TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2018 THROUGH 2021

April 2017
Adopted April 26, 2017
Resolution 2017-5
(Includes May 4, 2017 and May 23, 2017 FHWA Comments)

APPENDICES
APPENDIX A

ENVIRONMENTAL JUSTICE and TITLE VI
APPENDIX A - COMMUNITY IMPACTS, ENVIRONMENTAL JUSTICE and TITLE VI

TABLE OF CONTENTS

ENVIRONMENTAL JUSTICE ........................................................................................................ Page A-1
TITLE VI ....................................................................................................................................... Page A-2

APPENDIX A - LIST OF TABLES

Table 1: Mean and Standard Deviation Percent of Population Living Below Poverty Weirton, WV – Steubenville, OH Urban Area ........................................................................................................ Page A-7
Table 2: Mean and Standard Deviation Median Household Income Weirton, WV – Steubenville, OH Metropolitan Area ........................................................................................................ Page A-10
Table 3: Mean and Standard Deviation Percent of Minority Population Weirton, WV – Steubenville, OH Urban Area ........................................................................................................ Page A-12
Table 4: Mean and Standard Deviation Percent of Total Population Age 65 Years or Older Weirton, WV – Steubenville, OH Urban Area ................................................................................ Page A-15
Table 5: Mean and Standard Deviation Percent of Disabled Population Age 16 to 64 Years Old Weirton, WV – Steubenville, OH Urban Area ................................................................................ Page A-17
Table 6: Mean and Standard Deviation Percent of Households With No Vehicle Available Weirton, WV – Steubenville, OH Urban Area ................................................................................ Page A-19
Table 7: Mean and Standard Deviation Number of Vehicles Per Household Weirton, WV – Steubenville, OH Urban Area ............................................................................................ Page A-21
Table 8: Mean and Standard Deviation Persons Per Household Weirton, WV – Steubenville, OH Urban Area ................................................................................................................ Page A-23
Table 9: Mean and Standard Deviation Percent of Owner Occupied Households Weirton, WV – Steubenville, OH Metropolitan Area ................................................................................ Page A-25
APPENDIX A - LIST OF FIGURES

Figure 1: BHJ Census Block Group Geography ................................................................. Page A-5
Figure 2: BHJ Central Cities Weirton-Steubenville, WV-OH Census Block Group Geography
............................................................................................................................................ Page A-6
Figure 3: BHJ Target Areas Percent of Families Living Below Poverty ......................... Page A-8
Figure 4: BHJ Target Areas Percent of Families Living Below Poverty with overlay of FY2019-
2021 Programmed Projects .............................................................................................. Page A-9
Figure 5: BHJ Target Areas Median Household Income ..................................................... Page A-11
Figure 6: BHJ Target Areas Percent of Minority Population ............................................ Page A-13
Figure 7: BHJ Target Areas Percent of Minority Population with overlay of FY2018-2021
Programmed Projects ..................................................................................................... Page A-14
Figure 8: BHJ Target Areas Total Population Aged 65 Years or Older ............................. Page A-16
Figure 9: BHJ Target Areas Percent of Disabled Population Age 16 to 64 Years Old ..... Page A-18
Figure 10: BHJ Target Areas Percent of Households With No Vehicle Available .......... Page A-20
Figure 11: BHJ Target Areas Number Of Vehicles Available Per Household ................. Page A-22
Figure 12: BHJ Target Areas Persons Per Household ....................................................... Page A-24
Figure 13: BHJ Target Areas Owner-Occupied Households ............................................ Page A-26
APPENDIX A - COMMUNITY IMPACTS, ENVIRONMENTAL JUSTICE and TITLE VI

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.

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.

The purpose of this report is to update the environmental justice target groups consistent with the release and compilation of the Census 2010 of the United States. The information contained allows the BHJ staff to assess future concerns regarding environmental justice.
through development of subsequent Long Range Transportation Plan Updates, Transportation Improvement Programs, and Transit Development Plans.

**PRINCIPLES OF ENVIRONMENTAL JUSTICE**

The principles listed below direct the Environmental Justice analysis:

1. Assure adequate public involvement of low income and minority populations in regional transportation decision-making.
2. Assess whether there were disproportionately high and adverse impacts on low income and minority populations resulting from federal programs.
3. Assure that the low income and minority populations receive a proportionate share of benefits of federal transportation investments.

Simple justice requires that public funds, to which all taxpayers of all races [color, and national origin] and/or socio-economic classes contribute, not be spent in any fashion which encourages, entrenches, subsidizes or results in racial [color or national origin] discrimination.

If a federal agency providing financial assistance finds that the recipient has discriminated and the recipient 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 on the basis of race, color, or national origin.

Maps showing minority and poverty census tracts overlaid with geographically located projects listing in this Transportation Improvement Program are depicted in Figures 4 and 7.

**TITLE VI**

Title VI of the 1964 Civil Rights Act, 42 U.S.C. 2000, provides in section 601 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. Civil Rights legislation progress first began prior to the Civil War, and spawned much more work over the next few decades to also prohibit discrimination based on being physically or mentally handicapped, (Section 504 of the Rehabilitation, Act of 1973, 29 U.S.C. 790), one’s sex (23 U.S.C. 324) or one’s age (Age Discrimination Act of 1975).

