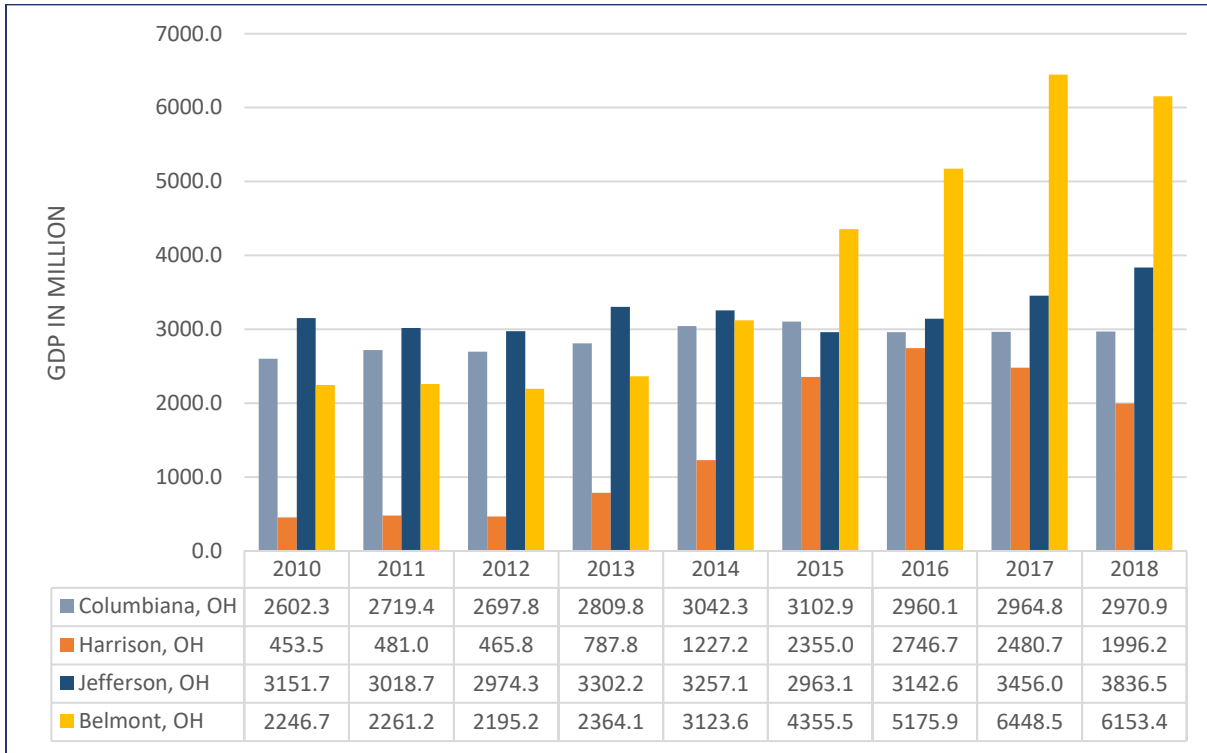
Source- Bureau of Economic Analysis, US Department of Commerce,201

Figure 11 Per Capita Personal Consumption Expenditure US, Ohio and West Virginia 2010-2018



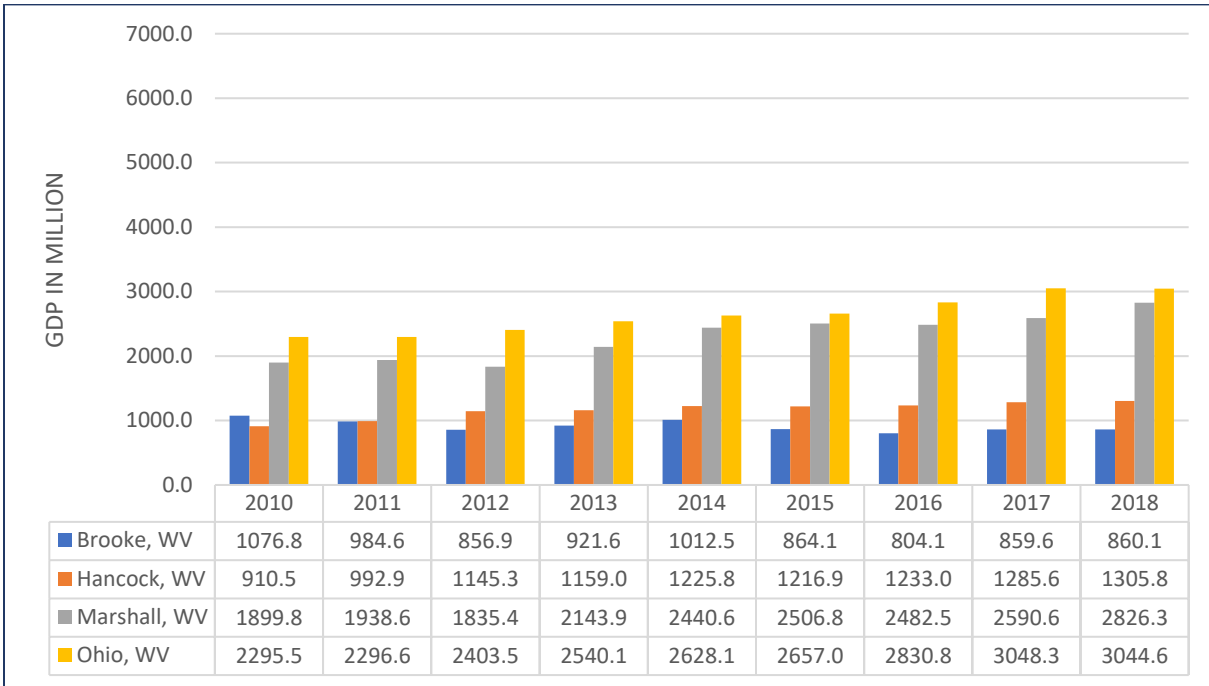
Source- Bureau of Economic Analysis, US Department of Commerce, 2019

Figure 12 GDP Trend in BHJ Surrounding Ohio Counties 2010-2018



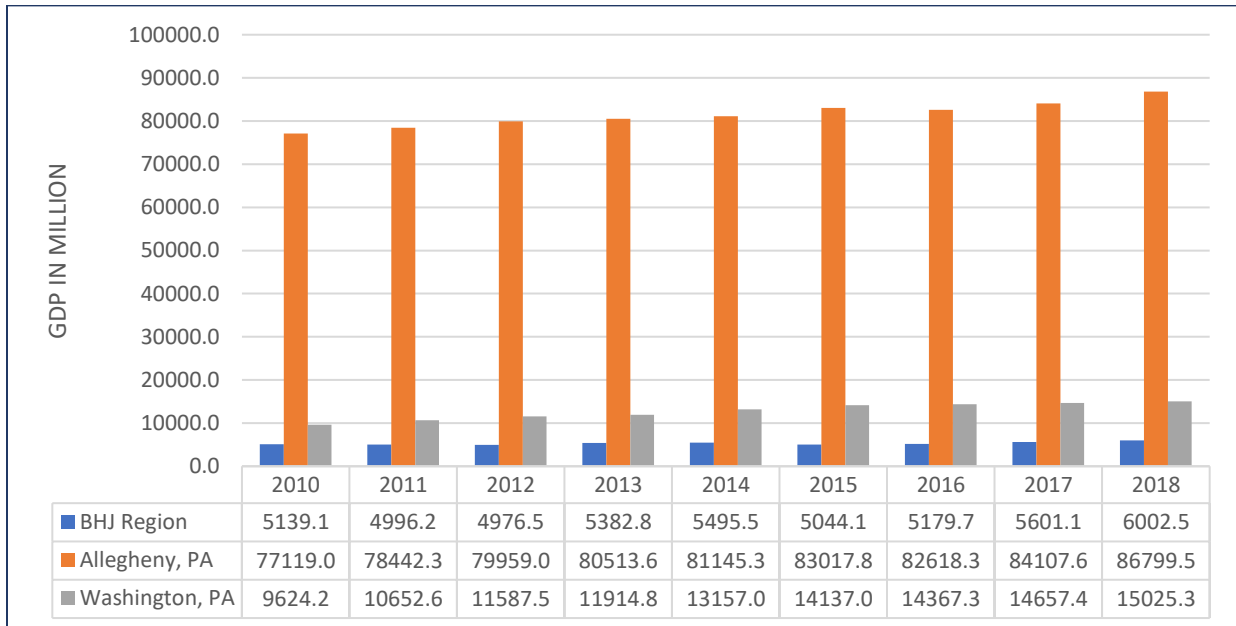
Source- Bureau of Economic Analysis, US Department of Commerce, 2019

Figure 13 GDP Trend in BHJ Surrounding WV Counties 2010-2018



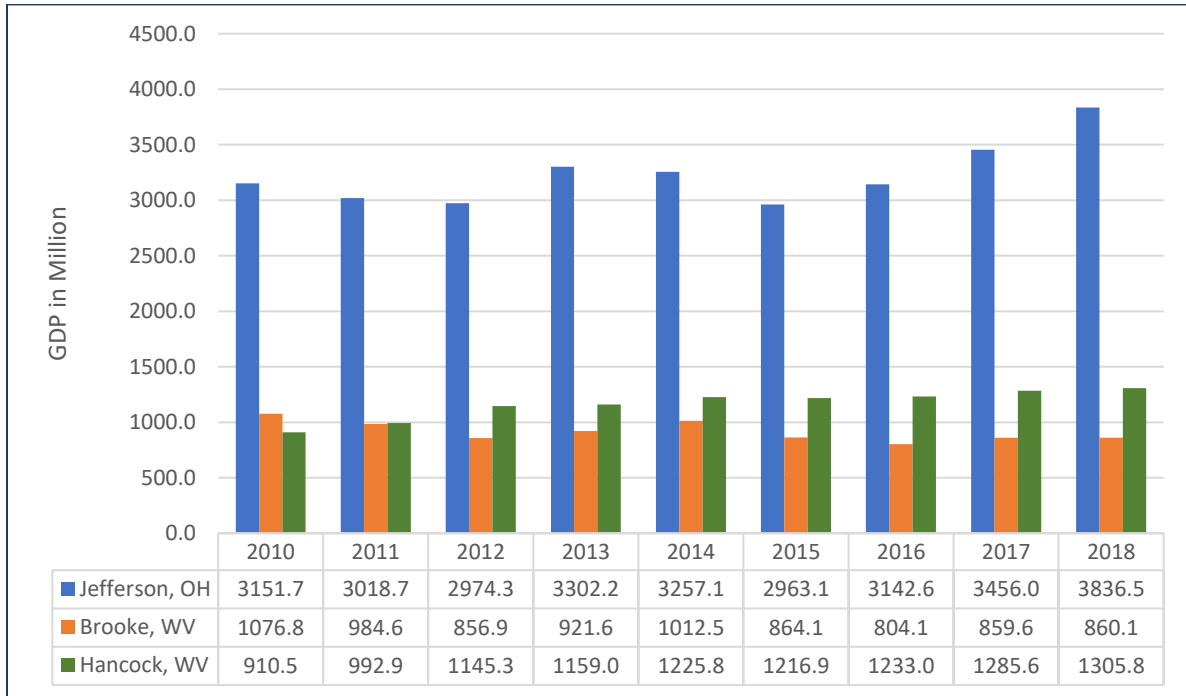
Source- Bureau of Economic Analysis, US Department of Commerce,2019

Figure 14 GDP Trend in BHJ and Surrounding PA Counties 2010- 2018



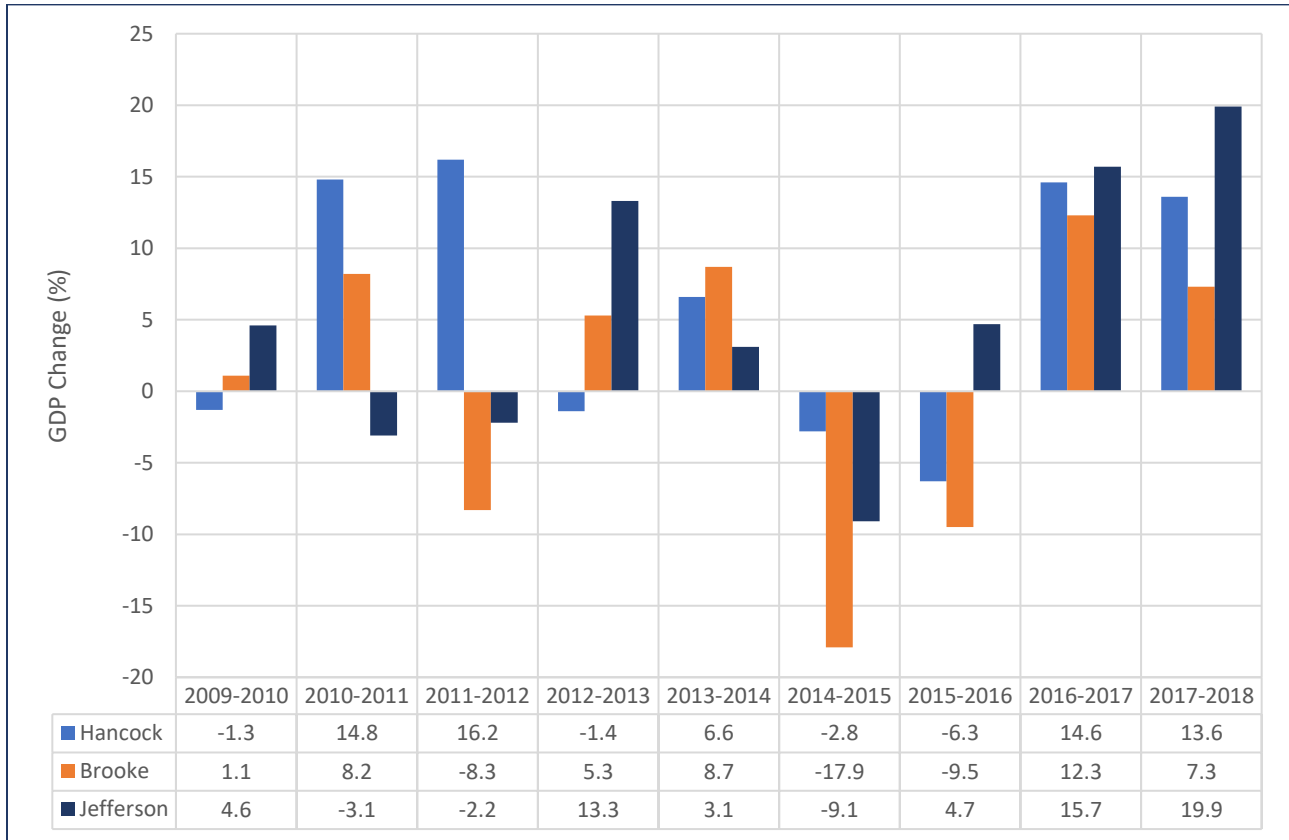
Source- Bureau of Economic Analysis, US Department of Commerce,2019

Figure 15 GDP Trend in BHJ Region 2010-2018



Source- Bureau of Economic Analysis, US Department of Commerce,2019

Figure 16 GDP Yearly Change in BHJ Region



Source- Bureau of Economic Analysis, US Department of Commerce,2019

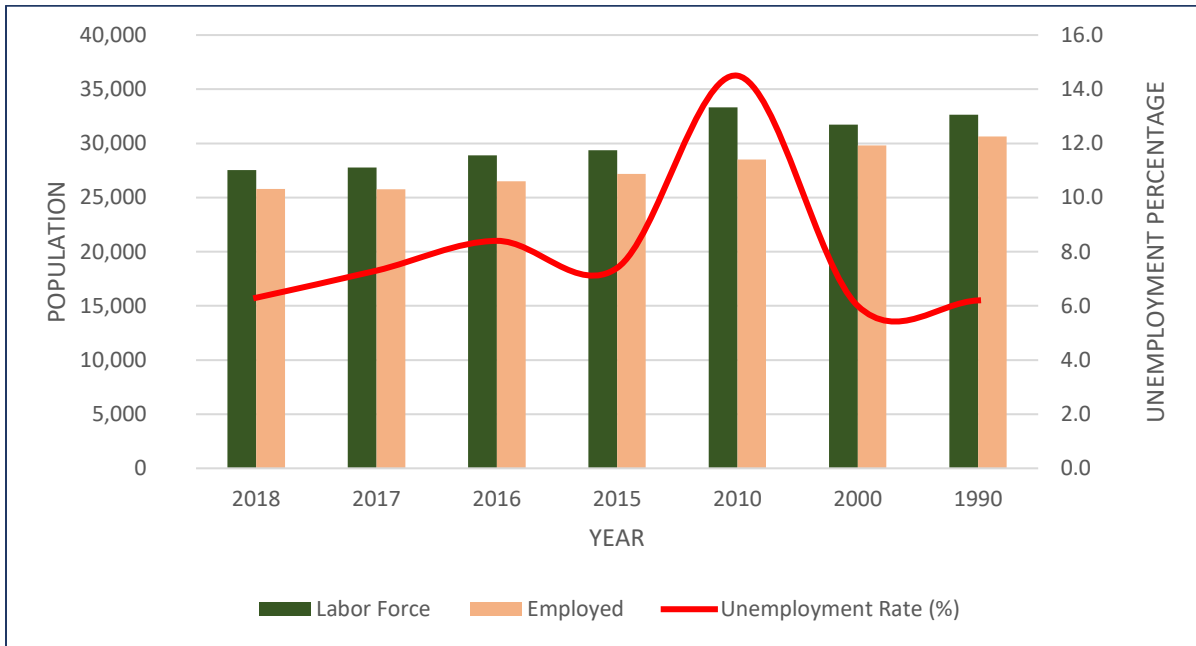
Employment Statistics BHJ Region

Table 14 Employment Trend BHJ Region 1990-2018

Jefferson				
Year	Labor Force	Employed	Unemployed	Unemployment Rate (%)
2018	27,538	25,793	1,745	6.3
2017	27,784	25,750	2,034	7.3
2016	28,904	26,487	2,417	8.4
2015	29,369	27,187	2,182	7.4
2010	33,335	28,517	4,818	14.5
2000	31,742	29,822	1,920	6.0
1990	32,647	30,631	2,016	6.2
Brooke				
Year	Labor Force	Employed	Unemployed	Unemployment Rate (%)
2018	9,822	9,219	603	6.1
2017	9,769	9,177	592	6.1
2016	9,984	9,280	704	7.1
2015	10,083	9,344	739	7.3
2010	10,917	9,672	1,245	11.4
2000	11,811	11,267	544	4.6
1990	11,975	11,220	755	6.3
Hancock				
Year	Labor Force	Employed	Unemployed	Unemployment Rate (%)
2018	12,846	12,088	758	5.9
2017	12,811	12,038	773	6.0
2016	12,863	11,962	901	7.0
2015	12,990	11,978	1,012	7.8
2010	14,174	12,456	1,718	12.1
2000	15,702	14,983	719	4.6
1990	15,799	14,902	897	5.7

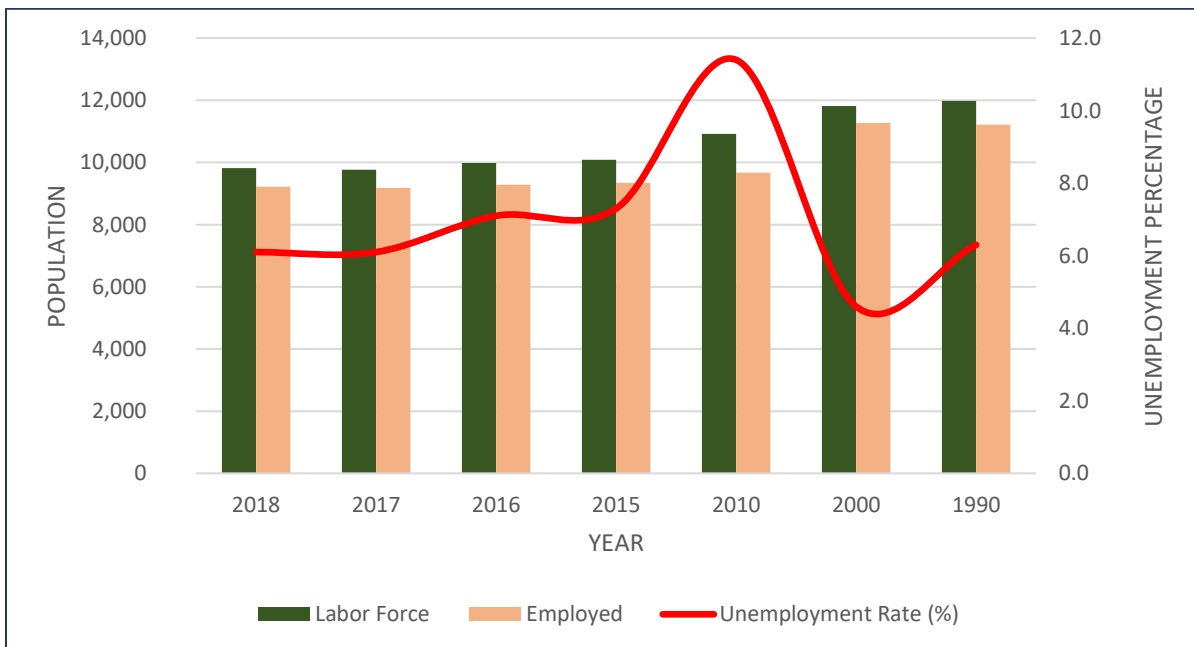
Source- Local Area Unemployment Statistics, Bureau of Labor Statistics ,2019

Figure 17 Jefferson County Employment Trend 1990-2018



Source- Local Area Unemployment Statistics, Bureau of Labor Statistics ,2019

Figure 18 Brooke County Employment Trend 1990-2018



Source- Local Area Unemployment Statistics, Bureau of Labor Statistics ,2019

Figure 19 Hancock County Employment Trend 1990-2018



Source- Local Area Unemployment Statistics, Bureau of Labor Statistics ,2019

Table 15 Industry by Classification & Top Employment Centers- Jefferson County

Industry classifications	Number of employees	Percentage
Health care & social assistance	4499	21.5%
Retail trade	2771	13.2%
Educational services	1675	8.0%
Accommodation & food service	1576	7.5%
Manufacturing	1557	7.4%
Construction	1248	6.0%
Utilities	1091	5.2%
Public administration	1079	5.2%
Warehousing	1007	4.8%
Administrative and support, waste management & remediation service	752	3.6%
Other services except public administration	672	3.2%
Wholesale trade	648	3.1%
Information	541	2.6%
Personal, scientific & technical services	416	2.0%
Finance & insurance	396	1.9%
Transportation	370	1.8%
Real estate, rental & leasing	296	1.4%
Mining, quarrying, oil & gas extraction	200	1.0%
Arts, entertainment & recreation	109	0.5%
Management of companies and enterprises	34	0.2%
Agriculture, forestry, fishing & hunting	6	0.0%
Grand total	20943	100.0%

Source- Quarterly Census of Employment & Wages, BLS,2018

Table 16 Top 10 employers Jefferson County

Company name	City	County	NAICS Code	Employees
Trinity medical center west	Steubenville	Jefferson	Health care & social assistance	1287
Wal-Mart	Steubenville	Jefferson	Warehousing	737
Titanium metals Corp	Toronto	Jefferson	Manufacturing	538
FirstEnergy generation Corp	Stratton	Jefferson	Utilities	496
Franciscan university of Steubenville	Steubenville	Jefferson	Educational service	427
Wal-Mart	Steubenville	Jefferson	Retail trade	378
Ohio power co	Brilliant	Jefferson	Utilities	335
Bechtel construction co	Stratton	Jefferson	Construction	301
Trinity medical center east	Steubenville	Jefferson	Health care & social assistance	289
JSW STEEL USA	Mingo junction	Jefferson	Manufacturing	268

Source- Quarterly Census of Employment & Wages, BLS,2018

Table 17 Industry by Classification & Top Employment Centers- Brooke County

Industry Classifications	Number of Employees	Percentage
Health Care and Social Assistance	2,105	24.8%
Manufacturing	1,265	14.9%
Government	1,001	11.8%
Retail Trade	947	11.2%
Accommodation and Food Services	813	9.6%
Educational Services	373	4.4%
Other Services (except Public Administration)	356	4.2%
Construction	314	3.7%
Transportation and Warehousing	287	3.4%
Wholesale Trade	201	2.4%
Administrative and Support and Waste Management and Remediation Services	198	2.3%
Arts, Entertainment, and Recreation	157	1.8%
Finance and Insurance	156	1.8%
Professional, Scientific, and Technical Services	98	1.2%
Agriculture, Forestry, Fishing and Hunting	89	1.1%
Real Estate and Rental and Leasing	54	0.6%
Management of Companies and Enterprises	43	0.5%
Information	10	0.1%
Utilities	5	0.1%
Unclassified Industry	3	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Grand Total	8,473	100.0%

Source- Workforce West Virginia, Department of Commerce,2019

Table 18 Top 10 Employers Brooke County

Rank	Employer
1	Weirton Medical Center
2	Brooke County Board of Education
3	Wal-Mart Associates, Inc.
4	Mountain State Carbon, LLC
5	Kroger
6	Bethany College
7	WMC Physician Practices, LLC
8	Wheeling-Nisshin, Inc.
9	Eagle Manufacturing Company
10	Brooke County Commission

Source- Workforce West Virginia, Department of Commerce,2019

Table 19 Industry by Classification & Top Employment Centers- Hancock County

Industry Classifications	Number of Employees	Percentage
Manufacturing	2,720	26.5%
Government	1,439	14.0%
Accommodation and Food Services	1,430	13.9%
Health Care and Social Assistance	1,140	11.1%
Retail Trade	878	8.6%
Other Services (except Public Administration)	440	4.3%
Finance and Insurance	398	3.9%
Professional, Scientific, and Technical Services	313	3.0%
Construction	293	2.9%
Transportation and Warehousing	275	2.7%
Arts, Entertainment, and Recreation	264	2.6%
Administrative and Support and Waste Management and Remediation Services	181	1.8%
Real Estate and Rental and Leasing	116	1.1%
Wholesale Trade	111	1.1%
Educational Services	107	1.0%
Utilities	70	0.7%
Mining, Quarrying, and Oil and Gas Extraction	39	0.4%
Information	30	0.3%
Management of Companies and Enterprises	24	0.2%
Agriculture, Forestry, Fishing and Hunting	4	0.0%
Unclassified Industry	0	0.0%
Grand Total	10,272	100.0%

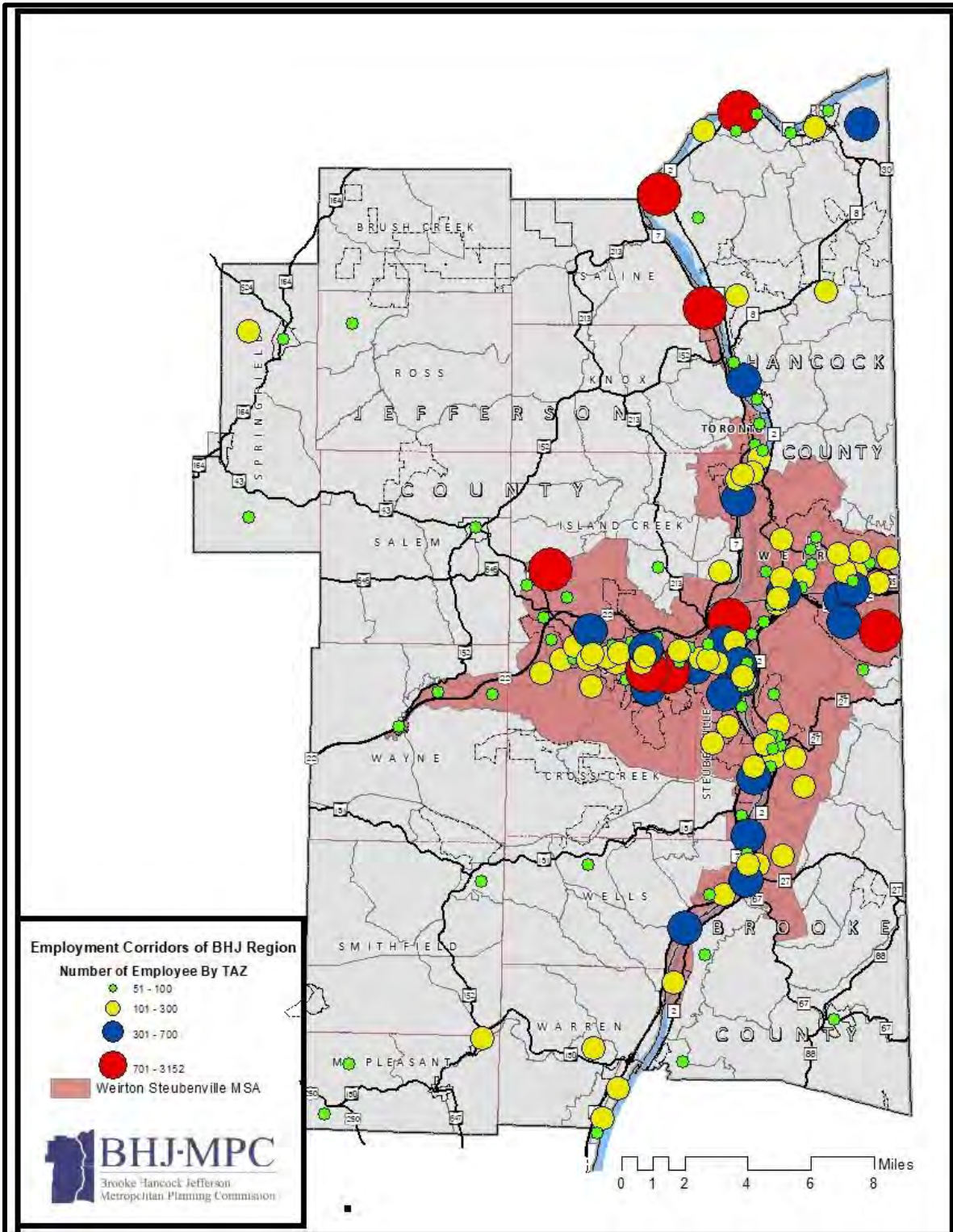
Source- Workforce West Virginia, Department of Commerce,2019

Table 20 Top 10 Employers Hancock County

Rank	Employer
1	ArcelorMittal USA, Inc.
2	Mountaineer Park, Inc.
3	The Homer Laughlin China Company
4	Hancock County Board of Education
5	Bellofram Corporation
6	Weirton Geriatric Center, Inc.
7	Ergon-West Virginia, Inc.
8	Change, Inc.
9	City of Weirton
10	Hancock County Commission

Source- Workforce West Virginia, Department of Commerce,2019

Employment Center Map



Commuting Workflow Statistics

Table 21 Inside BHJ Region Commuter Flow

County of Workplace	County of Residence			Grand Total
	Brooke County	Hancock County	Jefferson County	
Brooke County	4637	1187	1172	6996
Hancock County	1242	6378	1361	8981
Jefferson County	821	1128	17272	19221
Grand Total	6700	8693	19805	35198

Source- US Census Bureau, Commuter Flow 2011-15

Table 22 Top 10 Counties of Workplace from BHJ Region

County of Workplace	County of Residence			Grand Total
	Brooke County	Hancock County	Jefferson County	
Allegheny County	1065	2255	1932	5252
Ohio County	989	218	1349	2556
Belmont County	161	45	1402	1608
Washington County	509	428	390	1327
Columbiana County	58	538	468	1064
Beaver County	94	377	116	587
Harrison County	12		504	516
Marshall County	184	135	180	499
Carroll County			203	203
Stark County	17		155	172

Source- US Census Bureau, Commuter Flow 2011-15

Table 23 Top 10 Counties of Residence working in BHJ Region

County of Residence	County of Workplace			Grand Total
	Brooke County	Hancock County	Jefferson County	
Columbiana County	76	1635	693	2404
Belmont County	262	37	727	1026
Harrison County	108	43	786	937
Allegheny County	224	203	247	674
Ohio County	228	158	280	666
Washington County	129	306	158	593
Carroll County		42	316	358
Beaver County	14	94	42	150
Mahoning County		83	41	124
Tuscarawas County	19		90	109

Source- US Census Bureau, Commuter Flow 2011-15

Future Employment Projection 2016-2026

Table 24 Future Employment Projection of South East Ohio

Description	Employment		Projected Change	
	2016 Annual	2026 Projected	2016-2026	Percent
Goods Producing	80746	80869	123	0.15%
Service Providing	262121	279081	16960	6.47%
Self Employed and Unpaid Family Workers	16357	17784	1427	8.72%
Total	359224	377734	18510	5.15%

Description	Employment		Projected Change	
	2016	2026	2016-2026	Percent
Natural Resources and Mining	29426	30366	940	3.19%
Construction	14137	15668	1531	10.83%
Manufacturing	69810	67,520	-2,290	-3.28%
Trade, Transportation, and Utilities	65518	68234	2716	4.15%
Information	2953	2626	-327	-11.07%
Financial Activities	10460	10892	432	4.13%
Professional and Business Services	18561	21073	2512	13.53%
Education and Health Services	91350	101951	10601	11.60%
Other Services	12972	13499	527	4.06%
Government	27680	28121	441	1.59%
Self Employed and Unpaid Family Workers	16357	17784	1427	8.72%
Total	359224	377734	18510	5.15%

Source: Ohio Department of Job and Family Services, Bureau of Labor Market Information, July 2019.

Table 25 Future Employment Projection of Region 5 West Virginia

Description	Employment		Projected Change	
	2016 Projected	2026 Projected	2016-2026	Percent
Goods Producing	3424	3416	-8	-0.23%
Service Providing	57691	60811	3120	5.41%
Total	61115	64227	3112	5.09%

Description	Employment		Projected Change	
	2016	2026	2016-2026	Percent
Management Occupations	3021	3189	168	5.56%
Business and Financial operations Occupations	2746	2729	-17	-0.62%
Computer & Mathematical Occupations	515	548	33	6.41%
Architecture and Engineering Occupations	304	312	8	2.63%
Life, Physical and Social Science Occupations	321	344	23	7.17%
Community & Social Service Occupations	2205	2406	201	9.12%
Legal Occupations	616	678	62	10.06%
Educational Instructions & Library Occupations	2627	2866	239	9.10%
Arts, Design, Entertainment, Sports & Media Occupations	413	433	20	4.84%
Healthcare practitioners and Technical Occupations	4526	5080	554	12.24%
Healthcare Support Occupations	2013	2389	376	18.68%
Protective Service Occupations	875	929	54	6.17%
Food Preparation & Serving related Occupations	5923	6181	258	4.36%
Building and Ground Cleaning and Maintenance Occupations	2309	2506	197	8.53%
Personal Care & Service Occupations	2841	3315	474	16.68%
Sales & Related Occupations	5797	5795	-2	-0.03%
Office & Administrative Support Occupations	9910	9851	-59	-0.60%
Construction & Extraction Occupations	2992	3165	173	5.78%
Installation, Maintenance, and Repair Occupations	3468	3625	157	4.53%
Production Occupations	3424	3416	-8	-0.23%
Transportation and Material Moving Occupations	4269	4470	201	4.71%
Total	61115	64227	3112	5.09%

Source- Workforce West Virginia, Department of Commerce,2019

Appendix C

Title VI/ADA Policy Document

Brooke Hancock Jefferson Metropolitan Planning Commission Title VI Program Policy & Procedure

2018 Title VI Program

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Brooke Hancock Jefferson Metropolitan Planning Commission

Title VI Program

Policy Statement

BHJ MPC assures the Ohio Department of Transportation (ODOT) that no person shall, on the basis of race, color, national origin, sex, age, disability, or low-income status, as provided by the Title VI of the Civil Rights Act of 1964 be excluded from the participation in, be denied the benefits of, or the otherwise subjected to the discrimination or the retaliation under any program or activity.

