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)

BHJ-MPC

Brooke Hancock Jefferson
Metropolitan Planning Commission

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLAN & ELEVATION
ALT. 8 & 8B (TIED-ARCH)

BROOKE-HANCOCK-JEFFERSON
METROPOLITAN PLANNING COMMISSION

TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2018 through 2021

ADOPTED REPORT – APRIL 2017

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SELECTED ABBREVIATIONS & ACRONYMS

ADA - Americans with Disabilities Act

BHJ – Brooke-Hancock-Jefferson Metropolitan Planning Commission

Ellis – Project Planning Management and Accounting Software for the Ohio Department of Transportation

ESRI® ArcGis – An Integrated Family of Software Products for Building a Complete Geographic Information System

FHWA – Federal Highway Administration; Representative FHWA Capital Improvement and Planning Programs
- CMAQ – Congestion Management/Air Quality
- HSIP – Highway Safety Improvement Program
- PL – Metropolitan Planning
- SPR – State Planning & Research
- STP – Surface Transportation Program
- TEA – Transportation Enhancement Activity

FTA – Federal Transit Administration; Representative FTA Capital Improvement, Operating, and Planning Programs
- §5303 – Metropolitan Planning
- §5307 – Urban Cities Program
- §5310 – Transportation for Elderly Persons and Persons with Disabilities Program

GIS – Geographic Information System

GPS – Global Positioning System

ITS – Intelligent Transportation System

LPA – Local Public Agency

LRTP – Long Range Transportation Plan

MPO – Metropolitan Planning Organization

ODOT – Ohio Department of Transportation

OARC – Ohio Association of Regional Councils

Performance Measures -

PID – Ohio Project Identification Number

RAMP – Regional Access Mobility Partnership; a consortium of Human Services and Public Transportation providers in Brooke and Hancock counties, WV and Jefferson County, OH

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users; the six-year federal transportation program signed into law on August 10, 2005

SPN – West Virginia State Project Number

STIP – Statewide Transportation Improvement Program

SVRTA – Steel Valley Regional Transit Authority

TAC – BHJ Transportation Study Technical Advisory Committee

TDM – Travel Demand Model

TIGER Line – Topologically Integrated Geographic Encoding and Referencing mapping system created by the U.S. Census Bureau

TIP – Transportation Improvement Program in a Metropolitan Planning Area

Transition Plan -

TRIP – West Virginia Transportation Renovation/Improvement Program

USEPA – United States Environmental Protection Agency

WVDOT – West Virginia Department of Transportation

WTC – Weirton Transit Corporation

TRANSPORTATION IMPROVEMENT PRGRAM
FISCAL YEAR 2018 – 2021

SECTION 1.0 INTRODUCTION

The Transportation Improvement Program, or TIP, is a prerequisite for federal assistance to implement transportation projects in a metropolitan planning area including highway, public transportation, and other surface transportation projects. As stated in the Code of Federal Regulations (CFR) Title 49 Part 1410.324, the designated Metropolitan Planning Organization (MPO) is responsible for advancing the TIP in a designated metropolitan planning area. For the Steubenville-Weirton, OH - WV Metropolitan Area, the designated MPO is the Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJMPC). In metropolitan areas with a population less than 200,000 persons such as the Steubenville-Weirton, OH - WV Metropolitan Area, the MPO is responsible for developing the TIP in close cooperation with each applicable State Highway Agency and any involved public transit operator. By rule, the BHJMPC Policy Committee first adopts the TIP and then approved to form by a designated representative of both the Ohio and West Virginia Governor's Office.

1.1 - LEGISLATIVE REQUIREMENTS

The federal legislation requires the TIP to include the following components: (1) a fiscal constraint analysis, (2) a list of projects that cover a period no less than four years, (3) conformity to all applicable air quality standards. In addition, the TIP development process must be consistent with the metropolitan area's Public Participation Plan as well as the area's twenty-year Long Range Transportation Plan, and (4) all capital and non-capital federally funded projects (and project phases) scheduled for implementation within the MPO boundaries. The fourth component also includes all regionally significant projects requiring action by the Federal Highway Administration and/or the Federal Transit Administration irrespective of either federal or non-federal funding sources.

1.2 - FISCAL ANALYSIS

As previously discussed, the TIP must be a fiscally balanced listing of projects and exhibit how each project sponsor is financially capable of implementing each project over the next four years. The TIP also shows all the available monies, public (federal, state, and local) and private including allowable innovative fiscal techniques, available to finance each project or program of projects listed. An example of an innovative fiscal technique in our region is the $130 million Wellsburg Bridge project currently under contract using the Design-Build delivery process and funded using a Public-Private-Partnership (PPP). Using the PPP, the contractor will upfront the cost of the project with West Virginia Department of Highways (WVDOH) paying the contractor back over five years. The Ohio Department of Transportation (ODOT) will pay its share back to WVDOH over the next 10 years.

If financial resources not identified in the initially adopted TIP become available at a future date, the BHJMPO may adopt a revision to include additional projects or transportation improvement strategies. Further, if funding becomes available in the current fiscal year for a project listed within the TIP four-year timeframe (e.g. listed in FY 2020 and monies become available in FY 2018), that project can be advanced (that is, moved forward into the current fiscal year fund cycle) without a formal amendment. In such an instance, the BHJMPO must concur in writing after the requesting project sponsor demonstrates fiscal responsibility to carry out the project. For a variety of reasons, each state highway agency in Ohio and West Virginia has taken two separate approaches to demonstrate fiscal restraint for the Metropolitan TIP. Section 2 of this document provides a more detailed explanation of these differences.

1.3 - LONG RANGE PLAN CONSISTENCY

The federal legislation also defines the TIP as a short-range four-year priority listing of federally funded transportation projects and strategies consistent with the goals and objectives established in the metropolitan area's Long Range Transportation Plan (LRTP). 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. The most current LRTP, the 2040 Long Range Transportation Plan for the BHJ Region, was adopted by BHJ Transportation Study Policy Board on May 25, 2016.

1.4 - PUBLIC PARTICIPATION

Another key component of the TIP development process is public input and review. As a legislative requirement, the BHJMPC makes available this initial TIP and subsequent revisions for public review in draft form before formal adoption by the MPO. To meet this obligation, the BHJMPC Policy Committee has adopted a formal Public Participation Plan (PPP). The PPP includes a variety of strategies to engage local constituency throughout the metropolitan planning process. These strategies include newspaper publications, radio and television media, e-mail notifications, web site hosting, and other appropriate visualization techniques such as maps, aerial photography, pictures, or simplified plans depicting projects. The BHJ Transportation Study Policy Board adopted the Public Participation Plan January 17, 2007. The document is reviewed annually. Usual updates include revisions to Air quality Transportation Conformity Consultation participants and Local, State, and Federal Resource Agency contacts.

A summary of the public involvement process for this report can be found in Appendix C. The public review period ran from April 3, 2017 through April 26, 2017 at Noon. Two people attended our open house held on April 26, 2017 from 11:00am to Noon. No comments were received.

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 (NO_x) emissions in non-attainment or maintenance (non-attainment areas re-designated as attainment) Ozone (O_3) areas. Conformity also applies to areas designated as non-attainment or maintenance for U.S. Environmental Protection Agency (USEPA) air quality standards set for Nitrogen Dioxide (NO_2), Carbon Monoxide (CO), Particulate Matter with an aerodynamic diameter less than 10 microns (PM_{10}), and Particulate Matter with an aerodynamic diameter less than 2.5 microns ($PM_{2.5}$). 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 October 24, 2016 the USEPA revoked the 1997 Annual $PM_{2.5}$ 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 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.

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

1.6 - PROJECTS IMPLEMENTED OR UNDERWAY SINCE LAST TIP

Local Priority Projects

Lovers Lane & Fort Steuben – This project is currently in the construction phase with completion scheduled for July 2017 and will be the region's first roundabout.

Lovers Lane & SR43 – This project, developed out of an ODOT safety study, is in the last stages of design with right-of-way acquisition scheduled in SFY 2018 and construction in SFY 2019.

Regional Priority Project

State Route 7 & University Blvd (Veterans Bridge Access Improvements) – This project is currently in the construction phase with completion scheduled in late 2017. Improving access to the Veterans Memorial Bridge was identified as the number one priority in the region in the Ohio River Bridge Systems Study published in 2003.

Wellsburg Bridge – This project was identified in the prior TIP and went to project sale in July 2016. It was sold as a Design-Build Public Private Partnership (PPP) project with the contractor up fronting the project cost. WVDOH will repay the contractor over a period of 5 years and ODOT's share will be paid to WVDOH over a period of 10 years.