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:

**TARGET 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 is frequently used to determine 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 2010 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. There are some limitations to the data in this report when compared to previous U.S. Census data collected in the past. Census 2010 was the first decennial census since 1940 that did not use the “long form” to collect a wide variety of demographics that are useful to transportation planners and engineers. 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 1 displays the census Block Group geography of the three-county region taken from the Census Bureau’s TIGER/Line® Product. Figure 2 shows the same census geography, in detail, for the region’s two central cities, Weirton, West Virginia and Steubenville, Ohio.
Percent of Families Living below Poverty

This target group consists of persons living in households whose income was at or below the poverty level as determined by the Department of Health and Human Services. The data source for the poverty statistics shown below in Table 1 for the BHJ region is the U.S. Census Bureau 2010-2014 American Community Survey 5-Year Estimates. The two target groups identified below as the highest percentage are:

1. 31.0% up to 45.0%, and
2. Greater than 45% of Families Below the Poverty Line

Figure 3 identifies the Environmental Justice Population for poverty by Census Block Group delineated by the crosshatched symbols.

### TABLE 1
MEAN AND STANDARD DEVIATION
PERCENT OF FAMILIES LIVING BELOW POVERTY
WEIRTON, WV – STEUBENVILLE, OH URBAN AREA

<table>
<thead>
<tr>
<th>Total Number of Families</th>
<th>Families Living Below Poverty Line</th>
<th>Percent of Families in Poverty</th>
</tr>
</thead>
<tbody>
<tr>
<td>51,232</td>
<td>8,016</td>
<td>6.39%</td>
</tr>
<tr>
<td>120</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>426</td>
<td>66</td>
<td></td>
</tr>
<tr>
<td>139</td>
<td>57</td>
<td>14.0%</td>
</tr>
<tr>
<td>9</td>
<td>-104</td>
<td>-25.0%</td>
</tr>
<tr>
<td>148</td>
<td>-47</td>
<td>-11.0%</td>
</tr>
<tr>
<td>287</td>
<td>9</td>
<td>3.0%</td>
</tr>
<tr>
<td>Mean</td>
<td>426</td>
<td>66</td>
</tr>
<tr>
<td>566</td>
<td>123</td>
<td>31.0%</td>
</tr>
<tr>
<td>705</td>
<td>181</td>
<td>45.0%</td>
</tr>
<tr>
<td>844</td>
<td>238</td>
<td>59.0%</td>
</tr>
</tbody>
</table>

Source: 2010-2014 American Community Survey 5-Year Estimates
Figure 3
BHJ TARGET AREAS
PERCENT OF FAMILIES LIVING BELOW POVERTY

PERCENT OF FAMILIES BELOW THE POVERTY LINE
- < 3.1%
- 3.1% up to 17.0%
- 17.0% up to 31.0%
- 31.0% up to 45.0%
- > 45.0%

POLITICAL BOUNDARY
- STATE BOUNDARY
- COUNTY BOUNDARY
- MUNICIPAL BOUNDARY
- TOWNSHIP BOUNDARY
- PARK OR CONSERVATION AREA

SOURCE:
American Fact Finder ACS 5-Year estimates
FMZFLine Map® U.S. Census Bureau

DISCLAIMER:
This analysis and graphics 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.
Inadequate public investments has disproportionally impacted two of the identified target areas for poverty, one in southern Mingo Jct, OH and another in New Cumberland, WV. Since the closing of Wheeling-Pittsburgh Steel Corporation and subsequent loss in tax revenue in Mingo Jct, the village is unable to maintain an adequate transportation system. Commercial Avenue, the village’s main arterial has the lowest Pavement Condition Ratings on the local highway system in Jefferson County. Project OH-10 in Section 7 describes a project to rectify the problem but without adequate tax revenues, the village cannot meet the local 20% match requirement. Meanwhile in New Cumberland, West Virginia DOT struggles to maintain State Route 2 located on a steep narrow bluff through the south end of town that runs north through two geometrically deficient intersections and rail crossing. The substandard highway network not only stifles economic opportunity in New Cumberland but northern Hancock County as well. Project WVH-05 in Section 7 describes a project to remedy the problem.

Median Household Income

As the heading above states, this target group looks at the median household income. The U.S. Census Bureau estimates the median household income for individuals aged 15 years and above. The Median household income, as previously stated, is the income level earned by a given household where half of the homes in the area earn more and half earn less. This is normally lower than the average family income, because many households consist of only one person. Median income is also a more accurate picture of an area’s actual economic status and frequently used to determine housing affordability. The table below shows the Mean and Standard deviation for the median household income for the Metropolitan Area. Figure 4 identifies two Target Groups of Environmental Justice sensitive populations:

1. Median Household Income between $29,000 to $42,000, and
2. Households with a median income less than $29,000

The block groups that meet this definition are the crosshatched areas in Figure 4.

| TABLE 2 |
| MEAN AND STANDARD DEVIATION |
| MEDIAN HOUSEHOLD INCOME |

<p>| WEIRTON, WV – STEUBENVILLE, OH METROPOLITAN AREA |</p>
<table>
<thead>
<tr>
<th>Median Household Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>STD Deviation</td>
</tr>
<tr>
<td>-3 STD Deviation</td>
</tr>
<tr>
<td>-2 STD Deviation</td>
</tr>
<tr>
<td>-1 STD Deviation</td>
</tr>
<tr>
<td>Mean</td>
</tr>
<tr>
<td>1 STD Deviation</td>
</tr>
<tr>
<td>2 STD Deviation</td>
</tr>
<tr>
<td>3 STD Deviation</td>
</tr>
</tbody>
</table>

Source: 2010-2014 American Community Survey 5-Year Estimates
Figure 5
BHJ TARGET AREAS
MEDIAN HOUSEHOLD INCOME

MEDIAN HOUSEHOLD INCOME
- $<29,000
- $29,000 to $42,000
- $42,000 to $55,000
- $55,000 to $68,000
- $>68,000