The Ohio Department of Transportation (ODOT) has required BHJ MPC, as a recipient of Federal funds, to establish a Title VI Program. BHJ MPC hereby agrees to the follow these responsibilities with respect to its programs and activities:

1. Designates a Title VI Program Coordinator that maintains a position within the organization and has access to the Transportation Director and/or the Executive Committee.
2. Issue a Title VI Program approved by the BHJ MPC Board and Signed by the Board Chairman which expresses its commitment to the nondiscrimination provisions of Title VI. This Policy Statement shall be circulated throughout the organization and the general public. Such information shall be published, where appropriate, in languages other than English.
3. Develop a complaint process and attempt to resolve complaints of discrimination. Complaints shall be handled in accordance with the Title VI Complaint Procedure.
4. Participate in Title VI training opportunities offered by ODOT, Federal Transit Administration (FTA), and/or Federal Highway Administration (FHWA)

This assurance is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts or other federal financial assistance under all programs and activities.



Michael Paprocki
Executive Director



Date

Section 1 - Introduction

Purpose of this Document

Chartered in 1968, the Brooke Hancock Jefferson Metropolitan Planning Commission (BHJ MPC) is made up of two sub-agencies, the Brooke-Hancock-Jefferson Metropolitan Planning Organization (BHJ MPO) and the Brooke-Hancock Regional Planning and Development Council (BH-Region XI). Federally mandated and funded through the U.S. Department of Transportation, the BHJ MPO is a policy-making organization made up of representatives from local governments and transportation authorities. Region XI is a Local Development District designated in West Virginia, whose role through the Appalachian Regional Commission (ARC) and the US Economic Development Administration (EDA) is to identify and prioritize the community infrastructure needs in Brooke and Hancock counties.

The Ohio Department of Transportation (ODOT) has required BHJ MPO, as a recipient of Federal funds, to establish a Title VI Program.

Title VI of the Civil Rights Act of 1964 states that no person in the United States of America shall, on the basis of race, color, religion, national origin, sex, disability, or low-income status be excluded from participation in, be denied the benefits of, or subject to discrimination under any program or activity receiving Federal financial assistance. The law also makes it illegal to retaliate against a person because he or she complained about discrimination, filed a charge of discrimination or participated in a discrimination investigation or lawsuit. Title VI prohibits intentional discrimination as well as disparate impact on protected groups.

BHJ MPC staff are responsible for ensuring that the organization's programs, policies and services, are developed, conducted and implemented without regard to a person's race, color, national origin, sex, disability, age, low-income status. Staff must ensure that ethnic minorities and low-income populations are not adversely impacted and strive to achieve full participation by these groups in BHJ MPC programs, policies and activities.

Any person who declares a denial of benefits or exclusion from participation in the services of any program or activity administered by BHJ MPC or its sub-recipients, consultants or contractors may file a complaint pursuant to Title VI or related statutes.

Document Background

Federal law requires that the metropolitan planning process provide, for consideration of projects and strategies, that:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for motorized and

- non-motorized users;
- Increase the accessibility and mobility;
- Protect and enhance the environment, promote energy conservation, improve quality; of life and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes:
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Section 2 - Title VI Assurances

BHJ MPC Non-discrimination Policy Statement

It is the policy of BHJ MPC to provide an environment of non-discrimination and equal opportunity in employment as well as in the development of Weirton-Steubenville Metropolitan Statistical Area (MSA) transportation policies, plans and programs included in the Long-Range Transportation Plan, Transportation Improvement Program, Overall Work Program and all plans, policies and programs contained within.

Annually, BHJ MPC assures the planning process is carried out in accordance with Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d1) and 49 CFR, part 21. Self-certification will be achieved with Policy Board acceptance of the Title VI Plan and each subsequent Plan update.

Title VI Complaint Process

Complaints filed must be in regard to a BHJ MPC Transportation Study Committee decision; a planning process currently followed by BHJ MPC; or the current version of a BHJ MPC work product, procurement or document.

Additionally, the procedure proper handling of Title VI complaints shall be:

- Any person(s), or legally authorized representative, claiming to be aggrieved by an alleged discriminatory act or practice may complete and sign a Title VI Complaint form.
- The BHJ MPC Executive Director, acting also as Title VI Coordinator, will review the complaint to determine its applicability to Policy Board decisions, planning process, or work products of BHJ MPC.
- If the complaint is determined applicable, copies of the complaint, will be forwarded to the appropriate State and/or Federal agencies within ten (10) business days. These agencies may include, Ohio Department of Transportation (ODOT), Federal Highway

Administration (FHWA), and Federal Transit Administration (FTA). The complainant shall be notified in writing that the complaint is being processed. Complainant notification shall include copies of correspondence with ODOT, FHWA, and/or FTA.

- The BHJ MPC Transportation Study Committee will be notified of the complaint at the next regularly scheduled meeting. During the meeting the BHJ MPC Title VI Coordinator discuss the complaint, facts, and findings with the Policy Board.
- The BHJ MPC staff will provide assistance to ODOT, FHWA, and FTA in resolving the complaint. Every attempt will be made to resolve the complaint at the state level prior to involving federal agencies.
- Within five (5) business days of receiving a response from ODOT, FHWA, or FTA, the complainant will be notified in writing regarding the resolution of the complaint.
- The BHJ MPC Transportation Study Committee will be notified of the complaint resolution at the next regularly scheduled meeting after the response is received.
- FHWA Office of Civil Rights will be the final decision-making agency as it pertains to complaint issues and compliance in all civil rights related areas.
- The complaint procedure and form are located in Section 6, Attachment A of this document.

Disadvantaged Business Enterprises (DBE) Goals

Based on guidance provided in 49CFR26.21, it is the United States Department of Transportation's (USDOT) position that only State Transportation Agencies, such as ODOT, and WVDOT can set program goals, sub-recipients will be required to implement the established goal. Based on this decision, BHJ MPC, a sub-recipient, does not set DBE goals and is currently awaiting further guidance from Ohio and West Virginia Department of Transportation regarding DBE Policy.

Consultant Contracts

Occasionally, projects arise that may require the services of independent consultants and/or consulting firms. Depending on the location of projects within the dual-state MSA, BHJ MPC selects consultants according to the Ohio Department of Transportation's Quality Based Selection and/or the West Virginia Code Chapter 5G Procurement process. All consultant contracts include Title VI Non-Discrimination provisions. Compliance with Title VI contracts provisions are monitored by the Executive Director, designated Title VI Program Coordinator.

Section 3 - Title VI / DBE Program Responsibilities and Coordination

General Title VI Program Responsibilities

Listed in this subsection are general Title VI responsibilities of the BHJ MPC applicable to all five (5) Title VI Program Areas. The Title VI Program Coordinator, with involvement and assistance from other members of the BHJ MPC staff, is responsible for ensuring these elements of the Plan are appropriately implemented and maintained.

1. **Data Collection** - Statistical data on race, color, national origin, income level, language spoken, disability, and sex of participants in, and beneficiaries of, federally funded programs are to be gathered and maintained. The data gathering process will be reviewed regularly to ensure sufficiency of the data in meeting the requirements of the Title VI Program.
2. **Baseline Assessment Report and Updates** - An annual assessment and update will be submitted to ODOT. The Title VI Coordinator is responsible for gathering information from appropriate staff members and consolidating this information into the final document. The final document will:
 - A. Report the previous year's Title VI related activities and efforts, including accomplishments and program changes; and
 - B. Update on Title VI related goals and objectives for the upcoming year.
3. **Annual Review of the Title VI Program** - In preparing for the Annual Report and Update, the Title VI Coordinator will review BHJ MPC's Title VI Program to assure compliance with Title VI. In addition, the Coordinator will review operational guidelines and publications, including those established for contractors, to ensure that Title VI language and provisions are incorporated, as appropriate.
4. **Dissemination of Information Related to the Title VI Program** - Information on BHJ MPC's Title VI Program is to be disseminated to BHJ MPC staff, contractors, and beneficiaries, as well as the general public, and in other languages when applicable.
5. **Resolution of Complaints** - Any individual may exercise his or her right to file a complaint with BHJ MPC, if that person believes he or she or any other program beneficiaries have been subjected to unequal treatment or discrimination, in their receipt of benefits/services or on the grounds of race, color, sex, national origin, sex, disability or low-income status. BHJ MPC will make a concerted effort to resolve complaints as put forth in the title VI Complaint Procedure, located in Attachment A.

Responsibilities of the Title VI Program Coordinator

The Title VI Program Coordinator is responsible for supervising staff activities pertaining to Title VI regulations and procedures set forth in federal and state guidance and according to BJJ MPC's Title VI Plan. In support of this, the Title VI Program Coordinator will:

1. Identify, investigate, and work to eliminate discrimination when found to exist;
2. Process Title VI complaints received by BJJ MPC, as described in *Attachment A*.
3. Meet with appropriate BJJ MPC staff members to monitor and discuss progress, implementation, and compliance issues related to BJJ MPC's Title VI Program.
4. Periodically review BJJ MPC's Title VI Program to assess if administrative procedures are effective, staffing is appropriate, and adequate resources are available to ensure proper compliance.
5. If a contractor/consultant is found to not be in compliance with the BJJ MPC Title VI Program, work with BJJ MPC staff involved with the contractor/consultant to resolve the deficiency status and construct a remedial action if necessary.
6. Review important Title VI-related issues with the Transportation Director. If the Transportation Director is also acting as Title VI Program Coordinator, important Title VI related issues will be addressed with the BJJ MPC Executive Committee.
7. Assess communications and public involvement strategies to ensure adequate participation of impacted Title VI protected groups and address additional language needs when necessary.

Responsibilities of BJJ MPC Staff

Other BJJ MPC staff members, under guidance of the Title VI Program Coordinator, will at times be asked to accept or share responsibility for day-to-day administration of the Title VI Program, including implementation of the Plan and Title VI compliance, program monitoring, reporting, and education within an applicable program area as described in Section 4 "Program Area Responsibilities" of this document. In addition, some staff members may be asked to accept responsibility for drafting text for an assigned section of the Annual Title VI Report and Update, and maintaining the data and documentation necessary for the report. These responsibilities may include reviewing guidelines and procedures for the assigned Title VI Program Area, and incorporating Title VI-related language and provisions into BJJ MPC Documents, as appropriate.

BJJ MPC Title VI / DBE Program Coordinator

Staff Contact: Michael Paprocki

Brook Hancock Jefferson Metropolitan Planning Commission

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Section 4 - Incorporating Title VI into the Planning Process

Planning Area Demographic Profile

The BHJ MPC Planning area is made up of three counties with 27 municipalities. Demographic data is utilized in identifying areas by concentrations of population and for the purpose of measuring accessibility and gauging the most appropriate locations for public outreach. The map and charts in the appendices of this document demonstrate locations and population concentrations of protected classes throughout Brooke, Hancock, and Jefferson counties.

Demographics and Environmental Justice Assessment

Demographic data from US Census are utilized in identifying concentrations of minority and low-income populations. Through review of BHJ MPC's Environmental Justice document, areas of population concentration in individual categories are considered in the transportation planning process. Environmental Justice Analysis is utilized throughout the entire planning process. Additionally, Section 5 of this document defines and addresses Limited English Proficiency populations.

Census data, special surveys, public meetings, and transportation surveillance all provide valuable information that is ultimately used in BHJ MPC's planning process. The BHJ MPC Environmental Justice Analysis identifies protected populations in our planning area. The current plan was updated in 2016, with a plan update planned for SFY2021. The data is used to determine the impact of alternative routes, multimodal transportation opportunities, facilities, and improvements in all neighborhoods. The planning program is oriented to providing equal mobility options to all residents of the planning area. Physical and socio-economic factors are placed on a base map and various alternative routes, facilities, and improvements are imposed on existing characteristics.

Public Participation Procedures

Federal regulation requires BHJ MPC to develop and follow a Public Participation Plan (PPP). The PPP serves as a guide for the participation process to ensure ongoing public involvement in the development and review of transportation plans, programs, and projects. The Plan should be developed in consultation with interested parties and provide reasonable opportunities for all citizens to comment.

Public meetings are planned in areas that ensure accessibility to individuals who may normally have difficulty due to disability, economic challenges, etc. Public meeting times are established to meet the needs of the population(s) affected by the project or plan being reviewed. Public meetings are held during evening hours in multiple locations within the planning area. Transit access and ADA mobility access are also considered when making location selections for public meetings. Daytime meetings are also offered in a central location, along the public transit service line.

For greater detail on BHJ MPC's public participation process please refer to the current Public Participation Plan.

Section 5 - Limited English Proficiency

Identified Populations

Based on demographics data obtained by the ACS 5-year estimates, Table S1601 "Language Spoken at Home", it has been determined that, secondary to English, Spanish is the language

most likely to be encountered by BHI MPC staff in the course of daily operations and in public meetings. Most recent US Census data reflects 0.58% of Brooke Hancock, and Jefferson residents speak Spanish as their primary language in their home.

BHI MPC Language Interpretation Plan

BHI MPC has or will implement the following LEP procedures. The creation of these steps is based on the very low percentage of persons speaking other languages or not speaking English at least “well” and the lack of resources available in the Brooke, Hancock, and Jefferson counties.

- BHI MPC staff will refer any inquiries to the Executive Manager.
- Census Bureau’s “I Speak Cards” are to be localized at the BHI office at 124 North Fourth Street 2nd floor at all times.
- Strategic BHI staff, including the Executive Director, will be made aware of the Yahoo Babel Fish and suggest the addition of this to the favorites listing on their computer for easy access via Explorer for the translations of blocks of text. This will aid the BHI staff in the interpretation of services on a one on one basis for LEP individuals.
- When an interpreter is needed, in person or on the telephone, an attempt will be made to determine what language is required. Staff shall use the telephone interpreter service – Language Line Services at <http://www.language.com>. On the Language Line home page, the staff will select the Need an Interpreter Now link and follow the directions to receive an access code.

BHI MPC staff training – All staff will be provided with the LEP Plan and will be educated on procedures to follow. This information will also be part of the BHI MPC staff orientation process for new hires. Training topics are listed below:

- Understanding the Title VI policy and LEP responsibilities;
- What language assistance services the Brooke, Hancock, Jefferson counties offer;
- Use the LEP “I Speak Cards”;
- Designated staff members who are trained to handle LEP related issues;
- Documentation for language assistance request;
- Has there been a change in the types of languages where translation services are needed?
- Is there still a need for continued language assistance for previously identified BHI MPC programs? Are there other programs that should be included?
- Has BHI MPC’s available resources, such as technology, staff, and financial cost changed?
- Has BHI MPC fulfilled the goals of the LEP Plan? And;
- Were any complaints received?

ATTACHMENT A

Title VI Complaint Procedure

Complaints filed must be in regard to a BHJ MPC Policy Board decision; a planning process currently followed by BHJ MPC; or the current version of a BHJ MPC work product, procurement or document. Additionally, the procedure proper handling of Title VI complaints shall be:

- Any person(s), or legally authorized representative claiming to be aggrieved by an alleged discriminatory act or practice may complete and sign a Title VI Complaint form.
- The BHJ MPC Executive Director, acting also as Title VI Coordinator, will review the complaint to determine its applicability to Policy Board decisions, planning process, or work products of BHJ MPC.
- If the complaint is determined applicable, copies of the complaint, will be forwarded to the appropriate State and/or Federal agencies within ten (10) business days. These agencies may include, Ohio Department of Transportation (ODOT), West Virginia Department of Transportation (WVDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). The complainant shall be notified in writing that the complaint is being processed. Complainant notification shall include copies of correspondence with ODOT, WVDOT, FHWA, and/or FTA.
- The BHJ MPC Policy Board will be notified of the complaint at the next scheduled Policy Board meeting. During the meeting the BHJ MPC Title VI Coordinator discuss the complaint, facts, and findings with the Policy Board.
- The BHJ MPC staff will provide assistance to ODOT, WVDOT, FHWA, and FTA in resolving the complaint. Every attempt will be made to resolve the complaint at the State level prior to involving Federal agencies.
- Within Five (5) business days of receiving a response from ODOT, WVDOT, FHWA, or FTA, the complainant will be notified in writing regarding the resolution of the complaint.
- The BHJ MPC Policy Board will be notified of the complaint resolution at their next scheduled meeting after the response is received.
- FHWA, Office of Civil Rights will be the final decision-making agency as it pertains to complaint issues and compliance in all civil rights related areas.

Section I				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Electronic Mail (E-Mail) Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
Section II				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party:				
<hr/>				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.			Yes	No
Section III				
I believe the discrimination I experienced was based on (check all that apply):				
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin				
Date of Alleged Discrimination (Month, Day, Year): _____				
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.				
<hr/>				
<hr/>				
<hr/>				
<hr/>				
<hr/>				
<hr/>				
Section IV				
Have you previously filed a Title VI complaint with this agency?			Yes	No
Section V				

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?	
<input type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, check all that apply:	
<input type="checkbox"/> Federal Agency: _____	
<input type="checkbox"/> Federal Court _____	<input type="checkbox"/> State Agency _____
<input type="checkbox"/> State Court _____	<input type="checkbox"/> Local Agency _____
Please provide information about a contact person at the agency/court where the complaint was filed:	
Name:	
Title:	
Agency:	
Address:	
Telephone:	
Section VI	
Name of agency complaint is against:	
Contact person:	
Title:	
Telephone number:	

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required:

Signature *Date*

Please submit this form in person at the address below, or mail this form to:

Michael Paprocki
 Executive Director
 Brooke Hancock Jefferson Metropolitan Planning Commission
 124 North Fourth Street Second Floor
 Steubenville, OH 43952-4498

ATTACHMENT B



PROCUREMENT POLICY AND PROCEDURES
REVISED: MAY 31, 2017
EFFECTIVE; JULY 1, 2017

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INTRODUCTION AND PURPOSE

The Procurement Policy and Procedure Manual is an officially adopted document by the Board of Commissioners of the Brooke-Hancock-Jefferson Metropolitan Planning Commission. It guides BHI employees and advisors in the day-to-day operations of the organization. As such, it is the reference for the conduct of business and the accounting and administration for grants with the U.S. Government and other funding sources. This Procurement Policy (Policy) complies with the Federal Regulations at 2 CFR 200, the FHWA Transportation Acquisition Register, the procurement standards of the Ohio Code 713.23, the WV Code 22-15A-21 and applicable Local laws.

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I. GENERAL PROVISIONS

A. General. BHJMPC shall:

1. Provide for a procurement system of quality and integrity;
2. Provide for the fair and equitable treatment of all persons or firms involved in purchasing by BHJMPC;
3. Ensure that supplies and services (including construction) are procured efficiently, effectively, and at the most favorable and valuable prices available to BHJMPC;
4. Promote competition in contracting; and
5. Assure that BHJMPC's purchasing actions are in full compliance with applicable Federal standards, State and local laws.

B. Definition. The term "procurement," as used in this Policy, includes the procuring, purchasing, leasing, or renting of: (1) goods, supplies, equipment, and materials, (2) construction and maintenance; consultant services, (3) Architectural and Engineering services, (4) Social Services, and (5) other services.

C. Procurement information shall be a matter of public record to the extent provided in the Ohio Public Records access law; and, shall be available to the public as provided in that statute and other applicable laws.

1. The following items are exempt from public records access law and shall be treated as confidential:

a) All cost and pricing data received by BHJMPC in negotiated procurements with exception of formally advertised RFP/IFP.

b) Proprietary information, trade secrets and technical data received in response to procurements, except for data contained in the awarded contract.

c) Individually identifiable private information that can be used for identity fraud, such as social security numbers, tax identification numbers, tax returns, etc.

D. Changes in Laws and Regulations. In the event an applicable law or regulation is modified or eliminated, or a new law or regulation is adopted, the revised law or regulation shall, to the extent inconsistent with these Policies, automatically supersede these Policies.

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- E. **Cost and Price Analysis.** BHJMPC shall require assurance that, before entering into a contract that the price is reasonable. A Price Analysis is a comparison of prices of multiple bids or information from other sources, such as established catalog or market prices, or prices for similar past purchases. A Cost Analysis is the evaluation of the separate elements that make up a contractor's total cost proposal or price to determine if they are allowable, directly related to the requirement and reasonable for the value received. Some form of cost or price analysis must be made and documented in the procurement files, in connection with every procurement action.
- F. **Funding.** Before initiating any contract, BHJMPC shall ensure that there are sufficient funds available to cover the anticipated cost of the contract or modification.
- G. **Need.** For all procurement methods below, BHJMPC employees must first determine if the purchase is necessary to the agency and/or program. There must be a need for the items being purchased.
- H. **Suppliers.** BHJMPC employees are to use local suppliers when they are able. They are also expected to "Spread the Wealth Around" and distribute those costs equitably among qualified suppliers.
- I. **Purchase Requisition.** A purchase requisition will be filled out for all items needed. This requisition is given to the Executive Director for his authorization. Any purchase requisitions for items costing over \$750 are to be taken to the Executive Board for authorization.
- J. **Recyclables.** BHJMPC may purchase recycled products when available and when they meet the performance specifications of the agency; as long as the cost does not exceed 10% of the cost of a comparable non-recycled product. A priority should be given to paper products with the highest post-consumer content. (Ohio Code 125.082 and West Virginia Code 22-15A-21)
- K. **Oversight.** BHJMPC must maintain oversight to ensure that contractors perform in accordance with the terms, conditions and specifications of their contracts or purchase orders.
- L. **Federal Awards.** BHJMPC employees must review the federal award to ensure that the goods and services to be purchased or contracted are allowable. The award should also be examined for additional procurement conditions.

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M. Disadvantaged Business Enterprises. Positive efforts should be made to utilize small businesses, veteran-owned businesses, women-owned businesses and/or minority-owned businesses.

II. ETHICS IN PUBLIC CONTRACTING

A. General. BHJMPC hereby establishes this code of conduct regarding procurement issues and actions and shall implement a system of sanctions for violations. This code of conduct, etc., is consistent with applicable Federal, State, or local law.

B. Employees of BHJMPC are expected to be principled in their business interactions and act in good faith with individuals both inside and outside the agency.

C. Conflicts of Interest. To ensure that the public's interest is protected, BHJMPC must demonstrate that its business relationships are free from improper influence and bias that might otherwise result from external interests and relationships. Therefore, no employee, officer, Board member, or agent of BHJMPC shall participate directly or indirectly in the selection, award, or administration of any contract if a conflict of interest, either real or apparent, would be involved. This type of conflict would be when one of the persons listed below has a financial or any other type of interest in any company competing for the award:

1. An employee, officer, Board member, or agent involved in making the award;
2. His/her relative (including father, mother, son, daughter, brother, sister, uncle, aunt, first cousin, nephew, niece, husband, wife, father-in-law, mother-in-law, son-in-law, daughter-in-law, brother-in-law, sister-in-law, stepfather, stepmother, stepson, stepdaughter, stepbrother, stepsister, half-brother, or half-sister);
3. His/her partner;
4. His/her professional partner; or
5. An organization which employs or is negotiating to employ, or has an arrangement concerning prospective employment of any of the above.

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D. Gratuities, Kickbacks, and Use of Confidential Information. No officer, employee, Board member, or agent of BHJMPC shall ask for or accept gratuities, favors, or items of more than nominal value (i.e. \$100 or more) from any contractor, potential contractor, or party to any subcontract, and shall not knowingly use confidential information for actual or anticipated personal gain.

E. Prohibition Against Contingent Fees. Contractors wanting to do business with BHJMPC must not hire a person to solicit or secure a contract for a commission, percentage, brokerage, or contingent fee, except for bona fide established commercial selling agencies.

F. Delivery of Material Goods and Equipment. No BHJMPC officer, employee, Board Member, or agent of BHJMPC shall purchase material goods or equipment on behalf of the Agency and have them delivered to anywhere but a BHJMPC owned property, regardless of efficiency and/or cost savings.

III. PROCUREMENT PLANNING

A. General. Planning is essential to managing the procurement function properly. Hence, BHJMPC will periodically review its record of prior purchases, as well as future needs, to:

1. Find patterns of procurement actions that could be performed more efficiently or economically;
2. Maximize competition and competitive pricing among contracts and decrease BHJMPC's procurement costs;
3. Reduce BHJMPC administrative costs;
4. Ensure that supplies and services are obtained without any need for re-procurement (i.e., resolving bid protests) and
5. Minimize errors that occur when there is inadequate lead time.
6. Consideration shall be given to storage, security, and handling requirements when planning the most appropriate purchasing actions.
7. Avoid acquisition of unnecessary or duplicative items.

B. BHJMPC is encouraged to enter into state and local intergovernmental agreements or inter-agency agreements where appropriate for procurement or use of common or shared goods and services.

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C. Authority. The Board appoints and delegates procurement authority to the Executive Director in the amount not to exceed \$750 and is responsible for ensuring that any procurement policies and procedures adopted are appropriate for BHJMPC. All procurements that exceed \$750 must have approval from the Board prior to purchase, award and/or contract execution.

D. Change Orders. Any change order, or the cumulative thereof, as a result of necessary additions or changes to a previously approved purchase order amount over \$750 that is 20% or higher of the original amount (regardless of cost) must receive Board Approval.

IV. PROCUREMENT METHODS

A. Petty Cash Purchases. A minimal amount of purchases may be handled through the use of a petty cash account. The Petty Cash Account is established in an amount of \$100, a sufficient amount to cover small purchases:

1. For all Petty Cash Accounts, BHJMPC shall ensure that security is maintained and only authorized individuals have access to the account. The account shall be reconciled and replenished at the end of each month.
2. For Petty Cash No formal cost or price analysis (comparing quality and price) is required. Rather, the Finance Staff and/or the Executive Director's determination that the price obtained is reasonable, which may be based on their prior experience or other factors.

B. Credit Cards. Credit card usage should follow the rules for all other purchases and BHJMPC shall ensure that security is maintained and only authorized individuals and/or their designees have access to the use of the Credit Cards. These accounts shall be reconciled periodically to ensure timely payment to the Provider. When using credit cards, BHJMPC shall adopt reasonable safeguards to ensure that they are used only for intended purposes.

C. Micro Purchases. Purchases for supplies and/or services involving an expenditure of \$3,500 or less may be made after obtaining one price quotation, if the price is considered reasonable. Vendor catalogs, as well as previous purchases, where applicable, of the same or similar item should be considered in determining price reasonableness. To the extent practicable, such micro-purchases must be distributed equitably among qualified sources and if practical, a quotation shall be solicited from other than the previous source before placing a repeat order. (CFR 200.67)

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1. For Micro Purchases No formal cost or price analysis is required. Rather, the execution of a contract by the Executive Director (through a Purchase Order or other means) shall serve as the Executive Director's determination that the price obtained is reasonable, which may be based on the Executive Director's prior experience or other factors.

D. Small Purchase Procedures. \$3,501 to \$50,000 - For simple and informal purchases of services, supplies and other property that cost more than amounts above the Micro Purchase threshold, but not exceeding \$50,000, BHJMPC may use small purchase procedures. For all purchases BHJMPC shall prepare an "Independent Cost Estimate" prior to solicitation. The level of detail shall be commensurate with the cost and complexity of the item to be purchased.

1. Under small purchase procedures, BHJMPC should solicit a minimum of three written quotes from qualified sources. Written documentation shall include, at a minimum, the company name, phone number or e-mail address and amount of quote. To the greatest extent feasible, and to promote competition, small purchases should be distributed among qualified sources. Quotations for Small Purchases (QSP), or quotes, may be obtained orally (either in person or by phone), by fax, in writing, or through e-procurement. Web price listings or catalog listings can be considered an acceptable form of bid. Award shall be made to the responsive and responsible vendor that submits the best value to BHJMPC.

2. Small Purchases. A comparison with other offers shall generally be sufficient determination of the reasonableness of price and no further analysis is required. If a reasonable number of quotes are not obtained to establish reasonableness through price competition, the Executive Director shall document price reasonableness through other means, such as prior purchases of this nature, catalog prices, the Executive Director's personal knowledge at the time of purchase, comparison to the Independent Cost Estimate, or any other reasonable basis.

3. If award is to be made for reasons other than lowest price, documentation shall be included with the other documentation. BHJMPC shall not break down requirements aggregating more than the small purchase threshold (or the Micro Purchase threshold) into several purchases that are less than the applicable threshold merely to: (1) permit use of the small purchase procedures or (2) avoid any requirements that applies to purchases that exceed the Micro Purchase threshold.

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4. BHJMPC must actively attempt to verify that a vendor is not debarred, suspended or otherwise excluded from or ineligible for participation in Federal assistance programs or activities. Before any contract is made, BHJMPC must verify the contractors' eligibility to receive federal funds through SAM.GOV and through the Ohio and West Virginia websites listed below:

a)

<http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Pages/Prequalification.aspx>

b)

<http://www.transportation.wv.gov/highways/contractadmin/prequalifications/Pages/PrequalifiedContractorsList.aspx>

E. Small Purchases \$50,001 to \$150,000. In addition to the Small Purchase Procedures listed in previous section, the following Ohio Revised Codes apply. Pursuant to Ohio Revised Code 713.23, Section D, "A regional planning commission, when entering into a purchase contract on behalf of a political subdivision as provided in this division, shall follow the competitive bidding procedures specified in sections 307.86 to 307.92 of the Revised Code."

1. Ohio Revised Code Section **307.86 [Effective 7/1/2017] Competitive bidding required - exceptions**, states that "Anything to be purchased, leased, leased with an option or agreement to purchase, or constructed, including, but not limited to, any product, structure, construction, reconstruction, improvement, maintenance, repair, or service, except the services of an accountant, architect, attorney at law, physician, professional engineer, construction project manager, consultant, surveyor, or appraiser, by or on behalf of the county or contracting authority, as defined in section 307.92 of the Revised Code, at a cost in excess of fifty thousand dollars, except as otherwise provided in division (D) of section 713.23 and in sections 9.48, 125.04, 125.60 to 125.6012, 307.022, 307.041, 307.861, 339.05, 340.036, 4115.31 to 4115.35, 5119.44, 5513.01, 5543.19, 5713.01, and 6137.05 of the Revised Code, shall be obtained through **competitive bidding**. However, competitive bidding is not required when any of the following applies:..." To see exceptions and complete codes refer to Appendix A.

2. Ohio Rev. Code: 153.50, 153.51 and 153.52 requires that any contracts for work on buildings, institutions, bridges, culverts or improvements with a cost greater than \$50,000, shall have separate and distinct bids made for each branch or class of work to be performed. A review of the Code should be made for specifics.

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F. Sealed Bids; A formal advertisement to a publically solicited firm for a fixed price contract. Sealed bidding, also known as an Invitation For Bid (IFB) or Request for Proposal (RFP) shall be used for all contracts that exceed the small purchase threshold and that are not competitive proposals or non-competitive proposals, as these terms are defined in this Policy. For all purchases BHJMPC shall prepare an “Independent Cost Estimate” prior to solicitation Under sealed bids, BHJMPC publicly solicits bids and awards a firm fixed-price contract (lump sum or unit price) to the responsive and responsible bidder whose bid, conforming with all the material terms and conditions of the IFB, is the lowest in price. Sealed bidding is the preferred method for procuring construction, supply, and non-complex service contracts that are expected to exceed \$150,000.

1. Sealed Bids. The presence of adequate competition should generally be sufficient to establish price reasonableness. Where sufficient bids are not received, and when the bid received is substantially more than the Independent Cost Estimate, and where BHJMPC cannot reasonably determine price reasonableness, BHJMPC must conduct a cost analysis, consistent with federal guidelines, to ensure that the price paid is reasonable.

2. Conditions for Using Sealed Bids. BHJMPC shall use the sealed bid method when the following conditions are present: a complete, adequate, and realistic statement of work, specification, or purchase description is available; two or more responsible bidders are willing and able to compete effectively for the work; the contract can be awarded based on a firm fixed price; and the selection of the successful bidder can be made principally on the lowest price.

3. Solicitation and Receipt of Bids. An IFB is issued which includes the specifications and all contractual terms and conditions applicable to the procurement, and a statement that award will be made to the lowest responsible and responsive bidder whose bid meets the requirements of the solicitation. The IFB must state the time and place for both receiving the bids and the public bid opening. All bids received will be date and time-stamped and stored unopened in a secure place until the public bid opening. A bidder may withdraw the bid at any time prior to the bid opening.

4. Bid Opening and Award. Bids shall be opened publicly. A minimum of three written bids is required. All bids received shall be recorded on an abstract (tabulation) of bids, which shall then be made available for public inspection. If equal low bids are received from responsible bidders,

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selection shall be made by drawing lots or other similar random method. The method for doing this shall be stated in the IFB/RFP. If only one responsive bid is received from a responsible bidder, award shall not be made unless the price can be determined to be reasonable, based on a cost or price analysis.

5. Mistakes in Bids. Correction or withdrawal of bids may be permitted, where appropriate, before bid opening by written or telegraphic notice received in the office designated in the IFB prior to the time set for bid opening. After bid opening, corrections in bids may be permitted only if the bidder can show by clear and convincing evidence that a mistake of a nonjudgmental character was made, the nature of the mistake, and the bid price actually intended.

a) A low bidder alleging a nonjudgmental mistake may be permitted to withdraw its bid if the mistake is clearly evident on the face of the bid document but the intended bid is unclear or the bidder submits convincing evidence that a mistake was made. All decisions to allow correction or withdrawal of a bid shall be supported by a written determination signed by the Executive Director. After bid opening, changes in bid prices or other provisions of bids prejudicial to the interest of BHJMPC or fair competition shall not be permitted.

G. Competitive Proposals. Unlike sealed bidding, the competitive proposal method, also known as Request For Proposals (RFP), permits: consideration of technical factors other than price; discussion with vendors concerning offers submitted; negotiation of contract price or estimated cost and other contract terms and conditions; revision of proposals before the final contractor selection; and the withdrawal of an offer at any time up until the point of award. For all purchases BHJMPC shall prepare an "Independent Cost Estimate" prior to solicitation. Award is normally made on the basis of the proposal that represents the best overall value to BHJMPC, considering price and other factors, e.g., technical expertise, past experience, quality of proposed staffing, etc., set forth in the solicitation and not solely the lowest price.