Table 2-1

Ohio 2018-2021 STIP/TIP Air Quality Conformity Strategy						
	Conformity Status		Air Quality Status			
			Ozone	$PM_{2.5}$		
Ohio Air Quality Area	Current US DOT Conformity Determination	2018-2021 TIP Conformity Strategy	2008 8-Hour Standard Non-Attainment	2006 24-Hour Standard Maintenance	2012 Annual Standard Non-Attainment	Comments
Canton	5/28/13	New Emissions Analysis		X		Concurrent with quadrenial T-Plan Update
Cincinnati	11/18/16	New Emissions Analysis	X			
Cleveland/ Akron	5/16/13	New Emissions Analysis	X	X	X	Concurrent with quadrenial T-Plan Update
Columbus/ Newark	5/12/16	New Emissions Analysis	X			
Steubenville	5/18/16	New "Qualitative" Regional Conformity Determination		X		2006 $PM_{2.5}$ 24-Hour Standard SIP Mobile Source Insignificance Finding
Dayton/ Springfield	Attainment Area					1997 8-Hour Ozone & 1997 $PM_{2.5}$ Maintenance Area
Huntington	Attainment Area					1997 $PM_{2.5}$ Annual Standard Maintenance Area
Lima	Attainment Area					1997 8-Hour Ozone Standard Maintenance Area
Mansfield	Attainment Area					
Parkersburg	Attainment Area					1997 $PM_{2.5}$ Annual Standard Maintenance Area
Sandusky	Attainment Area					
Toledo	Attainment Area					1997 8-Hour Ozone Maintenance Area
Wheeling	Attainment Area					1997 Annual Standard $PM_{2.5}$ Maintenance Area
Youngstown	Attainment Area					1997 8-Hour Ozone Maintenance Area

1.7 - SYSTEM PRESERVATION

Of utmost importance, preservation of the existing transportation system and continual improvements for overall safety are key to keeping the roadway system operational. To achieve this factor, the BHJMPC Policy Committee adopted, in the LRTP, three objectives. The first and single most important objective for is the preservation of Ohio River crossings including the upgrade of bridge access roadways. The second goal is to adequately maintain, replace, rehabilitate, and resurface existing pavements, bridges, including public transit and intermodal facilities. The third objective is to alleviate congestion and maintain an acceptable Level of Service (LOS) to enhance shipment of goods and movement of employees.

1.8 PERFORMANCE MEASURES

As part of the 2012 Federal Highway Act (MAP-21) and continued in the latest Act (FAST Act), requirements to develop tools to enable better project decision making based on factors such as capacity Level of Service (LOS), pavement condition ratings (PCR), crash rates, etc. ODOT and WVDOH have been working to address the performance based planning requirements. Currently, the National Highway System (NHS) routes are targeted.

MAP-21 and FAST Act require measurements of performance in the following areas:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement & Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

Working with ODOT data, BHJMPO developed a number of graphical maps showing current highway network conditions. As time passes, these data and maps will be updated to show how the conditions are improving or decaying, as the case may be.

In the future, project funding requests in the region will need to show how a project meets performance measure requirements.

SECTION 2.0 OHIO PROJECT SELECTION PROCESS

The Ohio Department of Transportation divides available transportation funding into several specific capital improvements programs including the Metropolitan Planning Organizations (MPO) and Large City Program. Each of Ohio's seventeen MPO areas is responsible for developing their own individual Transportation Programs according to Title 49 of the Code of Federal Regulations. Further, project selection in each MPO area varies by several factors including but not limited to population, size of the transportation network, and the amount of funding allocated for qualified capital and planning projects. Projects included in the MPO TIP must also be consistent with the MPO Long Range Transportation Plan; in this case, the *BHJ Region 2040 Transportation Plan* adopted May 2016. In Ohio, each MPO is the designated program manager for their respective Metropolitan Transportation Improvement Program.

The criteria and process for implementing transportation plan elements varies by state. This is mainly due to the fact that BHJ receives a local sub-allocation of Federal Highway funds through ODOT whereas, there is no sub-allocation of Highway Funds for regional projects in West Virginia. The following explains the differences in identifying projects by state.

Jefferson County, Ohio

On the Ohio side of the BHJ region, BHJ takes an active role in identifying and reviewing projects. There are a number of ways that this occurs.

a. Local jurisdiction identifies a project and comes forward requesting funding assistance
    i. BHJ staff reviews the project with the following priorities in mind
        1. System preservation
        2. Safety
        3. Congestion management
        4. Benefits the Region
        5. Consistent with long Range Plan
b. ODOT may approach the agency with a project from their high crash locations listing
        1. Safety is a regional priority and the agency will make every effort to provide funding assistance
c. The agency may identify a project that is congestion, system preservation or safety related
    i. The agency will bring the project to the maintaining jurisdiction to see if there is interest in pursuing project development
        1. Because of the local economy, many local jurisdictions may not be able to develop a project due to lack of matching funds
d. The BHJ TAC and Policy Board review and approve regional projects by approving the TIP and LRP, and subsequent amendments.

All projects programmed for obligation found in the TIP are consistent with the current BHJ Long Range Transportation Plan. Further, the BHJ MPO staff has reviewed each federally-funded project sponsored by the Ohio Department of Transportation, West Virginia Division of Highway, County Engineer Association of Ohio, and other Local Governments situated in the MPO Planning Area for consistency with the LRTP. The staff then discusses each project or program of projects with the Technical Advisory Committee (TAC) who in turn refers a recommendation to the Transportation Study Policy Committee for adoption by resolution.

2.1 - OHIO DEPARTMENT OF TRANSPORTATION PROGRAMS

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.

2.2 - METROPOLITAN PLANNING ORGANIZATION PROGRAM

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.

2.3 - FINANCING STATE-SPONSORED PROJECTS

Codified Federal Regulation (CFR) requires a fiscally balanced transportation improvement program. Funding sources and cost estimates for professional engineering, right of way acquisition, and construction for programmed projects found in each of the four years in the TIP cannot exceed anticipated federal, state, and local resources.

The federal standards do not classify the Steubenville-Weirton, OH-WV as a Transportation Management Area (TMA), that is, an area with a population greater than 200,000. As a result, the responsible State Highway Agency in Ohio, ODOT, must demonstrate financial constraint for each state-sponsored project programmed in Jefferson County, Ohio.

2.4 - FINANCING LOCAL-SPONSORED PROJECTS

For federally funded, locally sponsored transportation improvement projects in Jefferson County, Ohio, BHJ is responsible for preparing the fiscal constraint analysis. The subsequent pages illustrate the Program Summary of the BHJ MPO Capital Program State Fiscal Years 2014 through 2023.

Table 2-2

PROGRAM SUMMARY

BHJ MPO CAPITAL PROGRAM STATE FISCAL YEARS 2014 through 2023

Program Summary for BHJ

SFY	MPO Code	SAC	SAC Name	Budget	Encumbered	Debit Vouchers	Outstanding Block PIDS	Outstanding Non-Const	Outstanding Construction	Estimated Balance	% Bal
BHJ											
2014											
2014	BH11	4TA7	STP (Cap)	$1,390,117	$1,390,117			$0		$0	0%
2014	BH11	4TB7	CMAQ	$572,800	$572,800					$0	0%
2014	BH11	4TC7	TE/TA	$158,402	$158,402					$0	0%
2014	BH11	4TD7	STP (Plan)							$0	
2014	BH11	4TE7	CMAQ (Plan)	$66,829	$66,829					$0	0%
				$2,188,148	**$2,188,148**			**$0**		**$0**	**0%**
2015											
2015	BH11	4TA7	STP (Cap)	$1,059,981	$1,059,981					$0	0%
2015	BH11	4TB7	CMAQ	$1,075,731	$1,037,039			$4,897		$33,795	3%
2015	BH11	4TC7	TE/TA	$15,325	$15,325					$0	0%
2015	BH11	4TD7	STP (Plan)							$0	
2015	BH11	4TE7	CMAQ (Plan)	$90,000	$75,640					$14,360	16%
				$2,241,037	**$2,187,985**			**$4,897**		**$48,155**	**2%**
2016											
2016	BH11	4TA7	STP (Cap)	$1,306,527	$1,306,527					$0	0%
2016	BH11	4TB7	CMAQ	$5,090	$0					$5,090	100%
2016	BH11	4TC7	TE/TA							$0	
2016	BH11	4TD7	STP (Plan)	$60,000	$60,000					$0	0%
2016	BH11	4TE7	CMAQ (Plan)	$90,000	$90,000					$0	0%
				$1,461,618	**$1,456,527**					**$5,090**	**0%**
2017											
2017	BH11	4TA7	STP (Cap)	$74,480	$74,478					$1	0%
2017	BH11	4TB7	CMAQ	$1,389,946	$1,389,945					$1	0%
2017	BH11	4TC7	TE/TA	$17,891						$17,891	100%
2017	BH11	4TD7	STP (Plan)	$25,000	$25,000					$0	0%
2017	BH11	4TE7	CMAQ (Plan)	$90,000	$90,000					$0	0%
				$1,597,317	**$1,579,423**					**$17,893**	**1%**
2018											
2018	BH11	4TA7	STP (Cap)	$477,402						$477,402	100%
2018	BH11	4TB7	CMAQ	$80,824						$80,824	100%
2018	BH11	4TC7	TE/TA	$118,026						$118,026	100%
2018	BH11	4TD7	STP (Plan)	$25,000				$25,000		$0	0%
2018	BH11	4TE7	CMAQ (Plan)	$90,000				$90,000		$0	0%
				$791,252				**$115,000**		**$676,252**	**85%**
2019											
2019	BH11	4TA7	STP (Cap)	$672,690					$332,000	$340,690	51%
2019	BH11	4TB7	CMAQ	$464,164				$113,297	$559,375	($208,509)	-45%
2019	BH11	4TC7	TE/TA	$69,769					$129,000	($59,231)	-85%
2019	BH11	4TD7	STP (Plan)	$25,000				$25,000		$0	0%
2019	BH11	4TE7	CMAQ (Plan)	$90,000				$90,000		$0	0%
				$1,321,623				**$228,297**	**$1,020,375**	**$72,950**	**6%**
2020											
2020	BH11	4TA7	STP (Cap)	$593,332						$593,332	100%
2020	BH11	4TB7	CMAQ	$401,132					$440,000	($38,868)	-10%
2020	BH11	4TC7	TE/TA	$61,833						$61,833	100%
2020	BH11	4TD7	STP (Plan)	$25,000				$25,000		$0	0%
2020	BH11	4TE7	CMAQ (Plan)	$90,000				$90,000		$0	0%
				$1,171,297				**$115,000**	**$440,000**	**$616,297**	**53%**