POLITICAL BOUNDARY
- STATE BOUNDARY
- COUNTY BOUNDARY
- MUNICIPAL BOUNDARY
- TOWNSHIP BOUNDARY
- PARK OR CONSERVATION AREA

SOURCE:
American FactFinder ACS 5 year estimates
TIGER/Line File™, U.S. Census Bureau

DECLARATION
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.
Minority Population

Groups under this heading include persons having origins in any of the following racial or ethnic groups: African American, Asian or Pacific Islander, American Indian, Hispanic, and other non-white groups. Table 3 below identifies the mean and the standard deviation for the minority population of the Weirton, WV Steubenville, OH Metropolitan Area as compiled by the American Community Survey 2010-2014. Figure 5 geographically shows two target areas for the minority population. These areas by crosshatched symbols. The target areas are defined as:

1. The percent of minority population in a block group is greater than 36.2%, and
2. Block groups where the minority population is between 26.2% and 36.2%

These populations are generally found in the central cities. The Central Business District of Weirton, WV and the eastern third of Steubenville, OH.

### Table 3

<table>
<thead>
<tr>
<th></th>
<th>Total Population</th>
<th>Non-White Population</th>
<th>Percent Non-White Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Estimated Population in Block Groups</td>
<td>124,448</td>
<td>7,645</td>
<td>6.1%</td>
</tr>
<tr>
<td>Total Number of Block Groups</td>
<td>120</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Mean Number Person/Block Group</td>
<td>1,037</td>
<td>63</td>
<td></td>
</tr>
<tr>
<td>STD Deviation</td>
<td>318</td>
<td>96</td>
<td>10.01%</td>
</tr>
<tr>
<td>-3 STD Deviation</td>
<td>127</td>
<td>-226</td>
<td>-23.8%</td>
</tr>
<tr>
<td>-2 STD Deviation</td>
<td>436</td>
<td>-129</td>
<td>-13.8%</td>
</tr>
<tr>
<td>-1 STD Deviation</td>
<td>745</td>
<td>-32</td>
<td>-3.8%</td>
</tr>
<tr>
<td>Mean</td>
<td>1037</td>
<td>63</td>
<td>6.1%</td>
</tr>
<tr>
<td>1 STD Deviation</td>
<td>1363</td>
<td>160</td>
<td>16.1%</td>
</tr>
<tr>
<td>2 STD Deviation</td>
<td>1672</td>
<td>257</td>
<td>26.2%</td>
</tr>
<tr>
<td>3 STD Deviation</td>
<td>1981</td>
<td>353</td>
<td>36.2%</td>
</tr>
</tbody>
</table>

Source: [2010-2014 American Community Survey 5-Year Estimates](#)
Elderly Population Age 65 Years or Older
This target group represents the civilian population of all persons age 65 and over. The elderly population is a target group who may have special transportation needs limited to highway or medical conditions (i.e., night time driving, mobility, or other restrictive medical conditions), as well as pedestrian safety and transit services. Table 4 below indicates the average percent and standard deviation of elderly population for the BHJ Region. Figure 6 geographically shows the block groups that have the highest concentration of the elderly population in the three county area. The highest target area, where greater than 40% of the population is aged 65 or older, are locations where group facilities such as skilled care or assisted living centers are located. These locations are found in Ohio in Steubenville’s west end and the east half of Wintersville; in West Virgina a location east of Follansbee and in the northeast half of Weirton. The block group population centers where 19% up to 40% of the residents are 65 years or greater, as shown in Figure 6 in three separate classifications, should have some consideration for special transportation needs such as Human Service Transportation.

<table>
<thead>
<tr>
<th>TABLE 4</th>
<th>MEAN AND STANDARD DEVIATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERCENT OF TOTAL POPULATION AGE 65 YEARS OR OLDER</td>
<td></td>
</tr>
</tbody>
</table>

**WEIRTON, WV – STEUBENVILLE, OH URBAN AREA**

<table>
<thead>
<tr>
<th>Total Estimated Population in Block Groups</th>
<th>Total Population</th>
<th>Elderly Population</th>
<th>Percent Elderly Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Number of Block Groups</td>
<td>120</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Mean Number Person/Block Group</td>
<td>1,022</td>
<td>197</td>
<td></td>
</tr>
<tr>
<td>STD Deviation</td>
<td>344</td>
<td>101</td>
<td>7.0%</td>
</tr>
<tr>
<td>-3 STD Deviation</td>
<td>-12</td>
<td>-106</td>
<td>-2.0%</td>
</tr>
<tr>
<td>-2 STD Deviation</td>
<td>332</td>
<td>-5</td>
<td>5.0%</td>
</tr>
<tr>
<td>-1 STD Deviation</td>
<td>677</td>
<td>95</td>
<td>12.0%</td>
</tr>
<tr>
<td>Mean</td>
<td>1022</td>
<td>197</td>
<td>19.0%</td>
</tr>
<tr>
<td>1 STD Deviation</td>
<td>1366</td>
<td>298</td>
<td>26.0%</td>
</tr>
<tr>
<td>2 STD Deviation</td>
<td>1711</td>
<td>399</td>
<td>33.0%</td>
</tr>
<tr>
<td>3 STD Deviation</td>
<td>2056</td>
<td>500</td>
<td>40.0%</td>
</tr>
</tbody>
</table>

Source: 2010-2014 American Community Survey 5-Year Estimates
Figure 8
BHJ TARGET AREAS
PERCENT OF TOTAL POPULATION AGED 65 YEARS OR OLDER
Disabled Population Ages 16-64

This target group consists of persons with mobility limitations and/or self-care limitations. The American Community Survey covers six disability types:

- **Hearing difficulty**: Deaf or having serious difficulty hearing (DEAR),
- **Vision difficulty**: Blind or having serious difficulty seeing, even when wearing glasses (DEYE),
- **Cognitive difficulty**: Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions (DREM),
- **Ambulatory difficulty**: Having serious difficulty walking or climbing stairs (DPHY),
- **Self-care difficulty**: Having difficulty bathing or dressing (DDRS), or
- **Independent living difficulty**: Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor’s office or shopping (DOUT)

The ACS results consider a respondent who reports any one of the six disability types to have a disability. Table 5 and Figure 7 show the disabled population statistics and the target block groups respectively for the three-county area.

