



REGIONAL REVIEW

Volume 15, Issue 2

Brooke-Hancock-Jefferson
Metropolitan Planning Commission

September 2014

OHIO DEPARTMENT OF TRANSPORTATION'S SUCCESSFUL PLANNING CONFERENCE

On July 15-16 in Columbus, the Ohio Department of Transportation (ODOT) held a power packed conference. With 23 workshops and 61 presentations varying from “Shale Impacts to ODOT’s Infrastructure” to “Innovative Finance Approaches” to Ohio’s Statewide Freight Study”, conferees were offered a true bang for their buck. While BHJ staff could not participate in all workshops, significant observations were:



Dave Snelting (BHJ Transportation Engineer) and Nicholas Orsay (BHJ Senior Transportation Planner) checking in at the ODOT Planning Conference/ Columbus Convention Center.

- ◆ In 2011, there were 31 shale wells drilled in Ohio. In 2013, there were 323 wells completed.
- ◆ Ohio has over 4,400 logistics/distributions operations
- ◆ The Rickenbacker Inland Port road projects in Columbus, the terminus for rail freight from Norfolk, VA, and an intermodal rails to truck port, has received over \$92 million in transportation improvements.

- ◆ The Federal Highway Trust Fund has been renewed to May 2015, a short six month fix. If the Trust Fund is not renewed ODOT will have to consider (1) not awarding new projects with federal funding (2) prioritizing reimbursement to contractors (3) cancelling all or portion of prior year projects utilizing federal funds.
- ◆ Transportation is the largest cost (63%) of doing business for supply chain operators.

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FROM THE EXECUTIVE DIRECTOR

“Big projects require big partners.” To complete projects like a new Ohio River Bridge, access improvements at the Veterans Bridge, road improvements on Weirton’s Pennsylvania Avenue or landslide reinforcement on WV 2 or Ohio 2, we need financial partners. In almost all cases, the big partner is the federal government who typically absorbs up to 80% or 90% of the project cost.

All these projects set the economic tone for our region. They attract or sustain jobs; they reduce congestion; they build property value. As infrastructure, they are the backbone to our success. No better impact example exists than the local surge in oil and gas infrastructure investment. While pipeline distribution is a key to the industry’s success, short haul road access and the construction of heavy weight barring bridges has been instrumental to oil and gas success. So, it should be no surprise to see BHJ staff closely monitoring the current renewal of the federal Highway Trust Fund, the principal revenue source for our federal partner.

“Big projects need long-term commitments.” The Highway Trust Fund is funded through an \$18.3 cent a gallon user charge on automobiles. Collected at the pump, it was last adjusted 21 years ago and has been eroded through inflation and rising construction cost to 48% of its year 1993 buying power. While Congress has bantered among optional ways to rebuild its federal buying power only short term 10 month fixes have been offered. In late July, Congress passed another 10 month fix. With no long term commitment to federal projects, states and localities have deferred or delayed projects due to this uncertainty. While the federal workhorse is clearly leading the way to infrastructure success, for the success of our region, we encourage and point to a long term funding solution.