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Table 2-2 (continued)

Program Summary for BHJ

SFY	MPO Code	SAC	SAC Name	Budget	Encumbered	Debit Vouchers	Outstanding Block PIDS	Outstanding Non-Const	Outstanding Construction	Estimated Balance	% Bal
2021											
2021	BH11	4TA7	STP (Cap)	$618,332						$618,332	100%
2021	BH11	4TB7	CMAQ	$401,132						$401,132	100%
2021	BH11	4TC7	TE/TA	$61,833						$61,833	100%
2021	BH11	4TD7	STP (Plan)							$0	
2021	BH11	4TE7	CMAQ (Plan)	$90,000				$90,000		$0	0%
				$1,171,297				**$90,000**		**$1,081,297**	**92%**
2022											
2022	BH11	4TA7	STP (Cap)	$618,332						$618,332	100%
2022	BH11	4TB7	CMAQ	$491,132						$491,132	100%
2022	BH11	4TC7	TE/TA	$61,833						$61,833	100%
2022	BH11	4TD7	STP (Plan)							$0	
2022	BH11	4TE7	CMAQ (Plan)							$0	
				$1,171,297						**$1,171,297**	**100%**
2023											
2023	BH11	4TA7	STP (Cap)	$618,332						$618,332	100%
2023	BH11	4TB7	CMAQ	$491,132						$491,132	100%
2023	BH11	4TC7	TE/TA	$61,833						$61,833	100%
2023	BH11	4TD7	STP (Plan)							$0	
2023	BH11	4TE7	CMAQ (Plan)							$0	
				$1,171,297						**$1,171,297**	**100%**
				$14,286,183	**$7,412,084**			**$553,194**	**$1,460,375**	**$4,860,529**	**34%**

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Table 2-3

Carryover Estimates for BHJ

MPO Code	SFY	Required Allocation	Discretionary Allocation	Available Budget	Committed & Encumbered	Balance (Carryover)	Allowed Carryover	Carryover Exceeded	Waived Carryover	Subject to Recall
BHJ										
STP										
BH11	2014	**$0**	**$622,247**	**$1,390,117**	$1,390,117	$0				
BH11	2015	**$0**	**$622,247**	**$1,059,981**	$1,059,981	$0	$311,124	$0	$0	$0
BH11	2016		**$654,420**	**$1,366,527**	$1,366,527	$0				
BH11	2017		**$667,907**	**$99,480**	$99,478	$1	$333,954	$0	$0	$0
BH11	2018		**$667,907**	**$502,403**	$25,000	$477,403	$333,954	$143,450	$0	**$143,450**
BH11	2019		**$667,907**	**$1,031,644**	$357,000	$674,644	$333,954	$340,690	$0	**$340,690**
BH11	2020		**$667,907**	**$952,286**	$25,000	$927,286	$333,954	$593,332	$0	**$593,332**
BH11	2021		**$667,907**	**$952,286**	$0	$952,286	$333,954	$618,332	$0	**$618,332**
BH11	2022		**$667,907**	**$952,286**	$0	$952,286	$333,954	$618,332	$0	**$618,332**
BH11	2023			$952,286	$0	$952,286	$0	$952,286	$0	**$952,286**
CMAQ										
BH11	2014	**$0**	**$494,241**	**$572,800**	$572,800	$0				
BH11	2015	**$0**	**$494,241**	**$1,075,731**	$1,041,936	**$33,795**	$247,121	$0	$0	$0
BH11	2016		**$519,796**	**$5,090**	$0	**$5,090**				
BH11	2017		**$530,508**	**$1,389,946**	$1,389,945	$1	$265,254	$0	$0	$0
BH11	2018		**$530,508**	**$119,710**	$0	$119,710	$265,254	$0	$0	$0
BH11	2019		**$530,508**	**$583,874**	$672,673	($88,798)	$265,254	$0	$0	$0
BH11	2020		**$530,508**	**$312,334**	$484,000	($171,666)	$265,254	$0	$0	$0
BH11	2021		**$530,508**	**$229,466**	$0	$229,466	$265,254	$0	$0	$0
BH11	2022		**$530,508**	**$720,598**	$0	$720,598	$265,254	$455,344	$0	**$455,344**
BH11	2023			$756,386	$0	$756,386	$0	$756,386	$0	**$756,386**
TA										
BH11	2014	**$0**	**$62,225**	**$158,402**	$158,402	$0				
BH11	2015	**$0**	**$62,225**	**$15,325**	$15,325	$0	$31,113	$0	$0	$0
BH11	2016		**$65,442**	**$0**	$0	$0				
BH11	2017		**$66,791**	**$17,891**	$0	$17,891	$33,396	$0	$0	$0
BH11	2018		**$66,791**	**$135,917**	$0	$135,917	$33,396	$102,522	$0	**$102,522**
BH11	2019		**$66,791**	**$103,165**	$129,000	($25,836)	$33,396	$0	$0	$0
BH11	2020		**$66,791**	**$35,998**	$0	$35,998	$33,396	$2,602	$0	$0
BH11	2021		**$66,791**	**$97,831**	$0	$97,831	$33,396	$64,435	$0	**$64,435**
BH11	2022		**$66,791**	**$95,229**	$0	$95,229	$33,396	$61,833	$0	**$61,833**
BH11	2023			$95,229	$0	$95,229	$0	$95,229	$0	**$95,229**

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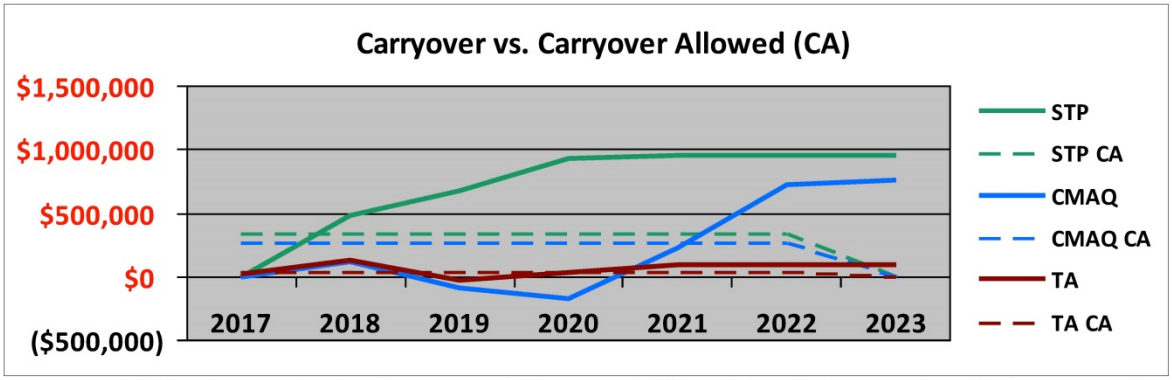
Table 2-3 (continued)

Carryover Estimates for BHJ

MPO Code	SFY	Required Allocation	Discretionary Allocation	Available Budget	Committed & Encumbered	Balance (Carryover)	Allowed Carryover	Carryover Exceeded	Waived Carryover	Subject to Recall

FINAL BUDGET AMOUNT
ESTIMATED BUDGET AMOUNT
UNENCUMBERED AMOUNT
AMOUNT SUBJECT TO RECALL

Available Budget: Required + Discretionary + SAC Transfers + Prev. SFY Carryover - Prev. SFY Recall
Committed & Encumbered: PE\DD\RW\CO\CE commitments + Encumbrances
Balance (Carryover): Available Budget - Committed & Encumbered
Allowed Carryover: 50% or 25% X (Required + Discretionary)
Carryover Exceeded: Carryover - Allowed Carryover
Waived Carryover: Waivers approved by ODOT
Subject to Recall: Carryover Exceeded - Waived Carryover



Solid Line: Carryover minus Waived amount for each SFY
Dashed Line: Allowed Carryover amount for each SFY
Solid Above Dashed Line: Carryover minus Waived amount exceeds Allowed Carryover; the difference is is subject to recall
Solid Line is Positive: Budget > Commitments (Under-programmed)
Solid Line is Negative: Budget < Commitment (Over-programmed)

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Table 2-4
FISCAL CONSTRAINT BUDGETS FOR AVAILABLE FUNDING
SUBALLOCATED TO BHJ MPO AND LARGE CITIES CAPITAL PROGRAM
STATE FISCAL YEARS 2017 THROUGH 2021