1. Competitive Proposals. The presence of adequate competition should generally be sufficient to establish price reasonableness. Where sufficient proposals are not received, BHJMPC must compare the price with the Independent Cost Estimate. For competitive proposals where prices cannot be easily compared among vendors, where there is not adequate competition, or where the price is substantially greater than the

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Independent Cost Estimate, BHJMPC must conduct a cost analysis, consistent with Federal guidelines, to ensure that the price paid is reasonable.

2. Conditions for Use. Where conditions are not appropriate for the use of sealed bidding, competitive proposals may be used. Competitive proposals are the preferred method for procuring professional services that will exceed the small purchase threshold.
3. Form of Solicitation. Other than Architectural and Engineering services, developer-related services and energy performance contracting, competitive proposals shall be solicited through the issuance of an RFP. The RFP shall clearly identify the importance and relative value of each of the evaluation factors as well as any sub factors and price. A mechanism for fairly and thoroughly evaluating the technical and price proposals shall be established before the solicitation is issued. Proposals shall be handled so as to prevent disclosure of the number of vendors, identity of the vendors, and the contents of their proposals until after award. BHJMPC may assign a specific weight in the evaluation factors for price or BHJMPC may consider price in conjunction with technical factors; in either case, the method for evaluating price shall be established in the RFP.
4. Evaluation. The proposals shall be evaluated only on the factors stated in the RFP. Where not apparent from the evaluation factors, BHJMPC shall establish an Evaluation Plan for each RFP. Generally, all RFPs shall be evaluated by an appropriately appointed Evaluation Committee. The Evaluation Committee shall be required to disclose any potential conflicts of interest and to sign a Non-Disclosure statement. An Evaluation Report, summarizing the results of the evaluation, shall be prepared prior to award of a contract.
5. Negotiations shall be conducted with all vendors who submit a proposal determined to have a reasonable chance of being selected for award, unless it is determined that negotiations are not needed with any of the vendors. For all purchases BHJMPC shall prepare an "Independent Cost Estimate" prior to solicitation. This determination is based on the relative score of the proposals as they are evaluated and rated in accordance with the technical and price factors specified in the RFP.
 - a) *These vendors shall be treated fairly and equally with respect to any opportunity for negotiation and revision of their proposals. No vendor shall be given any information about any other*

vendor's proposal, and no vendor shall be assisted in bringing its proposal up to the level of any other proposal. A common deadline shall be established for receipt of proposal revisions based on negotiations. Negotiations are exchanges (in either competitive or sole source environment) between BHJMPC and vendors that are undertaken with the intent of allowing the vendor to revise its proposal.

b) These negotiations may include bargaining. Bargaining includes persuasion, alteration of assumptions and positions, give-and-take, and may apply to price, schedule, technical requirements, type of contract or other terms of a proposed contract. When negotiations are conducted in a competitive acquisition, they take place after establishment of the competitive range and are called discussions.

c) Discussions are tailored to each vendor's proposal, and shall be conducted by the contracting officer with each vendor within the competitive range. The primary object of discussions is to maximize BHJMPC's ability to obtain best value, based on the requirements and the evaluation factors set forth in the solicitation.

d) The Executive Director shall indicate to, or discuss with, each vendor still being considered for award, significant weaknesses, deficiencies, and other aspects of its proposal (such as technical approach, past performance, and terms and conditions) that could, in the opinion of the Executive Director, be altered or explained to enhance materially the proposer's potential for award. The scope and extent of discussions are a matter of the Executive Director's judgment. The Executive Director may inform a vendor that its price is considered by BHJMPC to be too high, or too low, and reveal the results of the analysis supporting that conclusion. It is also permissible to indicate to all vendors the cost or price that BHJMPC's price analysis, market research, and other reviews have identified as reasonable. "Auctioning" (revealing one vendor's price in an attempt to get another vendor to lower their price) is prohibited.

6. Award. After evaluation of the revised proposals, if any, and Board Approval of contracts more than \$150,000, the contract shall be awarded to the responsible firm whose technical approach to the project, qualifications, price and/or any other factors considered, are most

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advantageous to BHJMPC. For all purchases BHJMPC shall prepare an “Independent Cost Estimate” prior to solicitation. The determining dollar threshold for the contract award shall be based on the total amount of the contract period inclusive of any option years. The contract price must be within the maximum total project budgeted amount established for the specific property or activity.

7. Architectural and Engineering Services. BHJMPC shall contract for Architectural and Engineering Services using Qualifications- Based Selection (QBS) procedures, utilizing a Request For Qualifications (RFQ). For all purchases BHJMPC shall prepare an “Independent Cost Estimate” prior to solicitation. Sealed bidding shall not be used for Architectural and Engineering solicitations. Under QBS procedures, competitors’ qualifications are evaluated and the most qualified competitor is selected, subject to negotiation of fair and reasonable compensation. Price is not used as a selection factor under this method. QBS procedures shall not be used to purchase other types of services, other than Developer services, though architectural/engineering firms are potential sources.

H. Noncompetitive Proposals. (Sole Source)

1. Conditions for Use. Procurement by noncompetitive proposals (sole- or single-source) may be used only when the award of a contract is not feasible using small purchase procedures, sealed bids, cooperative purchasing, or competitive proposals, and if one of the following applies:

a) *The item is available only from a single source, based on a good faith review of available sources. For all purchases BHJMPC shall prepare an “Independent Cost Estimate” prior to solicitation*

b) *An emergency exists that seriously threatens the public health, welfare, or safety, or endangers property, or would otherwise cause serious injury to BHJMPC, as may arise by reason of a flood, earthquake, epidemic, riot, equipment failure, or similar event. In such cases, there must be an immediate and serious need for supplies, services, or construction such that the need cannot be met through any of the other procurement methods, and the emergency procurement shall be limited to those supplies, services, or construction necessary simply to meet the emergency;*

c) *After solicitation of a number of sources, competition is determined inadequate.*

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2. Justification. Each procurement, based on noncompetitive proposals, shall be supported by a written justification for the selection of this method. The justification shall be approved in writing by the responsible Executive Director. Poor planning or lack of planning is not justification for emergency or sole-source procurements. The justification, to be included in the procurement file, should include the following information:

- a) *Description of the requirement;*
- b) *History of prior purchases and their nature (competitive vs. noncompetitive);*
- c) *The specific exception in “2 CFR 200 (§200.320) (f) 1 through 4 which applies”;*
- d) *Statement as to the unique circumstances that require award by noncompetitive proposals;*
- e) *Description of the efforts made to find competitive sources (advertisement in trade journals or local publications, phone calls to local suppliers, issuance of a written solicitation, etc.);*
- f) *Statement as to efforts that will be taken in the future to promote competition for the requirement;*
- g) *Price Reasonableness. The reasonableness of the price for all procurements based on noncompetitive proposals shall be determined by performing an analysis, as described in this Policy.*

I. Cooperative Purchasing/Intergovernmental Agreements. BHJMPC may enter into State and/or local cooperative or intergovernmental agreements to purchase or use common supplies, equipment, or services. The decision to use an interagency agreement instead of conducting a direct procurement shall be based on economy and efficiency. If used, the interagency agreement shall stipulate who is authorized to purchase on behalf of the participating parties and shall specify inspection, acceptance, termination, payment, and other relevant terms and conditions. BHJMPC may use Federal or State excess and surplus property instead of purchasing new equipment and property if feasible and if it will result in a reduction of project costs. The goods and services obtained under a cooperative purchasing agreement must have been procured in accordance with 2 CFR.

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1. Contract Modifications. A cost analysis, consistent with federal guidelines, shall be conducted for all contract modifications for projects that were procured through Sealed Bids, Competitive Proposals, or Non-Competitive Proposals, or for projects originally procured through Small Purchase procedures and the amount of the contract modification will result in a total contract price in excess of \$150,000.

V. SOLICITATION AND ADVERTISING

A. Method of Solicitation.

1. Petty Cash and Micro Purchases. BHJMPC may contact only one source if the price is considered reasonable.

2. Small Purchases. Quotes may be solicited orally, through fax, E-Procurement, or by any other reasonable method.

3. Sealed Bids and Competitive Proposals. Solicitation must be done publicly.

a) BHJMPC must use one or more following solicitation methods, provided that the method employed provides for meaningful competition.

b) Advertising in newspapers or other print mediums of local or general circulations.

c) Advertising in various trade journals or publications.

d) BHJMPC may conduct its public procurements through the Internet using e-procurement systems. However, all e-procurements must otherwise be in compliance with 2 CFR 200, State and local requirements, and BHJMPC's procurement policy.

B. Time Frame. For purchases of more than \$150,000, the public notice should run not less than once each week for two consecutive weeks.

C. Form. Notices/advertisements should state, at a minimum, the place, date, and time that the bids or proposals are due, the solicitation number, a contact that can provide a copy of, and information about, the solicitation, and a brief description of the needed item(s).

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- D. Time Period for Submission of Bids. A minimum of 30 days shall generally be provided for preparation and submission of sealed bids and 15 days for competitive proposals after the first advertised date. However, the Executive Director may allow for a shorter period under extraordinary circumstances.
- E. Cancellation of Solicitations.
1. An IFB, RFP, or other solicitation may be cancelled before bids/offers are due if:
 2. The supplies, services or construction is no longer required;
 3. The funds are no longer available;
 4. Proposed amendments to the solicitation are of such magnitude that a new solicitation would be best; or
 5. Other similar reasons.
 6. A solicitation may be cancelled and all bids or proposals that have already been received may be rejected if:
 - a) *The supplies or services (including construction) are no longer required;*
 - b) *Ambiguous or otherwise inadequate specifications were part of the solicitation;*
 - c) *All factors of significance to BHJMPC were not considered;*
 - d) *Prices exceed available funds and it would not be appropriate to adjust quantities to come within available funds;*
 - e) *There is reason to believe that bids or proposals may not have been independently determined in open competition, may have been collusive, or may have been submitted in bad faith; or*
 - f) *For good cause of a similar nature when it is in the best interest of BHJMPC.*
 7. The reasons for cancellation shall be documented in the paperwork and the reasons for cancellation and/or rejection shall be provided upon request.

8. A notice of cancellation shall be sent to all bidders/vendors solicited and, if appropriate, shall explain that they will be given an opportunity to compete on any re-solicitation or future procurement of similar items.
9. If all otherwise acceptable bids received in response to an IFB are at unreasonable prices an analysis should be conducted to see if there is a problem in either the specifications or BHJMPC's cost estimate. If both are determined adequate and if only one bid is received and the price is unreasonable, the Contracting Officer may cancel the solicitation and either:
 - a) *Re-solicit using an RFP; or*
 - b) *Complete the procurement by using the competitive proposal method. The Executive Director must determine, in writing, that such action is appropriate, must inform all bidders of BHJMPC's intent to negotiate, and must give each bidder a reasonable opportunity to negotiate.*
10. If problems are found with the specifications, BHJMPC should cancel the solicitation, revise the specifications and re-solicit using an IFB.

VI. BONDING REQUIREMENTS

- A. General. The standards under this section apply to construction contracts that exceed
 1. \$150,000. There are no bonding requirements for small purchases or for competitive proposals. BHJMPC may require bonds in these latter circumstances when deemed appropriate; however, non-construction contracts should generally not require bid bonds.
 2. Bid Guarantee. For construction contracts exceeding \$150,000, vendors shall be required to submit a bid guarantee from each bidder equivalent to 10% of the bid price.
 3. Payment Bonds. For construction contracts exceeding \$150,000, the successful bidder shall furnish an assurance of completion. This assurance may be any one of the following four:
 - a) *A performance and payment bond in a penal sum of 100% of the contract price; or*

- b) *Separate performance and payment bonds, each for 50% or more of the contract price; or*
- c) *A 20 % cash escrow; or*
- d) *A 25% irrevocable letter of credit.*

4. These bonds must be obtained from guarantee or surety companies acceptable to the U. S. Government and authorized to do business in the State of Ohio and/or West Virginia. Individual sureties shall not be considered. U. S. Treasury Circular Number 570 lists companies approved to act as sureties on bonds securing Government contracts, the maximum underwriting limits on each contract bonded, and the States in which the company is licensed to do business. Use of companies on this circular is mandatory.

VII. CONTRACTOR QUALIFICATIONS

A. Contractor Qualifications

1. BHJMPC shall not award any contract until the prospective contractor, i.e., low responsive bidder, or successful vendor, has been determined to be responsible. A responsible bidder/vendor must:

- a) *Have adequate financial resources to perform the contract, or the ability to obtain them;*
- b) *Be able to comply with the required or proposed delivery or performance schedule, taking into consideration all of the bidder's/vendor's existing commercial and governmental business commitments;*
- c) *Have a satisfactory performance record;*
- d) *Have a satisfactory record of integrity and business ethics;*
- e) *Have the necessary organization, experience, accounting and operational controls, and technical skills, or the ability to obtain them;*
- f) *Have the necessary production, construction, and technical equipment and facilities, or the ability to obtain them; and,*

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g) Be otherwise qualified and eligible to receive an award under applicable laws and regulations, including not be suspended, and/or debarred.

2. If a prospective contractor is found to be non-responsible, a written determination of non-responsibility shall be prepared and included in the official contract file, and the prospective contractor shall be advised of the reasons for the determination.

B. Suspension and Debarment. Contracts shall not be awarded to debarred, suspended, or ineligible contractors.

C. Vendor Lists. All interested businesses shall be given the opportunity to be included on vendor mailing lists. Any lists of persons, firms, or products which are used in the purchase of supplies and services (including construction) shall be kept current and include enough sources to ensure competition.

VIII. CONTRACT ADMINISTRATION

A. General. BHJMPC shall maintain a system of contract administration designed to ensure that Contractors perform in accordance with their contracts. These systems shall provide for inspection of supplies, services, or construction, as well as monitoring contractor performance, status reporting on major projects including construction contracts, and similar matters.

IX. DIVERSITY & ECONOMIC INCLUSION IN CONTRACTING

A. Required Efforts. Consistent with Presidential Executive Orders 11625, 12138, and minority-owned business enterprises, women-owned business enterprises, to locate approved DBE companies; go to the following websites:

1. <http://www.transportation.wv.gov/eo/DBE/Pages/default.aspx>

2. <http://www.dot.state.oh.us/Divisions/ODI/SDBE/Pages/default.aspx>

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B. Goals. Shall be established periodically for participation by minority-owned business enterprises, women-owned business enterprises, BHJMPC's economic inclusion goal is to meet and/or surpass using 15.6% of "Disadvantaged Business Enterprises for contracts for the period of 2017-2019. The agency should ensure that the rates are current by going to the following websites:

1. <http://www.dot.state.oh.us/divisions/odi/dbegoals/Pages/default.aspx>
2. <http://www.transportation.wv.gov/eeo/DBE/Documents/DBE-Goal-Overall-2015.pdf>

C. Diversity and Economic Inclusion Non-Compliance Sanctions

X. DOCUMENTATION

A. Required Records. BHJMPC must maintain records sufficient to detail the significant history of each procurement action. All procurement documents and contracts, including documents that are incorporated into the terms thereof, will be maintained in the Finance Department, in accordance with the BHJMPC's Records Retention Policy These records shall include, but shall not necessarily be limited to, the following:

1. Purchase order
2. Cost and Analysis Work papers
3. Need for the items
4. Reason for Vendor Selection
5. All correspondence with vendors and/or contractors
6. Rationale for the method of procurement (if not self-evident);
7. Rationale of contract pricing arrangement (also if not self-evident);
8. Reason for accepting or rejecting the bids or offers;
9. Basis for the contract price (as prescribed in this handbook);
10. A copy of the contract documents awarded or issued and signed by the Executive Director;
11. Basis for contract modifications; and

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12. Related contract administration actions;
 13. Along with any other documentation listed below with the procurement method used
- B. Level of Documentation. The level of documentation should be commensurate with the value of the procurement.
 - C. Record Retention Records are to be retained for a period as is defined by the BHJMPC Record Retention Policy.
- XI. DISPOSITION OF SURPLUS PROPERTY
- A. General. Property no longer necessary for BHJMPC's purposes (non-real property) shall be transferred, sold, or disposed of in accordance with applicable Federal, state, and local laws and regulations.
- XII. ADDITIONAL ITEMS OF NOTE
- A. Buy America Act CFR › Title 49 › Subtitle B › Chapter VI › Part 661 › Section 661.5
 1. § 661.5 General requirements.
 - a) *Except as provided in § 661.7 and § 661.11 of this part, no funds may be obligated by FTA for a grantee project unless all iron, steel, and manufactured products used in the project are produced in the United States.*
 - b) *All steel and iron manufacturing processes must take place in the United States, except metallurgical processes involving refinement of steel additives.*
 - c) *The steel and iron requirements apply to all construction materials made primarily of steel or iron and used in infrastructure projects such as transit or maintenance facilities, rail lines, and bridges. These items include, but are not limited to, structural steel or iron, steel or iron beams and columns, running rail and contact rail. These requirements do not apply to steel or iron used as components or sub components of other manufactured products*

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or rolling stock, or to bimetallic power rail incorporating steel or iron components.

d) For a manufactured product to be considered produced in the United States:

e) All of the manufacturing processes for the product must take place in the United States; and

f) All of the components of the product must be of U.S. origin. A component is considered of U.S. origin if it is manufactured in the United States, regardless of the origin of its subcomponents.

APPENDIX A

713.23 Regional or county planning commission - powers and duties.

(A) The regional or county planning commission may make studies, maps, plans, recommendations and reports concerning the physical, environmental, social, economic, and governmental characteristics, functions, services, and other aspects of the region or county, respectively. The commission may make such studies, maps, plans, recommendations, and other reports as to areas outside the region or county concerning the physical, environmental, social, economic, and governmental characteristics, functions, services, and other aspects which affect the development and welfare of the region or county respectively, as a whole or as more than one political unit within the region or county.

(B) The duties of the planning commission include, but are not limited to:

(1) Preparing the plans, including studies, maps, recommendations, and reports on:

(a) Regional goals, objectives, opportunities, and needs, and standards, priorities, and policies to realize such goals and objectives;

(b) Economic and social conditions;

(c) The general pattern and intensity of land use and open space;

(d) The general land, water, and air transportation systems, and utility and communication systems;

(e) General locations and extent of public and private works, facilities, and services;

(f) General locations and extent of areas for conservation and development of natural resources and the control of the environment;

(g) Long-range programming and financing of capital projects and facilities.

(2) Promoting understanding of and recommending administrative and regulatory measures to implement the plans of the region;

(3) Collecting, processing, and analyzing social and economic data, undertaking continuing studies of natural and human resources, coordinating such research with other government agencies, educational institutions, and private organizations;

(4) Contracting with and providing planning assistance to other units of local government, councils of governments, planning commissions, and joint planning councils; coordinating the planning with neighboring planning areas; cooperating with the state and federal governments in coordinating planning activities and programs in the region;

(5) Reviewing, evaluating, and making comments and recommendations on proposed and amended comprehensive land use, open space, transportation, and public facilities plans, projects, and implementing measures of local units of government; and making recommendations to achieve compatibility in the region;

(6) Reviewing, evaluating, and making comments and recommendations on the planning, programming, location, financing, and scheduling of public facility projects within the region and affecting the development of the area;

(7) Undertaking other studies, planning, programming, conducting experimental or demonstration projects found necessary in the development of plans for the region or county, and coordinating work and exercising all other powers necessary and proper for discharging its duties;

(8) Carrying out all of the functions and duties of a director of economic development under division (B) of section 307.07 of the Revised Code pursuant to any agreement with a county under division (A)(1) of that section.

(C) Wherever a regional planning commission has been established within the area of the jurisdiction of a county planning commission, the regional planning commission or the county planning commission may, by mutual agreement, transfer or delegate to the other, all, or part, of the functions, powers, and duties which either may perform.

(D) A regional planning commission may perform, by contract, the purchasing of supplies, services, materials, and equipment on behalf of any political subdivision participating in the commission or on behalf of any other political subdivision. For purposes of this division, the purchase of services includes, among other things, the purchase of insurance coverage for a political subdivision and its officials and employees against the legal liability of the insured in a civil action for injury, death, or loss to persons or property caused by or claimed to be caused by the negligence of the political subdivision or its officials or employees. Any political subdivision desiring to participate in a purchase contract with a regional planning commission shall file with the commission a certified copy of an ordinance or resolution of the political subdivision. The ordinance or resolution shall request that the political subdivision be authorized to participate in such a contract and shall agree that the political subdivision will be bound by such terms and conditions as the commission prescribes and that it will directly pay the vendor under each purchase contract. The commission may charge a political subdivision a reasonable fee to cover the administrative costs the commission incurs as a result of the political subdivision's participation in the purchase contract. Purchases made by a political subdivision participating with a regional planning commission under this division are exempt from any competitive bidding required by law for the purchase of supplies, services, materials, and equipment. No political subdivision shall make any purchase under this division when bids have been received for such purchase by the political subdivision, unless such purchase can be made upon the same terms, conditions, and specifications at a lower price under this division.

A regional planning commission, when entering into a purchase contract on behalf of a political subdivision as provided in this division, shall follow the competitive bidding procedures specified in sections 307.86 to 307.92 of the Revised Code.

Effective Date: 04-13-1990 .

307.86 [Effective 7/1/2017] Competitive bidding required - exceptions.

Anything to be purchased, leased, leased with an option or agreement to purchase, or constructed, including, but not limited to, any product, structure, construction, reconstruction, improvement, maintenance, repair, or service, except the services of an accountant, architect, attorney at law, physician, professional engineer, construction project manager, consultant, surveyor, or appraiser, by or on behalf of the county or contracting authority, as defined in section 307.92 of the Revised Code, at a cost in excess of fifty thousand dollars, except as otherwise provided in division (D) of section 713.23 and in sections 9.48, 125.04, 125.60 to 125.6012, 307.022, 307.041, 307.861, 339.05, 340.036, 4115.31 to 4115.35, 5119.44, 5513.01, 5543.19, 5713.01, and 6137.05 of the Revised Code, shall be obtained through competitive bidding. However, competitive bidding is not required when any of the following applies:

(A) The board of county commissioners, by a unanimous vote of its members, makes a determination that a real and present emergency exists, and that determination and the reasons for it are entered in the minutes of the proceedings of the board, when either of the following applies:

- (1) The estimated cost is less than one hundred thousand dollars.
- (2) There is actual physical disaster to structures, radio communications equipment, or computers.

For purposes of this division, "unanimous vote" means all three members of a board of county commissioners when all three members are present, or two members of the board if only two members, constituting a quorum, are present.

Whenever a contract of purchase, lease, or construction is exempted from competitive bidding under division (A)(1) of this section because the estimated cost is less than one hundred thousand dollars, but the estimated cost is fifty thousand dollars or more, the county or contracting authority shall solicit informal estimates from no fewer than three persons who could perform the contract, before awarding the contract. With regard to each such contract, the county or contracting authority shall maintain a record of such estimates, including the name of each person from whom an estimate is solicited. The county or contracting authority shall maintain the record for the longer of at least one year after the contract is awarded or the amount of time the federal government requires.

(B)

- (1) The purchase consists of supplies or a replacement or supplemental part or parts for a product or equipment owned or leased by the county, and the only source of supply for the supplies, part, or parts is limited to a single supplier.
- (2) The purchase consists of services related to information technology, such as programming services, that are proprietary or limited to a single source.

(C) The purchase is from the federal government, the state, another county or contracting authority of another county, or a board of education, educational service center, township, or municipal corporation.

(D) The purchase is made by a county department of job and family services under section 329.04 of the Revised Code and consists of family services duties or workforce development activities or is made by a county board of developmental disabilities under section 5126.05 of the Revised Code and consists of program services, such as direct and ancillary client services, child care, case management services, residential services, and family resource services.

(E) The purchase consists of criminal justice services, social services programs, family services, or workforce development activities by the board of county commissioners from nonprofit corporations or associations under programs funded by the federal government or by state grants.

(F) The purchase consists of any form of an insurance policy or contract authorized to be issued under Title XXXIX of the Revised Code or any form of health care plan authorized to be issued under Chapter 1751. of the Revised Code, or any combination of such policies, contracts, plans, or services that the contracting authority is authorized to purchase, and the contracting authority does all of the following:

- (1) Determines that compliance with the requirements of this section would increase, rather than decrease, the cost of the purchase;
- (2) Requests issuers of the policies, contracts, plans, or services to submit proposals to the contracting authority, in a form prescribed by the contracting authority, setting forth the coverage and cost of the policies, contracts, plans, or services as the contracting authority desires to purchase;
- (3) Negotiates with the issuers for the purpose of purchasing the policies, contracts, plans, or services at the best and lowest price reasonably possible.
- (G) The purchase consists of computer hardware, software, or consulting services that are necessary to implement a computerized case management automation project administered by the Ohio prosecuting attorneys association and funded by a grant from the federal government.
- (H) Child care services are purchased for provision to county employees.
- (I)
- (1) Property, including land, buildings, and other real property, is leased for offices, storage, parking, or other purposes, and all of the following apply:
- (a) The contracting authority is authorized by the Revised Code to lease the property.
- (b) The contracting authority develops requests for proposals for leasing the property, specifying the criteria that will be considered prior to leasing the property, including the desired size and geographic location of the property.
- (c) The contracting authority receives responses from prospective lessors with property meeting the criteria specified in the requests for proposals by giving notice in a manner substantially similar to the procedures established for giving notice under section [307.87](#) of the Revised Code.
- (d) The contracting authority negotiates with the prospective lessors to obtain a lease at the best and lowest price reasonably possible considering the fair market value of the property and any relocation and operational costs that may be incurred during the period the lease is in effect.
- (2) The contracting authority may use the services of a real estate appraiser to obtain advice, consultations, or other recommendations regarding the lease of property under this division.
- (J) The purchase is made pursuant to section [5139.34](#) or sections [5139.41](#) to [5139.46](#) of the Revised Code and is of programs or services that provide case management, treatment, or prevention services to any felony or misdemeanor delinquent, unruly youth, or status offender under the supervision of the juvenile court, including, but not limited to, community residential care, day treatment, services to children in their home, or electronic monitoring.
- (K) The purchase is made by a public children services agency pursuant to section [307.92](#) or [5153.16](#) of the Revised Code and consists of family services, programs, or ancillary services that provide case management, prevention, or treatment services for children at risk of being or alleged to be abused, neglected, or dependent children.
- (L) The purchase is to obtain the services of emergency medical service organizations under a contract made by the board of county commissioners pursuant to section [307.05](#) of the Revised Code with a joint emergency medical services district.
- (M) The county contracting authority determines that the use of competitive sealed proposals would be advantageous to the county and the contracting authority complies with section [307.862](#) of the Revised Code.

Any issuer of policies, contracts, plans, or services listed in division (F) of this section and any prospective lessor under division (I) of this section may have the issuer's or prospective lessor's name and address, or the name and address of an agent, placed on a special notification list to be kept by the contracting authority, by sending the contracting authority that name and address. The contracting authority shall send notice to all persons listed on the special notification list. Notices shall state the deadline and place for submitting proposals. The contracting authority shall mail the notices at least six weeks prior to the deadline set by the contracting authority for submitting

proposals. Every five years the contracting authority may review this list and remove any person from the list after mailing the person notification of that action.

Any contracting authority that negotiates a contract under division (F) of this section shall request proposals and negotiate with issuers in accordance with that division at least every three years from the date of the signing of such a contract, unless the parties agree upon terms for extensions or renewals of the contract. Such extension or renewal periods shall not exceed six years from the date the initial contract is signed.

Any real estate appraiser employed pursuant to division (I) of this section shall disclose any fees or compensation received from any source in connection with that employment.

Amended by 131st General Assembly File No. TBD, SB 319, §1, eff. 7/1/2017.

Amended by 130th General Assembly File No. 25, HB 59, §101.01, eff. 9/29/2013.

Amended by 129th General Assembly File No. 141, HB 509, §1, eff. 9/28/2012.

Amended by 129th General Assembly File No. 28, HB 153, §101.01, eff. 9/29/2011.

Amended by 128th General Assembly ch. 28, SB 79, §1, eff. 10/6/2009.

Effective Date: 09-26-2003; 09-16-2004; 05-18-2005; 06-30-2005; 2008 SB268 09-12-2008.

Note: *This section is set out twice. See also § 307.86, effective until 7/1/2017.*

307.92 Contracting authority defined.

As used in sections 307.86 to 307.91, inclusive, of the Revised Code, "contracting authority" means any board, department, commission, authority, trustee, official, administrator, agent, or individual which has authority to contract for or on behalf of the county or any agency, department, authority, commission, office, or board thereof.

Effective Date: 12-09-1967.