**TABLE 5**
MEAN AND STANDARD DEVIATION
PERCENT OF DISABLED POPULATION AGE 16 TO 64 YEARS OLD
WEIRTON, WV – STEUBENVILLE, OH URBAN AREA

<table>
<thead>
<tr>
<th></th>
<th>Population</th>
<th>Disabled Population</th>
<th>Percent Disabled Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Estimated Population 16 to 64 Years of Age in Block Groups</td>
<td>78,972</td>
<td>11,521</td>
<td>14.0%</td>
</tr>
<tr>
<td>Total Number of Block Groups</td>
<td>120</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Mean Number Person/Block Group</td>
<td>658</td>
<td>96</td>
<td></td>
</tr>
<tr>
<td>STD Deviation</td>
<td>247</td>
<td>49</td>
<td>8.0%</td>
</tr>
<tr>
<td>-3 STD Deviation</td>
<td>-84</td>
<td>-53</td>
<td>-8.0%</td>
</tr>
<tr>
<td>-2 STD Deviation</td>
<td>163</td>
<td>-3</td>
<td>0.0%</td>
</tr>
<tr>
<td>-1 STD Deviation</td>
<td>410</td>
<td>46</td>
<td>8.0%</td>
</tr>
<tr>
<td>Mean</td>
<td>658</td>
<td>96</td>
<td>16.0%</td>
</tr>
<tr>
<td>1 STD Deviation</td>
<td>905</td>
<td>145</td>
<td>24.0%</td>
</tr>
<tr>
<td>2 STD Deviation</td>
<td>1153</td>
<td>195</td>
<td>32.0%</td>
</tr>
<tr>
<td>3 STD Deviation</td>
<td>905</td>
<td>145</td>
<td>40.0%</td>
</tr>
</tbody>
</table>

Source: **2010-2014 American Community Survey 5-Year Estimates**
Figure 9
BHJ TARGET AREAS
PERCENT OF DISABLED POPULATION AGE 16 TO 64 YEARS OLD

PERCENT DISABLED POPULATION
- < 8.0%
- 8.0% up to 16.0%
- 16.0% up to 24.0%
- 24.0% up to 40%
- > 40.0%

POLITICAL BOUNDARY
- STATE BOUNDARY
- COUNTY BOUNDARY
- MUNICIPAL BOUNDARY
- TOWNSHIP BOUNDARY
- PARK OR CONSERVATION AREA

SOURCE: American Community Survey 5-year estimates
"The data used in this analysis is an estimate of available data. The user is responsible for further verification of the data and for additional documentation from the appropriate data source agencies.

BHJ-MPC
Brooke-Hancock-Jefferson Metropolitan Planning Commission

FY2018-2021 Brooke-Hancock-Jefferson Transportation Improvement Plan
Page A-18 April 2017
Households with No Vehicles Available

As the heading suggests, this target group consists of those households without access to a personal vehicle. This group must seek alternative transportation, such as public transit, biking, or walking. Table 6 shows the statistics for households in the BHJ region that have no personal vehicle. The statistics are then mapped in Figure 8 and identify the block groups with the highest concentrations of households with no personal vehicle available are located. The target group is where 28% or more households in a block group do not have a personal automobile. These locations almost mirror the target areas of the Minority Population shown in Figure 5 except for two block groups in the Wellsburg, WV area. Steel Valley Regional Transit Authority (SVRTA) and Weirton Transit Corporation (WTC) provide public transportation services in the target areas found in Steubenville, OH and Weirton, WV. There is no public transportation service in Wellsburg, WV. Approximately two years ago, WTC provided a trial service in the Wellsburg Area, but discontinued. The City of Wellsburg was unable to contribute the necessary financial support to operate the service and no other government entity in Brooke County was willing to provide additional financial assistance.

<table>
<thead>
<tr>
<th>Table 6</th>
<th>Mean and Standard Deviation</th>
<th>Percent of Households with No Vehicle Available</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Housing Units</td>
<td>Households With No Vehicle Available</td>
</tr>
<tr>
<td></td>
<td>Total Households in BHJ</td>
<td>51,232</td>
</tr>
<tr>
<td></td>
<td>Total Number of Block Groups</td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>Mean Number of Households with No Vehicles Available</td>
<td>427</td>
</tr>
<tr>
<td></td>
<td>STD Deviation</td>
<td>139.16</td>
</tr>
<tr>
<td></td>
<td>-3 STD Deviation</td>
<td>9.45</td>
</tr>
<tr>
<td></td>
<td>-2 STD Deviation</td>
<td>148.61</td>
</tr>
<tr>
<td></td>
<td>-1 STD Deviation</td>
<td>287.77</td>
</tr>
<tr>
<td></td>
<td>Mean</td>
<td>426.93</td>
</tr>
<tr>
<td></td>
<td>1 STD Deviation</td>
<td>566.09</td>
</tr>
<tr>
<td></td>
<td>2 STD Deviation</td>
<td>705.25</td>
</tr>
<tr>
<td></td>
<td>3 STD Deviation</td>
<td>844.41</td>
</tr>
</tbody>
</table>

Source: 2010-2014 American Community Survey 5-Year Estimates
Average Number of Vehicles Available per Households

This target group shows the average number of vehicles per household based on the American Community for Weirton-Steubenville Metropolitan Area in 2014 was approximately 1.54. Table 7 shows the Mean and Standard Deviation for the average number of vehicles per household in the metro area and Figure 9 shows geographically the block groups that have the highest concentration.