		Capital			Planning			SAC Budget Balancing		
Year		4TA7 (STP)	4TB7 (CMAQ)	4TC7 (TA)	4TD7 (STP)	4TE7 (CMAQ)	Comments	4TA7	4TB7	4TC7
2017	Current Budget	$667,907	$530,508	$66,791	$0	$0	4TB7 TRADE FOR 4TA7 AND 4TC7 $667,906 AND $43,155, RESPECTIVELY; $90,000 FROM 4TB7 TO 4TE7; TRADE FOR 4TA7 $74479			
	Encumbered To Date	$0	$1,389,945	$0	$25,000	$90,000				
	SAC Budget Transactions	($593,427)	$859,438	($43,155)	$25,000	$90,000				
	Projected Carry Over	$74,480	$1	$23,636	$0	$0				
2018	Current Budget	$682,316	$541,953	$68,232	$0	$0	4TB7 TRADE FOR 4TA7 AND 4TC7 $667,906 AND $43,155 REPAID, RESPECTIVELY; $25,000 FROM 4TA7 TO 4TD7; $90,000 FROM 4TB7 TO 4TE7; 4TA7 $74479 REPAID			
	FY 17 Carry Forward	$74,480	$1	$23,636	$0	$0				
	Available 2018 Budget	$756,796	$541,954	$91,868	$0	$0				
	Project Demand	$0	$0	$0	$25,000	$90,000				
	Shortfall/Balance	$756,796	$541,954	$91,868	($25,000)	($90,000)				
	SAC Budget Transactions	($204,914)	($461,149)	$49,794	$25,000	$90,000		($204,914)	($461,149)	$49,794
	Revised Available Budget	$551,882	$80,805	$141,662	$25,000	$90,000				
	Carry Over	$551,882	$80,805	$141,662	$0	$0				
2019	Current Budget	$697,690	$554,164	$69,769	$0	$0				
	FY 18 Carry Forward	$551,882	$80,805	$141,662	$0	$0				
	Available 2019 Budget	$1,249,572	$634,969	$211,431	$0	$0	$25,000 FROM 4TA7 TO 4TD7; $90,000 FROM 4TB7 TO 4TE7			
	Project Demand	$1,004,672	$0	$129,000	$25,000	$90,000				
	Shortfall/Balance	$244,900	$634,969	$82,431	($25,000)	($90,000)				
	SAC Budget Transactions	($25,000)	($90,000)	$0	$25,000	$90,000		($25,000)	($90,000)	$0
	Revised Available Budget	$1,224,572	$544,969	$211,431	$25,000	$90,000				
	Carry Over	$219,900	$544,969	$82,431	$0	$0				
2020	Current Budget	$618,332	$491,132	$61,833	$0	$0				
	FY 19 Carry Forward	$219,900	$544,969	$82,431	$0	$0				
	Available 2020 Budget	$838,232	$1,036,101	$144,264	$0	$0	$25,000 FROM 4TA7 TO 4TD7; $90,000 FROM 4TB7 TO 4TE7			
	Project Demand	$0	$440,000	$0	$25,000	$90,000				
	Shortfall/Balance	$838,232	$596,101	$144,264	($25,000)	($90,000)				
	SAC Budget Transactions	($25,000)	($90,000)	$0	$25,000	$90,000		($25,000)	($90,000)	$0
	Revised Available Budget	$813,232	$946,101	$144,264	$25,000	$90,000				
	Carry Over	$813,232	$506,101	$144,264	$0	$0				
2021	Current Budget	$618,332	$491,132	$61,883	$0	$0				
	FY 20 Carry Forward	$813,232	$506,101	$144,264	$0	$0				
	Net 2021 Budget	$1,431,564	$997,233	$206,147	$0	$0				
	Project Demand	$0	$0	$0	$0	$90,000	$90,000 FROM 4TB7 TO 4TE7			
	Shortfall/Balance	$1,431,564	$997,233	$206,147	$0	($90,000)				
	SAC Budget Transactions	$0	($90,000)	$0	$0	$90,000		$0	($90,000)	$0
	Revised Available Budget	$1,431,564	$907,233	$206,147	$0	$90,000				
	Carry Over	$1,431,564	$907,233	$206,147	$0	$0				

Table 2-5

BHJ - 2018 through 2021 STIP Fiscal Analysis Draft as of 01/19/2017

Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.

		Includes Line Item Projects	SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP		
Line #		Type	Budget	Est'd Balance	**Estimates**	Budget	Est'd Balance	**Estimates**	Budget	Est'd Balance	**Estimates**	Budget	Est'd Balance	**Estimates**	Budget	Est'd Balance	**Estimates**
		Federal Flexible															
1		STBG	$2,357,307	$0	$2,357,307	$3,444,636	$0	$3,444,636	$3,458,867	$0	$3,458,867	$813,036	$0	$813,036	$10,073,847	$0	$10,073,847
--		STBG/Safe Routes to School	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2		*National Hwy Performance Prgm*	*$3,643,359*	$0	*$3,643,359*	*$792,320*	$0	*$792,320*	*$387,962*	$0	*$387,962*	*$5,908,088*	$0	*$5,908,088*	*$10,731,729*	$0	*$10,731,729*
3		*Interstate Maintenance*	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4		*National Highway System*	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5		Bridge	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6		CMAQ	$0	$0	$0	$0	$0	$0	$44,000	$0	$44,000	$0	$0	$0	$44,000	$0	$44,000
7		Highway Safety Imp Prog	$0	$0	$0	$553,500	$0	$553,500	$0	$0	$0	$0	$0	$0	$553,500	$0	$553,500
8		Garvee Bond-Fund 045-Longtm AC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9		SIB Loan-Fund 212-Longterm AC	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10		Redistributed Funds	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Federal Appropriation Changes Needed															
11		Un-Assigned Federal	$3,116,362	$0	$3,116,362	$2,749,087	$0	$2,749,087	$2,749,087	$0	$2,749,087	$2,749,087	$0	$2,749,087	$11,363,624	$0	$11,363,624
12		Un-Assigned Federal Labor	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
13		Non-Federal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
56		Not Grouped	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Sub-Totals Federal Flexible	$9,117,029	$0	$9,117,029	$7,539,543	$0	$7,539,543	$6,639,916	$0	$6,639,916	$9,470,211	$0	$9,470,211	**$32,766,700**	$0	**$32,766,700**
			MPO Sub-allocated budgets fror SFY 2016 include estimated SFY budget balance carryforward from SFY 2015.														
		MPO Sub-allocated STP Funds - SAC 4TA7															
BH11	4TA7	**STBG**	***$576,881***	$576,881	$0	***$697,690***	-$306,983	$1,004,673	***$618,332***	$618,332	$0	***$618,332***	$618,332	$0	***$2,511,235***	$1,506,562	**$1,004,673**
		CMAQ	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
		Bridge	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
		National Hwy Performance Prgm	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
		Un-Assigned Federal	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
	4TA7	MPO Sub-Total	$576,881	$576,881	$0	$697,690	-$306,983	$1,004,673	$618,332	$618,332	$0	$618,332	$618,332	$0	**$2,511,235**	**$1,506,562**	**$1,004,673**
		MPO "*Statewide*" CMAQ Funds - SAC 4TB7															
BH11	4TB7	**CMAQ**	$0	$0	$0	$0	$0	$0	***$440,000***	$0	$440,000	$0	$0	$0	***$440,000***	$0	**$440,000**
		National Hwy Performance Prgm	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		5307 - Urban Formula Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		STBG	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Bridge	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Un-Assigned Federal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	4TB7	MPO Sub-Total	$0	$0	$0	$0	$0	$0	$440,000	$0	$440,000	$0	$0	$0	**$440,000**	$0	**$440,000**
		MPO Sub-allocated Enhancement Funds - SAC 4TC7															
BH11	4TC7	**TAP/Enhancements**	***$118,026***	$118,026	$0	***$69,769***	$42,769	$27,000	***$61,833***	$61,833	$0	***$61,833***	$61,833	$0	***$311,461***	$284,461	**$27,000**
		Un-Assigned Federal	N/A	$0	$0	N/A	-$102,000	$102,000	N/A	$0	$0	N/A	$0	$0	N/A	-$102,000	$102,000
	4TC7	MPO Sub-Total	$118,026	$118,026	$0	$69,769	-$59,231	$129,000	$61,833	$61,833	$0	$61,833	$61,833	$0	**$311,461**	**$182,461**	**$129,000**
		MPO Sub-allocated Planning STP Funds - SAC 4TD7															
BH11	4TD7	**STBG**	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Bridge	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
		Highway Planning (2%)	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
		Metro Planning	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
		Un-Assigned Federal	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
	4TD7	MPO Sub-Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		MPO Sub-allocated Planning CMAQ Funds - SAC 4TE7															
BH11	4TE7	**CMAQ**	***$90,000***	$0	$90,000	***$90,000***	$0	$90,000	$0	$0	$0	$0	$0	$0	***$180,000***	$0	**$180,000**
		National Hwy Performance Prgm	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
		Un-Assigned Federal	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0	N/A	$0	$0
	4TE7	MPO Sub-Total	$90,000	$0	$90,000	$90,000	$0	$90,000	$0	$0	$0	$0	$0	$0	**$180,000**	$0	**$180,000**
		MPO Sub-Total	$784,907	**$694,907**	$90,000	$857,459	**-$366,214**	$1,223,673	$1,120,165	**$680,165**	$440,000	$680,165	**$680,165**	$0	**$3,442,696**	**$1,689,023**	**$1,753,673**

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Table 2-5 (continued)

BHJ - 2018 through 2021 STIP Fiscal Analysis Draft as of 01/19/2017

Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.

