



REGIONAL REVIEW

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Brooke-Hancock-Jefferson
Metropolitan Planning Commission

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JEFFERSON COUNTY COORDINATED TRANSIT TRANSPORTATION PLAN

In August of 2005, the U.S. Congress enacted the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), as public law authorizing federal highway and transit programs for a 5-year period 2005 through 2009. This legislation includes a new provision for a "human services transportation coordination" program aimed to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes. The provision seeks to ensure that communities coordinate transportation resources provided through multiple federal programs by minimizing duplication of services and facilitate the most appropriate cost-effective transportation system possible.

By July 1, 2007, SAFETEA-LU requires that all public, non-profit, and private transportation stakeholders, as well as members of the general-public develop the "Coordinated Transit Transportation" plan as a pre-requisite for all Federal Transit Administration (FTA) human service programs. The human service programs include §5310 Elderly Individuals and Individuals with Disabilities, §5316 Job Access and Reverse Commute, and §5317 New Freedom.

An effort to plan and implement coordination services in the Steubenville-Weirton Metropolitan Area is now underway in both Brooke and Hancock counties, West Virginia. Mike Paprocki, BHI transportation study director, believes that "now is the time for Jefferson County, Ohio to get involved." To initiate the first

steps, all human services transportation providers in Jefferson County were invited to attend an initial meeting in October to form a steering committee. The committee then advertised for Request for Proposals, and from the responses chose four different consulting firms to interview and listen to their presentations. Wilbur-Smith & Associates from Columbus, OH, was awarded the contract.

A "kickoff meeting" with representatives from Wilbur-Smith and the steering com-



Jim McLaughlin and Suzann Rhodes, Wilbur-Smith project managers, outlined the scope of work at the March 6 kick-off meeting.

mittee was held at the BHI office on Tuesday, March 6, 2007. Following the meeting, and for the next two days, Wilbur-Smith reps interviewed various human services agencies to determine their opinions on local transportation issues as well as their ideas for improvement. Additional information will be obtained through rider surveys.



Jefferson County service providers attend the kick-off meeting.

The overall goal is to improve inter-agency cooperation among the various transportation providers in the county. Throughout the process, stud participants should expect to receive first-hand knowledge of how each respective transportation provider operates and understand common barriers and successes. Along the way, providers may discover alternative methods for sharing capital or financial resources appropriately within the guidelines of federal, state and local policies.

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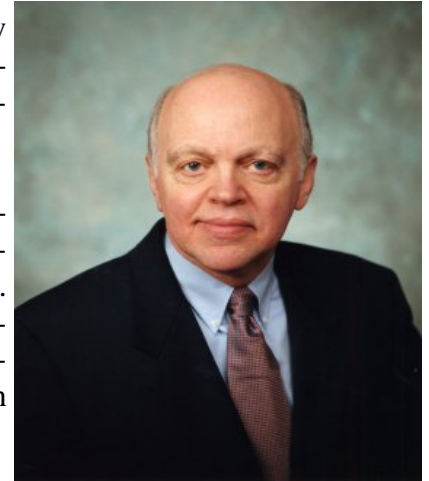
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FROM THE EXECUTIVE DIRECTOR

If you live or work in the BHJ three county region, you continue to drive past strategically located but underutilized industrial or perceived contaminated sites.

To reintroduce these strategic sites as viable development options, the US Environmental Protection Agency created the brownfields program. It confronts environmental risks and legacy liability as a problem. Since 2001, BHJ has partnered with the US Environmental Protection Agency to carry out this program locally.



The result has been (1) assessment cost savings to property owners (2) a promise of confidentiality to assure participation and risk evaluation and (3) the rediscovery of these lost mothballed sites as priority redevelopment sites.

For real estate transactions, investment partnering, and negotiations with businesses, the brownfield cost saving energizes redevelopment. Cost savings for a historical site evaluation, frequently called a Phase 1 assessment, can translate to \$5,000 in savings. For a further on-site evaluation, determined through the Phase 1 analysis, this can translate to \$20,000+ in savings.