ATTACHMENT C

Figure 5-1

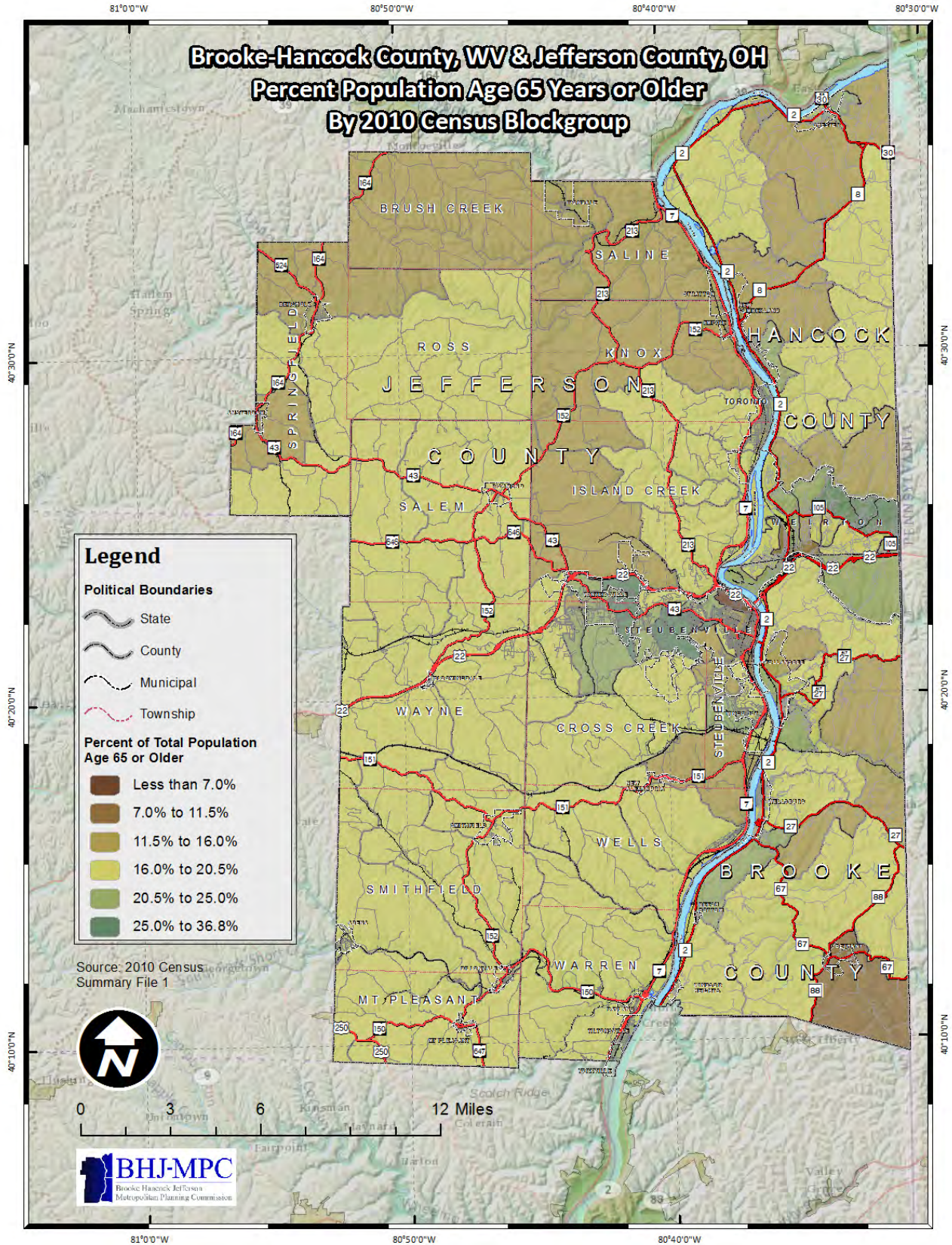


Figure 5-2

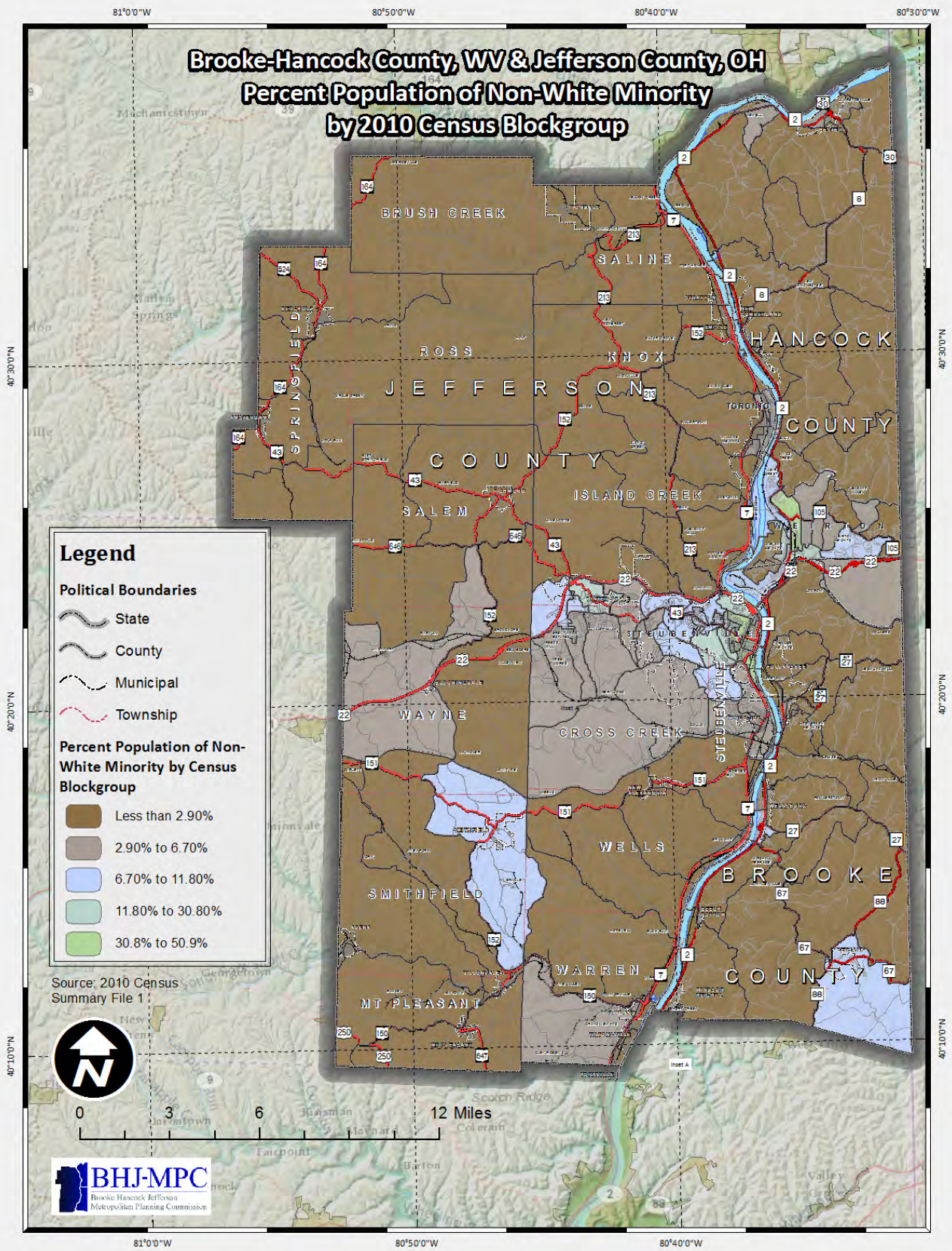


Figure 5-3

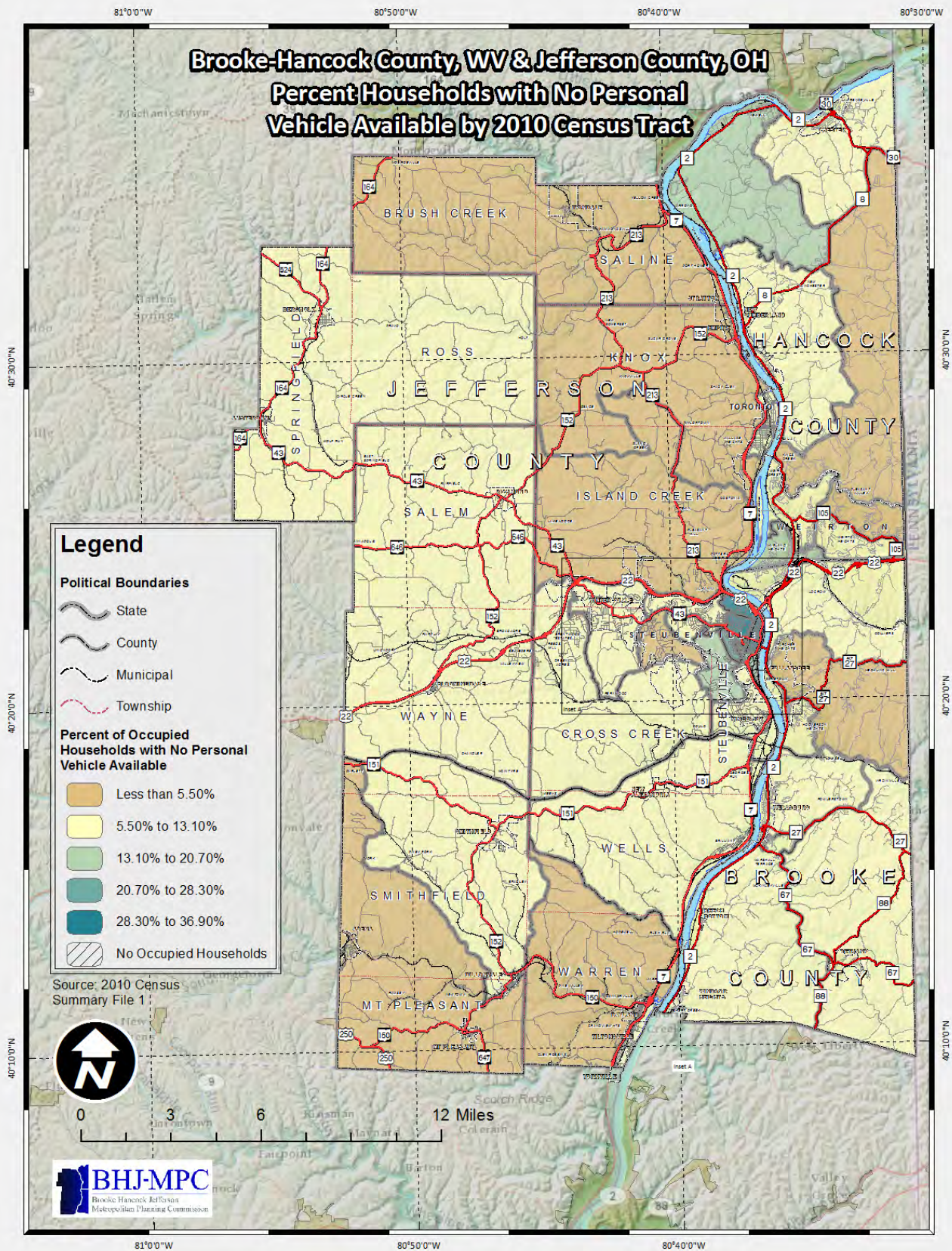
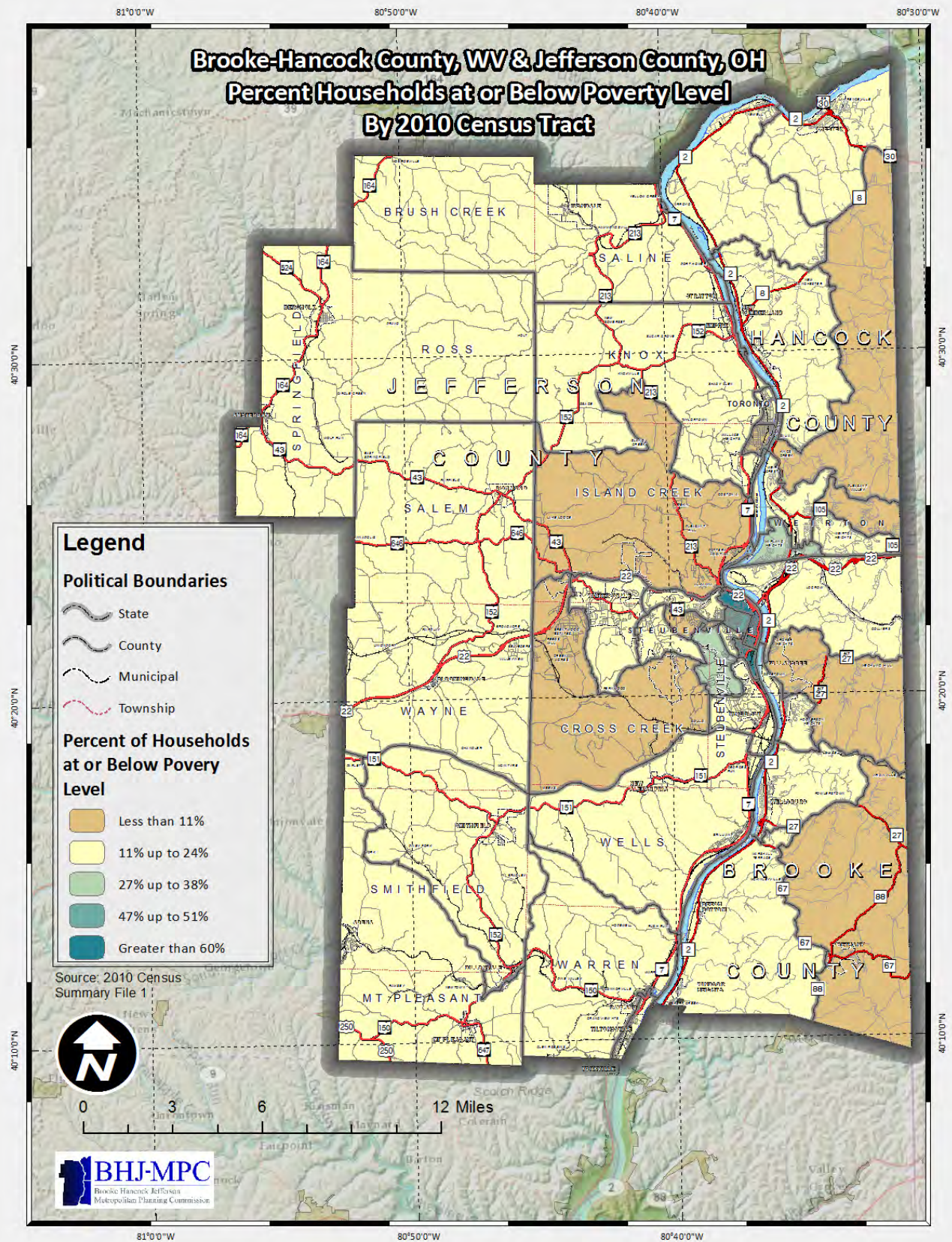


Figure 5-4



ATTACHMENT D

**BROOKE-HANCOCK-JEFFERSON
TRANSPORTATION STUDY**

TECHNICAL MEMORANDUM 2007-1

PUBLIC PARTICIPATION PLAN

Effective January 2007

Production of this Document paid for by funds from the U.S. Federal Highway Administration, Federal Transit Administration, Ohio Department of Transportation, West Virginia Department of Transportation and dues from BHJ member governments.

Prepared By:

Brooke-Hancock-Jefferson Metropolitan Planning Commission
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PUBLIC PARTICIPATION PLAN

INTRODUCTION

The Brooke-Hancock-Jefferson Metropolitan Planning Commission is an association of governmental units in Brooke and Hancock counties, West Virginia and Jefferson County, Ohio. The BHJ fosters intergovernmental cooperation by providing a public forum in which local elected officials and interested citizens may coordinate planning and decision making on issues that cross local jurisdictional boundaries. Since 1969, by joint agreement of the governors in Ohio and West Virginia, the BHJ has been the designated Metropolitan Planning Organization (BHJMPO) for the Greater Steubenville, OH – Weirton, WV Metropolitan Area.

The Public Participation Plan (PPP) is also a representative document for public involvement procedures for the metropolitan area's two designated Federal Transit Administration §5307 recipients, the Steel Valley Regional Transit Authority (SVRTA - Ohio recipient) and the City of Weirton (West Virginia recipient) and its contracted sub-recipient the Weirton Transit Corporation (WTC). In particular, the PPP entails activities and techniques each public transportation service advertises their respective Program of Projects through the BHJMPO four-year Transportation Improvement Program (TIP) and twenty-year Long Range Transportation Plan.¹

Over past years, the BHJMPO has directed past public participation efforts towards the development of the four-year Transportation Improvement Program (TIP) and the twenty-year Long Range Transportation Plan (LRTP) with varying levels of success. With reauthorize of federal transportation bill SAFETEA-LU, an MPO such as BHJ is encouraged to improve public outreach. The new legislation now includes addition language that directs an MPO to publish its transportation plans and activities in electronic format (e.g., on a website), employ visualization techniques to depict plans and studies, and confirm consultation with land use management, natural resource, historic, and other local and state agencies while developing transportation plans. These additions in the metropolitan planning process reaffirm and strengthen continuing consultation with local, state, and federal partners. Public participation techniques should give stakeholders and interested citizens, adequate opportunity to comment on transportation plan activities.

POLICY PROCEDURES

PUBLIC PARTICIPATION PLAN

The Public Participation Plan outlines strategies and techniques to engage local constituency. The plan not only provides a format to provide information, but also receive comment from the public regarding transportation planning and programming activities.

¹ Proposed revision requiring a 45-day Public Involvement Comment period

<u>Activity</u>	<u>Technique</u>
Draft or Revised Document	<ul style="list-style-type: none"> • Make available at the BHJ Offices and World Wide Web site at www.bhjmpc.org
Comment Opportunity	<ul style="list-style-type: none"> • Written comments accepted by way of e-mail, fax, or mail; Transportation Study Policy and Technical Advisory Committee meetings
Public Meeting	<ul style="list-style-type: none"> • Held concurrent with Transportation Study Policy meetings
Public Notification	<ul style="list-style-type: none"> • Publish a Public Notice in no less than the two (2) local newspapers at least one (1) week before the public comment period is scheduled to begin, and then republished approximately every two (2) weeks thereafter • Post Public Notice at www.bhjmpc.org • Alert constituency by e-mail announcement • Added techniques may include any of the following: announcement posters/letters, press release, newsletter article/announcement, or public service announcement
Public Comment Period	<ul style="list-style-type: none"> • No less than forty-five (45) days before adoption or revision
Summary of Comments Received	<ul style="list-style-type: none"> • Make available a summary of written comments prior to adoption by the Transportation Study Policy • Acknowledge receipt of written comments only by no less than five (5) working days • All written comments and responses summarized and incorporated into adopted document
Final, Adopted Document	<ul style="list-style-type: none"> • Accessible in electronic format at www.bhjmpc.org • Upon completion of final document, available by request at BHJMPO office
Evaluation Techniques	<ul style="list-style-type: none"> • Update e-mail notification list quarterly • Survey number and source of comments received • Review coverage or exposure from various media sources • Establish a committee comprised of various media representatives

TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a four-year listing of transportation projects (i.e., highway, bridge, pedestrian, and transit projects) scheduled for implementation in a metropolitan area funded by some combination of federal, state, and/or local resources. A fiscally balanced program, the TIP also identifies all funding mechanisms for completing each programmed project and/or strategy. The BHJMPO periodically revises the TIP during the year by adding and/or deleting specific projects from the program or amending a project's specific scope or funding source. Typically, either a state or local transportation stakeholder (ODOT, WVDOT, county or municipal government, or public authority) requests the BHJMPO to consider adopting a TIP amendment by resolution of the Transportation Study Policy Committee. After adoption, the BHJMPO forwards the request to the appropriate state agency (typically ODOT or WVDOT) for inclusion in the State TIP (STIP). The appropriate federal agency (i.e. FHWA, FTA, or FAA) then reviews the amendment for adequacy to public law, and then issues authorization to proceed with constructing or implementing the project.

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Document Amendments	<ul style="list-style-type: none"> • Publish a Public Notice in no less than the two (2) local newspapers (if possible with a circulation in the vicinity of the added project) at least twice, once at the beginning of the public comment period and then republished approximately one (1) week thereafter • Added techniques may include any of the following: announcement posters/letters, press release, newsletter article/announcement, or public service announcement • Those requesting amendments are encouraged to apply for requests no less than fifteen (15) days before the public comment period begins • Public comment period begins fifteen days prior to scheduled Transportation Study Policy meetings • Publish a schedule for revision notifications and submissions at the beginning of the calendar year concurrent with organization of the Transportation Study Policy Committee • A special meeting to consider revisions may be considered in emergency circumstances
Annual Listing of Projects	<ul style="list-style-type: none"> • Consult with ODOT, WVDOT, and Public Transit Agencies six (6) weeks before end of State Fiscal Year (June 30) and request list of obligated projects (July 1 – June 30) of Sate Fiscal Year

	<ul style="list-style-type: none"> • Accessible in electronic format at www.bhjmpc.org • Alert constituency by e-mail announcement and publish listing in agency newsletter
Evaluation Techniques	<ul style="list-style-type: none"> • Update e-mail notification list quarterly • Survey number and source of comments received • Review coverage or exposure from various media sources • Establish a committee comprised of various media representatives

LONG RANGE TRANSPORTATION PLAN

The LRTP is both a long-range (no less than 20 years) and short-range listing of multimodal strategies, actions, and/or projects that facilitates the efficient movement of people and goods. The SAFETEA-LU requires an MPO to review and update its LRTP every four (4) years to confirm its validity, consistency with current and forecasted transportation and land use conditions and trends, and conform to applicable air quality standards. This includes a financial plan that reasonably demonstrates how each project or program is constructed or implemented over the lifetime of the LRTP. Therefore, the LRTP should not contain any “wish list” projects. The MPO may amend its LRTP as a result updated investment strategies in projected federal, state, and local funding sources; completion of pertinent transportation studies; or changes in relevant federal, state or local laws.

The purpose of the LRTP is to guide regional long-range transportation goals and objectives for orderly social and economic growth, and identify adequate resources to accomplish the needs. In the past, the LRTP metropolitan planning process required a public involvement period for consultation and cooperation with not only local planners, engineers, and public officials, but also interested citizens and civic organizations. The public involvement period should allow opportunity for all citizens and groups to provide input and subsequent comments into the development of the LRTP. The SAFETEA-LU legislation expanded the consultation and cooperation requirement to include non-metropolitan local officials and Tribal governments, as well as other local and state land-use management, natural resource, and historic planning agencies. In this way, all affected agencies including the MPO can compare the LRTP with available conservation plans and maps including available inventories of historic and natural resources.

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Evaluation Techniques	<ul style="list-style-type: none"> • Update e-mail notification and planning agency consultation lists quarterly • Survey number and source of comments received • Review media coverage or exposure from various media sources • Establish a committee comprised of various media representatives

OTHER TRANSPORTATION ACTIVITIES, PUBLIC SERVICE, MEETINGS, NEWSLETTER

In addition to the development and preparation of the annual TIP and periodic update of the LRTP, BHJ may be involved in various activities and programs for which public involvement efforts may be appropriate. Such activities may include studies such as, safety reports and project recommendations, major corridor studies and their alternatives, public transportation development plans, annual public transit program of projects, and other non-specific transportation projects (as determined on a case-by-case basis). As deemed whichever is appropriate, BHJ will use the general public involvement process described for the preparation of the TIP or LRTP. However, in lieu of public notices, BHJ may substitute announcement posters/letters, press release, newsletter article/announcement, or public service announcement if the approach appears to be the most effective public notification approach.

BHJ will continue its transportation related public service activities that generally respond to requests for information and data. Historically, such requests have been associated with traffic count data, miscellaneous social and economic demographics (typically available from the US Census Bureau), mapping and aerial photography generated by the Geographic Information System (GIS), and project status information. The BHJ will strive to fulfill all reasonable requests for service or information in a timely manner, and include this provision of such service in the annual work program. In addition, the BHJ will evaluate its fee schedule for generating information and data product requests on a case-by-case basis. A fee schedule for producing maps and aerial photography is available for public inspection. Typically, BHJ does not charge Participating member governments (whose paid dues are up to date) a fee for minimal requests.

Transportation related meetings are open to the public and held at accessible locations. BHJ will provide meeting notices and agenda packages to local newspapers, radio stations, and television stations. In addition, when warranted, BHJ may send public notices and service announcements to social service and community-oriented organizations (i.e. Jefferson County Department of Job and Family Services, Community Action Agencies serving Jefferson, Brooke and Hancock counties, senior citizen group homes and local colleges and universities).

As noted on the first page of this document, BHJ periodically reviews its public involvement procedures. Revising basic procedures contained herein requires a public comment period before the Brooke-Hancock-Jefferson Transportation Study Policy Committee adopts such revisions. Examples include, but are not limited to, the conduct of any meeting, formal or informal, which enhances the opportunity for public comment, and the creation of any transportation related ad-hoc committees that may provide input for planning and programming activities. On the other hand, adding and deleting individuals and organizations from the contact list or e-mail notification list does not trigger a public comment period nor require Policy Committee adoption.

ATTACHMENT E

Language Identification Flashcard ✓

Arabic

أنا أتحدث اللغة العربية

Armenian

Ես խոսում եմ հայերեն

Bengali

আমি বাংলা কথা বলতে পারি।

Cambodian

ខ្ញុំនិយាយភាសាខ្មែរ

Chamorro

Motka i kahhon ya yangin untungnu' manitai pat
untungnu' kumentos Chamorro

Dinka

Rinṗ ekënë yic të yijam në thunjäy ye tök, ku kor raan
Bī yī geer thok.

Simplified Chinese

如果你能读中文或讲中文，请选择此框。

Traditional Chinese

如果你能讀中文或講中文，請選擇此框。

Croatian

Govorim hrvatski

Czech

Mluvím česky

Dutch

Ik spreek het Nederlands

English

I speak English

Language Identification Flashcard ✓

Farsi

من فارسی صحبت می کنم

French

Je parle français|

German

Ich spreche Deutsch|

Greek

Μιλώ τα ελληνικά

Haitian Creole

M pale kreyòl ayisyen

Hindi

मैं हिंदी बोलता हूँ ।

Hmong

Kuv has lug Moob

Hungarian

Beszélek magyarul|

Ilocano

Agsaonak ti Ilokano

Italian

Parlo italiano|

Japanese

私は日本語を話す

Korean

한국어 합니다

Language Identification Flashcard ✓

Laotian

ຂ້ອຍປາກພາສາລາວ

Polish

Mówię po polsku

Portuguese

Eu falo português do Brasil
(for Brazil)

Portuguese

Eu falo português de Portugal
(for Portugal)

Romanian

Vorbesc românește

Russian

Я говорю по-русски

Serbian

Ja говорим српски

Slovak

Hovorím po slovensky

Spanish

Yo hablo español

Somali

Waxaan ku hadlaa af-Soomaali

Tagalog

Marunong akong mag-Tagalog

Thai

พูดภาษาไทย

Language Identification Flashcard ✓

Tongan

Maaka 'i he puha ni kapau 'oku ke lau
pe lea fakatonga

Ukrainian

Я розмовляю українською мовою

Urdu

میں اردو بولتا ہوں

Vietnamese

Tôi nói tiếng Việt

Yiddish

איך רעד יידיש

American Sign Language



I, ME



SIGN, SIGN LANGUAGE

ATTACHMENT F

RESOLUTION 2018-10

THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE IN THE MATTER OF SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

WHEREAS, the Brooke-Hancock-Jefferson Transportation Study (BHJTS), as the designated Metropolitan Planning Organization (MPO) for the Weirton, WV-Steubenville, OH-PA urbanized area, has entered into a three-party agreement with the West Virginia Department of Transportation (WVDOT) and the Ohio Department of Transportation (ODOT), to carry out the urban transportation planning process consistent with 23 CFR Part 450.310(d); and

WHEREAS, the federal regulations pertaining to the purpose of the transportation planning process complies with Metropolitan Transportation Planning requirements of Fixing America's Surface Transportation Act (FAST Act; Pub. L. No. 114-94 December 4, 2015); and

WHEREAS, the federal rules and regulations require that the MPO shall annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that the transportation planning process is in conformance with regulations; in accordance with 23 CFR 450.220 is addresses the major issues facing the Brooke-Hancock-Jefferson Metropolitan Planning Area and is conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, the Metropolitan Planning Process for a Metropolitan Planning Area shall provide for consideration of projects and strategies that will:

- a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency,
- b. increase the safety of the transportation system for motorized and nonmotorized users,
- c. increase the security of the transportation system for motorized and nonmotorized users,
- d. increase the accessibility and mobility options available to people and for freight,
- e. protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns,
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,
- g. promote efficient system management and operation,
- h. emphasize the preservation of the existing transportation system,
- i. improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- j. enhance travel and tourism.

NOW THEREFORE BE IT RESOLVED: that the Brooke-Hancock-Jefferson Transportation Study Policy Committee certifies, in consideration of the requirements listed herein, and to the degree appropriate for the size of the BHJ planning area and the complexity of its transportation problems that the MPO carries out the Urban Transportation Planning Process in conformance with all the applicable federal requirements.

ADOPTED, this 16th day of May, 2018, at the regularly scheduled meeting of the Brooke-Hancock-Jefferson Transportation Study Policy Committee.



Sue Simonetti Chairman

ATTEST:



Michael Paprocki
Executive Director

Appendix D

Public Participation Plan Document

**BROOKE-HANCOCK-JEFFERSON
TRANSPORTATION STUDY**

PUBLIC PARTICIPATION PLAN

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Over past years, the BHJMPO has directed past public participation efforts towards the development of the four-year Transportation Improvement Program (TIP) and the twenty-year Long Range Transportation Plan (LRTP) with varying levels of success. With reauthorize of federal transportation bill SAFETEA-LU, an MPO such as BHJ is encouraged to improve public outreach. The new legislation now includes addition language that directs an MPO to publish its transportation plans and activities in electronic format (e.g., on a website), employ visualization techniques to depict plans and studies, and confirm consultation with land use management, natural resource, historic, and other local and state agencies while developing transportation plans. These additions in the metropolitan planning process reaffirm and strengthen continuing consultation with local, state, and federal partners. Public participation techniques should give stakeholders and interested citizens, adequate opportunity to comment on transportation plan activities.

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Summary of Comments Received	<ul style="list-style-type: none"> • Make available a summary of written comments prior to adoption by the Transportation Study Policy • Acknowledge receipt of written comments only by no less than five (5) working days • All written comments and responses summarized and incorporated into adopted document
Final, Adopted Document	<ul style="list-style-type: none"> • Accessible in electronic format at www.bhjmpc.org • Upon completion of final document, available by request at BHJMPO office • Reproduced copies of final document are available at a standard fee no greater than the schedule found at CFR 49 CFR 7.43
Document Amendments	<ul style="list-style-type: none"> • Publish a Public Notice in no less than the two (2) local newspapers (if possible with a circulation in the vicinity of the added project) at least twice, once at the beginning of the public comment period and then republished approximately one (1) week thereafter • Added techniques may include any of the following: announcement posters/letters, press release, newsletter article/announcement, or public service announcement • Those requesting amendments are encouraged to apply for requests no less than fifteen (15) days before the public comment period begins • Public comment period begins fifteen days prior to scheduled Transportation Study Policy meetings • Publish a schedule for revision notifications and submissions at the beginning of the calendar year concurrent with organization of the Transportation Study Policy Committee • A special meeting to consider revisions may be considered in emergency circumstances
Annual Listing of Projects	<ul style="list-style-type: none"> • Consult with ODOT, WVDOT, and Public Transit Agencies six (6) weeks before end of State Fiscal Year (June 30) and request list of obligated projects (July 1 – June 30) of Sate Fiscal Year

	<ul style="list-style-type: none"> • Accessible in electronic format at www.bhjmpc.org • Alert constituency by e-mail announcement and publish listing in agency newsletter
Evaluation Techniques	<ul style="list-style-type: none"> • Update e-mail notification list quarterly • Survey number and source of comments received • Review coverage or exposure from various media sources • Establish a committee comprised of various media representatives

LONG RANGE TRANSPORTATION PLAN

The LRTP is both a long-range (no less than 20 years) and short-range listing of multimodal strategies, actions, and/or projects that facilitates the efficient movement of people and goods. The SAFETEA-LU requires an MPO to review and update its LRTP every four (4) years to confirm its validity, consistency with current and forecasted transportation and land use conditions and trends, and conform to applicable air quality standards. This includes a financial plan that reasonably demonstrates how each project or program is constructed or implemented over the lifetime of the LRTP. Therefore, the LRTP should not contain any “wish list” projects. The MPO may amend its LRTP as a result updated investment strategies in projected federal, state, and local funding sources; completion of pertinent transportation studies; or changes in relevant federal, state or local laws.

The purpose of the LRTP is to guide regional long-range transportation goals and objectives for orderly social and economic growth, and identify adequate resources to accomplish the needs. In the past, the LRTP metropolitan planning process required a public involvement period for consultation and cooperation with not only local planners, engineers, and public officials, but also interested citizens and civic organizations. The public involvement period should allow opportunity for all citizens and groups to provide input and subsequent comments into the development of the LRTP. The SAFETEA-LU legislation expanded the consultation and cooperation requirement to include non-metropolitan local officials and Tribal governments, as well as other local and state land-use management, natural resource, and historic planning agencies. In this way, all affected agencies including the MPO can compare the LRTP with available conservation plans and maps including available inventories of historic and natural resources.

<u>Activity</u>	<u>Technique</u>
Draft Document	<ul style="list-style-type: none"> • Make available at the BHJ Offices and World Wide Web site at www.bhjmpc.org
Comment Opportunity	<ul style="list-style-type: none"> • Written comments are accepted by way of e-mail, fax, or mail; Verbal comments are accepted at the Transportation Study Policy and Technical Advisory Committee meetings
Public Meeting	<ul style="list-style-type: none"> • Public meeting for draft and final document as well as amendments are held concurrent with the Transportation Study Policy meeting at the end of the public comment period • Visualization techniques for public meetings may include maps, aerial photography, pictures, or simplified plans depicting a program of projects or a specific project of regional interest
Public Notification	<ul style="list-style-type: none"> • Publish a Public Notice in no less than the two (2) local newspapers at least twice, once at the beginning of the public comment period and then republished approximately one (1) week thereafter • Post Public Notice at www.bhjmpc.org • Alert constituency by e-mail announcement • Consult with local and state land-use management, natural resource, and historic planning agencies by direct mailing of draft and final documents or by e-mail notification of documents available in electronic format for download or e-mail attachment • Added techniques may include any of the following: announcement posters/letters, press release, newsletter article/announcement, or public service announcement
Public Comment Period	<ul style="list-style-type: none"> • No less than fifteen (15) days before adoption or revision
Summary of Comments Received	<ul style="list-style-type: none"> • Make available a summary of written comments prior to adoption by the Transportation Study Policy • Acknowledge receipt of written comments only by no less than five (5) working days • All written comments and responses summarized and incorporated into adopted document
Final, Adopted Document	<ul style="list-style-type: none"> • Accessible in electronic format at www.bhjmpc.org • Upon completion of final document, available upon request at BHJMPO office • Reproduced copies of final document are available at a standard fee no greater than the schedule found at CFR 49 CFR 7.43
Document Amendments	<ul style="list-style-type: none"> • Those requesting amendments are encouraged to submit amendments fifteen (15) days before the public comment period begins • Public comment period begins fifteen days prior to scheduled Transportation Study Policy meetings • Publish a schedule for revision notifications and submissions at the beginning of the calendar year concurrent with organization of the Transportation Study Policy Committee • A special meeting to consider revisions may be considered in emergency circumstances
Evaluation Techniques	<ul style="list-style-type: none"> • Update e-mail notification and planning agency consultation lists quarterly • Survey number and source of comments received • Review media coverage or exposure from various media sources • Establish a committee comprised of various media representatives

OTHER TRANSPORTATION ACTIVITIES, PUBLIC SERVICE, MEETINGS, NEWSLETTER

In addition to the development and preparation of the annual TIP and periodic update of the LRTP, BHJ may be involved in various activities and programs for which public involvement efforts may be appropriate. Such activities may include studies such as, safety reports and project recommendations, major corridor studies and their alternatives, public transportation development plans, annual public transit program of projects, and other non-specific transportation projects (as determined on a case-by-case basis). As deemed whichever is appropriate, BHJ will use the general public involvement process described for the preparation of the TIP or LRTP. However, in lieu of public notices, BHJ may substitute announcement posters/letters, press release, newsletter article/announcement, or public service announcement if the approach appears to be the most effective public notification approach.

BHJ will continue its transportation related public service activities that generally respond to requests for information and data. Historically, such requests have been associated with traffic count data, miscellaneous social and economic demographics (typically available from the US Census Bureau), mapping and aerial photography generated by the Geographic Information System (GIS), and project status information. The BHJ will strive to fulfill all reasonable requests for service or information in a timely manner, and include this provision of such service in the annual work program. In addition, the BHJ will evaluate its fee schedule for generating information and data product requests on a case-by-case basis. A fee schedule for producing maps and aerial photography is available for public inspection. Typically, BHJ does not charge Participating member governments (whose paid dues are up to date) a fee for minimal requests.

Transportation related meetings are open to the public and held at accessible locations. BHJ will provide meeting notices and agenda packages to local newspapers, radio stations, and television stations. In addition, when warranted, BHJ may send public notices and service announcements to social service and community-oriented organizations (i.e. Jefferson County Department of Job and Family Services, Community Action Agencies serving Jefferson, Brooke and Hancock counties, senior citizen group homes and local colleges and universities).

As noted on the first page of this document, BHJ periodically reviews its public involvement procedures. Revising basic procedures contained herein requires a public comment period before the Brooke-Hancock-Jefferson Transportation Study Policy Committee adopts such revisions. Examples include, but are not limited to, the conduct of any meeting, formal or informal, which enhances the opportunity for public comment, and the creation of any transportation related ad-hoc committees that may provide input for planning and programming activities. On the other hand, adding and deleting individuals and organizations from the contact list or e-mail notification list does not trigger a public comment period nor require Policy Committee adoption.

Appendix E

Public Involvement Documentation

From: Natasha.Turner@dot.ohio.gov
Sent: Wednesday, February 8, 2023 3:53 PM
To:

Cc:

Subject: District STIP Public Involvement Guidance for 2024-2027 STIP Development
Attachments: STIP PI Guidance for 24-27 STIP Development.pdf; 2024-2027 STIP-TIP Development Schedule.pdf; 2024-2027 STIP Open House Flyer Template.pub; 2024-2027 STIP PI Meeting Invite_Template Letter.doc; 2024-2027 STIP PI Sign-In-Sheet_Template.docx; 2024-2027 STIP PI Comment-Sheet.docx; STIP PI District Summary_Template.docx

Hi everyone,

Attached is the STIP Public Involvement Guidance for the 2024-2027 STIP Development. The draft 2024-2027 STIP will be available for public review and comment from March 10 to April 10.

As noted in the attached guidance, each District will need to hold 1 public involvement open house in-person meeting during the STIP public involvement period. We strongly encourage you to make it a joint meeting with your MPO and/or RTPO. **Please send me the date, time, and location of your district's STIP public involvement open house meeting by Monday, February 27.** I'll be posting the meeting dates on the STIP website once they are received.

Also attached are templates to provide uniform communication about the STIP PI period.:

- 2024-2027 STIP Open House Flyer Template
- 2024-2027 STIP PI Meeting Invite Template Letter
- 2024-2027 STIP PI Sign-In-Sheet Template

- 2024-2027 STIP PI Comment Sheet
- STIP PI District Summary Template

The attachments have also been placed on the [STIP Sharepoint](#) site.

The District PIOs have been copied for their assistance. The MPOs and RTPOs have been copied for their information. If you have questions or would like to discuss what is needed for the 2024-2027 STIP development public involvement period, please feel free to call me.

I'm sorry for the delay in getting this out to you. I greatly appreciate all that you are doing to help in the 2024-2027 STIP development.

Thank you!

Natasha Turner

ODOT Office of Transportation & Economic Development
1980 W. Broad St., Mail Stop 3260, Columbus, Ohio 43223
614.752.5757
transportation.ohio.gov

Subject: PUBLIC NOTICE: THE BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY STATE FISCAL YEARS 2024 THROUGH 2027 TRANSPORTATION IMPROVEMENT PROGRAM AVAILABLE FOR PUBLIC COMMENT AND REVIEW

The Brooke-Hancock-Jefferson Metropolitan Planning Organization (BHJMPO) hereby notifies all interested persons that the proposed FY 2024 through 2027 Transportation Improvement Program (TIP) for the Steubenville-Weirton, OH-WV Metropolitan Area, that is Brooke and Hancock counties, WV and Jefferson County, OH, is available for comment and review. The proposed TIP identifies federal, state, and local highway and public transit projects, and various transportation strategies funded with federal monies over the next four years throughout the three-county metropolitan area. The BHJ Transportation Study Policy Committee is scheduled to adopt the final TIP during a joint meeting of the Technical Advisory Committee (TAC) and the Transportation Study Policy Committee scheduled to convene at 12:00 noon on Wednesday April 19, 2023.

There will be a public open house from 10 am to 12 pm on Wednesday March 22, 2023, preceding the joint TAC/Policy Committee meeting for review and public comment on the BHJTS 24-27 TIP document as well as the 24-27 STIP. ODOT officials will be present along with BHJ staff and WVDOH officials to answer and questions or concerns. The open house will be held at the BHJMPC offices located at 124 N 4th St 2nd Floor, Steubenville, Ohio, 43952.