Includes Line Item Projects			SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP		
Line #		Type	Budget	Est'd Balance	**Estimates**	Budget	Est'd Balance	**Estimates**	Budget	Est'd Balance	**Estimates**	Budget	Est'd Balance	**Estimates**	Budget	Est'd Balance	**Estimates**
		State/Local Match Program 002/042/Labor/Local Match															
14		State Funds (002)	$2,762,545	$0	$2,762,545	$1,617,600	$0	$1,617,600	$3,825,464	$0	$3,825,464	$2,169,383	$0	$2,169,383	$10,374,992	$0	$10,374,992
15		State Bonds	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
16		Labor - State Match	$175,645	$0	$175,645	$436,036	$0	$436,036	$168,145	$0	$168,145	$43,020	$0	$43,020	$822,846	$0	$822,846
17		Labor - Local Match	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
18		Local Match	$302,425	$0	$302,425	$312,668	$0	$312,668	$365,200	$0	$365,200	$0	$0	$0	$980,293	$0	$980,293
		Grand Totals State/Local/GRF	$3,240,615	$0	$3,240,615	$2,366,304	$0	$2,366,304	$4,358,809	$0	$4,358,809	$2,212,403	$0	$2,212,403	**$12,178,131**	$0	**$12,178,131**
		Sub-Totals Fed Flex/State/Local Match (Above)	$12,357,644	$0	$12,357,644	$9,905,847	$0	$9,905,847	$10,998,725	$0	$10,998,725	$11,682,614	$0	$11,682,614	**$44,944,831**	$0	**$44,944,831**
		Other Federal															
19		Earmarks / High Priority	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
20		Appalachian Hwys	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
21		Other Federal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
22		Tiger Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
23		Highway Planning (2%)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
24		TAP/Enhancements	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
25		TAP/Safe Routes to School	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
26		Forest Highways	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
27		Metro Planning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
28		RR Hazard Elimination	$200,000	$0	$200,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$200,000	$0	$200,000
29		Trans & Com Sys Pres (TCSP)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
30		Nat'l Historic Covered Bridge	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
31		National Corridor Boarder	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
32		Nt'l Cor Planning & Dev (NCPD)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
33		LTAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Sub-Totals	$200,000	$0	$200,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$200,000**	$0	**$200,000**
		Federal Discretionary															
34		Emergency Relief	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
35		Scenic Byway	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
36		Ferry Boat	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Sub-Totals Discretionary Programs	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Grand Totals FHWA	$13,342,551	$694,907	$12,647,644	$10,763,306	-$366,214	$11,129,520	$12,118,890	$680,165	$11,438,725	$12,362,779	$680,165	$11,682,614	**$48,587,527**	**$1,689,023**	**$46,898,503**

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Page: 2 of 3

Table 2-5 (continued)

BHJ - 2018 through 2021 STIP Fiscal Analysis Draft as of 01/19/2017

Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.

		Includes Line Item Projects	SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP		
Line #		Type	Budget	Est'd Balance	**Estimates**	Budget	Est'd Balance	**Estimates**	Budget	Est'd Balance	**Estimates**	Budget	Est'd Balance	**Estimates**	Budget	Est'd Balance	**Estimates**
Transit Funding by Line Item																	
		5307 - Urban Formula Program															
37		5307 - Urban Formula Program	$654,100	$0	$654,100	$584,900	$0	$584,900	$694,160	$0	$694,160	$486,960	$0	$486,960	$2,420,120	$0	$2,420,120
		5309 Bus & Bus Facil															
38		5309 / 0003 - New Starts	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
39		5309 / 0004 - Small Starts	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		5309 - Capital Investment Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		5310 - Enhanced Mobility															
40		5310 - Enhanced Mobility	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
41		5310 - Enhanced Mobility Small Urban	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
42		5310 - Enhanced Mobility Rural	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		5310 - Enhanced Mobility	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		5311 - Rural Transit Program															
43		5311 - Rural Transit Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		5312 - Natl Res & Techlgy Prgm															
44		5312 - Natl Res & Techlgy Prgm	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		5329 - "State Safety Security Oversight"															
45		5329 State Safety Security Ovr	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		5337 - "Fixed Guideway Modernization"															
46		5337 / 0001 - Fixed Guidwy Mod	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
48		5337 / 0003-High Int Mtr Bus	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
48		5337 / 0001-State of Good Rpr	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		5337 - "State of Good Repair"	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		5339 - "Bus & Bus Facilities"															
49		5339 / 0002 - Bus & Bus Facil	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
50		5339 - Bus & Bus Fac Sm Urb	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
51		5339 - Bus & Bus Fac Rural	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Sub-Totals	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Transit State/Local Match															
52		Local Match-0001-Farbx Rev-Lcl	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
53		Local Match-0002-Local Ded-Tax	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
54		Local Match - 0003 - Local Oth	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
55	FTA	Local Match	$660,275	$0	$660,275	$764,960	$0	$764,960	$701,865	$0	$701,865	$723,440	$0	$723,440	$2,850,540	$0	$2,850,540
55		GRF	$68,800	$0	$68,800	$68,800	$0	$68,800	$68,800	$0	$68,800	$68,800	$0	$68,800	$275,200	$0	$275,200
		Transit Local Match	$729,075	$0	$729,075	$833,760	$0	$833,760	$770,665	$0	$770,665	$792,240	$0	$792,240	$3,125,740	$0	$3,125,740
		Sub-Totals	**$1,383,175**	$0	**$1,383,175**	**$1,418,660**	$0	**$1,418,660**	**$1,464,825**	$0	**$1,464,825**	**$1,279,200**	$0	**$1,279,200**	**$5,545,860**	$0	**$5,545,860**

Line #	Legend
11-etc.	"Un-Assigned Federal" - Federal SAC codes but no Federal billing fund yet assigned (ie SACs 4PF7, 4BK7, TRAN, TRTR, etc.)
17-18	"Local Match" = Budget matches estimates in that the local guarantees the source of funding based on the entire revenue sources for specific projects. (SACs LNTP, 4BG6, 4BG7, & 4BG9)
	Note: Garvee Bond, State Bond used Business Plan for Budgets. Also used Business Plan for Garvee Debt Service Estimates.

Table 2-6
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
State Fiscal Years 2018-2021 Statewide Line Items (TIP Listings)

Notes: Missing Reference ID's are no longer active. *TIP with $0 in Program SFY indicates MPO funding not planned for SLI usage.*			TOTAL TIP PROGRAM COST PER SFY
STIP REF ID	**PROGRAM**	**DEFINITION**	**2018-2021**
SLI 01	AMISH BUGGY	Projects on priority state routes and off-road trails adjacent to priority state routes that improve safety for motorists and horse drawn vehicles. The priority state routes were identified and selected based on ODOT buggy/ motorized vehicle crash data.	$0
SLI 02	APPALACHIAN DEVELOPMENT LOCAL ACCESS	Local governments in eligible Appalachian Regional Council counties may apply for funding for local access roads serving industrial, commercial, residential, recreational and educational areas; funds may pay for preliminary engineering, right of way and/or construction which will improve economic development opportunities.	$0
SLI 06	CEAO PROGRAM ADMINISTRATION	ODOT allocates federal funds to the counties for safety and preservation programs. This covers the County Engineers Association of Ohio's costs for administrating the program.	$0
SLI 07	EMERGENCY RELIEF PROJECTS	ODOT emergency category A, B, or C projects; these projects are usually weather related and require prompt action	$0
SLI 09	FEDERAL DISCRETIONARY PROGRAMS AND EARMARKS	Programs funded on the national level by discretionary award and/or earmarks (e.g. interstate maintenance, covered bridge, ferry boat, innovative bridge)	$0
SLI 11	GEOLOGIC SITE ASSESSMENT	ODOT provides construction funding for the remediation of landslide, rock fall, underground mine, erosion and sinkhole sites. Eligible activities include both preventive site mitigation and reactive repair. To be eligible, a project must be identified on the District Geologic Site Inventory and have undergone a Cost to Benefit analysis to determine if the site is a viable project.	$0
SLI 12	HIGHWAY MAINTENANCE ACTIVITIES	ODOT completes numerous small projects which are planned, designed, and constructed quickly to maintain the highway system (e.g., mowing, lighting, signing, guardrail, city maintenance contracts, spot safety improvements, traffic signals, patching and pavement markings, shoulder work, spot pavement repair).	$0
SLI 15	HIGHWAY SAFETY PROGRAM	Highway Safety - ODOT targets specific safety concerns for hazard elimination (e.g., vertical and horizontal alignment, signalizations, intersection channelization)	$0
SLI 16	LOCAL GOVERNMENT PROGRAMS	Local Government Programs - numerous small projects which are planned, designed, and constructed quickly to maintain the local systems (includes eligible Ohio Bridge Partnership Program projects and CEAO task order funded projects).	$0
SLI 17	LOCAL PLANNING AGENCIES	ODOT and Local Planning Agencies sponsor transportation planning studies and programs financed consistent with the provisions of 23 USC 133. Planning studies and programs may be within Ohio Metropolitan Planning Organizations and Regional Transportation Planning Organizations. Includes Rideshare and Air Quality Awareness Programs.	$0
SLI 18	RECREATIONAL TRAILS PROGRAM	Recreational Trails Program is a federally funded program coordinated by the Ohio Department of Natural Resources. Funding goes to projects that create and maintain trails and trail support facilities, improve access for people with disabilities and provide education about trail safety and the environment.	$0