Pittsburgh's brownfield examples include the \$2.5 million private remediation of a slaughter house facility (Herr's Island) to a unique waterfront commerce center called Washington's Landing. Through a \$200,000 assessment grant, similar to BHJ's grant, a towering slag pile at Pittsburgh's Squirrel Hill Tunnel, called Nine Mile Run, encouraged the investment of \$240 million in upscale housing stock. The Columbiana County Port Facility at Wellsville and the rediscovery of the Wheeling Stamping Building as a prime office site for an international law firm are similar brownfield examples.

Key local brownfield achievements include:

- 2001. BHJ received a \$200,000 brownfield assessment grant. 31 sites in Brooke and Hancock counties were prioritized while three master development briefs were prepared for priority sites.
- 2005. BHJ received a second \$200,000 assessment grant to carry out further site evaluation. The second grant has leveraged significant private property owner participation.
- 2006. BHJ in cooperation with the City of Weirton, applied for federal clean-up dollars to demolish Cove School and create site improvements near the Weirton State Office Building.

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GOVERNOR STRICKLAND APPOINTS DEPUTY DIRECTOR FOR DISTRICT 11



Richard A. Bible was appointed ODOT District 11's deputy director February 12, 2007.

As ODOT District 11's chief executive, Bible is responsible for the planning, design, construction and maintenance of the transportation system in District 11's seven counties, including Belmont, Carroll, Columbiana, Harrison, Holmes, Jefferson, and Tuscarawas counties. District 11 employs approximately 340 people, oversees an annual construction program of about \$40 million, and is in charge of all snow and ice removal operations on the state highway system in its region.

"I truly feel honored and privileged to serve you and this administration as District 11's Deputy Director. Over the last month, I've attended a lot of project meetings where I've learned about some of the biggest needs in east-central Ohio, but unfortunately, most of them lack funding for construction," said Bible. "It's obvious this will be a challenge for all of us over the next few years. I cannot describe how excited I am for the future and the challenges that lie ahead of us."

Prior to this appointment, Bible had served as the manager of operations and chief engineer for the Muskingum Watershed Conservancy District (MWCD) since 1995.

Bible worked in the private engineering field before being hired by the MWCD.

He spent more than 25 years as a design engineer, project engineer, and vice president of two New Philadelphia area engineering firms. He also has been the past president of the Tuscarawas Valley Society of Engineers and is a member of the Ohio Society of Engineers.

Bible is a graduate of Tri-State University (Indiana) with a bachelor's degree in civil engineering, and he is a registered professional engineer in the states of Ohio and Indiana.

Bible resides in New Philadelphia with his wife, Pat.

UPDATE: NEW OHIO RIVER BRIDGE

On January 12th, the West Virginia Department of Transportation (WVDOT) held consultant interviews to determine a preferred consultant to complete a location and environmental study for a new Ohio River Bridge crossing south of Wellsburg, West Virginia, and near Brilliant, Ohio. This site location was adopted by the BHJ Full Commission in 2003. This adopted site location followed sixteen (16) Bridge Advisory Committee meetings and five (5) public information meetings.

The site location adoption was based upon the recommendation of a Bridge Task Force and the detailed analysis of a nationally recognized transportation consultant. The consultant analysis considered eleven (11) alternative site scenarios and nineteen (19) primary transportation measures. Key measures were benefit to cost, capital cost, technical feasibility, level of service, total travel time, vehicle miles of travel and environmental impact.

The preferred consultant, as noted on the WVDOT website, is HDR Consultants Inc. Informal discussion with WVDOT indicates a detailed scope of services and a negotiated contract are next steps before consultant work could proceed. A mid-year study start is expected.

The WVDOT announcement illustrates a continuing commitment to resolve a regional transportation crisis.

The transportation crisis centers upon the proposed demolition of the Ft. Steuben Bridge in Fiscal Year 09, the 100+ year age of the Market Street Bridge and the limited, below grade access and egress to the Veterans Bridge. Since January 2005, on a bi-monthly basis, BHJ staff, Ohio and West Virginia transportation department staff, private businesses from Half-Moon Industrial Park and local elected officials have met to suggest, fund and construct access improvements in this bridge crisis corridor. For more information, please refer to the BHJ web site www.bhjmpc.org and the category "Bridge Study."