<table>
<thead>
<tr>
<th>TABLE 7</th>
<th>MEAN AND STANDARD DEVIATION NUMBER OF VEHICLES PER HOUSEHOLD</th>
<th>WEIRTON, WV – STEUBENVILLE, OH URBAN AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Occupied Housing Units</td>
<td>Total Number of Vehicles</td>
</tr>
<tr>
<td>Total in BHJ</td>
<td>58,155</td>
<td>89,373</td>
</tr>
<tr>
<td>Total Number of Block Groups</td>
<td>120</td>
<td>120</td>
</tr>
<tr>
<td>Mean Number /Block Group</td>
<td>485</td>
<td>745</td>
</tr>
<tr>
<td>STD Deviation</td>
<td>151</td>
<td>279</td>
</tr>
<tr>
<td>-3 STD Deviation</td>
<td>28</td>
<td>-94</td>
</tr>
<tr>
<td>-2 STD Deviation</td>
<td>180</td>
<td>185</td>
</tr>
<tr>
<td>-1 STD Deviation</td>
<td>332</td>
<td>464</td>
</tr>
<tr>
<td>Mean</td>
<td>484</td>
<td>744</td>
</tr>
<tr>
<td>1 STD Deviation</td>
<td>636</td>
<td>1024</td>
</tr>
<tr>
<td>2 STD Deviation</td>
<td>787</td>
<td>1304</td>
</tr>
<tr>
<td>3 STD Deviation</td>
<td>939</td>
<td>1584</td>
</tr>
</tbody>
</table>

Source: 2010-2014 American Community Survey 5-Year Estimates
Persons per Household

As the title suggests, this target group consists of the average number of people living in a single housing unit. The calculation is the total population residing in a household divided by the total number of occupied housing units. Table 8 shows the Mean and Standard deviation for Persons per Household in the BHJ region. Figure 10 illustrates the number people living in a single housing unit per block group area in Brooke, Hancock, and Jefferson counties.

### TABLE 8

**MEAN AND STANDARD DEVIATION**

**PERSONS PER HOUSEHOLD**

**WEIRTON, WV – STEUBENVILLE, OH URBAN AREA**

<table>
<thead>
<tr>
<th></th>
<th>Population</th>
<th>Households</th>
<th>Persons Per Household</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Total in BHJ</td>
<td>122,666</td>
<td>58,119</td>
<td>2.11</td>
</tr>
<tr>
<td>Total Number of Block Groups</td>
<td>120</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Mean Number per Block Group</td>
<td>1,022</td>
<td>484</td>
<td></td>
</tr>
</tbody>
</table>

| STD Deviation             | 344 | 151 | 0.49 |
| -3 STD Deviation          | -10 | 31  | 0.67 |
| -2 STD Deviation          | 334 | 182 | 1.16 |
| -1 STD Deviation          | 678 | 333 | 1.65 |
| Mean                      | 1,022 | 484 | 2.14 |
| 1 STD Deviation           | 1,366 | 635 | 2.63 |
| 2 STD Deviation           | 1,711 | 786 | 3.12 |
| 3 STD Deviation           | 2,056 | 937 | 3.61 |

Source: 2010-2014 American Community Survey 5-Year Estimates
Figure 12
BHJ TARGET AREAS
PERSONS PER HOUSEHOLD

PERSON PER HOUSEHOLD

- < 1.65 Persons/Household
- 1.65 to 2.14 Persons/Household
- 2.14 to 2.63 Persons/Household
- 2.63 to 3.12 Persons/Household
- > 3.12 Person/Household

POLITICAL BOUNDARY

- STATE BOUNDARY
- COUNTY BOUNDARY
- MUNICIPAL BOUNDARY
- TOWNSHIP BOUNDARY
- PARK OR CONSERVATION AREA

SOURCE:
American Fact Finder ACS 5-year estimates
2016
U.S. Census Bureau

DISCLAIMER:
This analysis and graphics are strictly an initial screening of available data.
Use and interpretation of this data and for
additional disclaimers refer to the appropriate data source agencies.

BHJ-MPC
Brooke-Hancock-Jefferson Metropolitan Planning Commission
Owner Occupied Households

This target group, as shown in Figure 11, consists of people who own their property as opposed to renting. Table 9 shows the Mean and Standard Deviation for household ownership in the BHJ region.