Table 2-6 (continued)
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
State Fiscal Years 2018-2021 Statewide Line Items (TIP Listings)

Notes: Missing Reference ID's are no longer active. *TIP with $0 in Program SFY indicates MPO funding not planned for SLI usage.*			TOTAL TIP PROGRAM COST PER SFY
STIP REF ID	**PROGRAM**	**DEFINITION**	**2018-2021**
SLI 21	RAIL HIGHWAY CROSSING SAFETY	Rail Highway Crossing Safety program funds rail grade crossing protection improvements. Projects are selected by Ohio Rail Development Commission and the Ohio Public Utilities Commission with the work being performed by the railroad companies.	$0
SLI 23	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	Right-of-way Hardship and Protective Buying - Prior to the completion of a transportation system improvement environmental assessment which would determine exactly which properties need to be purchased under the right-of-way phase, an individual property becomes available. When ODOT is reasonably certain the property will be required for the planned improvement the property may be purchased ahead of the complete right-of-way plan approval.	$0
SLI 24	SAFE ROUTES TO SCHOOL	This program includes activities which improve the ability of primary and middle school students to walk and bicycle to school safely. Projects can be either engineering (e.g., improve crossings, sidewalks) or non-engineering (education and encouraging programs).	$0
SLI 25	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES (5310)	ODOT provides funding, vehicles, and related equipment for special services for the elderly and people with disabilities. The local agencies which participate in this program operate on calendar year basis and the federal program funding appropriations are made on an annual basis. (Rural & Small Urban)	$0
SLI 26	TRANSPORTATION ALTERNATIVES PROGRAM	The Transportation Alternatives Program (TAP) provides funds for projects that support transportation by improving non-motorized transportation facilities, historic preservation, scenic and environmental aspects.	$0
SLI 27	DEISEL EMISSIONS REDUCTION GRANT PROGRAM	Ohio EPA administers the DERG program. This is a biennium budget focused on reducing mobile source diesel emissions. Phase Type Other.	$0
SLI 28	NOISE WALL PROGRAM	ODOT allocates design and construction funding for Type II noise walls (new noise walls for communities that predate the freeway and desire a noise wall) and noise wall maintenance/replacement projects.	$0
SLI 29	BUS & BUS FACILITIES (5339)	Capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities for both small urban and rural transit systems (Rural & Small Urban)	$0
SLI 30	EASTERN FEDERAL LANDS HIGHWAY DIVISION	The Eastern Federal Lands Highway Divisions (EFLHD) develops and administers transportation projects that provide access to, are adjacent to, or are located within federal lands.	$0
SLI 31	RURAL TRANSIT PROGRAM (5311)	Federal funds provided for the purpose of supporting public transportation in rural areas with population of less than 50,000. ODOT applies for these funds on behalf of the rural transit systems. (Rural Line Item)	$0
SLI 32	PRESERVATION	ODOT completes numerous vital projects to maintain Ohio's transportation system (e.g., pavement rehabilitation, resurfacing, bridge replacement, bridge inspections and maintenance, bridge and pavement repair, bridge painting and sealing, culverts, raised pavement markers, striping)	$0
SLI 34	OHIO RAIL FIXED GUIDWAY SYSTEM SAFETY & SECURITY OVERSIGHT PROGRAM (5329)	The ODOT Rail Fixed Guideway Safety and Security Oversight (SSO) Program is required by FTA in 49 CFR Part 659 to provide safety and security oversight for Ohio passenger rail systems not regulated by FRA. The ODOT SSO program is designed to be cooperative with the Ohio Regional Transit Authorities and with the FTA SSO program in order to encourage the efficient and effective management of safety and security risk.	$0

Table 2-6 (continued)
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
State Fiscal Years 2018-2021 Statewide Line Items (TIP Listings)

Notes: Missing Reference ID's are no longer active. *TIP with $0 in Program SFY indicates MPO funding not planned for SLI usage.*			TOTAL TIP PROGRAM COST PER SFY
STIP REF ID	**PROGRAM**	**DEFINITION**	**2018-2021**
SLI 36	BUS & BUS FACILITIES 5339(b)	Discretionary funding to replace buses for 33 of Ohio's rural transit systems.	$0
SLI 99	STATE FUNDED PROGRAMS	Miscellaneous State Funded Programs: Parks, Geological Site Management Equipment, Unrestricted state Revenue, Unmanned Aerial, Storm Water Mitigation, and Lands & Buildings.	$0

LIST OF ACRONYMS

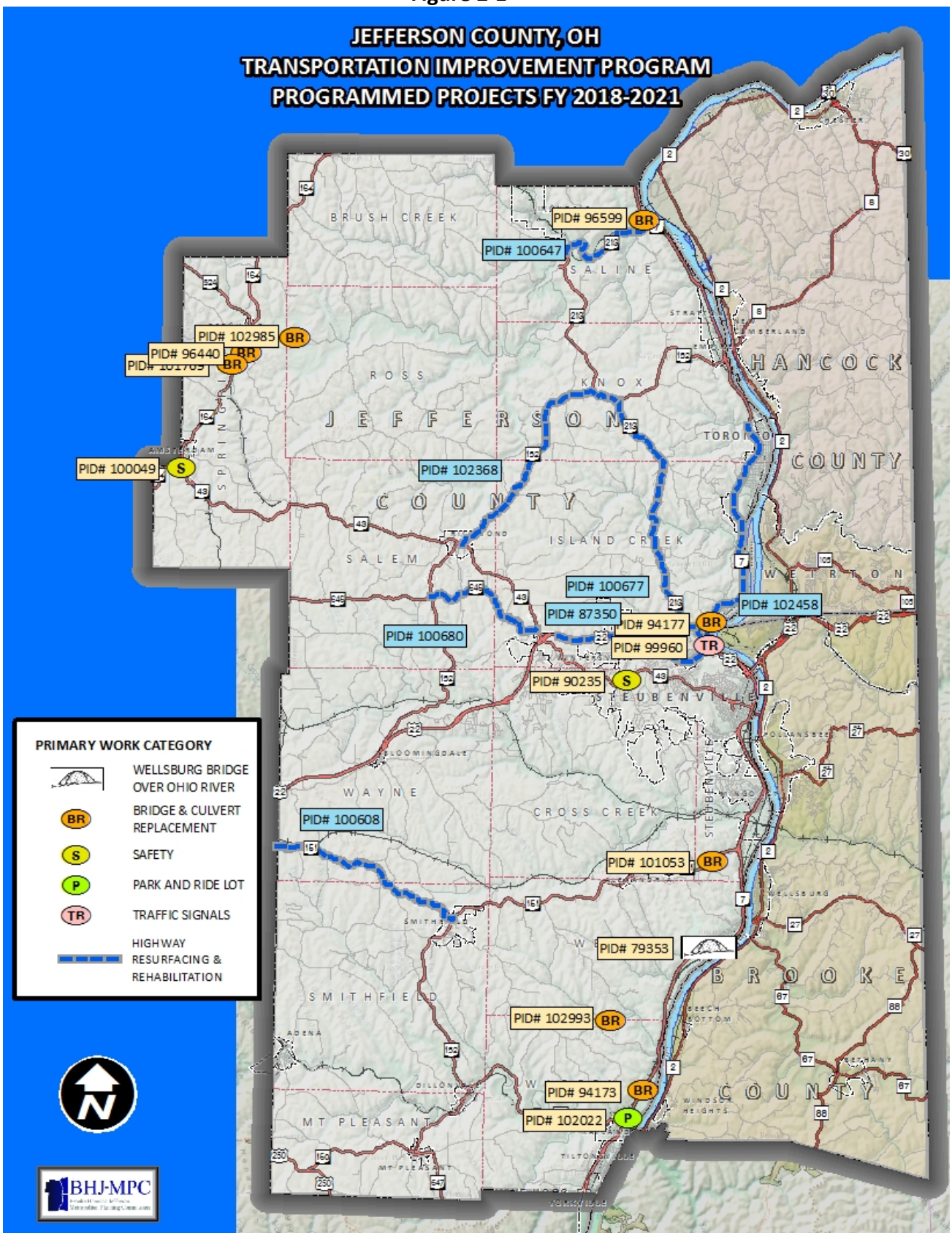
F		Federal
S		State
L		Local
RW		Right of Way
	A	Acquisition
	RS	Service
CO		Construction
	CE	Construction Engineering
	CC	Construction Contractor
PE		Preliminary Engineering
	DD	Detail Design
	EN	Environmental PE
	R	Review
	BI	Bridge Inspection
FY		Fiscal Year
SFY		State Fiscal Year
SVRTA		Steel Valley Regional Transit Authority
WTC		Wierton Transit Corporation