A GLIMPSE AT FEDERAL TRANSPORTATION PRIORITIES: A SUMMARY OF MARY E. PETERS', US SECRETARY OF TRANSPORTATION, PRESENTATION TO THE ANNUAL CONFERENCE OF THE DEVELOPMENT DISTRICT ASSOCIATION OF APPALACHIA IN ARLINGTON, VIRGINIA—MARCH 13, 2007

The following excerpt summary was prepared by BHJ Executive Director John Brown, an attendee at the above referenced conference. BHJ is a member and participant in DDAA. The DDAA is a public, nonprofit organization made up of Appalachia's 72 multicounty planning and development districts. Its members work closely with the Appalachia Regional Commission (ARC), other federal and state agencies, and local residents to identify and address economic development needs and opportunities in their communities. The Appalachia Development Highway System (ADHS) is currently authorized at 3,090 miles. By the end of FY 2005, 2,633 miles—approximately 85 percent of the miles authorized—were complete or under construction. Many of the remaining miles will be among the most expensive to build. Completion of the ADHS remains a top priority for ARC. Secretary Peters was nominated by President George W. Bush on September 5, 2006, and confirmed as the 15th Secretary of Transportation on September 30, 2006.



Mary E. Peters, U.S. Transportation Secretary

“Mr. Chairman and members of the DDAA, I want to thank you for the opportunity to be here with you today. Transportation lies at the core of the freedom we enjoy as Americans – freedom to go where we want, when we want; freedom to live and work where we choose; and, freedom to spend time with our families.

Our goal is to deliver a transportation system that frees people to make daily decisions confident that they can reach their destination safely, without worrying about how they will get there, or if they can make it on time.

To reach that goal, the President’s budget requests 67 billion dollars for America’s transportation network. *Nearly one-third of the Department’s resources will be devoted to transportation safety.*

As we make our investments, **we realize that a business-as-usual approach to funding programs will not work much longer.** There is, and will continue to be, money coming into the Highway Trust Fund from gasoline taxes, and the revenues are growing every year. But so is spending, and at an even faster rate.

The bottom line is that we are spending more than we take in and we have nearly run through the balances that had built up in the fund. The highway funding problem is not going away, nor can we put it off until the last minute. As a former State DOT Director, **I strongly support giving States freedom to set priorities and use Federal dollars** where they will provide maximum benefits.”

A copy of Secretary Peter’s comments may be obtained through the www.dot.gov web site for the US Department of Transportation. BHJ found the comments pertinent and relevant to such local events as the Jefferson County Roadway Safety Workshop (April 19th @ Froehlich’s Classic Corner in Steubenville) and ODOT/ WVDOT’s search for equitable and fair alternative funding sources.

(continued next page)

FROM THE EXECUTIVE DIRECTOR

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- 2006. BHI partnered with the Jefferson County Regional Planning Commission in November to apply for a \$200,000 brownfield assessment grant.

So, the next time you drive past that strategic underutilized site, think about the fulfilled dreams of East Liverpool and Wheeling and how the federal brownfields program is creating an opportunity.



John Brown, AIC
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BHI brownfield funds were used to assess the environmental suitability and redevelopment potential of a 1.8 acres site just north of the Brooke Plaza. In January, the Follansbee Rite Aid Pharmacy opened on the site. The business employs 16 full-time and part-time workers. Follansbee officials hope to interest businesses that will bring more jobs to the city in additional lots on about 17 acres purchased from Wheeling-Pitt for \$1.4 million.

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In September 06, Jim Sothen, Deputy State Highway Engineer for WVDOT, provided a similar statement to the BHI Commission and Transportation Study Policy Committee. The West Virginia Division of Highways (WVDOH) has statutory responsibility for the construction, improvement and maintenance of virtually all public highway mileage (approximately 36,000 miles) in the state. WVDOT's ability to sustain this responsibility in a dominantly rural state is continually challenged.

Secretary Peter's during her Arlington presentation noted the West Virginia's King Coal Highway as an example for the future. The King Coal Highway is a planned, four-lane, partially controlled access highway that will run through the heart of one of America's leading coal-producing regions. Funding for the highway was dubious until Premium Energy approached the Division of Highways with the idea of a public private partnership. The partnership involved using the excess material from the mountain top coal mining operation to construct the highway fills creating the roadbed. The partnership showed a potential cost savings of millions of dollars, while providing motorists with a new highway years earlier than anticipated.