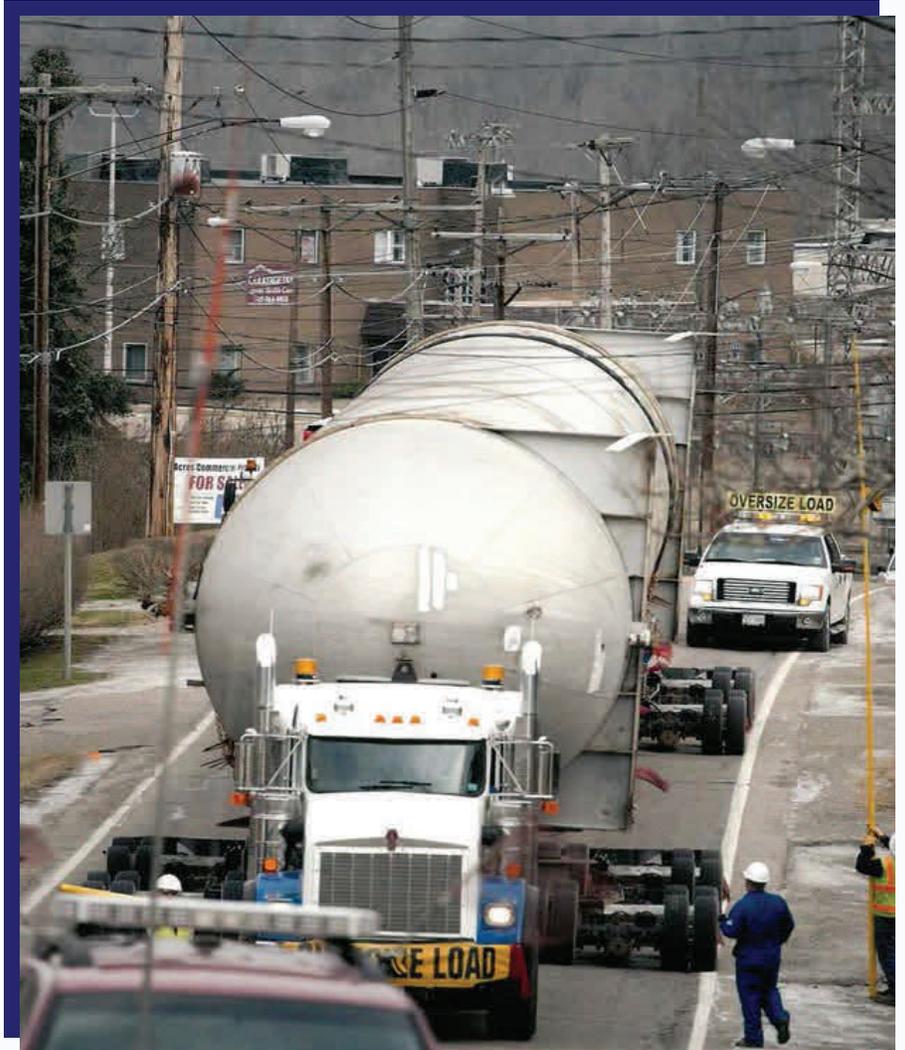
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SEPTEMBER 24TH BHJ COMMISSION MEETING TO FEATURE OIL AND GAS UPDATE AND LAUNCHING OF NEW BHJ WEBSITE

Shale and oil is rapidly changing the landscape of the BHJ Region. As an update, Lloyd MacAdam, District Deputy Director for Region 11, and Anna Kusmich, ODOT Shale Coordinator, will attend the joint meeting of the BHJ Full Commission and Technical Advisory Committee on September 24th at 11:30. Their presentation is loaded with new monthly data and local approaches to negotiating oil and gas challenges such as how super loads are formed.

In addition, the Ridgefield Group, contractors for BHJ's new web site, will launch our new, easily accessible and informative web site. For over 14 years, the BHJ web site has remained essentially the same in look and access. Learn how "at your finger tip" information for traffic counts, bridge crossings, upcoming meetings, and community comment and staff contacts can benefit you.

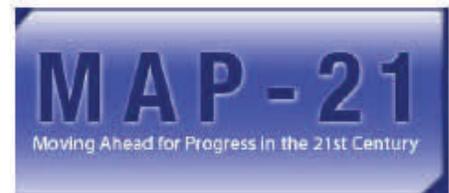
Route 43 in Wintersville was never built to serve natural gas super loads. This superload destined for Scio (Harrison County) was one of several load convoys experienced in the BHJ region in 2014



Along with the new look of the BHJ website, Christen Fischer of the Ridgefield Group in Steubenville also re-designed the BHJ logo.

The new logo will appear on business cards, stationery and general correspondence.

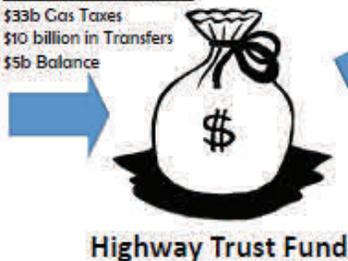
HOW THE HIGHWAY AND TRANSPORTATION FUNDING ACT OF 2014 OPERATES



The FY 2014 Transportation Appropriations bill will provide \$40.3 billion to the states to pay for ongoing and new projects.

MAP-21 authorizes \$40.3 billion in 2014 to states to budget and plan for highway projects.

2014 Revenues Into HTE
 \$33b Gas Taxes
 \$10 billion in Transfers
 \$5b Balance



The Highway Trust Fund reimburses states for the federal portion of project costs



States need Congress to enact both an authorization and an appropriation bill to spend money on ongoing and new highway projects.

DID YOU KNOW.....

The Federal-Aid Highway Act of 1956, aka the National Interstate and Defense Highways Act (Public Law 84-627), was signed into law on June 29, 1956 by President Dwight D. Eisenhower. The bill mandated \$25 billion dollars for the construction of 41,000 miles of the Interstate Highway System over 10 years. It was, at that time, the largest public works project in American history.