2.5 - TRANSPORTATION PROJECT LISTING

The following map (Figure 2-1) illustrates the various federally-funded transportation projects programmed in this TIP for State Fiscal Years 2018 through 2021. The projects are distinguished by Primary Work Categories: Bridge and Culverts, Safety, Park and Ride Lots, Traffic Signals, Highway Resurfacing and our largest regional project, The Wellsburg Bridge over the Ohio River. The construction of the Wellsburg Bridge over the Ohio River touching down in Wells Township (Brilliant), Jefferson County, Ohio, and Brooke County, West Virginia approximately one mile south of Wellsburg (south of WV-67). The ODOT Project Identification Number (PID #) listed on each project corresponds with the PID # found in the Ohio project listings that follow Figure 2-1. The project listing describes each programmed project by the following items below:

- Locations (ODOT District or County)
- Projects Descriptions
- Identification Numbers (PID)
- Project Name (i.e. County-Route-Section)
- Phase (i.e. Construction, Right of Way, Engineering)
- Total Estimated Project Costs Funding Sources
- Sponsoring Agency
- Project Termini
- Length
- Air Quality Status (Analyzed or Exempt)

Figure 2-1


JEFFERSON COUNTY, OH
TRANSPORTATION IMPROVEMENT PROGRAM
PROGRAMMED PROJECTS FY 2018-2021
PID# 96599 BR
PID# 100647
PID# 102985 BR
PID# 96440 BR
PID# 100049 S
PID# 102368
PID# 100677
PID# 87350
PID# 94177 BR
PID# 102458
PID# 99960 TR
PID# 100680
PID# 90235 S
PID# 100608
PID# 101053 BR
PID# 79353
PID# 102993 BR
PID# 94173 BR
PID# 102022 P
BRUSH CREEK
SALINE
ROSS
KNOX
JEFFERSON
COUNTY
SALEM
ISLAND CREEK
WAYNE
CROSS CREEK
SMITHFIELD
MT PLEASANT
HANCOCK
COUNTY
BROOKE
COUNTY
STEUBENVILLE
WEIRTON
PRIMARY WORK CATEGORY
WELLSBURG BRIDGE OVER OHIO RIVER
BR BRIDGE & CULVERT REPLACEMENT
S SAFETY
P PARK AND RIDE LOT
TR TRAFFIC SIGNALS
HIGHWAY RESURFACING & REHABILITATION
N
BHJ-MPC

JEFFERSON COUNTY HIGHWAY, BRIDGE, BICYCLE AND PEDESTRIAN, AND OTHER TRANSPORATION PLANNING PROJECTS LISTING

Table 2-7

APRIL 2017

JEFFERSON COUNTY

BHJTS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL, STATE & LOCAL PROJECTS
2019 THROUGH 2021 FOUR-YEAR SHORT RANGE PROGRAM

PID#	ROUTE	SECTION	LENGTH (MI)	PROJECT DESCRIPTION	TOTAL PROJECT ESTIMATE ($)	STATE ALLOCATION CODE (SAC)	FUND TYPE	WORK SUB-PHASE	SUB-PHASE DOLLAR AMOUNTS ($)					FED LABOR & TSKF	STATE LABOR	LOCAL LABOR	LOCAL MATCH	LINE ITEM # FEDL	LINE ITEM # <> ST.	AIR QUALITY EXEMPT	SPONSORING AGENCY
									ENCUMBERED FROM BEFORE FY 2018	2018	2019	2020	2021								
79353	JEF-WELLSBURG BRIDGE			CONSTRUCT A NEW OHIO RIVER BRIDGE SOUTH OF WELLSBURG, W. VA.. PHASE III OF REGIONAL BRIDGE SYSTEM STUDY FUNDED TO DETERMINE RECOMMENDED BRIDGE LOCATION DURING PE PHASE.PREVIOUS WORK DONE UNDER PID 22004.	175,794,443				125,444,201											A	
						4BK7	F	CE				192,436										
						4BD7	S	CE				48,109										
						4BK7	F	CE			192,436											
						4BD7	S	CE			48,109											
						4BK7	F	CE					192,436									
						4BD7	S	CE					48,109									
						4BK7	F	O				2,749,087										
						4BD7	S	O				687,272										
						4BK7	F	O					2,749,087									
						4BD7	S	O					687,272									
						4BK7	F	O		2,749,087												
						4BD7	S	O		687,272												
						4BK7	F	O			2,749,087											
						4BD7	S	O			687,272											
90235	SR 43	4.210		AT THE INTERSECTION OF LOVERS LANE AND SUNSET BLVD (SR 43), PROVIDE MODIFIED LANE CONFIGURATIONS AT THE EASTBOUND, NORTHBOUND AND SOUTHBOUND APPROACHES. AT THE WESTBOUND APPROACH, PROVIDE AN INCREASED TURNING RADIUS. REBUILD EXISTING TRAFFIC SIGNAL. PR	2,179,658	4TC7	F	CC			102,000								X		E	
						4HJ7	F	CC			553,500								X			
						LNTP	L	CC			61,500							X				
						4TA7	F	CC			559,375								X			
						LNTP	L	CC			139,844							X				CITY OF STEUBENVILLE
						4TA7	F	CE			113,297								X			
						LNTP	L	CE			28,324							X				
99675				BHJ FY 2018 RIDESHARE PROGRAM	90,000	4TE7	F	PL		90,000											E	BHJTS
99676				BHJ FY 2019 DIRESHARE PROGRAM	90,000	4TE7	F	PL			90,000										E	BHJTS

Table 2-7 (continued)

APRIL 2017

JEFFERSON COUNTY

BHJTS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL, STATE & LOCAL PROJECTS
2019 THROUGH 2021 FOUR-YEAR SHORT RANGE PROGRAM

PID#	ROUTE	SECTION	LENGTH (MI)	PROJECT DESCRIPTION	TOTAL PROJECT ESTIMATE ($)	STATE ALLOCATION CODE (SAC)	FUND TYPE	WORK SUB-PHASE	SUB-PHASE DOLLAR AMOUNTS ($)					FED LABOR & TSKF	STATE LABOR	LOCAL LABOR	LOCAL MATCH	LINE ITEM # FEDL	LINE ITEM # <> ST.	AIR QUALITY EXEMPT	SPONSORING AGENCY
									ENCUMBERED FROM BEFORE FY 2018	2018	2019	2020	2021								
100049	SR 43	21.150		MINOR REALIGNMENT OF SR 43 IN THE VILLAGE OF AMSTERDAM - INCLUDING NEW SIDEWALK CONSTRUCTION WITH SOME SPOT PAVING.	703,264	4TC7	F	CC			27,000								X		E	DISTRICT 11-PLANNING
						4TA7	F	CC			332,000								X			
						4BG7	L	CC			83,000						X					
						LABR	S	CE			41,500				X							
102055	JEF 150A/7 PARK & RIDE			THIS PROJECT IS THE ESTABLISHMENT OF A PARK AND	566,602	4TB7	F	CC				440,000							X		E	DISTRICT 11-PLANNING
						LABR	F	CE				44,000		X								
105073				BHJ FY 2020 RIDESHARE PROGRAM	90,000	4TE7	F	PL				90,000									E	BHJTS
105075				BHJ FY 2021 RIDESHARE PROGRAM	90,000	4TE7	F	PL					90,000								E	BHJTS
105077				SFY 2018 REGIONAL TRANSPORTATION PLANNING PROGRAM SUPPLEMENTAL FUNDING	25,000	4TD7	F	PL		25,000											E	BHJTS
105078				SFY 2019 REGIONAL TRANSPORTATION PLANNING PROGRAM SUPPLEMENTAL FUNDING	25,000	4TD7	F	PL			25,000										E	BHJTS
105079				SFY 2020 REGIONAL TRANSPORTATION PLANNING PROGRAM SUPPLEMENTAL FUNDING	25,000	4TD7	F	PL				25,000									E	BHJTS

Table 2-7 (continued)

APRIL 2017 JEFFERSON COUNTY

BHJ TRANSPORTATION IMPROVEMENT PROGRAM
STATE LINE ITEM PROJECTS
2018 THROUGH 2021 FOUR-YEAR SHORT RANGE PROGRAM

PID#	ROUTE	SECTION	LENGTH (MI.)	PROJECT DESCRIPTION	TOTAL PROJECT ESTIMATE ($)	SAC	FUND TYPE	WORK SUB-PHASE	SUB-PHASE DOLLAR AMOUNTS ($)				PRIMARY WORK CATEGORY	SPONSORING AGENCY
									2018	2019	2020	2021		
87350	US 22	10.13	4.83	PRIORITY SYSTEM MINOR REHAB.; INCLUDED ASPHALT RESURFACING TO ADDRESS ANY STRUCTURAL DEFICIENCIES, PAVEMENT REPAIRS, REPLACEMENT, GUARDRAIL RECONSTRUCTION, PAVEMENT MARKING	5,248,963	4PF7	F	CC				3,969,565	MINOR REHABILITATION - PAVEMENT PRMY SYS	DISTRICT 11-PLANNING
94173	SR 7	3.49	0.02	LINE EXISTING CULVERT WITH LINER IF CLEARANCES PERMIT OR REPLACE WITH NEW CMP	485,952	4PF7	F	CC		352,692			BRIDGE REPLACEMENT	DISTRICT 11-PLANNING
94177	SR 7	19.79		REPLACE EXISTING SUPERSTRUCTURE WITH NEW STEEL BEAM SUPERSTRUCTURE WITH A COMPOSITE DECK. PROVIDE NEW FULL WIDTH APPROACH SLABS AND REPAIR BACKWALLS. RAISE STRUCTURE TO MEET CURRENT CRITERIA	2,809,941	4PF7	F	CC	1,682,108				BRIDGE REPLACEMENT	DISTRICT 11-PLANNING