Thank You,

Cody Cresap
Transportation Engineer

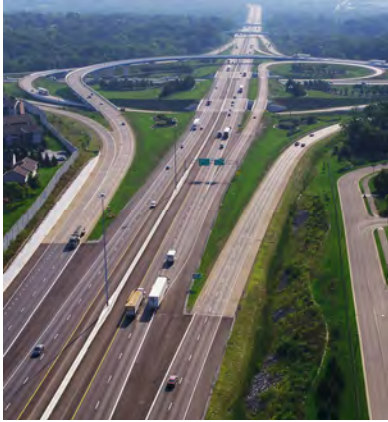


BHJ Metropolitan Planning Commission

124 N 4th Street, 2nd Floor
Steubenville, OH 43952-4498
Phone: 740-282-3685 x 210
Fax: 740-282-1821
Email: ccresap@bhjmpc.org
Web: www.bhjmpc.org

WANTED

YOUR INPUT ON TRANSPORTATION



The Statewide Transportation Improvement Program (STIP) is Ohio's four year transportation planning document.

The 2024-2027 Draft STIP is available for review and comment between **March 10 and April 10, 2023.**

Now is your chance to get information and share your thoughts on transportation projects under development and implementation in the state over the next four state fiscal years.

Draft S/TIP Open House

March 22, 2023, 10:00 a.m. – 12:00 p.m.

Location: BHJMPC Offices | 124 N 4th St 2nd Fl | Steubenville
Ohio 43952

Contact: Cody Cresap, Transportation Engineer

HOW TO FIND OUT MORE & PARTICIPATE...

- Scan the QR Code
- Go to the STIP Website
- Attending a Meeting
- Schedule a visit to an ODOT District Office or the ODOT Central Office
(M-F, 7 a.m.-3:30 p.m.) from March 10 to April 10, 2023





INTERIM AD DRAFT

This is the proof of your ad scheduled to run in **Herald Star** on the dates indicated below. If changes are needed, please contact us prior to deadline at **(740) 283-4711**.

Notice ID: fqPYQahB41Kc8sa2zDXz | **Proof Updated: Mar. 01, 2023 at 03:17pm EST**
Notice Name: BHJ TIP FY2024

See Proof on Next Page

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

FILER	FILING FOR
Erin Dennis edennis@bhjmpc.org (740) 282-3685	Herald Star

Columns Wide: 1	Ad Class: Legals
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03/08/2023: Other	121.78
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Subtotal	\$121.78
Tax	\$0.00
Processing Fee	\$12.18
Total	\$133.96

**THE BROOKE-
HANCOCK-JEFFERSON
TRANSPORTATION
STUDY STATE FISCAL
YEARS 2024 THROUGH
2027 TRANSPORTATION
IMPROVEMENT PRO-
GRAM AVAILABLE FOR
PUBLIC COMMENT &
REVIEW**

The Brooke-Hancock-Jefferson Metropolitan Planning Organization (BHJMPO) hereby notifies all interested persons that the proposed FY 2024 through 2027 Transportation Improvement Program (TIP) for the Steubenville-Weirton, OH-WV Metropolitan Area, that is Jefferson County, OH, and Brooke and Hancock counties, is available for comment and review. The proposed TIP identifies federal, state, and local highway and public transit projects, and various transportation strategies funded with federal monies over the next four years throughout the three-county metropolitan area. The BHJ Transportation Study Policy Committee will adopt the final TIP during a joint meeting of the Technical Advisory Committee (TAC) and the Transportation Study Policy Committee scheduled to convene at 12:00 noon on Wednesday April 19, 2023. Preceding the joint meeting, BHJ will host an open house from 10:00am to 12:00 Noon for interested public to review the final proposed TIP. Ohio Department of Transportation Officials will also be available at the open house for answering questions for the proposed list of projects. The open house and meeting are to be held at the BHJ Office located at 124 North Fourth Street, Second Floor, Steubenville, Ohio. The public participation process for the TIP will also meet the FTA public participation requirements for the City of Weirton's Program of Projects (POP). The public comment and review period will begin Friday March 10, 2023 and will end Wednesday April 19, 2023 at noon. Interested persons may view and download the TIP on the World Wide Web site at www.bhjmpc.org/transportation-improvement-program/ or visit the BHJMPO office located at 124 North Fourth Street, Second Floor Steubenville, OH 43952. Normal business hours are 9:00 a.m. to 4:00 p.m. weekdays Monday through Friday. Office appointments are encouraged. The BHJMPO will accept and respond to written and signed requests only received by no later than

12:00 Noon Wednesday April 19, 2023. Electronic mail requests and comments are acceptable. Direct all e-mail to ccresap@bjhmpc.org. Persons may request TIP documents as either a bound publication or a compact disc for a nominal fee by contacting the BHJMPO office before Friday April 10, 2023. Direct all inquiries to Mr. Cody Cresap, Transportation Engineer or, in his absence, Mrs. Erin Dennis, Office Manager.
HS Mar 8, 2023



INTERIM AD DRAFT

This is the proof of your ad scheduled to run in **Weirton Daily Times** on the dates indicated below. If changes are needed, please contact us prior to deadline at **(304) 748-0606**.

Notice ID: tyK8DjM6IyCJb7sBxigo | **Proof Updated: Mar. 01, 2023 at 03:35pm EST**
Notice Name: BHJ TIP FY2024

See Proof on Next Page

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

FILER	FILING FOR
Erin Dennis edennis@bhjmpc.org (740) 282-3685	Weirton Daily Times

Columns Wide: 1	Ad Class: Legals
------------------------	-------------------------

03/08/2023: Other	53.61
03/20/2023: Other	40.21
Affidavit Fee	3.00

Subtotal	\$96.82
Tax	\$0.00
Processing Fee	\$9.68
Total	\$106.50

**THE BROOKE-HANCOCK-
JEFFERSON TRANSPORTATION
STUDY STATE FISCAL YEARS
2024 THROUGH 2027
TRANSPORTATION
IMPROVEMENT PROGRAM
AVAILABLE FOR PUBLIC
COMMENT & REVIEW**

The Brooke-Hancock-Jefferson Metropolitan Planning Organization (BHJMPO) hereby notifies all interested persons that the proposed FY 2024 through 2027 Transportation Improvement Program (TIP) for the Steubenville-Weirton, OH-WV Metropolitan Area, that is Jefferson County, OH, and Brooke and Hancock counties, is available for comment and review. The proposed TIP identifies federal, state, and local highway and public transit projects, and various transportation strategies funded with federal monies over the next four years throughout the three-county metropolitan area. The BHJ Transportation Study Policy Committee will adopt the final TIP during a joint meeting of the Technical Advisory Committee (TAC) and the Transportation Study Policy Committee scheduled to convene at 12:00 noon on Wednesday April 19, 2023. Preceding the joint meeting, BHJ will host an open house from 10:00am to 12:00 Noon for interested public to review the final proposed TIP. Ohio Department of Transportation Officials will also be available at the open house for answering questions for the proposed list of projects. The open house and meeting are to be held at the BHJ Office located at 124 North Fourth Street, Second Floor, Steubenville, Ohio. The public participation process for the TIP will also meet the FTA public participation requirements for the City of Weirton's Program of Projects (POP).

The public comment and review period will begin Friday March 10, 2023 and will end Wednesday April 19, 2023 at noon. Interested persons may view and download the TIP on the World Wide Web site at

www.bhjmco.org/transportation-improvement-program/

or visit the BHJMPO office located at 124 North Fourth Street, Second Floor Steubenville, OH 43952. Normal business hours are 9:00 a.m. to 4:00 p.m. weekdays Monday through Friday. Office appointments are encouraged.

The BHJMPO will accept and respond to written and signed requests only received by no later than 12:00 Noon Wednesday April 19, 2023. Electronic mail requests and comments are acceptable. Direct all e-mail to

ccresap@bhjmco.org.

Persons may request TIP documents as either a bound publication or a compact disc for a nominal fee by contacting the BHJMPO office before Friday April 10, 2023. Direct all inquiries to Mr. Cody Cresap, Transportation Engineer or, in his absence, Mrs. Erin Dennis, Office Manager.
WDT Mar 8, 20, 2023



INTERIM AD DRAFT

This is the proof of your ad scheduled to run in **Review** on the dates indicated below. If changes are needed, please contact us prior to deadline at **(330) 424-9541**.

Notice ID: z8rZR7hIR2m0CiswLWfg | **Proof Updated: Mar. 01, 2023 at 03:23pm EST**
Notice Name: BJJ TIP FY2024

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

FILER	FILING FOR
Erin Dennis	Review
edennis@bhjmpc.org	
(740) 282-3685	

Columns Wide: 1	Ad Class: Legals
------------------------	-------------------------

03/08/2023: Other	205.74
03/18/2023: Other	205.74

Subtotal	\$411.48
Tax	\$0.00
Processing Fee	\$41.15
Total	\$452.63

See Proof on Next Page

**THE BROOKE-
HANCOCK-
JEFFERSON
TRANSPORTATION
STUDY STATE
FISCAL YEARS 2024
THROUGH 2027
TRANSPORTATION
IMPROVEMENT
PROGRAM
AVAILABLE FOR
PUBLIC COMMENT
& REVIEW**

The Brooke-Hancock-Jefferson Metropolitan Planning Organization (BHJMPO) hereby notifies all interested persons that the proposed FY 2024 through 2027 Transportation Improvement Program (TIP) for the Steubenville-Weirton, OH-WV Metropolitan Area, that is Jefferson County, OH, and Brooke and Hancock counties, is available for comment and review. The proposed TIP identifies federal, state, and local highway and public transit projects, and various transportation strategies funded with federal monies over the next four years throughout the three-county metropolitan area. The BHJ Transportation Study Policy Committee will adopt the final TIP during a joint meeting of the Technical Advisory Committee (TAC) and the Transportation Study Policy Committee scheduled to convene at 12:00 noon on Wednesday April 19, 2023. Preceding the joint meeting, BHJ will host an open house from 10:00am to 12:00 Noon for interested public to review the final proposed TIP. Ohio Department of Transportation Officials will also be available at the open house for answering questions for the proposed list of projects. The open house and meeting are to be held at the BHJ Office located at 124 North Fourth Street, Second Floor, Steubenville, Ohio. The public participation process for the TIP will also meet the FTA public participation requirements for the City of Weirton's Program of Projects (POP).

The public comment and review period will begin Friday March 10, 2023 and will end Wednesday April 19, 2023 at noon. Interested persons may view and download the TIP on the World Wide Web site at www.bhjmpc.org/transportation-improvement-program/ or

visit the BHJMPO office located at 124 North Fourth Street, Second Floor Steubenville, OH 43952. Normal business hours are 9:00 a.m. to 4:00 p.m. weekdays Monday through Friday. Office appointments are encouraged.

The BHJMPO will accept and respond to written and signed requests only received by no later than 12:00 Noon Wednesday April 19, 2023. Electronic mail requests and comments are acceptable. Direct all e-mail to: coresap@bhjmpc.org. Persons may request TIP documents as either a bound publication or a compact disc for a nominal fee by contacting the BHJMPO office before Friday April 10, 2023. Direct all inquiries to Mr. Cody Cresap, Transportation Engineer or, in his absence, Mrs. Erin Dennis, Office Manager. Published in the Review, March 8, 18, 2023

Transportation Improvement Program

The BHJ Transportation Improvement Program, or TIP, is the four year transportation planning document for the Brooke Hancock Jefferson Metropolitan Planning Area. It represents a fiscally balanced, multimodal transportation program of federally funded and regionally significant state funded projects scheduled for some phase of implementation in the next four years between Fiscal Years 2021 through 2024 for the three county area. The TIP is also a reference document required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for approving federal funds for transportation projects in Brooke and Hancock counties, WV and Jefferson County, OH.



The Brooke Hancock Jefferson Metropolitan Planning Organization creates the TIP in cooperation and coordination with the Ohio and West Virginia Departments of Transportation and local public operators, the Steel Valley Regional Transit Authority in Steubenville, OH and the Weirton Transit Corporation in Weirton, WV.

Updated in its entirety every two years, BHJ may amend the TIP by adding or deleting a project or a project phase, significantly change a project's description or scope, or revising a project's phase cost estimate over the thresholds noted in the tables below. All amendments are major revisions to the TIP that require adoption by the BHJ Transportation Policy Committee and federal approval, as well as public review and comment, re demonstration of fiscal constraint, or a conformity demonstration.

Highway/FHWA Projects

STIP Estimate	Amendment Needed if
\$1 - \$2,999,999	Over 50% of the project/phase cost
\$3,000,000 - \$9,999,999	Over 30% of the project/phase cost
\$10,000,000 and Above	Over 20% of the project/phase cost

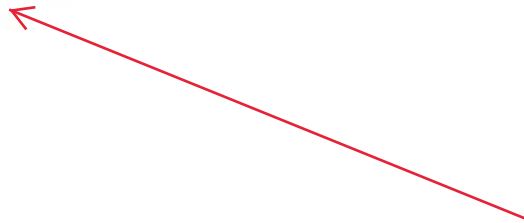
Transit/FTA Projects

STIP Estimate	Amendment Needed if
\$1 - \$2,999,999	Over 50% of the project/phase cost
\$3,000,000 - \$4,999,999	Over 30% of the project/phase cost
\$5,000,000 and Above	Over 20% of the project/phase cost

BHJ may also make Administrative Modifications to the TIP that do not require public review and comment, re demonstration of fiscal constraint, or a conformity demonstration. Examples of Administrative Modifications are minor changes that may revise a project description without causing a significant change to the project's scope, revise a project's fiscal year, change the funding source (between federal, state, and local funds) by phase on a listed project, or split or combine individually listed projects in the current TIP without a significant change to the project's scope.

The FY 2021-2024 Transportation Improvement Program (TIP) document was adopted by the BHJ Transportation Study Policy Committee on April 22, 2020.

[Click here to view the adopted FY 2021-2024 Transportation Improvement Program \(TIP\)](#)



**Draft FY 2024-2027 Transportation Improvement Program
OPEN HOUSE for PUBLIC INVOLVEMENT**

SIGN IN SHEET

Review & Comment Period: 3/10/2023 to 4/19/2023 at Noon

Name:	Representing:
COY CAESAR	BHS-MPC
CYNTHIA MORRIS	OUR PLACE
Judy Chung DAVID HOFFMAN	Our place 1st West Memphis Presby. Church
Scott Warner	ODOT DI
Matt Townsend	BHS-MPC
David Cline	— Weirtown - Rail Trail Park
ROBERT L LUMBERT	WILTSVILLE OHIO
Leonard Smith	Richmond
Michael Dolac	City of Seward
ROYAL MAVO	HILKWARD COUNCIL ST. CLAIR
Kimberly Hildebrand	Statenville - Council - Long

Appendix F

Jefferson County Ohio Full Projects Lists

**BHJTS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL, STATE, & LOCAL PROJECTS
2024 THROUGH 2027 FOUR-YEAR SHORT RANGE PROGRAM
HIGHWAY STIP PROJECTS IN BHJTS REGION, OHIO**

PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Sub Phase	Line Amount	Fund Type	SAC	*Total Project Cost
86872	JEF SR 213 15.180	Replace bridge carrying SR-213 over North Fork Yellow Creek. In stream work is required.	Bridge Preservation	DISTRICT 11-Planning	Exempt	2025	ENV	Env PE	\$ 320,000.00	Federal	LABR	\$ 5,408,500.00
						2025	ENV	Env PE	\$ 80,000.00	State	LABR	
						2026	DD	Dtl Dsgn	\$ 67,200.00	Federal	4PF7	
						2026	DD	Dtl Dsgn	\$ 16,800.00	State	4PF7	
99012	JEF-22-16.320 WVD0H	Veterans Memorial Bridge Project - WVD0H - Concrete Patching & Bridge Painting	Bridge / Culvert Maintenance	WEST VIRGINIA DOT	Exempt	2025	CO	CO Contr	\$ 6,313,200.00	Local Match	LINTP	\$ 8,384,700.00
						2025	CO	CO Contr	\$ 1,864,350.00	Federal	4BU7	
						2025	CO	CO Contr	\$ 207,150.00	State	4BT7	
100599	HAS/JEF-250-30.20/0.00	General System Minor Rehabilitation; Resurfacing US-250 in Jefferson and Harrison counties from the Harrisville to the Belmont Co. Line	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2025	CO	CO Engr	\$ 9,468.09	State	LABR	\$ 1,230,852.11
						2025	CO	CO Engr	\$ 37,872.38	Federal	LABR	
						2025	CO	CO Contr	\$ 946,809.31	Federal	4PF7	
						2025	CO	CO Contr	\$ 236,702.33	State	4PS7	
100675	JEF SR 150 3.430	General System Minor Rehab.; Resurfacing SR 150 including pavement repairs and pavement markings	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2025	CO	CO Engr	\$ 21,582.74	Federal	LABR	\$ 5,466,598.17
						2025	CO	CO Engr	\$ 5,395.69	State	LABR	
						2025	CO	CO Engr	\$ 36,540.27	State	LABR	
						2025	CO	CO Engr	\$ 146,161.07	Federal	LABR	
						2025	CO	CO Contr	\$ 3,654,026.85	Federal	4PF7	
						2025	CO	CO Contr	\$ 539,568.67	Federal	4PF7	
						2025	CO	CO Contr	\$ 913,506.71	State	4PS7	
						2025	CO	CO Contr	\$ 134,892.17	State	4PS7	
105290	CAR SR 164 17.81	Preventative Maintenance; Chip Seal	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2026	CO	CO Engr	\$ 34,115.20	Federal	LABR	\$ 651,845.00
						2026	CO	CO Engr	\$ 8,528.80	State	LABR	
						2026	CO	CO Contr	\$ 487,360.80	Federal	4PF7	
						2026	CO	CO Contr	\$ 121,840.20	State	4PS7	
102503	JEF SR 7 10.830	Priority System Minor Rehabilitation; Asphalt resurfacing of SR 7 from the	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2026	CO	CO Engr	\$ 46,878.80	State	LABR	\$ 6,094,234.00
20						2026	CO	CO Engr	\$ 187,515.20	Federal	LABR	

AS OF 7/10/2024

PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Sub Phase	Line Amount	Fund Type	SAC	* Total Project Cost
		Brilliant to University Boulevard in Steubenville, including pavement repairs and pavement markings				2026	CO	CO Contr	\$ 4,687,872.00	Federal	4PF7	
						2026	CO	CO Contr	\$ 1,171,968.00	State	4PS7	
107525	JEF SR 152 6.450	Preventative Maintenance; Chip seal	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2024	CO	CO Engr	\$ 14,009.69	Federal	LABR	\$ 761,041.67
						2024	CO	CO Engr	\$ 3,502.42	State	LABR	
						2024	CO	CO Engr	\$ 6,455.13	State	LABR	
						2024	CO	CO Engr	\$ 25,820.53	Federal	LABR	
						2024	CO	CO Contr	\$ 368,864.69	Federal	4PF7	
						2024	CO	CO Contr	\$ 200,138.43	Federal	4PF7	
						2024	CO	CO Contr	\$ 92,216.17	State	4PS7	
						2024	CO	CO Contr	\$ 50,034.61	State	4PS7	
107542	JEF SR 151 12.020	Preventative Maintenance; Chip seal	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2027	CO	CO Engr	\$ 9,408.00	Federal	LABR	\$ 523,701.00
						2027	CO	CO Engr	\$ 2,352.00	State	LABR	
						2027	CO	CO Engr	\$ 2,634.40	Federal	LABR	
						2027	CO	CO Engr	\$ 3,841.60	State	LABR	
						2027	CO	CO Engr	\$ 15,366.40	Federal	LABR	
						2027	CO	CO Engr	\$ 658.60	State	LABR	
						2027	CO	CO Contr	\$ 219,520.00	Federal	4PF7	
						2027	CO	CO Contr	\$ 134,400.00	Federal	4PF7	
						2027	CO	CO Contr	\$ 37,632.00	Federal	4PF7	
						2027	CO	CO Contr	\$ 54,880.00	State	4PS7	
						2027	CO	CO Contr	\$ 33,600.00	State	4PS7	
						2027	CO	CO Contr	\$ 9,408.00	State	4PS7	
108510	JEF SR 7 (33.46) (33.80)	Repair structures JEF-7-3346 (SFN 4101626) and JEF-7-3380 (SFN 4101650) by removing the existing wearing surfaces and placing new rigid overlays. The project will also replace approach slabs, expansion joints and backwalls.	Bridge Preservation	DISTRICT 11-Planning	Exempt	2024	DD	Dtl Dsgn	\$ 51,686.40	Federal	4PF7	\$ 8,796,704.07
						2024	DD	Dtl Dsgn	\$ 12,921.60	State	4PS7	
						2027	CO	CO Engr	\$ 375,200.00	Federal	LABR	
						2027	CO	CO Engr	\$ 10,000.00	State	LABR	
						2027	CO	CO Engr	\$ 40,000.00	Federal	LABR	
						2027	CO	CO Engr	\$ 93,800.00	State	LABR	
						2027	CO	CO Contr	\$ 400,000.00	Federal	4SF7	
						2027	CO	CO Contr	\$ 5,360,000.00	Federal	4PF7	
221						2027	CO	CO Contr	\$ 100,000.00	State	4SS7	

PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Sub Phase	Line Amount	Fund Type	SAC	* Total Project Cost
						2027	CO	CO Contr	\$ 1,340,000.00	State	4PS7	
109308	JEF Lovers Lane Widening	Widen Lovers Lane to provide 12' lanes, provide new curb, sidewalk and curb ramps.	Roadway Minor Rehab	Steubenville, City of	Exempt	2024	CO	CO Engr	\$ 1,000.00	Local Match	LNTF	\$ 3,462,175.83
						2024	CO	CO Engr	\$ 36,252.38	Local Match	LNTF	
						2024	CO	CO Engr	\$ 995.73	Local Match	LNTF	
						2024	CO	CO Contr	\$ 14,224.65	Local Match	LNTF	
						2024	CO	CO Contr	\$ 517,891.21	Local Match	LNTF	
						2024	CO	CO Contr	\$ 56,898.60	Federal	4CD7	
						2024	CO	CO Engr	\$ 3,982.90	Federal	4CD7	
						2024	CO	CO Engr	\$ 145,009.54	Federal	4TA7	
						2024	CO	CO Contr	\$ 2,071,564.82	Federal	4TA7	
						2024	CO	CO Engr	\$ 4,000.00	Federal	4TA7	
												BHJ ALLOCATED FUNDING BEING USED
109309	JEF SR 7 13.690	Rehabilitate Structure JEF-7-1369 (SFN 4100751) by replacing the superstructure and repairing the piers and abutments. The abutments will be converted to semi-integral type and the bearings will be replaced.	Bridge Preservation	DISTRICT 11-Planning	Exempt	2024	CO	CO Engr	\$ 162,841.45	Federal	LABR	\$ 4,196,392.76
						2024	CO	CO Engr	\$ 40,710.36	State	LABR	
						2024	CO	CO Contr	\$ 2,326,306.36	Federal	4PF7	
						2024	CO	CO Contr	\$ 581,576.59	State	4PS7	
109503	JEF-SR 7 Brilliant Park-N-Ride	This project is the establishment of a Park and Ride parking lot off of the Wellsburg Bridge on SR 7 in Brilliant.	Building / Facility Improvement	DISTRICT 11-Planning	Exempt	2024	CO	CO Engr	\$ 17,466.34	Federal	LABR	\$ 251,260.75
						2024	CO	CO Contr	\$ 174,663.41	Federal	4TB7	BHJ ALLOCATED FUNDING BEING USED
110454	JEF US 22 3.860	Priority System Minor Rehabilitation; Concrete pavement repair of existing concrete pavement and asphalt resurfacing of composite pavement, including pavement repairs and pavement markings	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2024	CO	CO Engr	\$ 22,354.95	State	LABR	\$ 2,906,143.91
						2024	CO	CO Engr	\$ 89,419.82	Federal	LABR	
						2024	CO	CO Contr	\$ 2,235,495.31	Federal	4PF7	
						2024	CO	CO Contr	\$ 558,873.83	State	4PS7	
110873	JEF SR 7 25.670	Mine subsidence repair to utilize progressive design build (PDB) contract. This site was	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt	2024	ENV	Env PE	\$ 224,000.00	Federal	4SF7	\$ 4,310,490.00
22						2024	ENV	Env PE	\$ 56,000.00	State	4SS7	

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PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Sub Phase	Line Amount	Fund Type	SAC	* Total Project Cost
		previously repaired in-house in 2016. A Type A emergency contract was used for exploration and Type A pavement repair in 2019 (PID 109848).				2025	DD	Dtl Dsgn	\$ 96,000.00	Federal	4SF7	
						2025	DD	Dtl Dsgn	\$ 24,000.00	State	4SS7	
						2025	CO	CO Engr	\$ 50,400.00	State	LABR	
						2025	CO	CO Engr	\$ 201,600.00	Federal	LABR	
						2025	CO	CO Contr	\$ 2,880,000.00	Federal	4SF7	
						2025	CO	CO Contr	\$ 720,000.00	State	4SS7	
110889	JEF SR 7 30.920	Replace structure JEF-7-3095 (SFN 4101561) with new structure.	Bridge Preservation	DISTRICT 11-Planning	Exempt	2024	RW	RW Serv	\$ 16,000.00	Federal	4PF7	\$ 3,428,049.00
						2024	DD	Dtl Dsgn	\$ 68,045.60	Federal	4PF7	
						2024	RW	Acquis	\$ 10,000.00	Federal	4PF7	
						2024	RW	Acquis	\$ 10,000.00	State	4PS7	
						2024	DD	Dtl Dsgn	\$ 17,011.40	State	4PS7	
						2024	RW	RW Serv	\$ 4,000.00	State	4PS7	
						2025	DD	Dtl Dsgn	\$ 1,000.00	State	LABR	
						2026	CO	CO Engr	\$ 156,800.00	Federal	LABR	
						2026	CO	CO Engr	\$ 39,200.00	State	LABR	
						2026	CO	CO Contr	\$ 2,240,000.00	Federal	4PF7	
						2026	CO	CO Contr	\$ 560,000.00	State	4PS7	
111505	JEF SR 7 22.930	Slide repair between S.R. 7 and railroad by drilled shaft retaining wall.	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt	2024	CO	CO Engr	\$ 42,276.00	Federal	LABR	\$ 788,299.68
						2024	CO	CO Engr	\$ 10,569.00	State	LABR	
						2024	CO	CO Contr	\$ 422,763.74	Federal	4SF7	
						2024	CO	CO Contr	\$ 105,690.94	State	4SS7	
111600	JEF SR 7 31.030	Repair structure JEF-7-3103 (SFN 4101596) by patching substructure concrete, replacing the rocker bearings, and cleaning the steel pier cap.	Bridge Preservation	DISTRICT 11-Planning	Exempt	2025	CO	RR Remb	\$ 59,035.20	Federal	4PF7	\$ 3,556,153.06
						2025	CO	RR Remb	\$ 14,758.80	State	4PS7	
						2025	CO	CO Engr	\$ 37,316.16	State	LABR	
						2025	CO	CO Engr	\$ 149,264.64	Federal	LABR	
						2025	CO	CO Contr	\$ 2,132,351.95	Federal	4PF7	
						2025	CO	CO Contr	\$ 533,087.99	State	4PS7	
111667	JEF US 22 13.83/14.71	Culvert rehabilitation at two location on JEF-22.	Culvert Preservation	DISTRICT 11-Planning	Exempt	2024	CO	CO Engr	\$ 71,789.60	Federal	LABR	\$ 1,000,396.49
						2024	CO	CO Engr	\$ 17,947.40	State	LABR	
						2024	CO	CO Contr	\$ 717,898.79	Federal	4PF7	
						2024	CO	CO Contr	\$ 179,474.40	State	4PS7	

PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Sub Phase	Line Amount	Fund Type	SAC	* Total Project Cost
						2025	CO	CO Contr	\$ 2,079,564.67	Federal	4PF7	
						2025	CO	RR Remb	\$ 115,424.00	Federal	4PF7	
						2025	CO	CO Contr	\$ 519,891.17	State	4PS7	
						2025	CO	RR Remb	\$ 28,856.00	State	4PS7	
114333	D11 Bridge Inspection CY 23	Perform element level inspections and Assetwise inventory checks for select District 11 bridges.	Asset Inventory / Inspection	DISTRICT 11-Planning	Exempt	2024	OTH	Asset Insp	\$ 106,326.00	State	4PS7	\$ 767,488.00
						2024	OTH	Asset Insp	\$ 82,858.00	State	4PS7	
						2024	OTH	Asset Insp	\$ 6,884.00	State	4PS7	
114334	D11 Bridge Inspection CY 24	Perform element level inspections and Assetwise inventory checks for select District 11 bridges.	Asset Inventory / Inspection	DISTRICT 11-Planning	Exempt	2024	OTH	Asset Insp	\$ 574,893.00	State	4PS7	\$ 750,000.00
						2025	OTH	Asset Insp	\$ 175,107.00	State	4PS7	
114335	D11 Bridge Inspection CY 25	Perform element level inspections and Assetwise inventory checks for select District 11 bridges.	Asset Inventory / Inspection	DISTRICT 11-Planning	Exempt	2025	OTH	Asset Insp	\$ 400,000.00	State	4PS7	\$ 1,000,000.00
						2026	OTH	Asset Insp	\$ 600,000.00	State	4PS7	
114336	D11 Bridge Inspection CY 26	Perform element level inspections and Assetwise inventory checks for select District 11 bridges.	Asset Inventory / Inspection	DISTRICT 11-Planning	Exempt	2026	OTH	Asset Insp	\$ 650,000.00	State	4PS7	\$ 1,000,000.00
						2027	OTH	Asset Insp	\$ 350,000.00	State	4PS7	
114394	JEF-22-2.06/2.16, JEF-43-18.89	Replacement/replacement of several culverts in Jefferson County.	Culvert Preservation	DISTRICT 11-Planning	Exempt	2027	CO	CO Engr	\$ 17,210.20	State	LABR	\$ 946,556.94
						2027	CO	CO Engr	\$ 5,090.80	State	LABR	
						2027	CO	CO Engr	\$ 20,363.20	Federal	LABR	
						2027	CO	CO Engr	\$ 68,840.80	Federal	LABR	
						2027	CO	CO Contr	\$ 203,632.00	Federal	4PF7	
						2027	CO	CO Contr	\$ 688,404.75	Federal	4PF7	
						2027	CO	CO Contr	\$ 172,101.19	State	4PS7	
						2027	CO	CO Contr	\$ 50,908.00	State	4PS7	
114403	D11-DS-FY2027	Sealing bridge deck throughout District 11	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	2027	CO	CO Engr	\$ 50,000.00	State	LABR	\$ 300,000.00
						2027	CO	CO Contr	\$ 250,000.00	State	4CP7	
114427	BE/JEF-7-6.11/0.00	Upgrade the existing guide, regulatory, and warning signs along mainline and the lead-in signing at the interchanges for SR 7 in Belmont and Jefferson	Traffic Control Maintenance	DISTRICT 11-Planning	Exempt	2027	CO	CO Engr	\$ 22,522.27	State	LABR	\$ 1,721,344.67
25						2027	CO	CO Engr	\$ 90,089.06	Federal	LABR	
						2027	CO	CO Contr	\$ 1,286,986.67	Federal	4PF7	

PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Sub Phase	Line Amount	Fund Type	SAC	* Total Project Cost
		counties.				2027	CO	CO Contr	\$ 321,746.67	State	4PS7	
114478	D11 CS FY2027	District 11 crack sealing	Pavement Maintenance	DISTRICT 11-Planning	Exempt	2027	CO	CO Engr	\$ 17,500.00	State	LABR	\$ 267,500.00
						2027	CO	CO Contr	\$ 250,000.00	State	4PS7	
114479	D11 SP FY2027	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	Pavement Maintenance	DISTRICT 11-Planning	Exempt	2027	CO	CO Engr	\$ 60,000.00	State	LABR	\$ 1,560,000.00
						2027	CO	CO Contr	\$ 1,500,000.00	State	4CP7	
115101	JEF SR 7 32.94	Rockfall maintenance by catchment cleanup and rockfall barrier replacement.	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt	2025	ENV	Env PE	\$ 8,000.00	Federal	4PF7	\$ 1,861,100.00
						2025	ENV	Env PE	\$ 2,000.00	State	4PS7	
						2027	CO	CO Engr	\$ 96,880.00	Federal	LABR	
						2027	CO	CO Engr	\$ 24,220.00	State	LABR	
						2027	CO	CO Contr	\$ 1,384,000.00	Federal	4SF7	
						2027	CO	CO Contr	\$ 346,000.00	State	4SS7	
115103	JEF SR 213 18.16	Rock slope repair by scaling, slope drape installation, catchment cleanup, rockfall barrier replacement.Originally included in 2021 GSM Stimulus program (CRRSAA, C257), but was removed from the programmed. A more robust repair is recommended which will in clude RW and environmental, not meeting the stimulus timeline requirements.	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt	2024	ENV	Env PE	\$ 4,336.80	Federal	4PF7	\$ 535,016.00
						2024	ENV	Env PE	\$ 1,084.20	State	4PS7	
						2025	CO	CO Engr	\$ 9,629.00	State	LABR	
						2025	CO	CO Engr	\$ 38,516.00	Federal	LABR	
						2025	CO	CO Contr	\$ 385,160.00	Federal	4SF7	
						2025	CO	CO Contr	\$ 96,290.00	State	4SS7	
115116	JEF TR 289 0.06	Rehabilitation/Replacement of historic bridge (SFN 4131126) in Jefferson County.	Bridge Preservation	JEFFERSON COUNTY ENGINEER	Exempt	2024	CO	CO Contr	\$ 1,233,996.00	Federal	4B87	\$ 1,357,396.00
						2024	CO	CO Contr	\$ 50,414.00	Federal	4B87	BHJ ALLOCATED FUNDING
						2024	CO	CO Engr	\$ 72,986.00	Federal	4TC7	BEING USED
115428	JEF US 22 6.98	Repair twin structures carrying US 22 over TR 166,railroad and Cross Creek. The project will also stabilize the bank of Cross Creek. In stream work is	Bridge Preservation	DISTRICT 11-Planning	Exempt	2026	ENV	Env PE	\$ 320,000.00	Federal	4PF7	\$ 2,660,000.00
						2025	ENV	Env PE	\$ 8,000.00	Federal	4PF7	
226						2025	ENV	Env PE	\$ 2,000.00	State	4PS7	

PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Sub Phase	Line Amount	Fund Type	SAC	* Total Project Cost
		required.				2026	ENV	Env PE	\$ 80,000.00	State	4PS7	
116177	JEF VAR GR	Upgrade existing guardrail on various county roads.	Traffic Control (Safety)	JEFFERSON COUNTY ENGINEER	Exempt	2024	CO	CO Engr	\$ 96,292.00	Local Match	LINTP	\$ 1,059,207.50
						2024	CO	CO Contr	\$ 362,915.50	Local Match	LINTP	
						2024	CO	CO Contr	\$ 600,000.00	Federal	4HB7	
116276	JEF SR 646 0.000	General System Minor Rehabilitation; Asphalt resurfacing of SR 646, including pavement repairs and pavement markings	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2024	CO	CO Engr	\$ 46,000.00	State	LABR	\$ 1,196,000.00
						2024	CO	CO Contr	\$ 1,150,000.00	State	4PS7	
116343	JEF SR 43 5.58	General System Minor Rehabilitation; Asphalt overlay of SR 43, including pavement repairs and pavement markings.	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2027	CO	CO Engr	\$ 4,472.80	State	LABR	\$ 2,046,320.00
						2027	CO	CO Engr	\$ 45,072.00	Federal	LABR	
						2027	CO	CO Engr	\$ 11,268.00	State	LABR	
						2027	CO	CO Engr	\$ 17,891.20	Federal	LABR	
						2027	CO	CO Contr	\$ 447,283.20	Federal	4PF7	
						2027	CO	CO Contr	\$ 1,126,809.60	Federal	4PF7	
						2027	CO	CO Contr	\$ 281,702.40	State	4PS7	
						2027	CO	CO Contr	\$ 111,820.80	State	4PS7	
116391	JEF US 22 10.16	Priority System Minor Rehabilitation; Fine graded polymer asphalt resurfacing of US 22, including pavement repairs and pavement markings	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2027	CO	CO Engr	\$ 69,672.80	Federal	LABR	\$ 2,264,371.00
						2027	CO	CO Engr	\$ 17,418.20	State	LABR	
						2027	CO	CO Contr	\$ 1,741,824.00	Federal	4PF7	
						2027	CO	CO Contr	\$ 435,456.00	State	4PS7	
116542	JEF SR 7 4.01	Replace bridge carrying SR 7 over an Unnamed Tributary to the Ohio River. In stream work is required.	Bridge Preservation	DISTRICT 11-Planning	Exempt	2024	ENV	Env PE	\$ 10,000.00	State	4PS7	\$ 9,306,000.00
						2026	ENV	Env PE	\$ 600,000.00	Federal	4PF7	
						2026	ENV	Env PE	\$ 150,000.00	State	4PS7	
117552	JEF SR 43 8.55	To provide turn lanes on SR 43 at the intersection of SR 43 and County Road 43 (Ross Ridge Road).	Roadway Improvement (Safety)	DISTRICT 11-Planning	Exempt	2024	ENV	Env PE	\$ 14,920.00	State	4PS7	\$ 1,213,187.89
						2025	CO	CO Engr	\$ 76,497.76	State	LABR	
						2025	CO	CO Contr	\$ 500,000.00	State	4BC7	
						2025	CO	CO Contr	\$ 592,825.13	State	4PS7	

PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Sub Phase	Line Amount	Fund Type	SAC	* Total Project Cost
						2024	RW	RW Serv	\$ 8,945.00	State	4PS7	
						2024	RW	Acquis	\$ 20,000.00	State	4PS7	
117603	JEF SR 152 4.90	Replace culvert type bridge carrying SR 152 over Dry Fork.	Bridge Preservation	DISTRICT 11-Planning	Exempt	2024	ENV	Env PE	\$ 296,000.00	Federal	4PF7	\$ 1,299,436.00
						2024	ENV	Env PE	\$ 74,000.00	State	4PS7	
						2025	DD	Dtl Dsgn	\$ 40,000.00	Federal	4PF7	
						2025	DD	Dtl Dsgn	\$ 10,000.00	State	4PS7	
						2025	RW	RW Serv	\$ 10,000.00	State	4PS7	
						2026	RW	Acquis	\$ 5,000.00	State	4PS7	
						2027	CO	CO Engr	\$ 14,940.00	State	LABR	
						2027	CO	CO Engr	\$ 59,760.00	Federal	LABR	
						2027	CO	CO Contr	\$ 597,600.00	Federal	4PF7	
						2027	CO	CO Contr	\$ 149,400.00	State	4PS7	
118050	JEF SR 213 4.22	Landslide repair on S.R. 213 in Jefferson County.	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt	2024	CO	CO Engr	\$ 37,200.00	Federal	LABR	\$ 511,500.00
						2024	CO	CO Engr	\$ 9,300.00	State	LABR	
						2024	CO	CO Contr	\$ 372,000.00	Federal	4SF7	
						2024	CO	CO Contr	\$ 93,000.00	State	4SS7	
118631	JEF SR 213 4.57	Landslide repair along S.R. 213 in Jefferson County. Currently considering walls or a short realignment as alternatives.	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt	2024	ENV	Env PE	\$ 80,000.00	Federal	4SF7	\$ 2,007,985.00
						2024	ENV	Env PE	\$ 20,000.00	State	4SS7	
						2025	DD	Dtl Dsgn	\$ 19,052.80	Federal	4SF7	
						2025	DD	Dtl Dsgn	\$ 4,763.20	State	4SS7	
						2025	RW	Acquis	\$ 4,000.00	Federal	4SF7	
						2025	RW	Acquis	\$ 1,000.00	State	4SS7	
						2026	CO	CO Engr	\$ 95,200.00	Federal	LABR	
						2026	CO	CO Engr	\$ 23,800.00	State	LABR	
						2026	CO	CO Contr	\$ 1,360,000.00	Federal	4SF7	
						2026	CO	CO Contr	\$ 340,000.00	State	4SS7	
119089	JEF BHI Reg Mobility & AT Plng	BHI SFY 2024 Regional Mobility and Active Transportation Management Planning	Studies/Tasks	BHJTS	Exempt	2025	OTH	Pln Stdy	\$ 30,000.00	Federal	C227	\$ 30,000.00
												BHI ALLOCATED FUNDING BEING USED
119918	JEF SR 7.9.90	Fill abandoned culvert under S.R. 7 and replace drainage system along Market Street	Culvert Preservation	DISTRICT 11-Planning	Exempt	2025	ENV	Env PE	\$ 100,000.00	Federal	4PR7	\$ 1,797,854.80
						2025	ENV	Env PE	\$ 20,000.00	Federal	4PR7	

PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Sub Phase	Line Amount	Fund Type	SAC	* Total Project Cost
		(TR 1392) and northbound on-ramp (RA 41017) to reduce flooding under railroad bridge.				2025	ENV	Env PE	\$ 5,000.00	State	4PS7	
						2025	ENV	Env PE	\$ 25,000.00	State	4PS7	
						2025	DD	Dtl Dsgn	\$ 20,000.00	Federal	4PR7	
						2025	DD	Dtl Dsgn	\$ 5,000.00	State	4PS7	
						2026	RW	Acquis	\$ 10,000.00	State	4PS7	
						2027	CO	CO Engr	\$ 84,411.09	Federal	LABR	
						2027	CO	CO Engr	\$ 21,102.77	State	LABR	
						2027	CO	CO Contr	\$ 1,205,872.75	Federal	4PR7	
						2027	CO	CO Contr	\$ 301,468.19	State	4PS7	
119253	JEF Mara Rd Extension	Rehab and extend Mara Road to accommodate the Manufacturer room for a major plant expansion.	Roadway Improvement (Jobs & Commerce)	Toronto, City of	Exempt	2024	CO	CO Contr	\$ 398,350.00	Local Match	4BG8	\$ 1,047,584.38
						2024	CO	CO Contr	\$ 298,399.00	Local Match	LNTD	
						2024	CO	CO Contr	\$ 250,835.38	State	4GP9	
						2024	CO	CO Contr	\$ 100,000.00	State	4IC7	
119410	WLE State Route 7 Bridge	The project will rehabilitate the WLE Bridge over SR 7 in Mingo Junction, OH which was identified as "critical" as a result of an inspection by ODOT. File 2023-2. Approved by ORDC 3/24/23.	Railroad Improvements & Rehabilitation	Ohio Rail Development Commission	Exempt	2024	CO	Oth Remb	\$ 750,000.00	General Revenue	4FA5	\$ 1,000,000.00
119484	JEF CR 6 0.00	Complete replacement of Bridge No. JEF C0006 00000 (SFN 4133048), which carries CR 6 (Blairmont Rd.) over Short Creek.	Bridge Preservation	JEFFERSON COUNTY ENGINEER	Exempt	2026	CO	CO Engr	\$ 21,860.00	Local Match	LNTD	\$ 1,202,000.00
						2026	CO	CO Contr	\$ 218,540.00	Local Match	LNTD	
						2026	CO	CO Contr	\$ 874,160.00	State	4C87	
						2026	CO	CO Engr	\$ 87,440.00	State	4C87	
119675	JEF SR 43 Road Diet Prelim Eng	Preliminary Engineering deliverables for road diet along SR 43 in the City of Steubenville.	General Engineering	Steubenville, City of	Exempt	2024	DD	Dtl Dsgn	\$ 29,171.00	Local Match	LNTD	\$ 65,160.00
						2024	ENV	Env PE	\$ 35,989.00	Local Match	LNTD	
119730	JEF SR 43 20.980	General System Minor Rehabilitation; Resurfacing SR 43 in the Village of Amsterdam, including asphalt overlay, full depth pavement repairs, and pavement markings. (LROS Project)	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2025	CO	CO Engr	\$ 16,395.62	Federal	LABR	\$ 847,440.00
						2025	CO	CO Engr	\$ 34,945.47	State	LABR	
						2025	CO	CO Engr	\$ 4,098.91	State	LABR	
						2025	CO	CO Contr	\$ 234,223.20	Federal	4PF7	
						2025	CO	CO Contr	\$ 58,555.80	State	4PS7	
						2025	CO	CO Contr	\$ 499,221.00	State	4SH7	

PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Sub Phase	Line Amount	Fund Type	SAC	* Total Project Cost
119733	JEF SR 150 3.544	Improvement of the intersection of SR 150 and Market St in the Village of Mt Pleasant.	Safety	Mt. Pleasant, Village of	Exempt	2024	ENV	Env PE	\$ 112,264.01	State	4SH7	\$ 617,621.63
	2025					CO	CO Contr	\$ 389,959.00	State	4SH7		
	2025					CO	CO Engr	\$ 38,996.00	State	4SH7		
	2025					CO	CO Contr	\$ 50,000.00	State	4PS7		
	2025					DD	Dtl Dsgn	\$ 11,402.62	State	4SH7		
	2025					RW	Acquis	\$ 5,000.00	State	4SH7		
	2025					RW	RW Serv	\$ 10,000.00	State	LABR		
119880	JEF Reese St Bridge	Complete replacement of Bridge No. JEF WESTS 00010 (SFN 4130774), which carries Reese St. over Salt Run in the Village of Irondale.	Preservation	Irondale, Village of	Exempt	2024	ENV	Env PE	\$ 30,000.00	Local Match	4BG7	\$ 660,129.00
	2024					ENV	Env PE	\$ 178,868.00	Federal	4R87		
	2025					RW	RW Serv	\$ 8,000.00	Local Match	4BG7		
	2025					DD	Dtl Dsgn	\$ 21,045.00	Federal	4R87		
	2026					RW	Acquis	\$ 2,000.00	Local Match	4BG7		
	2026					CO	CO Contr	\$ 347,894.00	Federal	4R87		
	2026					CO	CO Engr	\$ 6,139.00	Federal	4R87		
	2026	CO	CO Contr	\$ 61,393.00	Federal	4R87						
	2026	CO	CO Engr	\$ 34,790.00	Federal	4R87						
119918	JEF US 22 6.98	Increase resiliency of bridges carrying US 22 over Cross Creek.	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	2024	ENV	Env PE	\$ 80,000.00	Federal	4PR7	\$ 993,942.00
	2024					ENV	Env PE	\$ 20,000.00	State	4PS7		
	2025					DD	Dtl Dsgn	\$ 11,003.20	Federal	4PR7		
	2025					ENV	Env PE	\$ 20,000.00	Federal	4PR7		
	2025					DD	Dtl Dsgn	\$ 2,750.80	State	4PS7		
	2025					ENV	Env PE	\$ 5,000.00	State	4PS7		
	2026					CO	CO Engr	\$ 16,000.00	State	LABR		
	2026	CO	CO Engr	\$ 64,000.00	Federal	LABR						
	2026	CO	CO Contr	\$ 8,800.00	Federal	4PF7						
	2026	CO	CO Contr	\$ 640,000.00	Federal	4PR7						
	2026	CO	CO Contr	\$ 2,200.00	State	4PS7						
	2026	CO	CO Contr	\$ 160,000.00	State	4PS7						
119919	JEF SR 7 26.49	Scour protection for bridge carrying SR 7 over Croxton's Run.	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	2024	ENV	Env PE	\$ 69,916.00	Federal	4PR7	\$ 289,050.00
	2024					ENV	Env PE	\$ 17,479.00	State	4PS7		
	2025					DD	Dtl Dsgn	\$ 10,124.00	Federal	4PR7		

PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Sub Phase	Line Amount	Fund Type	SAC	* Total Project Cost
						2025	ENV	Env PE	\$ 20,000.00	Federal	4PR7	
						2025	DD	Dtl Dsgn	\$ 2,531.00	State	4PS7	
						2025	ENV	Env PE	\$ 5,000.00	State	4PS7	
						2026	CO	CO Engr	\$ 11,200.00	Federal	LABR	
						2026	CO	CO Engr	\$ 2,800.00	State	LABR	
						2026	CO	CO Contr	\$ 120,000.00	Federal	4PR7	
						2026	CO	CO Contr	\$ 30,000.00	State	4PS7	
120588	JEF JSW Steel Expansion	The project consists of expansions of NS/WLE shared yard and JSW's scrap and storage yard to increase capacity. File 2023-12. Approved by ORDC 11/9/2023.	Rail	Ohio Rail Development Commission	Exempt	2024	CO	Oth Remb	\$ 500,000.00	General Revenue	4FA5	\$ 1,000,000.00
						2024	CO	Oth Remb	\$ 50,000.00	Rail Development	6FC9	
120662	JEF SR 43 18.89	Partial replacement, partial rehab of culvert under JEF-43.	Culvert Preservation	DISTRICT 11-Planning	Exempt	2027	CO	CO Engr	\$ 27,580.80	Federal	LABR	\$ 379,236.46
						2027	CO	CO Engr	\$ 6,895.20	State	LABR	
						2027	CO	CO Contr	\$ 275,808.37	Federal	4PF7	
						2027	CO	CO Contr	\$ 68,952.09	State	4PS7	
120671	JEF US 22 7.00	Patch beam seats and install corbels on various structures in Jefferson County.	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	2026	ENV	Env PE	\$ 140,000.00	Federal	4PF7	\$ 560,000.00
						2026	ENV	Env PE	\$ 35,000.00	State	4PS7	
121053	JEF SR 213 5.01	Landslide repair along the upper slope of JEF-213.	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt	2024	CO	CO Contr	\$ 332,000.00	Federal	4SF7	\$ 425,000.00
						2024	CO	CO Contr	\$ 83,000.00	State	4SS7	
						2024	RW	Acquis	\$ 10,000.00	State	4PS7	
121074	JEF SR 213 9.700	Preventative Maintenance; Chip Seal	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2027	CO	CO Engr	\$ 22,830.40	Federal	LABR	\$ 436,218.00
						2027	CO	CO Engr	\$ 5,707.60	State	LABR	
						2027	CO	CO Contr	\$ 326,144.00	Federal	4PF7	
						2027	CO	CO Contr	\$ 81,536.00	State	4PS7	

PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Sub Phase	Line Amount	Fund Type	SAC	* Total Project Cost
121158	BHJ Reg Mobility & AT Plng FY25	BHJ SFY 2025 Regional Mobility and Active Transportation Management Planning	Regional Planning	BHJTS	Exempt	2025	OTH	Pln Stdy	\$ 30,000.00	Federal	C227	\$ 30,000.00
REVISION #5-PROJECT ADDED 20240214												
121554	FACD11 Prim Restrooms @ JEF TP	Primitive Restrooms at the Jefferson County Truck Parking Locations	Facilities / Properties	CO Facilities	Exempt	2024	DD	Dtl Dsgn	\$ 39,994.00	State	4BR7	\$ 41,994.00
						2024	CO	Oth Remb	\$ 2,000.00	State	4BR7	
121644	JEF SR 43 14.97/16.96	Diamond grooving on two curves on Jefferson SR 43.	Safety	DISTRICT 11-Planning	Exempt	2025	OTH	CO Mtrls	\$ 20,883.25	State	4BC7	\$ 20,883.25
121680	JEF Wintersville Sidewalk Improv	Replacement of existing sidewalk along Cadiz Rd. from Springdale Ave. to Canton Rd. (SR 43) in the Village of Wintersville.	Pedestrian Facilities	WINTERSVILLE	Exempt	2025	DD	Dtl Dsgn	\$ 1,060.00	Local Match	4BG7	\$ 441,410.00
						2025	ENV	Env PE	\$ 4,240.00	Local Match	4BG7	
						2025	DD	Dtl Dsgn	\$ 9,540.00	Federal	4CD7	
						2025	ENV	Env PE	\$ 38,160.00	Federal	4CD7	
						2026	CO	CO Engr	\$ 3,531.00	Local Match	4BG7	
						2026	CO	CO Contr	\$ 35,310.00	Local Match	4BG7	
						2026	CO	CO Contr	\$ 317,790.00	Federal	4CD7	
						2026	CO	CO Engr	\$ 31,779.00	Federal	4CD7	
REVISION #6-PROJECT ADDED 20240405												
121923	WLE Rayland Siding ORDC	Construction of new 5282 ft., 81 car siding for WLE in Rayland to facilitate new and existing business. File 2024-9. Approved by ORDC 5/16/2024.	Railroad Improvements & Rehabilitation	Ohio Rail Development Commission	Exempt	2024	CO	Oth Remb	\$ 752,180.00	Local Match	LNTP	\$ 1,502,180.00
						2024	CO	Oth Remb	\$ 750,000.00	General Revenue	4FA5	

**BHJTS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL, STATE, & LOCAL PROJECTS
2024 THROUGH 2027 FOUR-YEAR SHORT RANGE PROGRAM
CARRY FORWARD LIST OF PROJECTS FROM PREVIOUS TIP**

AS OF 7/10/2024

PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Line Amount	Fund Type	SAC	*Total Project Cost
86872	JEF SR 213.15.180	Replace bridge carrying SR-213 over North Fork Yellow Creek. In stream work is required.	Bridge Preservation	DISTRICT 11-Planning	Exempt	2023	ENV	\$ 10,000.00	State	LABR	\$ 5,408,500.00
						2025	ENV	\$ 280,000.00	Federal	LABR	
						2025	ENV	\$ 70,000.00	State	LABR	
						2026	DD	\$ 68,000.00	Federal	4PF7	
						2026	DD	\$ 17,000.00	State	4PF7	
						2027	CO	\$ 78,400.00	Federal	4PF7	
						2027	CO	\$ 19,600.00	State	4PS7	
						2027	CO	\$ 1,120,000.00	Federal	4PS7	
						2027	CO	\$ 280,000.00	State	4PS7	
107525	JEF SR 152.6.450	Preventative Maintenance; Chip seal	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2024	CO	\$ 24,764.80	Federal	LABR	\$ 761,041.67
						2024	CO	\$ 15,275.20	Federal	LABR	
						2024	CO	\$ 6,191.20	State	LABR	
						2024	CO	\$ 3,818.80	State	LABR	
						2024	CO	\$ 353,782.40	Federal	4PF7	
						2024	CO	\$ 218,217.60	Federal	4PF7	
						2024	CO	\$ 54,554.40	State	4PS7	
						2024	CO	\$ 88,445.60	State	4PS7	
108510	JEF SR 7 (33.46) (33.80)	Repair structures JEF-7-3346 (SFN 4101626) and JEF-7-3380 (SFN 4101650) by removing the existing wearing surfaces and placing new rigid overlays. The project will also replace approach slabs, expansion joints and backwalls.	Bridge Preservation	DISTRICT 11-Planning	Exempt	2024	DD	\$ 51,686.40	Federal	4PF7	\$ 8,796,704.07
						2024	DD	\$ 12,921.60	State	4PS7	
						2027	CO	\$ 49,000.00	State	LABR	
						2027	CO	\$ 196,000.00	Federal	LABR	
						2027	CO	\$ 3,200,000.00	Federal	4PF7	
						2027	CO	\$ 800,000.00	State	4PS7	
108508	JEF Lovers Lane Widening	Widen Lovers Lane to provide 12' lanes, provide new curb, sidewalk and curb ramps.	Roadway Minor Rehab	Steubenville, City of	Exempt	2024	CO	\$ 42,501.15	Local Match	LNTF	\$ 3,462,175.83
						2024	CO	\$ 46,549.60	Local Match	LNTF	

109309	JEF SR 7 13.690	Rehabilitate Structure JEF-7-1369 (SFN 4100751) by replacing the superstructure and repairing the piers and abutments. The abutments will be converted to semi-integral type and the bearings will be replaced.	Bridge Preservation	DISTRICT 11-Planning	Exempt	2024	CO	\$	422,995.37	Local Match	LNTD	
						2024	CO	\$	186,198.40	Federal	4TA7	
						2024	CO	\$	1,691,981.47	Federal	4TA7	
						2024	CO	\$	170,004.59	Federal	4TC7	
109503	JEF-SR 7 Brilliant Park-N-Ride	This project is the establishment of a Park and Ride parking lot off of the Wellsburg Bridge on SR 7 in Brilliant.	Building / Facility Improvement	DISTRICT 11-Planning	Exempt	2024	DD	\$	59,131.00	Federal	4TB7	\$ 400,131.00
						2024	CO	\$	31,000.00	Federal	LABR	
						2024	CO	\$	310,000.00	Federal	4TB7	
REVISION #1-DD PHASES ADDED, COST INCREASE DUE TO INFLATION-20230710												
110454	JEF US 22 3.860	Priority System Minor Rehabilitation; Concrete pavement repair of existing asphalt resurfacing of composite pavement, including pavement repairs and pavement markings	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2024	CO	\$	23,200.00	State	LABR	\$ 2,906,143.91
						2024	CO	\$	92,800.00	Federal	LABR	
						2024	CO	\$	2,320,000.00	Federal	4PF7	
						2024	CO	\$	580,000.00	State	4PS7	
110889	JEF SR 7 30.920	Replace structure JEF-7-3095 (SFN 4101561) with new structure.	Bridge Preservation	DISTRICT 11-Planning	Exempt	2024	RW	\$	16,000.00	Federal	4PF7	\$ 3,428,049.00
						2024	DD	\$	68,045.60	Federal	4PF7	
						2024	RW	\$	8,000.00	Federal	4PF7	
						2024	RW	\$	2,000.00	State	4PS7	
						2024	DD	\$	17,011.40	State	4PS7	
						2024	RW	\$	4,000.00	State	4PS7	
						2025	DD	\$	39,200.00	State	LABR	
						2026	CO	\$	156,800.00	Federal	LABR	
						2026	CO	\$	1,000.00	State	LABR	

									2026	CO	\$	2,240,000.00	Federal	4PF7	
									2026	CO	\$	560,000.00	State	4PS7	
111505	JEF SR 7 22.930	Slide repair between S.R. 7 and railroad by drilled shaft retaining wall.	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt				2024	CO	\$	10,865.20	State	LABR	\$ 788,299.68
									2024	CO	\$	43,460.80	Federal	LABR	
									2024	CO	\$	434,611.15	Federal	4SF7	
									2024	CO	\$	108,652.79	State	4SS7	
111600	JEF SR 7 31.030	Repair structure JEF-7-3103 (SFN 4101596) by patching substructure concrete, replacing the rocker bearings, and cleaning the steel pier cap.	Bridge Preservation	DISTRICT 11-Planning	Exempt				2024	CO	\$	60,000.00	Federal	4PF7	\$ 3,556,153.06
									2024	CO	\$	15,000.00	State	4PS7	
									2025	CO	\$	30,800.00	State	LABR	
									2025	CO	\$	123,200.00	Federal	LABR	
									2025	CO	\$	1,760,000.00	Federal	4PF7	
									2025	CO	\$	440,000.00	State	4PS7	
111667	JEF US 22 13.83/14.71	Culvert rehabilitation at two location on JEF-22.	Culvert Preservation	DISTRICT 11-Planning	Exempt				2024	CO	\$	76,034.40	Federal	LABR	\$ 1,000,396.49
									2024	CO	\$	19,008.60	State	LABR	
									2024	CO	\$	760,342.67	Federal	4PF7	
									2024	CO	\$	190,085.67	State	4PS7	
112478	JEF TR 472 0.12	OBPP - Replacement of failing structure (SFN 4131886) in Jefferson County (JEF-M40-0.12)	Bridge Preservation	JEFFERSON COUNTY ENGINEER	Exempt				2024	CO	\$	100,000.00	Federal	4B87	\$ 1,166,958.27
									2024	CO	\$	504,000.00	Federal	4B87	
113999	JEF SR 7 13.950	Culvert rehab/replacement under S.R. 7 and Ramp D.	Culvert Preservation	DISTRICT 11-Planning	Exempt				2025	CO	\$	84,400.00	Federal	LABR	\$ 2,981,093.71
									2025	CO	\$	21,100.00	State	LABR	
									2025	CO	\$	80,000.00	Federal	4PF7	
									2025	CO	\$	844,000.00	Federal	4PF7	
									2025	CO	\$	20,000.00	State	4PS7	
									2025	CO	\$	211,000.00	State	4PS7	
114333	D11 Bridge Inspection CY 23	Perform element level inspections and Assetwise inventory checks for select District 11 bridges.	Asset Inventory / Inspection	DISTRICT 11-Planning	Exempt				2023	OTH	\$	335,223.00	State	4PS7	\$ 767,488.00
									2023	OTH	\$	114,777.00	State	4PS7	
									2024	OTH	\$	300,000.00	State	4PS7	
114334	D11 Bridge Inspection CY 24	Perform element level inspections and Assetwise	Asset Inventory /	DISTRICT 11-Planning	Exempt				2024	OTH	\$	500,000.00	State	4PS7	\$ 750,000.00

		Inspection			2025	OTH	\$	250,000.00	State	4PS7
115116	JEF TR 289 0.06	Rehabilitation/Replacement of historic bridge (SFN 4131126) in Jefferson County.	JEFFERSON COUNTY ENGINEER	Exempt	2024	CO	\$	1,284,410.00	Federal	4B87
					2024	CO	\$	97,934.00	Federal	4TC7
					2024	CO	\$	138,235.00	Federal	4TC7
115428	JEF US 22 6.98	Repair twin structures carrying US 22 over TR 166, railroad and Cross Creek. The project will also stabilize the bank of Cross Creek. In stream work is required.	DISTRICT 11-Planning	Exempt	2024	ENV	\$	320,000.00	Federal	4PF7
					2024	ENV	\$	8,000.00	Federal	4PF7
					2024	ENV	\$	2,000.00	State	4PS7
					2024	ENV	\$	80,000.00	State	4PS7
					2026	DD	\$	80,000.00	Federal	4PF7
					2026	DD	\$	20,000.00	State	4PS7
115933	JEF SR 151 14.27	Replace culvert type bridge carrying SR 151 over George's Run. In-stream work is required.	DISTRICT 11-Planning	Exempt	2024	DD	\$	10,000.00	State	LABR
					2024	DD	\$	23,158.40	Federal	4PF7
					2024	DD	\$	5,789.60	State	4PS7
					2026	CO	\$	19,200.00	State	LABR
					2026	CO	\$	76,800.00	Federal	LABR
					2026	CO	\$	768,000.00	Federal	4PF7
					2026	CO	\$	192,000.00	State	4PS7
116276	JEF SR 646 0.000	General System Minor Rehabilitation; Asphalt resurfacing of SR 646, including pavement repairs and pavement markings	DISTRICT 11-Planning	Exempt	2024	CO	\$	48,000.00	State	LABR
					2024	CO	\$	1,200,000.00	State	4PS7
116357	JEF SR 43 19.98	Replace bridge carrying SR 43 over Branch of Goose Run. In stream work is required.	DISTRICT 11-Planning	Exempt	2024	ENV	\$	280,000.00	Federal	4PF7
					2024	ENV	\$	70,000.00	State	4PS7
					2025	DD	\$	80,000.00	Federal	4PF7
					2025	DD	\$	20,000.00	State	4PS7
					2027	CO	\$	16,000.00	Federal	LABR
					2027	CO	\$	4,000.00	State	LABR
					2027	CO	\$	160,000.00	Federal	4PF7
					2027	CO	\$	40,000.00	State	4PS7

116542	JEF SR 7 4.01	Replace bridge carrying SR 7 over an Unnamed Tributary to the Ohio River. In stream work is required.	Bridge Preservation	DISTRICT 11-Planning	Exempt	2024	ENV	\$	340,000.00	Federal	4PF7	\$	9,306,000.00
						2024	ENV	\$	85,000.00	State	4PS7		
						2024	ENV	\$	10,000.00	State	4PS7		
						2025	DD	\$	10,000.00	State	LABR		
						2025	DD	\$	100,000.00	Federal	4PF7		
						2025	DD	\$	25,000.00	State	4PS7		
119087	JEF BHJ FY24 Outreach Planning	JEF BHJ FY24 Public Outreach Planning	Other Modes	BHJTS	Exempt	2024		\$	180,000.00	Federal	4TE7	\$	225,000.00
						2024		\$	45,000.00	State	LNTF		
119088	JEF BHJ Regional EV Plan	JEF BHJ Regional Electric Vehicle Infrastructure Plan	Other Modes	BHJTS	Exempt	2024		\$	200,000.00	Federal	4TE7	\$	250,000.00
						2024		\$	50,000.00	State	LNTF		
119089	JEF BHJ Reg Mobility & AT Ping	BHJ SFY 2024 Regional Mobility and Active Transportation Management Planning	Studies/Tasks	BHJTS	Exempt	2024		\$	30,000.00	Federal	C227	\$	30,000.00

**BHJTS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL, STATE, & LOCAL PROJECTS
2024 THROUGH 2027 FOUR-YEAR SHORT RANGE PROGRAM
BHJTS ALLOCATIONS PROJECTS LIST**

AS OF 7/10/2024

PID	Project Name	Description	Primary Work Category	Sponsoring Agency	AQ Status	SFY	Phase	Line Amount	Fund Type	SAC	*Total Project Cost
109308	JEF Lovers Lane Widening	Widen Lovers Lane to provide 12' lanes, provide new curb, sidewalk and curb ramps.	Roadway Minor Rehab	Steubenville, City of	Exempt	2024	CO	\$ 1,000.00	Local Match	LNTD	\$ 3,462,175.83
						2024	CO	\$ 36,252.38	Local Match	LNTD	
						2024	CO	\$ 995.73	Local Match	LNTD	
						2024	CO	\$ 14,224.65	Local Match	LNTD	
						2024	CO	\$ 517,891.21	Local Match	LNTD	
						2024	CO	\$ 56,898.60	Federal	4CD7	BHJ ALLOCATED FUNDING BEING USED
						2024	CO	\$ 3,982.90	Federal	4CD7	
						2024	CO	\$ 145,009.54	Federal	4TA7	
						2024	CO	\$ 2,071,564.82	Federal	4TA7	
						2024	CO	\$ 4,000.00	Federal	4TA7	
REVISION #1-DD PHASES ADDED, COST INCREASE DUE TO INFLATION-20230710											
109503	JEF-SR 7 Brilliant Park-N-Ride	This project is the establishment of a Park and Ride parking lot off of the Wellsburg Bridge on SR 7 in Brilliant.	Building / Facility Improvement	DISTRICT 11-Planning	Exempt	2024	CO	\$ 17,466.34	Federal	LABR	\$ 251,260.75
						2024	CO	\$ 174,663.41	Federal	4TB7	BHJ ALLOCATED FUNDING BEING USED
112684	JEF SR 43 2.000	Urban System Paving - City of Steubenville; includes asphalt resurfacing and pavement marking	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	2025	CO	\$ 85,197.18	State	LABR	\$ 2,060,150.16
						2025	CO	\$ 10,115.56	Federal	4TA7	BHJ ALLOCATED FUNDING BEING USED
						2025	CO	\$ 354,988.25	Federal	4TA7	
						2025	CO	\$ 168,596.90	Federal	4TA7	
						2025	CO	\$ 21,299.29	Federal	4TA7	
						2025	CO	\$ 1,419,952.98	State	4P57	
REVISION #3-PROJECT CHANGED FROM GROUPED TO INDIVIDUAL LIST 20231020											
115116	JEF TR 289 0.06	Rehabilitation/Replacement of historic bridge (SFN 4131126) in Jefferson County.	Bridge Preservation	JEFFERSON COUNTY ENGINEER	Exempt	2024	CO	\$ 1,233,996.00	Federal	4B87	\$ 1,357,396.00
						2024	CO	\$ 50,414.00	Federal	4B87	BHJ ALLOCATED FUNDING BEING USED
						2024	CO	\$ 72,986.00	Federal	4TC7	
119089	JEF BHJ Reg Mobility & AT Png	BHJ SFY 2024 Regional Mobility and Active	Studies/Tasks	BHJTS	Exempt	2025	OTH	\$ 30,000.00	Federal	C227	\$ 30,000.00

**BHJTS TRANSPORTATION IMPROVEMENT PROGRAM
 FEDERAL, STATE, AND LOCAL PROJECTS
 2024 THROUGH 2027 FOUR-YEAR SHORT RANGE PROGRAM
 STEEL VALLEY REGIONAL TRANSIT AUTHORITY (SVRTA) PROJECT LIST**

AS OF 7/10/2024

PID	Project Name	Project Description	ALI Code	Air Quality Indicator	SFY	SUM Total Amount (with TDC)	STIP Fund Type	SAC	Total Project Cost
111692	SVRTA 2024 Operating	SVRTA 2024 Operating Assistance	30.09.01	Exempt	2024	\$ 814,600.00	5307	FTAD	\$ 1,945,448.00
					2024	\$ 351,313.00	State	4TT7	
					2024	\$ 2,580.00	State	4EV5	
					2024	\$ 575,913.00	Local	LNTIP	
					2024	\$ 201,042.00	Not Assigned	4TG7	
REVISION #4 - PROJECT FUNDING INCREASE EXCEEDS THRESHOLD									
111693	SVRTA 2024 Planning	SVRTA 2024 Planning Assistance	44.22.00	Exempt	2024	\$ 78,000.00	5307	FTAD	\$ 97,500.00
					2024	\$ 19,500.00	Local	LNTIP	
111694	SVRTA 2024 Prev Maint Assist	SVRTA 2024 Prev Maint Assistance	11.7A.00	Exempt	2024	\$ 302,000.00	5307	FTAD	\$ 377,500.00
					2024	\$ 75,500.00	Local	LNTIP	
112581	SVRTA 5339 GA Projects	5339 funds for the Governor's Apportionment areas in SFY2021-2024	11.43.03	Exempt	2023	\$ 190,066.00	5339 (Non-ODOT)	FTAD	\$ 760,264.00
					2024	\$ 190,066.00	5339 (Non-ODOT)	FTAD	
116159	SVRTA 2024 Vehicle Replacements	SVRTA 2024 Vehicle Replacements	11.12.04	Exempt	2024	\$ 169,840.00	5307	FTAD	\$ 212,300.00
					2024	\$ 40,500.00	State	4TG7	
					2024	\$ 1,960.00	Local	LNTIP	
118283	CY2026-5310-ODOT Administered	SFY 2026 ODOT Large Urban 5310 Allocations (FFY 2026) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.	11.12.15	Exempt	2026	\$ 37,642.94	5310 Small Urban/Rural	TES5	\$ 11,821,765.99
					2026	\$ 9,410.74	Local	LNTIP	