The money was placed in a Highway Trust Fund that paid for 90 percent of highway construction costs with the states required to pay the remaining 10 percent. The money would be generated through new taxes on fuel, automobiles, trucks, and tires. Generally the Federal portion of the cost of the Interstate Highway System has been paid for by taxes on gasoline and diesel fuel.

IF THE HIGHWAY AND TRANSPORTATION FUNDING ACT OF 2014 HAD NOT PASSED.....

Fortunately, H.R. 5021: Highway and Transportation Funding Act of 2014 was enacted and signed by the President on August 8, 2014. The bill continues from October 1, 2014 through May 31, 2015. If it had failed to pass, the consequences for transportation would have been phenomenal.

The current highway authorization bill is set to expire on October 1, 2014. As Congress considered its reauthorization which included changes in the federal highway program, one question in particular was at the center of the debate - Which level of government—federal, state, or local—is best suited to maintain, improve, and expand the nation’s surface transportation infrastructure?

Most federal surface transportation programs are grouped together in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and are paid for by the Highway Trust Fund (HTF), which is funded primarily by the 18.4 cents-per-gallon federal gasoline tax and related excise taxes. The programs funded under MAP-21 channel HTF funds to the state and local governments and establish the rules and regulations governing how the states and localities can spend that money. It is interesting to note that local municipalities control less than 15 percent of the federal transportation dollars.

What would the impact have been to the States of Ohio and West Virginia if the Transportation Bill had not been extended?

In Ohio, one example is the approximately \$1.4 billion for roads and bridges that were at risk. According to the FHA, Ohio has more than 2,200 “structurally deficient” bridges throughout the State. These bridges depend on the funding from the highway bill for much-needed improvements and upgrades. The U.S. Department of Transportation had projected a shortfall by August and would have been forced to slow down payments to the Ohio DOT

West Virginia’s federal aid funding for highway construction may have faced delays if the bill had not passed. Some 112,000 construction projects would have been affected.

Brent Walker, a spokesman for the West Virginia Department of Transportation, reported WVDOT’s federal aid funding is around \$425 million annually which is a large portion of their program. All active construction contracts would have been halted.

Nationally, about 700,000 jobs would have been affected without the reauthorization of federal transportation funds.

Among the provisions of the bill, H.R. 5021 ensures appropriations for specified federal-aid highway programs under: the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Technical Corrections Act of 2008, the Transportation Equity Act for the 21st Century (TEA-21), the National Highway System Designation Act of 1995, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and other specified law. Subjects funding for such programs generally to the same manner of distribution, administration, limitation, and availability for obligation, but at a specified pro rata of the total amount, as funds authorized for appropriation out of the Highway Trust Fund (HTF) for such programs and activities for FY2014.

It also sets an obligation ceiling of \$26,800,569,863 for federal-aid highway and highway safety construction programs for the same period.

(Information obtained from various websites including Federal Highway.)

BHJ'S TRANSPORTATION STUDY DIRECTOR ATTENDS ESRI CONFERENCE IN SAN DIEGO

Mike Paprocki, BHJ transportation study director, attended the ESRI International Conference in San Diego, CA. The conference, hosted by the Environmental Systems Research Institute, is the world's largest event dedicated to geographic information system (GIS) technology. The conference, which first began in 1981, is held annually for one week in early July at the San Diego Conference Center. It is one of the most effective ways to learn real applications of GIS; test new products, improve technical development skills, and gain new mapping techniques and Discuss new Esri features, expand your network, and receive invaluable ideas to energize your GIS operations. This year's conference was titled "United We Map" and host to more than 15,000 attendees from around the world.



Mr. Paprocki returned from the conference with a lot of new ideas and information. He said that during the Plenary Session, the Esri development team showcased emerging GIS applications and tools that will help users work more efficiently and see the results more clearly. The advancements are in web-based computing, data sharing and software cloud services. This included ArcGIS datasets in imager, demographics and base mapping.

The session also included real-world demonstrations of GIS applications in Public Safety, Land Use Planning and Public Involvement. On of the many demonstrations he saw was of MapIt Minneapolis, a GIS application to track a wide range of public work issues such as emergency tow data to clear streets for snow removal, snow removal routing, neighborhood complaint calls, animal care and control that filter where dangerous dogs live in the city and urban tree management.

He said, "The conference showcased the advancement of GIS through web-based and mobile applications. These applications have created bigger content collections of information placing more demand on the GIS user-community for content management and collaboration. Access to GIS is fast becoming more social."