<table>
<thead>
<tr>
<th></th>
<th>Total Housing Units</th>
<th>Owner Occupied</th>
<th>Percent Owner Occupied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Total in BHJ</td>
<td>51,232</td>
<td>37,191</td>
<td>72.5%</td>
</tr>
<tr>
<td>Total Number of Block Groups</td>
<td>120</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Mean Number per Block Groups</td>
<td>427</td>
<td>310</td>
<td>73.0%</td>
</tr>
<tr>
<td>STD Deviation</td>
<td>139</td>
<td>120</td>
<td>18%</td>
</tr>
<tr>
<td>-3 STD Deviation</td>
<td>9</td>
<td>-51</td>
<td>20%</td>
</tr>
<tr>
<td>-2 STD Deviation</td>
<td>148</td>
<td>69</td>
<td>37%</td>
</tr>
<tr>
<td>-1 STD Deviation</td>
<td>287</td>
<td>189</td>
<td>55%</td>
</tr>
<tr>
<td>Mean</td>
<td>426</td>
<td>309</td>
<td>73%</td>
</tr>
<tr>
<td>1 STD Deviation</td>
<td>566</td>
<td>430</td>
<td>91%</td>
</tr>
<tr>
<td>2 STD Deviation</td>
<td>705</td>
<td>550</td>
<td>109%</td>
</tr>
<tr>
<td>3 STD Deviation</td>
<td>844</td>
<td>671</td>
<td>126%</td>
</tr>
</tbody>
</table>

Source: 2010-2014 American Community Survey 5-Year Estimates
Figure 13
BHJ TARGET AREAS
PERCENT OF OWNER-OCCUPIED HOUSEHOLDS

OWNER OCCUPIED HOUSEHOLDS

- < 37% of the Households
- 37% to 55% of the Households
- 55% to 73% of the Households
- 73% to 91% of the Households
- > 91% of the Households

POLITICAL BOUNDARY

STATE BOUNDARY
COUNTY BOUNDARY
MUNICIPAL BOUNDARY
TOWNSHIP BOUNDARY
PARK OR CONSERVATION AREA

SOURCE:
American FactFinder ACS 5-Year estimates
2010 Census "Boundaries" U.S. Census Bureau

DISCLAIMER:
This analysis and graphics are strictly an initial screening of available data. No attempt has been made to verify the data or for additional documentation from the appropriate data source agencies.
APPENDIX B

CONFORMITY CONSULTATION DOCUMENTATION
Dave,

Just some minor edits, below:

The federal requirements — 40 CFR 93.109(f) — stipulate that areas designated as attainment with SIP insignificant motor vehicle emissions findings are not required 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 US EPA issued an insignificant finding for the Ohio and West Virginia portion of the BHJ Study Area respectively for both the 1997 Annual PM2.5 Standard and the 2006 24-Hour PM2.5 Standard.

On February 13, 2015 the US EPA signed issued a pre-proposal version of the final 2008 ozone NAAQS SIP requirements rule. The final rule includes revocation of the 1997 ozone NAAQS for all purposes. The final rule is scheduled to be effective in late March or early April, 2015. As this rule, revokes the 1997 Ozone NAAQS for all purposes, the BHJ Transportation Plan and TIP will no longer need to demonstrate transportation conformity for this NAAQS. The Plan and TIP will continue to demonstrate transportation conformity for the PM2.5 NAAQS.

See also the attached spreadsheet – not fully updated/current – I’ll be using this vehicle to affect interagency consultation on the 2018 STIP update. In addition to the conformity document, BHJ can reference and cut and paste the final version of this spreadsheet and the associated email stream in the BHJ TIP as documentation of interagency consultation.

Thanks
DM
Dave

David T. Snelting, PE
Transportation Study Director
BHJ Metro Planning Commission
124 North Fourth St, 2nd Floor
Steubenville, OH 43952-4498
Voice: 740-282-3685 x 205
Fax: 740-282-1821
Email: dsnelting@bhjmpc.org

Follow us on Facebook
David Snelting

From: Toole, Laura (FHWA) <laura.toole@dot.gov>
Sent: Thursday, May 04, 2017 1:09 PM
To: dsnelting@bjhmcp.org; mikepap@bjhmcp.org
Cc: Caraline Griffith (Caraline.Griffith@dot.ohio.gov); McKenzie, Stewart (FTA);
    maietta.anthony@epa.gov; Mike.Maleski@epa.state.oh.us; Inglis-Smith, Chandra (FHWA)
Subject: For Action by COB Friday, 5/12: Needed Revisions on BHJ 2018-2021 TIP

Dave and Mike,

Thank you for updating your 2018-2021 TIP based on the USDOT comments submitted in March. After reviewing the updated 2018-2021 TIP document, we would like to request BHJ makes changes to this TIP in accordance with the comments below. Please “Reply All” to this email with an updated version of the 2018-2021 TIP by COB next Friday, May 12th, so we can complete a conformity determination. If the document is too large to send via email, please contact us when it is available on the ExtraNet site. Please note, these changes will not require additional public involvement.

Comment 1: Please make the following changes shown in red to Section 1.5 and Section 4. The 1997 Annual PM2.5 Standard was revoked last October, so the edits capture the change in air quality status.

1.5 - TRANSPORTATION CONFORMITY

Section 4 of this TIP describes in more detail the requirements for conformity of transportation plans, programs, and projects developed, funded, and approved by Metropolitan Planning Organizations (MPO) as outlined in CFR Title 40 Part 93 (Updated March 2010) implemented by section176(c) of the Clean Air Act. Transportation Conformity Regulation addresses air pollution from on-road mobile emissions created by cars, trucks, motorcycles, and transit vehicles. The regulation also applies to Volatile Organic Compounds (VOC), sometimes referred to as Hydrocarbons (HC), and Nitrogen Oxides (NOx) emissions in non-attainment or maintenance (nonattainment areas re-designated as attainment) Ozone (O3) areas. Conformity also applies to areas designated as non-attainment or maintenance for U.S. Environmental Protection Agency (US EPA) air quality standards set for Nitrogen Dioxide (NO2), Carbon Monoxide (CO), Particulate Matter with an aerodynamic diameter less than 10 microns (PM10), and Particulate Matter with an aerodynamic diameter less than 2.5 microns (PM2.5). On September 18, 2013 and on March 18, 2014 the US EPA issued an insignificant finding for the Ohio and West Virginia portion of the BHJ Study Area respectively for both the 1997 Annual PM2.5 Standard and the 2006 24-Hour PM2.5 Standard. On October 24, 2016 the US EPA revoked the 1997 Annual PM2.5 Standard. On April 6, 2015 the USEPA revoked the 1997 ozone NAAQS and enacted the 2008 ozone NAAQS SIP requirements rule. Therefore, the BHJ Transportation Plan and TIP will no longer need to demonstrate transportation conformity for this the 1997 ozone NAAQS or the 1997 Annual PM2.5 Standard. The Plan and TIP will continue to demonstrate transportation conformity for the 2006 24-Hour PM2.5 Standard PM2.5 NAAQS.