In 2006, in recognition of the King Coal project, the National Partnership for Highway Quality (NPHQ) awarded the West Virginia's Division of Highways one of its "Making a Difference" awards for innovations to promote roads that are completed more quickly, ride better, last longer, reduce congestion and improve safety.

YOU ARE INVITED

Each year BHI hosts two events that gives you the opportunity to meet with the staff and to see first hand what the agency is all about. These events are also a time to informally talk and mingle with your constituents in the tri-county area.

On Friday, May 11, we will host the annual Open House at the BHI office at 124 North Fourth Street, Second Floor, Steubenville, OH. This is a catered lunch-time event from noon until 2:00. The BHI staff will be on hand to answer your questions and show you around the office.

The Ninth Annual Awards Dinner will be Wednesday, June 27 at a location to be announced. This year we are going back to an evening affair which will include a social hour, dinner and the awards presentation.

An awards committee will be formed at the next Executive Committee meeting. If you have suggestions for nominees for any of the awards—Special Recognition, Public Service or Volunteer—please contact Linda Taylor at (740) 282-3685.



2006 Award Recipients (r-l) Mike O'Brien (Volunteer); Elaine Smith (for Teresa Schiappa) and Huberta Schiappa Siciliano (Special Recognition); Mark Vignovic (Public Service)

COMING EVENTS

April 10	BHI Executive Committee Meeting	Noon
April 19	ODOT Road Safety Workshop Forehlich's Classic Corner Washington & Fifth Streets Steubenville, OH	8:30—11:30
May 1	BHI Executive Committee Meeting	12:00
May 11	BHI Open House 124 North Fourth Street	12:00—2:00
May 24	TAC Full Commission	10:30 Noon
June 5	BHI Executive Committee	Noon
June 27	BHI Annual Awards Location to be Announced	6:00

HAVE A SAFE AND FUN SUMMER!

COMMUNITY PROFILE - WEIRTON, WV

A relatively young city incorporated in 1947, Weirton's roots date back to the mid 1700's when pioneers settled in Holiday Cove. The frontier settlement was located in a valley where Harmon Creek empties into the Ohio River, which is one of the country's major navigable waterways. The fertile valley is far enough away from the mighty Ohio River to escape devastating floods yet close enough to the river to take advantage of its fresh water and cheap transportation.

The town that became Weirton had a change in lifestyle from farming and small business to industry shortly after the turn of the 20th century. In the spring of 1909, young industrialist E.T. Weir came from his hometown of Pittsburgh and purchased 105 acres of land. Weir had a sheet steel plant in Clarksburg, WV, but expansion there was impossible, so he began his search for property upon which to build a new plant. By the end of 1909, Weir had 10 mills operating. From those humble beginnings, Weirton Steel became the fifth largest steel producer in the country. In recent times, foreign steel imports and other factors have forced Weirton Steel into an ongoing recovery process.

Today's community of hardworking people evolved from that modest beginning. Immigrants from all over the world, but primarily from the European countries where they had experience with industrial type work, came to find employment in Mr. Weir's mill.

The influx of workers created a boomtown in the pleasant valley and as Weirton Steel grew so did the community. Four towns emerged during the early part of the century. They merged in 1947 and the city continued to grow reaching a peak population of more than 28,000 by 1970.

With the incorporation of towns, Weirton became the only city in the United States that sits in one state while its borders touch two other states. They city of Weirton is divided between Brooke and Hancock Counties. City government consists of a mayor and council with a city manager.



Main Street in the early years (4) and scenes of the mill above and below.



Reprinted with permission from the City of Weirton Website





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Related Web Sites

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.ci.steubenville.oh.us

Hancock County Convention and Visitors Bureau
www.hancockcvb.com

Jefferson County Chamber of Commerce
www.jeffersoncountychamber.com

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

Progress Alliance
www.progressalliance.com

State of Ohio Government Information
www.state.oh.us

State of West Virginia Government Info.
www.state.wv.us

State Route 2 & Interstate 68 Authority
www.route2andi68.com

U.S. Census Bureau
www.census.gov

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

Village of Wintersville
www.wintersville.net

Weirton Chamber of Commerce
www.weirtonchamber.com

West Virginia Department of Transportation
www.wvdot.com

West Virginia Development Office
www.wvdo.org