He also had the opportunity meet one-on-one with many industry specialists, product vendors and partner exhibits. In particular, he met the President and CEO of CITILABS, Michael Clarke. CITILABS produces and maintains the CUBE Travel Demand Model that BHJ and other Ohio MPOs use for a variety of transportation planning activities. He was able to discuss a few problems BHJ has experienced with the GIS integration of the CUBE Model and learned how it can be corrected.



The San Diego Conference Center was the site of the 2014 ESRI International Conference July 14-18

16TH ANNUAL AWARDS DINNER

BHJ's 16th Annual Awards Dinner will be held Wednesday, October 22 at St. Florian's Hall in Wintersville, OH. The social hour will begin at 6:00 followed by dinner at 7:00.

Dr. Tom Graham, BHJ chairman, appointed Mayor George Kondik (City of Weirton); Mayor Sue Simonetti (City of Wellsburg) and Tom Timmons (City of Steubenville) to the Nomination Committee. Solicitation for award candidates was initiated August 4. The Committee will be meeting soon to consider the nominations and announce the winners shortly after.

In most years, three awards are given: Public Service, Special Recognition and Volunteer. In 2008, a fourth award was presented to Don Bailey, the WVDOT representative to BHJ. Don received the Lifetime Achievement Award in recognition of his 26 years (from 1981 through 2007) of commitment to furthering regional growth through transportation. The following year, a Media Award was given to the Steubenville Herald Star & Weirton Daily Times. In 2010, Bob Cochran of Wintersville received the Lifetime Achievement Award and last year the Franciscan University of Steubenville accepted the Organization Award.

AWARD RECIPIENTS 1999-2013 BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION

YEAR	PUBLIC SERVICE	SPECIAL RECOGNITION	VOLUNTEER	OTHER
1999	Dan Gilchrist	Suzann Gad	Ruth Eddy	
2000	Jerry Krupinski	Bob Wirgau	No Award	
2001	Ed Bowman	Dom Mucci	Ruby Greathouse	
2002	Bob Cutri	Brian Linkesh	W. Duane Heck	
2003	Roy Givens	John Sorrenti	George Cattrell	
2004	Greg DiDonato	Dewey Provenzano (Posthumously)	Norm Schwertfeger	
2005	Paul Phillips	Dr. Laura Meeks	Chuck Svokas	
2006	Mark Vignovic	Huberta Schiappa Siciliano & Teresa Schiappa	Mike O-Brien	
2007	Dave France	Richard Ferguson	George Hines	
2008	Bernie Kazienko	Geary Bates	Susan Badgley	Don Bailey Lifetime Achievement
2009	Danny Greathouse	Jerry Barilla	Walter Ferguson	Herald Star/ Weirton Daily Times Media Award
2010	Anita Jackson	Dave Cross	George Vargo	Bob Cochran Lifetime Achievement
2011	Gary Folden	Joan Beck	Dennis Jones	
2012	John Chernenko	Dr. Thomas Graham	Victor Greco	
2013	John Geddis	Newell Community Improvement Coalition	Richard Kins	Franciscan University Organization Award



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CALENDAR

September 10	Brooke-Hancock Brownfield Task Force Meeting Weirton, WV	Noon
September 24	Technical Advisory Committee Full Commission NOTE: This will be a combined meeting	11:30
October 6	Executive Committee Meeting	Noon
October 22	Annual Dinner St. Florian's Hall—Wintersville, OH	6:00

Appalachian Regional Commission
www.arc.gov

Brooke County Economic Development Authority
www.brookewv.org

Brooke Pioneer Trail Assoc. Inc
www.brookepioneertrail.org

**Business Development Corporation of the
Northern Panhandle**
www.bhbdc.org

CHANGE, Inc.
www.changeinc.org

City of Steubenville
www.cityofsteubenville.us

CommuteInfo
www.commuteinfo.org

Jefferson County Chamber of Commerce
www.jeffersoncountychamber.com

Ohio Department of Transportation
www.dot.state.oh.us

State of Ohio Government Information
www.ohio.gov

State of West Virginia Government Info.
www.wv.gov

Top of WV Convention and Visitors Bureau
www.topofwv.com

U.S. Census Bureau
www.census.gov

U.S. Department of Transportation
www.dot.gov

U.S. Economic Development Administration
www.commerce.gov

Village of Wintersville
www.wintersville.net

Weirton Chamber of Commerce
www.weirtonchamber.com

West Virginia Department of Transportation
www.transportation.wv.gov

West Virginia Development Office
www.wvdo.org

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