PID	Project Name	Project Description	ALI Code	Air Quality Indicator	SFY	SUM Total Amount (with TDC)	STIP Fund Type	SAC	Total Project Cost
118284	CY2027-5310-ODOT Administered	SFY 2027 ODOT Large Urban 5310 Allocations (FFY 2027) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.	11.12.15	Exempt	2027	\$ 38,352.88	5310 Small Urban/Rural	TESS	\$ 12,055,387.61
					2027	\$ 9,588.22	Local	LNTP	
118404	SVRTA 2025 Operating	SVRTA 2025 Operating Assistance	30.09.01	Exempt	2025	\$ 563,482.50	5307	FTAD	\$ 1,126,965.00
					2025	\$ 100,000.00	State	4TT7	
					2025	\$ 6,000.00	State	4EV5	
					2025	\$ 463,482.50	Local	LNTP	
118405	SVRTA 2025 Planning	SVRTA 2025 Planning Assistance	44.22.00	Exempt	2025	\$ 81,900.00	5307	FTAD	\$ 102,375.00
					2025	\$ 20,475.00	Local	LNTP	
118406	SVRTA 2025 Prev Maint Assist	SVRTA 2025 Prev Maint Assistance	11.7A.00	Exempt	2025	\$ 317,100.00	5307	FTAD	\$ 396,375.00
					2025	\$ 79,725.00	Local	LNTP	
118407	SVRTA 2026 Operating	SVRTA 2026 Operating Assistance	30.09.01	Exempt	2026	\$ 591,656.50	5307	FTAD	\$ 1,183,313.00
					2026	\$ 100,000.00	State	4TT7	
					2026	\$ 6,000.00	State	4EV5	
					2026	\$ 491,656.50	Local	LNTP	
118408	SVRTA 2026 Planning	SVRTA 2026 Planning Assistance	44.22.00	Exempt	2026	\$ 85,995.20	5307	FTAD	\$ 107,494.00
					2026	\$ 21,498.80	Local	LNTP	
118409	SVRTA 2026 Prev Maint Assist	SVRTA 2026 Prev Maint Assistance	11.7A.00	Exempt	2026	\$ 332,955.20	5307	FTAD	\$ 416,194.00
					2026	\$ 83,238.80	Local	LNTP	
118410	SVRTA 2027 Operating	SVRTA 2027 Operating Assistance	30.09.01	Exempt	2027	\$ 621,239.50	5307	FTAD	\$ 1,242,479.00

PID	Project Name	Project Description	ALI Code	Air Quality Indicator	SFY	SUM Total Amount (with TDC)	STIP Fund Type	SAC	Total Project Cost
					2027	\$ 100,000.00	State	4TT7	
					2027	\$ 6,000.00	State	4EV5	
					2027	\$ 521,239.50	Local	LNTP	
118411	SVRTA 2027 Planning	SVRTA 2027 Planning Assistance	44.22.00	Exempt	2027	\$ 90,294.40	5307	FTAD	\$ 112,868.00
					2027	\$ 22,573.60	Local	LNTP	
118412	SVRTA 2027 Prev Maint Assist	SVRTA 2027 Prev Maint Assistance	11.7A.00	Exempt	2027	\$ 349,602.40	Local	FTAD	\$ 437,003.00
					2027	\$ 87,400.60	Flex Transfer CMAQ	LNTP	
121681	S2024 SVRTA OWMP CMAQ	SVRTA 2025 Operating Assistance for new route	30.09.01	Exempt	2025	\$ 175,000.00	5307	LNTP	\$ 350,000.00
					2025	\$ 175,000.00	Local	4AT7	
REVISION #6-PROJECT ADDED 20240411									
121682	S2025 SVRTA Misc Capital	SVRTA 2025 Misc Capital funded with ODOT Flex funds from OWMP	11.42.08	Exempt	2025	\$ 16,600.00	Local	LNTP	\$ 168,200.00
			11.42.10		2025	\$ 17,000.00	Local	LNTP	
			11.42.08		2025	\$ 66,400.00	Flex Transfer STBG	4AT7	
			11.42.10		2025	\$ 68,200.00	Flex Transfer STBG	4AT7	
REVISION #6-PROJECT ADDED 20240411									

Appendix G

Brooke and Hancock County West Virginia Full Projects Lists

**BHJMP TRANSPORTATION IMPROVEMENT PROGRAM
BROOKE AND HANCOCK COUNTY, WV
2024 THROUGH 2027 FOUR-YEAR SHORT RANGE PROGRAM
WV STIP PROJECTS LIST**

DISTRICT WIDE PROJECTS													AS OF 4/11/2024
FFY	COUNTY/MPPO	FUND TYPE	PHASE	ROUTE	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	FEDERAL PROJ. NUMBER	TOTAL DOLLAR COST	FED. DOLLAR COST	GROUPABLE	PERFORMANCE MEASURE	
2023	BELOMAR & BHJ	STBG - FLEX	ENG	NA999	FY 24 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686 NBIS 24 00	NHST2024017D	\$450,000	\$360,000	GROUPABLE	PM2	
2023	BELOMAR & BHJ	STBG-OFF	ENG	NA999	FY 24 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686 NBIS 24 00	NHST2024017D	\$450,000	\$360,000	GROUPABLE	PM2	
2024	BELOMAR & BHJ	STBG-OFF	ENG	NA999	FY 25 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686 NBIS 25 00	NHST2025021D	\$450,000	\$360,000	GROUPABLE	PM2	
2024	BELOMAR & BHJ	STBG - FLEX	ENG	NA999	FY 25 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686 NBIS 25 00	NHST2025021D	\$450,000	\$360,000	GROUPABLE	PM2	
2025	BELOMAR & BHJ	STBG-OFF	ENG	NA999	FY 26 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686 NBIS 25 00	NHST2026018D	\$450,000	\$360,000	GROUPABLE	PM2	
2025	BELOMAR & BHJ	STBG - FLEX	ENG	NA999	FY 26 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686 NBIS 25 00	NHST2026018D	\$450,000	\$360,000	GROUPABLE	PM2	
2026	BELOMAR & BHJ	STBG-OFF	ENG	NA999	FY 27 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686NBIS2700	NHST2027018D	\$450,000	\$360,000	GROUPABLE	PM2	
2026	BELOMAR & BHJ	STBG - FLEX	ENG	NA999	FY 27 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686NBIS2700	NHST2027018D	\$450,000	\$360,000	GROUPABLE	PM2	
2027	BELOMAR & BHJ	STBG - FLEX	ENG	NA999	FY 28 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686NBIS2800	NHST2028018D	\$450,000	\$360,000	GROUPABLE	PM2	
2027	BELOMAR & BHJ	STBG-OFF	ENG	NA999	FY 28 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686NBIS2800	NHST2028018D	\$450,000	\$360,000	GROUPABLE	PM2	
2028	BELOMAR & BHJ	STBG - FLEX	ENG	NA999	FY 29 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686NBIS2900	NHST2029018D	\$450,000	\$360,000	GROUPABLE	PM2	
2028	BELOMAR & BHJ	STBG-OFF	ENG	NA999	FY 29 SF BR INSPECT - D6	BRIDGE INSPECTION BY SF	T686NBIS2900	NHST2029018D	\$450,000	\$360,000	GROUPABLE	PM2	
NOTE: THIS PROJECT PHASE (2028) IS IN CURRENT WV STIP AND SHOWN FOR THOSE PURPOSES, BUT NOT CONSIDERED IN THIS TIP PERIOD, PROJECT PHASE OUTSIDE OF SFY2027													
2024	BELOMAR & BHJ	STBG - FLEX	CON	NA999	ROADWAY STRIPING (D6)	INST PYMT MARK(PAINT)	5386 STRIP 24 00	STP2024007D	\$950,037	\$532,021	GROUPABLE	PM1	
2025	BELOMAR & BHJ	STBG - FLEX	CON	NA999	ROADWAY STRIPING (D6)	INST PYMT MARK(PAINT)	5386 STRIP 25 00	STP2025011D	\$950,037	\$532,021	GROUPABLE	PM1	
2026	BELOMAR & BHJ	STBG - FLEX	CON	NA999	ROADWAY STRIPING (D6)	INST PYMT MARK(PAINT)	5386 STRIP 26 00	STP2026007D	\$950,037	\$532,021	GROUPABLE	PM1	
2027	BELOMAR & BHJ	STBG - FLEX	CON	NA999	ROADWAY STRIPING (D6)	INST PYMT MARK(PAINT)	5386STRIP2700	STP2025011D	\$950,037	\$532,021	GROUPABLE	PM1	
2028	BELOMAR & BHJ	STBG - FLEX	CON	NA999	ROADWAY STRIPING (D6)	INST PYMT MARK(PAINT)	5386 STRIP 28 00	STP2024007D	\$950,037	\$532,021	GROUPABLE	PM1	
2024	BELOMAR & BHJ	STBG - FLEX	CON	NA999	D-6 RECALL STRIPING	PAVEMENT MARKINGS(PAINT)	5386 RECAL 24 00	STP2020027D	\$267,908	\$187,535	GROUPABLE	PM1	
2025	BELOMAR & BHJ	STBG - FLEX	CON	NA999	D-6 RECALL STRIPING	PAVEMENT MARKINGS(PAINT)	5386 RECAL 25 00	STP2020027D	\$281,303	\$196,912	GROUPABLE	PM1	
2026	BELOMAR & BHJ	STBG - FLEX	CON	NA999	D-6 RECALL STRIPING	PAVEMENT MARKINGS(PAINT)	5386 RECAL 26 00	STP2020027D	\$231,400	\$162,000	GROUPABLE	PM1	
2027	BELOMAR & BHJ	STBG - FLEX	CON	NA999	D-6 RECALL STRIPING	PAVEMENT MARKINGS(PAINT)	5386RECAL2700	STP2020027D	\$281,303	\$196,912	GROUPABLE	PM1	
2028	BELOMAR & BHJ	STBG - FLEX	CON	NA999	D-6 RECALL STRIPING	PAVEMENT MARKINGS(PAINT)	5386 RECAL 28 00	STP2020027D	\$267,908	\$187,535	GROUPABLE	PM1	
2025	BELOMAR & BHJ	STBG - FLEX	CON	NA999	DISTRICTWIDE 2025 GROUPABLE ADA	DESIGN/BUILD ADA RAMPS	5386 ADA 00025 00	NHPP0002625D	\$550,000	\$440,000	GROUPABLE	PM3	
2024	BELOMAR & BHJ	STBG - FLEX	CON	I470	D-6LED RETROFIT	LED RETROFIT	U386 470 000 00	STPG0470041D	\$7,500,000	\$6,000,000	GROUPABLE	PM1	
2024	BHJ	NHPP	CON	WV002	US 22 SIGNING (AC PAYBACK)	REN SIGNING	U305 22 00004 00	NHPP0022080DTC	\$3,017,900	\$3,017,900	GROUPABLE	PM1	
BROOKE COUNTY SPECIFIC PROJECTS													
2023	BRO	NHPP	CON	US022	US 22 SIGNING	REN SIGNING	U305 22 00004 00	NHPP0022074DTC	\$1,500,000	\$1,500,000	GROUPABLE	PM1	
2024	BRO	HWI-BR	CON	WV002	JOHN G CHERNEKO BR	BRIDGE REPAIR	S305 2 677 00	NHPP0002865D	\$80,000	\$64,000	GROUPABLE	PM2	
2024	BRO	HWI-BR	CON	US022	US 22 RAMP A	BRIDGE REPAIR	S305 22 012 00	STBG0022084D	\$1,321,000	\$1,056,800	GROUPABLE	PM2	
2024	BRO	NHPP	CON	WV002	RAMP E NORTHBUND	BRIDGE REPAIR	S305 2 1624 00	NHPP0002871D	\$980,000	\$784,000	GROUPABLE	PM2	
2024	BRO	HWI-BR	ENG	WV0067	MARKLEY LEWIS BRIDGE	BRIDGE REHABILITATION	S305 67 246 00	STBG0067010D	\$20,000	\$16,000	GROUPABLE	PM2	

2024			ROW					STBG0067011D			\$10,000	\$8,000					
2024			CON					STBG0067012D			\$600,000	\$480,000					
2024	BRO	HWI-BR	ENG	WV0067	BUFFALO CREEK BR	BRIDGE REHABILITATION		S305.67.062.00			\$60,000	\$48,000	GROUPABLE	PM2			
2024			ROW					STBG0067016D			\$10,000	\$8,000					
2027			CON					STBG0067017D			\$1,500,000	\$1,200,000					
2024	BRO	CMAQ.2.5	CON	WV002	FOLLANSBEE TRAFFIC SIGNAL +6	TRAFFIC SIGNAL RENOVATION		S305.002.01119.00		CMAQ0002602DTC	\$1,250,000	\$1,250,000	GROUPABLE	PM2			
2024	BRO	HWI-OFF	ENG	0001	LOG CABIN BR	REPLACE BRIDGE		S305-001/03.0.29.00.24		HW0103010D	\$500,000	\$400,000	GROUPABLE	PM2			
2025			ROW								\$50,000	\$40,000	GROUPABLE	PM2			
2026			CON								\$750,000	\$600,000	GROUPABLE	PM2			
2025	BRO	NHPP	ROW	WV002	WV2/WV 27 //S IMPROVEMENT	WIDEN TURN LANES		U305-002/007.44.00 22		NHPP0002811D	\$510,000	\$408,000	GROUPABLE	PM3			
2026			CON								\$1,500,000	\$1,200,000					
REVISION #6-COST INCREASE 20240411																	
2024	BRO	HWI-BR	ENG	WV0067	PRATZ BR	BRIDGE REHABILITATION		S305.67.136.00		STBG0067013D	\$10,000	\$8,000	GROUPABLE	PM2			
2024			CON							STBG0067014D	\$430,000	\$344,000					
2026	BRO	STBG - FLEX	CON	NA999	ROADWAY STRIPING (D6)	INST PVTM MARK(PAINT)		S386 STRIP 26 00		STP2026007D	\$950,037	\$532,021	GROUPABLE	PM1			
2027	BRO	HWI-BR	ENG	CO0007	ROCKDALE BRIDGE	BRIDGE REHABILITATION		S305 7 106 00		STBG0007387D	\$100,000	\$80,000	GROUPABLE	PM2			
2028			ROW							STBG0007388D	\$70,000	\$56,000					
NOTE: THIS PROJECT PHASE (2028) IS IN CURRENT WV STIP AND SHOWN FOR THOSE PURPOSES, BUT NOT CONSIDERED IN THIS TIP PERIOD, PROJECT PHASE OUTSIDE OF SFY2027																	
2027	BRO	HWI-BR	ENG	CO0007	USMC CORPORAL MARK DOUGLAS COOL MEMORIAL BRIDGE	BRIDGE REHABILITATION		S305.18.003.00		STBG0108007D	\$142,000	\$113,600	GROUPABLE	PM2			
2028			ROW							STBG0108008D	\$100,000	\$80,000	GROUPABLE	PM2			
NOTE: THIS PROJECT PHASE (2028) IS IN CURRENT WV STIP AND SHOWN FOR THOSE PURPOSES, BUT NOT CONSIDERED IN THIS TIP PERIOD, PROJECT PHASE OUTSIDE OF SFY2027																	
HAWKCOCK COUNTY SPECIFIC PROJECTS																	
FFY	COUNTY/MPO	FUND TYPE	PHASE	ROUTE	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	FEDERAL PROJ. NUMBER	TOTAL DOLLAR COST	FED. DOLLAR COST	PERFORMANCE MEASURE						
2023	HAN	HWI-BR	CON	CO0012	NORTH FORK TOMLINSON RUN BR	BRIDGE REPLACEMENT		STBG00012085D	\$500,000	\$400,000	GROUPABLE						
2024			ENG				S315-012/00.2.32.01.23	HW00012083D	\$150,000	\$120,000							
2025			ROW					HW00012084D	\$50,000	\$40,000							
2024	HAN	OTHER- BOND	CON	WV002	NEW CUMBERLAND - WV 2 IMPROVEMENT (GO BOND 2/3)	RELOCATE ROADWAY	U315.002.00620.00	NFA2617	\$11,448,000	\$0	NOT GROUPABLE						
2024	HAN	HWI-BR	ENG	NA999	FILMORE STREET BRIDGE	BRIDGE REPAIR	S315.FSBR.001.00	STBG2023128D	\$50,000	\$50,000	GROUPABLE						
2025			ROW					STBG2023129D	\$10,000	\$10,000							
2028			CON					STBG2023130D	\$200,000	\$200,000							
NOTE: THIS PROJECT PHASE (2028) IS IN CURRENT WV STIP AND SHOWN FOR THOSE PURPOSES, BUT NOT CONSIDERED IN THIS TIP PERIOD, PROJECT PHASE OUTSIDE OF SFY2027																	
2025	HAN	CRP-FLEX	CON	WV002	NEW CUMBERLAND +1	DESIGN/BUILD ADA RAMPS	S315.2.00691.00	STP0002626D	\$366,000	\$292,800	GROUPABLE						
2024	HAN	NHPP	ROW	WV0002	WEIRTON STEEL OVERPASS	REPLACE OVERPASS AND REHAB BR	S315-002/00.1.13.00.23	NHPP0002831D	\$500,000	\$400,000	GROUPABLE						
2024			ENG					NHPP0002823D	\$1,763,286	\$1,410,629							
2025			CON					NHPP0002832D	\$15,700,000	\$12,560,000							
REVISION #6-PROJECT ADDED 20240411																	

**BHUMPC TRANSPORTATION IMPROVEMENT PROGRAM
BROOKE AND HANCOCK COUNTY, WV
2024 THROUGH 2027 FOUR-YEAR SHORT RANGE PROGRAM
WV STIP CARRY FORWARD PROJECTS LIST**

													AS OF 2/22/2023
DISTRICT WIDE PROJECTS													PERFORMANCE MEASURE
FFY	COUNTY/MPO	OBLIGATION DATE	FUND TYPE	PHASE	ROUTE	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	FEDERAL PROJ. NUMBER	TOTAL DOLLAR COST	FED. DOLLAR COST	GROUPABLE	PERFORMANCE MEASURE
2024	BELMONT & BHJ	1/28/2024	STBG - FLEX	CON	NA999	ROADWAY STRIPING (D6)	INST P/AVT MARK(PAINT)	S386 STRIP 24 00	STP2024007D	\$950,037	\$532,021	GROUPABLE	PM1
2025	BELMONT & BHJ	1/28/2025	STBG - FLEX	CON	NA999	ROADWAY STRIPING (D6)	INST P/AVT MARK(PAINT)	S386 STRIP 25 00	STP2025011D	\$950,037	\$532,021	GROUPABLE	PM1
2024	BELMONT & BHJ	2/28/2024	STBG - FLEX	CON	NA999	D-6 RECALL STRIPING	PAVEMENT MARKINGS(PAINT)	S386 RECAL 24 00	STP2020027D	\$267,908	\$187,535	GROUPABLE	PM1
2025	BELMONT & BHJ	2/28/2025	STBG - FLEX	CON	NA999	D-6 RECALL STRIPING	PAVEMENT MARKINGS(PAINT)	S386 RECAL 25 00	STP2020027D	\$281,303	\$196,912	GROUPABLE	PM1
2025	BELMONT & BHJ	1/28/2025	STBG - FLEX	CON	NA999	DISTRICTWIDE 2025 GROUPABLE ADA	DESIGN/BUILD ADA RAMPS	S386 ADA 00025 00	NHPP0002625D	\$550,000	\$440,000	GROUPABLE	PM3
BROOKE AND HANCOCK COUNTY SPECIFIC PROJECTS													PERFORMANCE MEASURE
FFY	COUNTY/MPO	OBLIGATION DATE	FUND TYPE	PHASE	ROUTE	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	FEDERAL PROJ. NUMBER	TOTAL DOLLAR COST	FED. DOLLAR COST	GROUPABLE	PERFORMANCE MEASURE
2023	BRO	7/28/2023	NHPP	CON	US022	US 22 SIGNING	REN SIGNING	U305 22 00004 00	NHPP002074DTC	\$1,500,000	\$1,500,000	GROUPABLE	PM1
2023	BRO	7/28/2023	HWI-BR	CON	US022	US 22 MAINLINE BRIDGE	BRIDGE REHAB	S305 22 044 00	HWI002077D	\$8,130,000	\$6,504,000	GROUPABLE	PM2
2024	BRO	10/28/2023	NHPP	ROW	WV002	WV2/WV 27 /S IMPROVEMENT	WIDEN TURN LANES	U305-002/007 744 00 22	NHPP0002811D	\$510,000	\$408,000	GROUPABLE	PM3
2025	HAN	1/28/2025	CRP 50-200K POP	CON	WV002	NEW CUMBERLAND +1	DESIGN/BUILD ADA RAMPS	S315 2 00691 00	STP0002626D	\$366,000	\$292,800	GROUPABLE	PM3
2024	HAN	6/28/2024	HWI-OFF	ENG		FILMORE STREET BRIDGE	REHABILITATION	S315 FSBR/00 0 01 00	STBG2023128D	\$50,000	\$50,000	GROUPABLE	PM2
2026	BRO	1/28/2026	STBG - FLEX	CON	NA999	ROADWAY STRIPING (D6)	INST P/AVT MARK(PAINT)	S386 STRIP 26 00	STP2026007D	\$950,037	\$532,021	GROUPABLE	PM1

**BHJTS TRANSPORTATION IMPROVEMENT PROGRAM
 BROOKE AND HANCOCK COUNTY, WV
 2024 THROUGH 2027 FOUR-YEAR SHORT RANGE PROGRAM
 WEIRTON DEPARTMENT OF TRANSIT (WDOT) PROJECTS LIST**

AS OF 6/20/2024

Project Name	Transit Agency	Project Year	Funding Type	Funding Source	SUM Total Amount	Total Project Cost
Operating Assistance	Weirton Department of Transit	2024	Federal	5307	\$ 528,441.00	\$ 1,056,882.00
		2024	Local	Local Match	\$ 528,441.00	
REVISION #3-PROJECT ADDED DUE TO CHANGE INTO WDOT FROM WTC 20231024						
Maintenance	Weirton Department of Transit	2024	Federal	5307	\$ 32,000.00	\$ 40,000.00
		2024	Local	Local Match	\$ 8,000.00	
REVISION #3-PROJECT ADDED DUE TO CHANGE INTO WDOT FROM WTC 20231024						
Operating Assistance	Weirton Department of Transit	2025	Federal	5307	\$ 212,410.00	\$ 424,820.00
		2025	Local	Local Match	\$ 212,410.00	
REVISION #3-PROJECT ADDED DUE TO CHANGE INTO WDOT FROM WTC 20231024						
Maintenance	Weirton Department of Transit	2025	Federal	5307	\$ 26,400.00	\$ 33,000.00
		2025	Local	Local Match	\$ 6,600.00	
REVISION #3-PROJECT ADDED DUE TO CHANGE INTO WDOT FROM WTC 20231024						
Operating Assistance	Weirton Department of Transit	2026	Federal	5307	\$ 233,651.00	\$ 467,302.00
		2026	Local	Local Match	\$ 233,651.00	
REVISION #3-PROJECT ADDED DUE TO CHANGE INTO WDOT FROM WTC 20231024						
Maintenance	Weirton Department of Transit	2026	Federal	5307	\$ 29,010.00	\$ 36,270.00
		2026	Local	Local Match	\$ 7,260.00	
REVISION #3-PROJECT ADDED DUE TO CHANGE INTO WDOT FROM WTC 20231024						
Operating Assistance	Weirton Department of Transit	2027	Federal	5307	\$ 257,016.10	\$ 514,032.20
		2027	Local	Local Match	\$ 257,016.10	

REVISION #3-PROJECT ADDED DUE TO CHANGE INTO WDOT FROM WTC 20231024							
Maintenance	Weirton Department of Transit	2027	Federal	5307	\$	31,944.00	\$
		2027	Local	Local Match	\$	7,986.00	
REVISION #3-PROJECT ADDED DUE TO CHANGE INTO WDOT FROM WTC 20231024							
							39,930.00

Appendix H

WV Suballocated Funding Policy for Project Selection



**MPO Project Selection
Guidelines and Process
For Federally Sub-Allocated
WVDOH Funding**

Adopted November 15th, 2023

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Introduction

The Project Selection Guidelines for Sub-Allocated Funds for the Brooke Hancock Jefferson Metropolitan Planning Commission (BHJ-MPC) will serve as the guiding document for the project eligibility, application process, and selection for projects applying to be funded under the Carbon Reduction Program (CRP) and Surface Transportation Block Grant Program (STBG). BHJ-MPC, as the Metropolitan Planning Commission (MPO), is responsible for allocating these federally suballocated funds to the West Virginia counties encompassed in the metropolitan planning area of Brooke and Hancock Counties. This will continue the MPO's goal of improving the transportation infrastructure of the region as outlined in the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

These guidelines were created in compliance with and support of the West Virginia Department of Highways (WVDOH) 2023-2028 State Transportation Improvement Program (STIP). The Infrastructure Investment and Jobs Act (IIJA) establishes a new suballocation of funds associated with both Surface Transportation Block Grant and Carbon Reduction Program funds. Specifically, these funds have been suballocated to urbanized population areas of 50,000 - 200,000. Federal funds are provided to WVDOH as a lump sum to be distributed to MPO's as outlined in WVDOH's 2023-2028 STIP Operating Procedures and is listed below:

- 10% of the Federal apportionment as an annual contingency
- 20% of the apportionment is allocated equally to the MPO's under the 200,000-population threshold as a base allocation.
- The remaining annual allotment of STBG 50,000-200,000 funds will be obligated by the WVDOH competitively as part of a three-tiered process:
 1. Tier 1 – MPO LRTP or Regionally Specific Projects
 2. Tier 2 – Operational and Safety Projects
 3. Tier 3 – Annual Pavement Program Projects (Federal Aid or State Funded)

To ensure a fair and transparent process for selecting projects for funding, BHJ-MPC has developed a project selection process outlined in this document. This process is designed to evaluate project proposals based on established criteria and applicable eligibility requirements in order to allocate funding to projects that have the greatest impact on improving the infrastructure of the metropolitan planning area.

Applicant Eligibility

Applicants seeking to utilize the federal suballocated STBG and CRP funding must be able to provide any and all matching costs associated with the project unless the project is eligible to be funded at 100%. The match requirements will be detailed later in this document. Applicants must be:

- A unit of local government or the MPO itself
- An agency that maintains Federal-aid eligible facilities or that has coordinated with WVDOH for improvements to a Federal-aid eligible facility prior to the submission of an application.
- A nonprofit entity that is responsible for the administration of federal funds or Federal-aid eligible facilities

Applicants seeking selection of the competitively three-tiered funding for MPO LRTP or Regionally Specific Projects (Tier 1), Operational and Safety Projects (Tier 2), or Annual Pavement Program Projects (Federal Aid or State Funded) (Tier 3) must be:

- A unit of local government or the MPO itself
- An agency that maintains Federal-aid eligible facilities or that has coordinated with WVDOH for improvements to a Federal-aid eligible facility prior to the submission of an application.
- A nonprofit entity that is responsible for the administration of federal funds or Federal-aid eligible facilities
 - The only exception to the above is for Tier 3, a repaving project can be recommended by a member of the public but will have to be approved by the BHJ-MPC MPO Policy Board

Project Eligibility

Proposed projects must be located in the BHJ-MPC metropolitan planning area of Brooke and Hancock Counties, West Virginia, and the project or portion of the project must be included in the LRTP or be found by the MPO staff and Policy Board to be consistent with the LRTP. Applicants will have the option to request assistance from the MPO on a first come, first served basis. BHJ-MPC can assist in gathering crash data, traffic count data, project scoping, cost estimates, and other application information. Applications for projects seeking to use the federally allocated funding must meet the requirements specified below.

STBG Funding Project Eligibility

1.) Location Requirements

STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except-

- A bridge or tunnel project (no new construction)
- A bridge replacement of a low water crossing
- A project described in 23 USC 133(b)(5)-15 and (b)(23)
 - Highway and transit safety infrastructure improvements and programs;
 - Fringe and corridor parking facilities;
 - Carpool projects;
 - Recreational trails, including maintenance and restoration of existing trail;
 - the safe routes to school program;
 - Pedestrian and bicycle projects in accordance with 23 USC 217, including modifications to comply with ADA requirements;
 - Protection for bridges and tunnels on public roads;
 - Project to reduce the number of wildlife-vehicle collisions;
 - Installation of EV charging facilities;
 - Projects to support congestion pricing, electronic toll collection, travel demand management programs;
 - Planning programs, research, workforce development, training and education.
- As approved by the Secretary.

2.) Eligible Activities

- Construction of:
 - Highways, bridges, tunnels, ferry boats and terminal facilities;
 - Transit capital projects eligible under 49 USC 53 Public Transportation;
 - Capital improvements on infrastructure-based intelligent transportation systems;
 - Truck parking facilities; and
 - Wildlife crossing structure.
- Operational improvements (23 USC 101(a)(19)), including:
 - Capital improvement for installation of traffic surveillance and control equipment;
 - Computerized signal systems;
 - Motorist information systems;

- Integrated traffic control systems;
 - Incident management programs; and
 - Transportation demand management facilities, strategies, and programs
- Capital and operating costs for traffic monitoring, management, and control facilities and programs (23 USC 101(a)(18)), includes labor costs, administrative costs, costs of utilities and rent, and other costs associated with the continuous operation of traffic control, such as integrated traffic control systems, incident management programs, and traffic control centers.
 - Environmental measures eligible under 23 USC 119(g):
 - Mitigation banking or other third-party mitigation arrangements, such as the purchase of credits from commercial mitigation banks;
 - Statewide and regional efforts to conserve, restore, enhance, and create natural habitats and wetlands; and
 - Development of statewide and regional environmental protection plans, including natural habitat and wetland conservation and restoration plans under 23 USC 148(a)(4)(B)(xvii)
 - The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife under 23 USC 328
 - Environmental restoration and pollution abatement to minimize or mitigate the impacts of any transportation project funded under this title (including retrofitting and construction of stormwater treatment systems to meet Federal and State requirements under 23 USC 329.
 - Establishment of plants to perform one or more of the following functions:
 - Abatement of stormwater runoff;
 - Stabilization of soil;
 - Provision of habitat, forage, and migratory way stations for Monarch butterflies, other native pollinators, and honeybees, and aesthetic enhancement.
 - Management of plants which impair or impede the establishment, maintenance, or safe use of a transportation system.
 - Transportation control measures listed under Clean Air Act (CAA) Section 108(f)(1)(A) / 42 U.S. Code §7408(f)(1)(A), except clause (xvi) of the section:
 - Programs for improved public transit;
 - Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high-occupancy vehicles (HOVs);
 - Employer-based transportation management plans, including incentives;
 - Trip-reduction ordinances;
 - Traffic flow improvement programs that achieve emissions reductions;
 - Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
 - Programs to limit or restrict vehicle use in downtown areas or other areas of emissions concentration, particularly during periods of peak use;
 - Programs for the provision of all forms of high-occupancy, shared-ride services;
 - Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
 - Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;

- Programs to control extended idling of vehicles;
 - Reducing emissions from extreme cold start conditions;
 - Employer-sponsored programs to permit flexible work schedules;
 - Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
 - Programs for new construction and major reconstruction of paths, tracks, or areas solely for use by pedestrians or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior;
- Highway and transit safety infrastructure improvements and programs;
 - Fringe and corridor parking facilities;
 - Carpool projects;
 - Recreational trails, including maintenance and restoration of existing trail;
 - Safe routes to school program;
 - Pedestrian and bicycle projects in accordance with 23 USC 217, including modifications to comply with ADA requirements;
 - Protection for bridges and tunnels on public roads;
 - Project to reduce the number of wildlife-vehicle collisions;
 - Installation of EV charging facilities;
 - Projects to support congestion pricing, electronic toll collection, travel demand management programs;
 - Planning programs, research, workforce development, training, and education.
 - Deployment of intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users.
 - Planning and construction of projects that facilitate intermodal connection between emerging transportation technology, such as magnetic levitation and hyperloop.
 - Protective features, including natural infrastructure, to enhance the resilience of a transportation facility. Natural infrastructure, as defined in (23 USC 101 (a)(17)) involves the use of plants, soils, and other natural features, including through the creation, restoration, or preservation of vegetated areas using materials appropriate to the region to manage stormwater and runoff, to attenuate flooding and storm surges, and for other related purposes.
 - Projects to enhance travel and tourism.
 - Any type of project eligible under 23 USC 133 as in effect on the day before the FAST Act was enacted - December 3, 2015.

CRP Funding Project Eligibility

CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be in the STIP/TIP and be consistent with the MTP.

Eligible activities include:

- A project to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems.
- A public transportation project that is eligible for assistance under 23 U.S.C. 142. Those projects include:
 - Construction of exclusive or preferential high-occupancy vehicle lanes.
 - Construction of highway traffic control devices.
 - Construction of bus passenger loading areas and facilities, including shelters.
 - Fringe and corridor parking facilities, which may include electric vehicle charging stations and natural gas vehicle refueling stations (23 U.S. Code § 142 (a) (1)), as well as access roads, buildings, equipment improvements, and interests in lands. (23 U.S. Code § 137)
 - Construction of a bus rapid transit corridor or dedicated bus lanes, including (23 U.S. Code § 142 (3))
 - Traffic signaling and prioritization systems;
 - Redesigned intersection that are necessary for the establishment of a bus rapid transit corridor;
 - On-street stations;
 - Fare collection systems;
 - Information and wayfinding systems; and
 - Depots.
 - Capital improvement to improve access and coordination between intercity and rural bus services (23 U.S.C 142 (a)(2));
 - Construction of facilities to improve multimode connectivity (23 U.S.C 142 (a)(2));
 - Any capital transit project that is eligible for assistance under 49 U.S.C. 53;
- A transportation alternatives project, including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation. This includes projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit, including:
 - Separation of motor vehicles from ped/bicycle
 - Increasing visibility (lighting), and
 - Promoting electric bike (charging facility) and micro-mobility.
- A project for advanced transportation and congestion management technologies (23 U.S.C 503 (c)(4)(E)) including advanced traveler information systems; advanced transportation management technologies; advanced transportation technologies to improve emergency evacuation, infrastructure maintenance, monitoring, and condition assessment, and advanced public transportation system.
- A project to replace street lighting and traffic control devices with energy-efficient alternatives.