Table 2-1 furnished by ODOT shows the BHJ region as well as other Ohio regions’ Air Quality Conformity Status.

4.1 - AIR QUALITY DESIGNATION

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 US EPA 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 US EPA NAAQS designations for the whole of all three counties (Jefferson, OH; Brooke-Hancock, WV) within the Steubenville-Weirton, OH-WV area are:

- 1997 PM2.5 Standard 40 CFR 93.109(f) - revoked attainment; area with insignificant motor vehicle emissions
- 2006 PM2.5 Standard 40 CFR 93.109(f) - attainment; area with insignificant motor vehicle emissions
- 1997 8-Hour Ozone Standard – revoked

The federal requirements – 40 CFR 93.109(f) – stipulate that areas designated as attainment with SIP insignificant motor vehicle emissions findings are not required 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 US EPA issued an insignificant finding for the Ohio and West Virginia portion of the BHJ Study Area respectively for both the 1997 Annual PM2.5 Standard and the 2006 24-Hour PM2.5 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 US EPA revoked the 1997 Annual PM$_{2.5}$ Standard. Therefore, the BHJ Transportation Plan and TIP will no longer need to demonstrate transportation conformity for this 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 PM2.5 Standard PM$_{2.5}$ NAAQS.

Comment 2: In section 1.4 – Public Participation, please provide a brief summary the outcomes of the public involvement efforts. This summary should include if comments were received and, if so, how they were addressed.

Please contact us if you have any questions. I will be at a conference next week, so you can contact Leigh Oesterling in my absence.

Laura Toole
Planning and Environmental Specialist
FHWA- Ohio Division
Columbus, OH 43215

Work: 614-280-6844
Laura.Toole@dot.gov
Hi Natasha,

I was reviewing minutes from our TAC/Full Commission meeting last week and realized that I made an error in our TIP Public Participation Schedule.

Below is a revision to the text which adds that the BHJ TIP will be available for public review/comment beginning Monday, April 3, 2017 and ending at noon on Wednesday, April 26, 2017.

1. Wednesday, March 15, 2017 Regular scheduled TAC & Full Commission meetings (10:30am to 1:00pm) at our office > announcement that BHJ is working on TIP revision document with final review and adoption on Wednesday, April 26, 2017

2. Monday, April 3, 2017 – Start of public review and comments period of draft TIP / notice to be placed in our local newspapers (Wednesday, March 29, 2017 and Sunday, April 23, 2017) / online notice via our Facebook page & our website

3. Wednesday, April 26, 2017 – 11:00am to Noon - Open House for public review of our final draft TIP document at our office / adoption of final draft TIP at joint meeting of the TAC & Full Commission (Noon to 1:00pm) at our office / notice to be placed in our local newspaper (Wednesday, March 29, 2017 and Sunday, April 23, 2017) / online notice via our Facebook page & our website

Regards,

Dave

David Snelting, PE
Transportation Study Director
BHJ Metro Planning Commission
124 North Fourth St, 2nd Floor
Steubenville, OH 43952-4498
Voice: 740-282-3685 x 205
Fax: 740-282-1821
Email: dsnelting@bhjmpc.org

Follow us on Facebook

From: David Snelting [mailto:dsnelting@bhjmpc.org]
Sent: Thursday, February 23, 2017 2:41 PM
To: Natasha Turner (Natasha.Turner@dot.ohio.gov)
Hi Natasha,

Here is our public information/participation plan for the 2018-2021 TIP.....

1. Monday, April 3, 2017 – 11:00am to 2:00pm at our offices draft TIP review & comment / notice to be placed in our local newspaper / online notice via our Facebook page & our website

2. Wednesday, March 15, 2017 Regular scheduled TAC & Full Commission meetings (10:30am to 1:00pm) at our office > announcement that BHJ is working on TIP revision document with final review and adoption on Wednesday, April 26, 2017

3. Wednesday, April 26, 2017 – 11:00am to 1:00pm - Open House for public review of our final draft TIP document at our office / adoption of final draft TIP at joint meeting of the TAC & Full Commission (Noon to 1:00pm) at our office / notice to be placed in our local newspaper / online notice via our Facebook page & our website

Sorry for the delay in getting this to you. I was thinking the next milestone was comments from ODOT.

If you have any questions or comments, please be sure to email or call.

Regards,

Dave

David T. Snelting, PE
Transportation Study Director
BHJ Metro Planning Commission
124 North Fourth St, 2nd Floor
Steubenville, OH 43952-4498
Voice: 740-282-3685 x 205
Fax: 740-282-1821
Email: dsnelting@bhjmpc.org

Follow us on Facebook
For Immediate Publication

Date: March 22, 2017
Contact: Michael J. Paprocki
Phone: (740) 282-3685
Fax: (740) 282-1821

THE BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY STATE FISCAL YEARS 2018 through 2021 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 2018 through 2021 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 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 26, 2017. Preceding the joint meeting, BHJ will host an open house from 11:00am to 12:00 Noon for interested public to review the final proposed TIP. The open house and meeting are to be held at the BHJ Office and Conference Room 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 Monday April 3, 2017 and will end Wednesday April 26, 2016 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 26, 2017. Electronic mail requests and comments are acceptable. Direct all e-mail to mikepap@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 Wednesday April 26, 2017. Direct all inquiries to Mr. Michael J. Paprocki, Executive Director or, in his absence, Ms. Linda J. Taylor, Office Manager.

Publish:

Weirton Daily Times Wednesday, March 29, 2017; Sunday, April 23, 2017
Steubenville Herald Star Wednesday, March 29, 2017; Sunday, April 23, 2017
FAX Transmittal

Date: Wednesday March 22, 2017
Number of Pages including cover: 2

To: Nancy Kaufman
Herald Star
Phone: 740.283.4711
Fax: 740.282.4261
Cc: 

From: Michael J. Paprocki
BHJ Executive Director
Phone: 740.282.3685
FAX: 740.282.1821

Remarks: Please publish the attached Public Notice in the Steubenville Herald-Star and Weirton Daily Times on Wednesday March 29; Sunday April 23, 2017. If you should have any questions, feel free to telephone me at 740.282.3685 or email mikepap@bhjmpc.org.

PUBLIC NOTICE
Public Comment Notice

Bulletin Board in BHJ Office’s first floor lobby

Posted  - April 3, 2017

Removed  - April 27, 2017
Public Comment Notice

Bulletin Board in BHJ Office’s first floor lobby

Posted - April 3, 2017

Removed - April 27, 2017
The Four-Year Transportation Improvement Program for State Fiscal Years 2018 through 2021 is Available for Public Review and Comment

The Brooke-Hancock-Jefferson Metropolitan Planning Organization (BHJMPO) hereby notifies all interested persons that the proposed State Fiscal Years (FY) 2018 through 2021 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 review and comment. 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 on Wednesday April 26, 2017 at their Noon meeting.

The draft TIP document is available for review at the BHJ offices located at 124 North 4th Street, 2nd Floor, Steubenville, Ohio from 9:00am to 4:00pm.
Partnerships Lead to Trail Expansion at the Jefferson County Fairgrounds

The Brooke-Hancock-Jefferson Region is a three-county, state region community of 124,000. As the Metropolitan Planning...

ANCHORED BY THE TWIN CITIES OF STEUBENVILLE, OHIO, AND WEIRTON, WEST VIRGINIA, OUR THREE-COUNTY REGION OFFERS A DIVERSITY OF ASSETS AND CHALLENGES.

WHAT IS THE BHJ-MPC?

This is our mission: BHJ promotes intergovernmental communication, cooperation, and collaboration on issues and problems that have a greater than local impact.

As the designated Metropolitan Planning Organization (MPO) for the Weirton-Steubenville, WV-OH Urbanized Area, BHJ's primary mission is to implement the goals and strategies adopted by the Transportation Study-Policy Committee, provide a continuous, comprehensive, and coordinated S-C planning process, and fulfills the objectives of the eight metropolitan planning factors established by the Public Law. Committed to developing public and private partnerships, as well as fostering innovative ideas and strategies that aim to increase the efficiency of the region's intermodal transportation network, BHJ is in forefront of the region's transportation priorities and planning activities. The sub-categories of the transportation planning activities are:

- Short Range Planning
- Transportation Improvement Program
- Surveillance
- Long Range Planning

Fürst Transportation Planning
- Freight Service Plan Implementation
- Public/Commuter Services
- Non-Motorized Transportation Planning

LATEST NEWS

BHJ Transportation Improvement Program for State Fiscal Years 2018-2021 Available for Public Review and Comment
March 2, 2017

BHJ Executive Director Responds to Project Misinformation and Anger over Roundabout
March 1, 2017

FACEBOOK

Brooke Hancock Jefferson Metropolitan Planning Commission
March 3, 2017

COLLIER — The board of Cross-Creek United Presbyterian Church voted Thursday, evening with people who had questions about plans to build a natural gas-based power plant not far away.

John Blodgett, project engineer for Energy Solutions Corporation, Brooke County Power, said the company planning to build the plant at 175 Quinlaine — discussed steps needed to complete the plant and fielded questions. See More
BHJ Transportation Improvement Program for State Fiscal Years 2018-2021 Available for Public Review and Comment

The Four-Year Transportation Improvement Program for State Fiscal Years 2018 through 2021 is Available for Public Review and Comment

The Brooke-Hancock-Jefferson Metropolitan Planning Organization (BHHMPO) hereby notifies all interested persons that the proposed State Fiscal Years (FY) 2018 through 2021 Transportation Improvement Program (TIP) for the Brooke-Hancock-Jefferson Metropolitan Planning Area, which includes Brooke, Hancock, and Jefferson Counties, WV, is available for review and comment. 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 on Wednesday, April 25, 2017 at their next meeting.

Click here to read the entire document.

The draft TIP document is available for review at the BHH offices located at 124 West 4th Street, 2nd Floor, Steubenville, OH. From 9:00am to 4:00pm.

Related Posts:

- BHJ Transportation Improvement Program for State Fiscal Years 2016-2021
- BHJ annual Awards Dinner
- Full TAC/Full Commission Meeting to be Joint Meeting
- BHJ Annual Ohio Freight Conference