- Development of a carbon reduction strategy.
- A transportation management project, such as congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, and otherwise reducing demand for roads.
- A project to reduce the environmental and community impacts of freight movement.
- A project to support the deployment of alternative fuel vehicles, including publicly accessible electric vehicle charging facilities, alternative fueling infrastructure; zero-emission vehicles, and required supporting facilities.
- A project to improve traffic flow that 1) is eligible under the CMAQ program, and 2) does not involve the construction of new capacity.
- A project for the deployment of infrastructure-based intelligent transportation systems, such as vehicle-to-infrastructure communications and short-range communications.
- A project that contains sustainable pavements and construction materials. Lifecycle assessment (LCA) demonstrates substantial carbon reductions.

Any project that is eligible under the STBG if the Secretary certifies that the State has demonstrated a reduction in on-road highway CO2 emissions: 1) per capita, and 2) per unit of economic output. No certification for FY2022.

Project Selection Process

At the beginning of each fiscal year, BHJ-MPC will announce the deadline for and begin accepting applications for consideration for the federal suballocated funds. Notice will be posted on BHJ-MPC's website at bhjmpc.org, notice will be given at the prior Technical Advisory Committee (TAC) meeting, and an email blast to BHJ-MPC's members will be sent out. The below process outlines the steps necessary to submit an application. A blank application form is located at the back of this document.

Step 1.) Pre-Application

BHJ-MPC staff will hold pre-application meetings as requested on a first come, first served basis, with potential applicants to discuss project qualification and selection criteria as well as the possibility of what local match funding will be required. Staff will also determine what data and information we have and can share for inclusion in the application.

Step 2.) For Application Submittals

The applicant should submit the applications with the following information and documentation:

- 1.) Project Need-Demonstration that evidence or data shows that the project in question is warranted for implementation. This information includes:
 - a. Summary of crash data
 - b. Traffic count data
 - c. Identified congestion
 - d. Gaps in the street or sidewalk network
 - e. Current roadway conditions
 - f. Safety concerns
 - g. Other similar pertinent information
- 2.) Project Scope-A map should be provided that shows the location and extents of the project with areas highlighted of concern.
- 3.) Match Funding-Applicant should be able to demonstrate the source of the funding match that is required if the project has not been identified as being eligible for 100% federal funding or is a priority project for the State that has been confirmed by a representative of the WVDOT.
- 4.) Community Support-Signed letters of support from the community in various forms will be accepted.

Step 3.) Preliminary Review

After receiving an application, BHJ-MPC staff will perform a preliminary review of the application and determine project eligibility. The applicant will then be informed of the results of the review and given feedback. Time will be given to add any missing information needed before applications are scored.

Step 4.) Project Scoring

BHJ-MPC staff will score projects based on the information that has been submitted. The following section outlines the scoring criteria that will be used. Staff will then compile the information, applications, scoring sheets, and other relevant information into a preliminary report.

Step 5.) TAC Review

BHJ-MPC will share the preliminary report with the Technical Advisory Committee for review and comment. The scoring and ranking of the applications will be adjusted as necessary based on the input given from the TAC.

Step 6.) Review Committee Review

BHJ-MPC staff will compile a comprehensive report that summarizes the outcome of the project selection process along with the feedback received from the TAC. This report will include all applications, scoring details, recommendations, and any other pertinent information.

To review the report, the MPO Policy Board will form a Project Review Committee comprising of non-elected officials and representatives. The Committee may propose revisions to the recommendations in the report only if a consensus is reached among its members. In the event that no consensus is reached, the recommendations from the report will remain unchanged.

Step 7.) Final Approval

Once the scoring and report is finalized, the report will be submitted to the BHJ-MPC Policy Board for approval. Scoring and selection will only be considered final once the Policy Board approves.

Project Selection Criteria and Scoring

General Criteria	Points
A Project or part of a project identified in the LRTP	20
Tier 1 Project	50
Tier 2 Project	40
Tier 3 Project	30
Project Eligible at 100% funding	10
Project significantly contributes to achieving target for MPO's Performance Measures	20
Project partially contributes to achieving target for MPO's Performance Measures	10
Project directly relates to safety	10
Project directly relates to alternative transportation	10
Pre-engineering has been performed by the applicant	10
AADT Criteria	Maximum Points
AADT (Annual Average Daily Traffic)	20

AADT points will be awarded and adjusted on a scale to the maximum point value depending on the counts that are associated with the applications that are being scored against each other. This will give a fair representation and comparison of the applications. AADT value will be determined using BHJ-MPC data, WVDOT data, and Streetlight data that is the most recent.

When two or more projects received the same score, higher ranking will be given to the projects that with the following features, as ordered by priority for this ranking purpose:

1. Those projects that benefit traditionally underserved and disadvantaged populations
2. Those projects that relate to transportation alternatives
3. Those projects that are preferred by the BHJ-MPC Policy Board and advisory committees

Federal Funding Share and Local Match Requirements

Federal Share of STBG Funds

Federal share for STBG-funded project is governed by 23 U.S.C. 120. In general, the share is 80 percent federal funds and 20 percent local funds. An administration fee (approximate 10%) may be associated with the project. Certain safety projects may be funded at 100 percent of the cost by federal funds upon approval by the DOH.

The 23 U.S.C. provides that:

- Interstate system projects: **90%** of the total project cost, unless adding lanes that are not high- occupancy-vehicles or auxiliary lanes.
- Other projects: **80%** of the total project cost
- Increased federal share – up to **100%** of the cost of construction of the following safety related projects:
 - Traffic control signalization;
 - Traffic circles, including roundabouts;
 - Safety rest areas (no food, fuel, or lodging services);
 - Pavement marking;
 - Rumble strips;
 - Commuter carpooling and van pooling;
 - Rail-highway crossing closure;
 - Traffic lights, guardians, barrier;
 - Vehicle-to-infrastructure communication; and
 - Priority control systems for emergency vehicles or transit vehicles.

States are encouraged to consider the use of STBG funds for such safety improvements that would increase the Federal share to 100 percent.

- Workforce development, training and education activities and activities carried out with STBG funds under 23 USC 504(e)(1)(A) through (H): **100%**, including:
 - Tuition and direct educational expenses in connection with the education and training of employees of State and local transportation agencies;
 - Employee professional development;
 - Student internships, apprenticeships, and
 - Educational activities to develop interest and promote participation in surface transportation careers.

Federal Share of CRP Funds

Federal share for CRP-funded project is governed by 23 U.S.C. 120:

- Interstate system projects: **90%** of the total project cost, unless adding lanes that are not high- occupancy-vehicles or auxiliary lanes.
- Other projects: **80%** of the total project cost
- Increased federal share – up to **100%** of the cost of construction of the following safety related projects:
 - Traffic control signalization;
 - Traffic circles, including roundabouts;
 - Safety rest areas (no food, fuel, or lodging services);
 - Pavement marking;
 - Rumble strips;
 - Commuter carpooling and van pooling;
 - Rail-highway crossing closure;
 - Traffic lights, guardians, barrier;
 - Vehicle-to-infrastructure communication; and
 - Priority control systems for emergency vehicles or transit vehicles.

Funding Request Forms and Instructions for Completion

Application Instructions:

- Review the BHJ-MPC Project Selection Guidelines and Process for Federally Sub-Allocated Funding: bhjmpc.org
- Two forms are located below, the first for STBG, CRP, Tier 1, and Tier 2 project proposals, the second is for Tier 3 project proposals.
- Fill out all items to the most appropriate level of completeness when applicable, fill in N/A if information is not available or unknown.
- Be sure to clearly label all attached documents that are included with the application submission.
- Application can be submitted by hand writing on a printed version of this form and mailed to:
 - Cody Cresap, BHJ-MPC
124 N 4th St 2nd Floor
Steubenville Ohio 43952
- Application can also be submitted by editing this word Document and emailing the completed application and attachments to:
 - Cody Cresap, BHJ-MPC
ccresap@bhjmpc.org
- ***Required** items are marked with an *asterisk*.
- The submission must be made by Monday, September 30th, 2024, at 12 PM ET.

**Request form for the Federal Sub-Allocated Funding in West Virginia
STBG, CRP, Tier 1, and Tier 2 Project Proposals**

Organization Info				
*Organization Name				
*Organization Type	Unit of Local Government or MPO Itself	Agency that maintains Federal-aid eligible facilities or that has coordinated with WVDOH for Federal-aid eligible facility prior to the submission of the application	A nonprofit entity that is responsible for the administration of federal funds or Federal-aid eligible facilities	
Person Of Contact				
*Name				
*Title				
*Phone Number				
*Email Address				
Funding				
*Funding Type (Select One)	STBG	CRP	Tier 1	Tier 2
*Expected Federal Share (Select One)	80%	90%	100%	
*Total Project Cost				
*Federal Funding Cost				
*Local Match Cost				
*Local Match Source				
*Is Local Match Committed and Available?	Yes		No	
<i>*Attach all project cost estimates and supporting documents related to the local match funding</i>				

Project Information

*Project Narrative (Describe the project, current conditions, safety concerns, suggested improvements, eligible activity from pages 4-8, etc.)			
*Project Phases	Engineering Only	Construction Only	Design/Build
*Is this project listed in the BHJ-MPC LRTP 2045 found on our website?	Yes	No	
*If so, what is the Project ID listed or Project Name it is or associated with if only partially			
*Average Annual Daily Traffic (AADT)			
*Number of Traffic Crashes			
*Is there an issue with Traffic Congestion?	Yes	No	
*Are there gaps in street or sidewalk networks?	Yes	No	
*Is this project related to improving safety?	Yes	No	
*Is this project related to alternate transportation?	Yes	No	
*Explain:			
*Does this project contribute to achieving the MPO's performance measure goals?	Yes	No	

*Does this project have Right of Way issues?	Yes	No
*Explain:		
*Project Location (Route, Road Name, Mileposts, GPS coordinates, etc.)		
<i>*Please attach a map of project showing location, length, scope of work, etc. for visual reference.</i>		
*Has any preliminary, environmental, or design engineering been performed?	Yes	No
<i>*Please attach any and all references to any engineering or studies that have been performed for the project and at the location of the project.</i>		
<i>*Please attach any and all support letters from any and all sources (Mayor, council, business owners, residents, etc.)</i>		
Comments: Feel free to express any other thoughts or information here		

Request form for the Federal Sub-Allocated Funding in West Virginia

Tier 3 Project Proposals-Annual Pavement Program

Organization Info			
Organization Name (If Applicable)			
Organization Type	Unit of Local Government or MPO Itself	Agency that maintains Federal-aid eligible facilities or that has coordinated with WVDOH for Federal-aid eligible facility prior to the submission of the application	A nonprofit entity that is responsible for the administration of federal funds or Federal-aid eligible facilities
Member of the Public not representing an Organization of Local Government?	Yes	No	
Person Of Contact			
*Name			
*Title (if applicable)			
*Phone Number			
*Email Address			
Project Information			
*Project Narrative (Describe the project, current conditions, safety concerns, suggested improvements, eligible activity from pages 4-8, etc.)			

*Is this project listed in the BHJ-MPC LRTP 2045 found on our website?	Yes	No
*If so, what is the Project ID listed or Project Name it is or associated with if only partially		
*Average Annual Daily Traffic (AADT)		
*Number of Traffic Crashes		
*Is this project related to improving safety?	Yes	No
*Does this project contribute to achieving the MPO's performance measure goals?	Yes	No
*Does this project have Right of Way issues?	Yes	No
*Explain:		
*Project Location (Route, Road Name, Mileposts, GPS coordinates, etc.)		
<i>*Please attach a map of project showing location, length, scope of work, etc. for visual reference if available.</i>		
Comments: Feel free to express any other thoughts or information here		

Appendix I

TIP Amendment Resolutions and Revisions

RESOLUTION 2023-7

**THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND
THE BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE
IN THE MATTER OF ADOPTING A FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

- WHEREAS,** the Brooke-Hancock-Jefferson Transportation Study Policy Committee (BHJTS), the designated the Metropolitan Planning Organization (MPO) by the Governor for the Steubenville-Weirton OH-WV urbanized area; and
- WHEREAS,** the Brooke-Hancock-Jefferson Transportation Study Policy Committee (BHJTS) serves as the policy and decision making body through which local governments conduct the Brooke Hancock Jefferson Metropolitan Planning Commission’s transportation planning process; and
- WHEREAS,** federal and state directives provide for MPOs to develop a Transportation Improvement Program (TIP), in cooperation with state and local officials; regional and local transit operators; port officials; grant recipients under sections of Title 49, U.S.C., and other affected transportation and regional planning and implementing agencies; and
- WHEREAS,** the Brooke Hancock Jefferson Metropolitan Planning Commission’s SFY 2024 – 2027 TIP records the transportation improvement projects, their scopes of work, funding sources, and funding amounts that will be implemented in the Brooke Hancock Jefferson Metropolitan Planning Commission’s transportation program over the next four years; and
- WHEREAS,** the projects recorded in the Brooke Hancock Jefferson Metropolitan Planning Commission’s SFY 2024– 2027 TIP are consistent with the Brooke Hancock Jefferson Metropolitan Planning Commission’s 2045 Long Range Transportation Plan; and
- WHEREAS,** the Brooke Hancock Jefferson Metropolitan Planning Commission’s SFY 2024– 2027 TIP is fiscally constrained; and
- WHEREAS,** the Brooke Hancock Jefferson Metropolitan Planning Commission’s SFY 2024– 2027 TIP was developed and reviewed consistent with Brooke Hancock Jefferson Metropolitan Planning Commission’s Public Participation Plan, has been reviewed and accepted by the Technical Advisory Committee and has been coordinated with regional and local transit operators and local community officials;
- WHEREAS,** said Transportation Improvement Program is considered to be complete pending any final comments generated by either ODOT or WVDOT, and hereafter on occasion revised and readopted by action of this body; and

NOW, THEREFORE, BE IT RESOLVED:

1. That this Committee reaffirms its approval of the Long Range Transportation Plan for the BHJMPO Region including Brooke and Hancock Counties of West Virginia and Jefferson County of Ohio, and recommends that its members incorporate these improvements into their planning for transportation improvements in their governmental units;
2. That this Committee adopts the Fiscal Years 2024 through 2027 Final Transportation Improvement Program subject to any comments generated by either ODOT or WVDOT and hereafter on occasion revised and readopted by action of this body; and

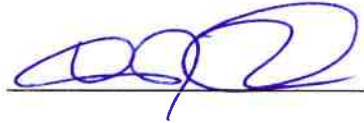
3. That this Committee reaffirms that the Fiscal Years 2024 through 2027 Final Transportation Improvement Program conforms to any applicable state implementation plans in accordance with the provisions of the Transportation Conformity Rule (40 CFR Parts 51 & 93); and

ADOPTED, this 19th day of April, 2023, at a joint meeting of the BHJTS Technical Advisory Committee, Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.

ATTEST:



Michael J. Paprocki
Executive Director



Andrew Thomas
Chairperson

RESOLUTION 2023-9

THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE RECOMMENDATION TO AMEND THE REGION'S F.Y. 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, Following the Ohio Department of Transportation's *STIP Amendment and Administrative Modification Procedures*, the Brooke-Hancock-Jefferson Transportation Study Policy Committee (BHJTS) is required to amend the regions' FY2024-2027 TIP herein called Revision #1; and

WHEREAS, Revision #1 includes the additions and modifications to the following projects;

- (1) In Jefferson County, OH: Add DD Phase to Project PID# 109503 JEF-SR 7 Brilliant Park-N-Ride, \$75,000; and

WHEREAS, All projects listed in Revision #1 are consistent with the 2045 Regional Transportation Plan, adopted April 22, 2020; and

WHEREAS, BHJTS staff has reviewed the project amendment and has verified that the amendment maintains TIP financial constraint; and

WHEREAS, All projects listed in Revision #1 conform to the provisions of CFR Part 51.390 as well as CFR Title 40 Part 93 (Updated March 2010) and Section 176(c) of the Clean Air Act for all applicable National Ambient Air Quality Standards (NAAQS) and will not:

1. Cause or contribute to a new violation of a NAAQS;
2. Increase the frequency or severity of any existing violation of a NAAQS;
3. Delay the timely attainment of a NAAQS.

WHEREAS, BHJTS staff has reviewed the projects and agrees with the TIP revision according to the attachments to this resolution; and

WHEREAS, the BHJTS Technical Advisory Committee, in action taken on July 10th, 2023 recommends approval of the afore mentioned revision to the Region's F.Y. 2024-2027 Transportation Improvement Program;

NOW THEREFORE BE IT RESOLVED: that the F.Y. 2024-2027 Transportation Improvement Program be revised as indicated by the attachments to this Resolution.

ADOPTED, this 10th day of July, 2023 at the specially scheduled joint meeting of the Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.

ATTEST:



Michael J. Paprocki
Executive Director



Andrew Thomas
Chairperson

RESOLUTION 2023-10

THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE RECOMMENDATION TO AMEND THE REGION'S F.Y. 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, Following the Ohio Department of Transportation's *STIP Amendment and Administrative Modification Procedures*, the Brooke-Hancock-Jefferson Transportation Study Policy Committee (BHJTS) is required to amend the regions' FY2024-2027 TIP herein called Revision #2; and

WHEREAS, Revision #2 includes the additions, removals, and modifications to the following projects;

- (1) In Jefferson County, OH: Remove project PID# 119087 JEF BHJ FY24 Outreach Planning, \$225,000.00; and
- (2) In Jefferson County, OH: Remove project PID# 119088 JEF BHJ Regional EV Plan, \$250,000.00; and

WHEREAS, All projects listed in Revision #2 are consistent with the 2045 Regional Transportation Plan, adopted April 22, 2020; and

WHEREAS, BHJTS staff has reviewed the project amendment and has verified that the amendment maintains TIP financial constraint; and

WHEREAS, All projects listed in Revision #2 conform to the provisions of CFR Part 51.390 as well as CFR Title 40 Part 93 (Updated March 2010) and Section 176(c) of the Clean Air Act for all applicable National Ambient Air Quality Standards (NAAQS) and will not:

1. Cause or contribute to a new violation of a NAAQS;
2. Increase the frequency or severity of any existing violation of a NAAQS;
3. Delay the timely attainment of a NAAQS.

WHEREAS, BHJTS staff has reviewed the projects and agrees with the TIP revision according to the attachments to this resolution; and

WHEREAS, the BHJTS Technical Advisory Committee, in action taken on September 21st, 2023 recommends approval of the afore mentioned revision to the Region's F.Y. 2024-2027 Transportation Improvement Program;

NOW THEREFORE BE IT RESOLVED: that the F.Y. 2024-2027 Transportation Improvement Program be revised as indicated by the attachments to this Resolution.

ADOPTED, this 21st day of September, 2023 at the specially scheduled joint meeting of the Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.

ATTEST:



Michael J. Paprocki
Executive Director



Andrew Thomas
Chairperson

RESOLUTION 2023-11

**THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE
BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE
RECOMMENDATION TO ADOPT THE WEST VIRGINIA PROJECT SELECTION GUIDELINES AND
PROCESSES FOR FEDERALLY SUB-ALLOCATED FUNDING**

- WHEREAS,** The Infrastructure Investment and Jobs Act (IIJA) has established a new formula for the suballocation of Federal Highway Administration (FHWA) funds to urbanized areas of a State with an urban population not less than 50,000 and not more than 200,000 associated with the Surface Transportation Block Grant (STBG) Program and Carbon Reduction Program (CRP) funds; and
- WHEREAS,** the 2020 Census of the United States has established that the urban population of the Steubenville-Weirton Metropolitan Statistical Area is 64,981 persons; and
- WHEREAS,** BHJMPC has created a set of guidelines and processes to comply with the West Virginia Department of Transportation (WVDOT) State Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) Operating Procedures finalized April 3, 2023; and
- WHEREAS,** these guidelines and processes are to ensure that BHJ will obligate suballocated funds for projects in Brooke and Hancock counties, WV in a fair and transparent manner based on established criteria and applicable eligibility requirements that have the greatest impact on improving the Metropolitan Area’s infrastructure; and
- WHEREAS,** projects eligible for obligation of these federal suballocated funds must be consistent with BHJ’s adopted Long Range Transportation Plan (LRTP); and
- WHEREAS,** once adopted, these guidelines, processes, and WVDOT’s STIP and TIP Operating Procedures become a part of BHJ’s Metropolitan Transportation Improvement Program (TIP) document; and
- WHEREAS,** the BHJTS Technical Advisory Committee has reviewed and recommended that the BHJ Transportation Study Policy Committee adopt the attached guidelines, processes, and WVDOT’s STIP & TIP Operating Procedures as the policy for selecting Federal-Aid or State Funded projects in Brooke and Hancock counties, WV; and

NOW THEREFORE BE IT RESOLVED: that the attached Project Selection Guidelines and Process for Federally Sub-Allocated Funding and the West Virginia Department of Transportation STIP & TIP Operating Procedures are the adopted policies for selecting projects for the Transportation Plans and Transportation Improvement Program for Brooke and Hancock counties of the BHJ Metropolitan Planning Organization’s region.

ADOPTED, this 15th day of November, 2023 at the regularly scheduled meeting of the Brooke-Hancock-Jefferson Transportation Study Policy Committee.



Andrew Thomas
Chairperson

ATTEST:



Michael J. Paprocki
Executive Director

RESOLUTION 2023-13

THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION APPROVING SUPPORT OF ESTABLISHED OHIO STATEWIDE SAFETY PERFORMANCE MEASURES

- WHEREAS,** the Policy Committee is the Brooke-Hancock-Jefferson Metropolitan Planning Commission (MPO); and
- WHEREAS,** per Federal Rule 23 CFR 490 States are required to establish targets for five safety performance measures applicable to all public roads, as the number of fatalities, number of serious injuries, fatality rate, serious injury rate, and number of non-motorized fatalities and serious injuries; and
- WHEREAS,** the performance measures are being required to foster transparency and accountability, and help track safety progress at regional, state, and national levels;
- WHEREAS,** the Ohio Department of Transportation has established a statewide 2% annual reduction target across all five performance measures which translates as the following numeric statewide targets for CY2024: 1,172.0 fatalities, 7,270.0 serious injuries, 1.05 fatality rate, 6.51 serious injury rate, and 835 non-motorized fatalities and serious injuries; and
- WHEREAS,** Metropolitan Planning Organizations must establish targets for their respective areas within 180 days of State's establishment of targets; and
- WHEREAS,** the Policy Committee has analyzed and determined that it will support the established Ohio Department of Transportation's statewide safety targets in Jefferson County; and
- WHEREAS,** the Brooke-Hancock-Jefferson Metropolitan Planning Commission (MPO) does hereby agree to plan and program projects so that they contribute toward the accomplishment of the Ohio Department of Transportation's state safety targets for Jefferson County, Ohio;


NOW THEREFORE BE IT RESOLVED: that the Brooke-Hancock-Jefferson Transportation Metropolitan Planning Commission does hereby support the Ohio state targets for Jefferson County, Ohio.

ADOPTED, this 15th day of November, 2023, at the regularly scheduled meeting of the Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.



Andrew Thomas
Chairperson

ATTEST:



Michael Paprocki
Executive Director

RESOLUTION 2023-14

THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE RECOMMENDATION TO AMEND THE REGION'S F.Y. 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, Following the Ohio Department of Transportation's *STIP Amendment and Administrative Modification Procedures*, the Brooke-Hancock-Jefferson Transportation Study Policy Committee (BHJTS) is required to amend the regions' FY2024-2027 TIP herein called Revision #3; and

WHEREAS, Revision #3 includes the additions and modifications to the following projects;

- (1) In Jefferson County, OH: Update funding to PID 112684 JEF SR43 2.000, changing project from Grouped to Individually listed, resulting from a change in funding to include BHJ STBG funding; and

WHEREAS, All projects listed in Revision #3 are consistent with the 2045 Regional Transportation Plan, adopted April 22, 2020; and

WHEREAS, BHJTS staff has reviewed the project amendment and has verified that the amendment maintains TIP financial constraint; and

WHEREAS, All projects listed in Revision #3 conform to the provisions of CFR Part 51.390 as well as CFR Title 40 Part 93 (Updated March 2010) and Section 176(c) of the Clean Air Act for all applicable National Ambient Air Quality Standards (NAAQS) and will not:

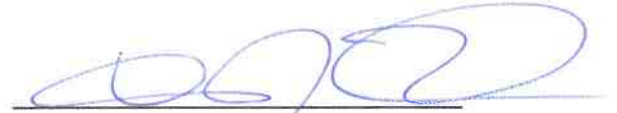
1. Cause or contribute to a new violation of a NAAQS;
2. Increase the frequency or severity of any existing violation of a NAAQS;
3. Delay the timely attainment of a NAAQS.

WHEREAS, BHJTS staff has reviewed the projects and agrees with the TIP revision according to the attachments to this resolution; and

WHEREAS, the BHJTS Technical Advisory Committee, in action taken on November 15th, 2023 recommends approval of the afore mentioned revision to the Region's F.Y. 2024-2027 Transportation Improvement Program;

NOW THEREFORE BE IT RESOLVED: that the F.Y. 2024-2027 Transportation Improvement Program be revised as indicated by the attachments to this Resolution.

ADOPTED, this 15th day of November, 2023 at the regularly scheduled meetings of the Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.



Andrew Thomas
Chairperson

ATTEST:



Michael J. Paprocki
Executive Director

RESOLUTION 2023-15

**THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE
BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE
RECOMMENDATION TO AMEND THE REGION'S
F.Y. 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, Following the West Virginia Department of Transportation's *STIP and TIP Operating Procedures, for amending and modifying the TIP*, the Brooke-Hancock-Jefferson Transportation Study Policy Committee (BHJTS) is required to amend the regions' FY2024-2027 TIP herein called Revision #3; and

WHEREAS, Revision #3 includes additions and modifications to the projects listing resulting from the Weirton Transit Corporation (WTC) now becoming the Weirton Department of Transit (WDOT);

- (1) Removal of all of the existing WTC projects in the FY2024-2027 TIP ;and
- (2) Addition of a new listing of projects for the FY2024-2027 TIP for the WDOT including the following:
 - a. 2024 Operating Assistance, \$386,200.00
 - b. 2024 Maintenance, \$30,000.00
 - c. 2024 Mobility Management, \$67,100.00
 - d. 2025 Operating Assistance, \$424,820.00
 - e. 2025 Maintenance, \$33,000.00
 - f. 2025 Mobility Management, \$73,810.00
 - g. 2026 Operating Assistance, \$467,302.00
 - h. 2026 Maintenance, \$36,270.00
 - i. 2026 Mobility Management, \$81,191.00
 - j. 2027 Operating Assistance, \$514,032.00
 - k. 2027 Maintenance, \$39,930.00
 - l. 2027 Mobility Management, \$89,310.00

WHEREAS, All projects listed in Revision #3 are consistent with the 2045 Regional Transportation Plan, adopted April 22, 2020; and

WHEREAS, BHJTS staff has reviewed the project amendment and has verified that the amendment maintains TIP financial constraint; and

WHEREAS, All projects listed in Revision #3 conform to the provisions of CFR Part 51.390 as well as CFR Title 40 Part 93 (Updated March 2010) and Section 176(c) of the Clean Air Act for all applicable National Ambient Air Quality Standards (NAAQS) and will not:


- 1. Cause or contribute to a new violation of a NAAQS;
- 2. Increase the frequency or severity of any existing violation of a NAAQS;
- 3. Delay the timely attainment of a NAAQS.

WHEREAS, BHJTS staff has reviewed the projects and agrees with the TIP revision according to the attachments to this resolution; and

WHEREAS, the BHJTS Technical Advisory Committee, in action taken on November 15, 2023 recommends approval of the afore mentioned revision to the Region’s F.Y. 2024-2027 Transportation Improvement Program;

NOW THEREFORE BE IT RESOLVED: that the F.Y. 2024-2027 Transportation Improvement Program be revised as indicated by the attachments to this Resolution.

ADOPTED, this 15th day of November, 2023 at the regularly scheduled meetings of the Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.



Andrew Thomas
Chairperson

ATTEST:



Michael J. Paprocki
Executive Director

RESOLUTION 2024-2

**THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE
BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE
RECOMMENDATION TO AMEND THE REGION'S
F.Y. 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, Following the Ohio Department of Transportation's *STIP Amendment and Administrative Modification Procedures*, the Brooke-Hancock-Jefferson Transportation Study Policy Committee (BHJTS) is required to amend the regions' FY2024-2027 TIP herein called Revision #4; and

WHEREAS, Revision #4 includes the additions and modifications to the following projects for the Steel Valley Regional Transit Authority (SVRTA);

(1) In Jefferson County, OH: Update funding to PID 111692 SVRTA 2024 Operating, \$1,945,448.00; and

WHEREAS, All projects listed in Revision #4 are consistent with the 2045 Regional Transportation Plan, adopted April 22, 2020; and

WHEREAS, BHJTS staff has reviewed the project amendment and has verified that the amendment maintains TIP financial constraint; and

WHEREAS, All projects listed in Revision #4 conform to the provisions of CFR Part 51.390 as well as CFR Title 40 Part 93 (Updated March 2010) and Section 176(c) of the Clean Air Act for all applicable National Ambient Air Quality Standards (NAAQS) and will not:

1. Cause or contribute to a new violation of a NAAQS;
2. Increase the frequency or severity of any existing violation of a NAAQS;
3. Delay the timely attainment of a NAAQS.

WHEREAS, BHJTS staff has reviewed the projects and agrees with the TIP revision according to the attachments to this resolution; and

WHEREAS, the BHJTS Technical Advisory Committee, in action taken on January 17th, 2024 recommends approval of the afore mentioned revision to the Region's F.Y. 2024-2027 Transportation Improvement Program;

NOW THEREFORE BE IT RESOLVED: that the F.Y. 2024-2027 Transportation Improvement Program be revised as indicated by the attachments to this Resolution.

ADOPTED, this 17th day of January, 2024, at the regularly scheduled meetings of the Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.



Andrew Thomas
Chairperson

ATTEST:



Michael J. Paprocki
Executive Director

RESOLUTION 2024-4

**THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE
BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE
RECOMMENDATION TO AMEND THE REGION'S
F.Y. 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, Following the Ohio Department of Transportation's *STIP Amendment and Administrative Modification Procedures*, the Brooke-Hancock-Jefferson Transportation Study Policy Committee (BHJTS) is required to amend the regions' FY2024-2027 TIP herein called Revision #5; and

WHEREAS, Revision #5 includes the additions and modifications to the following project;

- (1) In Jefferson County, OH: Add project PID 121158 BHJ Reg Mobility & AT Plng FY25, \$30,000 using CRRSAA funding; and

WHEREAS, All projects listed in Revision #5 are consistent with the 2045 Regional Transportation Plan, adopted April 22, 2020; and

WHEREAS, BHJTS staff has reviewed the project amendment and has verified that the amendment maintains TIP financial constraint; and

WHEREAS, All projects listed in Revision #5 conform to the provisions of CFR Part 51.390 as well as CFR Title 40 Part 93 (Updated March 2010) and Section 176(c) of the Clean Air Act for all applicable National Ambient Air Quality Standards (NAAQS) and will not:

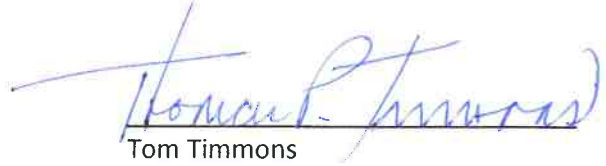
1. Cause or contribute to a new violation of a NAAQS;
2. Increase the frequency or severity of any existing violation of a NAAQS;
3. Delay the timely attainment of a NAAQS.

WHEREAS, BHJTS staff has reviewed the projects and agrees with the TIP revision according to the attachments to this resolution; and

WHEREAS, the BHJTS Technical Advisory Committee, in action taken on March 20th, 2024 recommends approval of the afore mentioned revision to the Region's F.Y. 2024-2027 Transportation Improvement Program;

NOW THEREFORE BE IT RESOLVED: that the F.Y. 2024-2027 Transportation Improvement Program be revised as indicated by the attachments to this Resolution.

ADOPTED, this 20th day of March, 2024 at the regularly scheduled meetings of the Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.



Tom Timmons
Chairperson

ATTEST:



Michael J. Paprocki
Executive Director

RESOLUTION 2024-11

**THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE
BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE
RECOMMENDATION TO AMEND THE REGION'S
F.Y. 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, Following the Ohio Department of Transportation's *STIP Amendment and Administrative Modification Procedures*, the Brooke-Hancock-Jefferson Transportation Study Policy Committee (BHJTS) is required to amend the regions' FY2024-2027 TIP herein called Revision #6; and

WHEREAS, Revision #6 includes the additions and modifications of the following projects;

- (1) In Jefferson County, OH: Add project PID 121680: JEF Wintersville Sidewalk Improv, total project cost of \$441,410; and
- (2) In Jefferson County, OH: Add project PID 121681: S2024 SVRTA OWMP CMAQ, total project cost of \$350,000; and
- (3) In Jefferson County OH: Add Project PID 121682: S2025 SVRTA Misc Capital, total project cost of \$168,200; and
- (4) In Hancock County, WV: Add Project State PID S315-002/00 1.13 00 23: Weirton Steel Overpass, total project cost of \$32,333,915; and
- (5) In Brooke County, WV: Modify Project Cost, Cost Increase, State PID U305-002/00 7.44 00 22: WV 2/WV 27/ I/S Improvement, total project cost of \$3,618,000; and

WHEREAS, All projects listed in Revision #6 are consistent with the 2050 Regional Transportation Plan, adopted April 17th, 2024; and

WHEREAS, BHJTS staff has reviewed the project amendment and has verified that the amendment maintains TIP financial constraint; and

WHEREAS, All projects listed in Revision #6 conform to the provisions of CFR Part 51.390 as well as CFR Title 40 Part 93 (Updated March 2010) and Section 176(c) of the Clean Air Act for all applicable National Ambient Air Quality Standards (NAAQS) and will not:

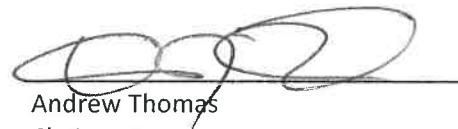
1. Cause or contribute to a new violation of a NAAQS;
2. Increase the frequency or severity of any existing violation of a NAAQS;
3. Delay the timely attainment of a NAAQS.

WHEREAS, BHJTS staff has reviewed the projects and agrees with the TIP revision according to the attachments to this resolution; and

WHEREAS, the BHJTS Technical Advisory Committee, in action taken on May 6th, 2024 recommends approval of the afore mentioned revision to the Region's F.Y. 2024-2027 Transportation Improvement Program;


NOW THEREFORE BE IT RESOLVED: that the F.Y. 2024-2027 Transportation Improvement Program be revised as indicated by the attachments to this Resolution.

ADOPTED, this 6th day of May, 2024 at the specially scheduled joint meetings of the Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.



Andrew Thomas
Chairperson

ATTEST:



Michael J. Paprocki
Executive Director