Table 2-7 (continued)

APRIL 2017

JEFFERSON COUNTY

BHJ TRANSPORTATION IMPROVEMENT PROGRAM
STATE LINE ITEM PROJECTS
2018 THROUGH 2021 FOUR-YEAR SHORT RANGE PROGRAM

PID#	ROUTE	SECTION	LENGTH (MI.)	PROJECT DESCRIPTION	TOTAL PROJECT ESTIMATE ($)	SAC	FUND TYPE	WORK SUB-PHASE	SUB-PHASE DOLLAR AMOUNTS ($) 2018	2019	2020	2021	PRIMARY WORK CATEGORY	SPONSORING AGENCY
96440	SR 164	5.25		REPLACE EXISTING BRIDGE WITH NEW STRUCTURE TYPE TO BE DETERMINED THORUGH STRUCTURE TYPE STUDY	3,866,662	4PF7	F	CC	2,134,471				BRIDGE REPLACEMENT	DISTRICT 11-PLANNING
96599	SR 213	18.44		REPLACE EXISTING BOX BEAM SUPERSTRUCTURE WITH NEW COMPOSITE BOX BEAM SUPERSTRUCTURE. SOME PROFILE ADJUSTMENT WILL BE REQUIRED AS VERTICAL CLEARANCE ABOVE RAILROAD HAS TO BE MAINTAINED	849,954	4PF7	F	CC		617,421			BRIDGE REPLACEMENT	DISTRICT 11-PLANNING
99960	SR 213	0.00	0.05	REPLACE THE TRAFFIC SIGNAL HARDWARE AT SR 7 & SR 213 AND AT THE US 22 RAMPS & SR 213 IN JEFFERSON COUNTY. INSTALL A LEFT TURN LANE ON THE US 22 RAMP E APPROACH AT THE SR 213 & US 22 RAMP E/F INTERSECTION	507,753	4PF7	F	CC	274,715				TRAFFIC SIGNALS	DISTRICT 11-PLANNING

Table 2-7 (continued)

APRIL 2017

JEFFERSON COUNTY

BHJ TRANSPORTATION IMPROVEMENT PROGRAM
STATE LINE ITEM PROJECTS
2018 THROUGH 2021 FOUR-YEAR SHORT RANGE PROGRAM

PID#	ROUTE	SECTION	LENGTH (MI.)	PROJECT DESCRIPTION	TOTAL PROJECT ESTIMATE ($)	SAC	FUND TYPE	WORK SUB-PHASE	SUB-PHASE DOLLAR AMOUNTS ($) 2018	2019	2020	2021	PRIMARY WORK CATEGORY	SPONSORING AGENCY
100608	SR 151	24.01	6.3	ASPHALT RESURFACING ON HAS-151 AND JEF-151, 1 IN. FINE GRADED POLYMER ASPHALT ON HAS-151 FROM HOPEDALE TO JEF CO. LINE	2,307,710	LABR	S	DD	5,941				PREVENTIVE MAINTENANCE	DISTRICT 11-PLANNING
100647	SR 152			PREVENTATIVE MAINTENANCE; CHIP SEALING JEF-152 FROM DILLONVALE NCL TO SMITHFIELD SCL, US 22 TO RICHMOND SCL, AND JEF-213 FROM TR 1128 TO SR 7	1,297,599	4PF7	F	CC	141,406				RESURFACING, UNDIVIDED SYSTEM	DISTRICT 11-PLANNING
	VARIOUS LOCATIONS													
100675	SR 150	4.13	8.46	PREVENTATIVE MAINTENANCE; CHIP SEAL	521,619	4PF7	F	CC		29,210			CHIP SEAL	DISTRICT 11-PLANNING
						LABR	S	DD			2,239			
100677	SR 213	0.00	8.83	PREVENTATIVE MAINTENANCE; MICROSURFACING AND CHIP	605,766	4PF7	F	CC			132,197		PREVENTIVE MAINTENANCE	DISTRICT 11-PLANNING
					605,766	LABR	S	DD		3,644				
100680	SR 646	4.31	4.15	MINOR REHABILITATION OF JEF-646 INCLUDING ASPHALT RESURFACING, PAVEMENT REPAIRS AND PAVEMENT MARKINGS	1,298,649	4PF7	F	CC			259,820		MINOR REHABILITATION - PAVEMENT GNRL SYS	DISTRICT 11-PLANNING
					1,298,649	LABR	S	DD			5,490			

Table 2-7 (continued)

APRIL 2017

JEFFERSON COUNTY

BHJ TRANSPORTATION IMPROVEMENT PROGRAM
STATE LINE ITEM PROJECTS
2018 THROUGH 2021 FOUR-YEAR SHORT RANGE PROGRAM

PID#	ROUTE	SECTION	LENGTH (MI.)	PROJECT DESCRIPTION	TOTAL PROJECT ESTIMATE ($)	SAC	FUND TYPE	WORK SUB-PHASE	SUB-PHASE DOLLAR AMOUNTS ($) 2018	2019	2020	2021	PRIMARY WORK CATEGORY	SPONSORING AGENCY
101053	SR 151	15.20	0.06	CULVERT REPLACEMENT	431,172	4PF7	F	CC			183,060		CULVERT CONSTRUCTION/ RECONSTR/ REPAIR	DISTRICT 11-PLANNING
101769	SR 164	4.22		REPLACE EXISTING THREE SPAN SLAB BRIDGE WITH NEW BRIDGE	1,845,900	4PF7	F	CC			1,054,800		BRIDGE REPLACEMENT	DISTRICT 11-PLANNING
102368	SR 152	14.53	7.43	PREVENTATIVE MAINTENANCE; MICROSURFACING OF JEF-152 FROM SR 43 TO SR 213	645,852	4PF7	F	CC	487,010				PREVENTIVE MAINTENANCE	DISTRICT 11-PLANNING
102458	SR 7	19.21	7.28	DOUBLE MICROSURFACING OF JEF-7	2,274,295	4PF7	F	CC				1,766,442	PREVENTIVE MAINTENANCE	DISTRICT 11-PLANNING
102985	CR 53	1.46		BRIDGE REPLACEMENT OVER YELLOW CREEK; 1.46 MILES EAST OF SR 164 IN BERGHOLZ. FED/STATE FUND EXCHANGE PROJECT	1,837,380	4C87	S	CC	1,328,000				BRIDGE REPLACEMENT	JEFFERSON COUNTY ENGINEER
102993	CR 17	3.88		BRIDGE REPLACEMENT OVER RUSH RUN 0.3 MILES EAST OF CR 4. FED/STATE FUND EXCHANGE PROJECT	909,163	4C87	S	CC			654,545		BRIDGE REPLACEMENT	JEFFERSON COUNTY ENGINEER

2.6 - FINANCING PUBLIC TRANSIT AND HUMAN SERVICE PROGRAMS

The Steel Valley Regional Transit Authority (SVRTA) is the designated recipient and program manager for Federal Transit Administration (FTA) §5307 Urbanized Formula funds for public transportation in Jefferson County, Ohio. The §5307 funds subsidizes up to 50% operating expenses and 80% of the capital costs. The SVRTA receives local program funds through a 10-year 1.5 mill levy that pays for the remaining operating and capital expenses. The levy generates approximately $516,000 annually. Over the last few years, SVRTA has received supplemental capital funding by way of ODOT STP-attributable funds and MPO and Large Cities Capital Program funds sub allocated to BHJ. Over the years, SVRTA has also received discretionary funds from the FTA §5309 program for qualifying projects. Ohio Office of Transit also subsidizes limited operating assistance through the Elderly and Handicap Program.

SVRTA operates fixed-route and paratransit services in the City of Steubenville and the Village of Mingo Junction through a joint agreement established in 1995. More recently in late August 2010, SVRTA expanded services into the Village of Wintersville funded by a $600,000 transfer of Congestion Management Air Quality (CMAQ) monies to the Federal Transit Administration (FTA) from BHJ's SFY 2010 MPO and Large Cities Capital Program allocation. The Wintersville Service is a three-year demonstration project. In November 2014, Wintersville joined the SVRTA when the village's voters along with the Steubenville and Mingo Junction electorate passed a levy issue to continue funding for operation of the transit service.

At this time, there are four Human Service transportation providers operating in Jefferson County, Ohio. Three providers are registered non-profit 501(c)(3) organizations and the other is a for-profit private agency. The non-profit organizations qualify for federal funding through the FTA §5310 Elderly Persons and Persons with Disabilities Program for capital assistance projects. The §5310 Program, referred to as Specialized Transportation Program (STP) by the ODOT Office of Transit, provides monies to purchase of capital equipment to support transportation services for the elderly and people with disabilities where existing services are unavailable, inappropriate, or insufficient. The FTA program provides for 80% of the project cost while the local operating agency provides the remaining 20%. Each year the Office of Transit solicits applications for eligible projects across the state. Eligible §5310 projects must be identified in the locally developed Human Services Coordination Plan.

JEFFERSON COUNTY PUBLIC TRANSIT PROJECTS LISTING

APRIL 2017

Table 2-8

JEFFERSON COUNTY

BHJTS TRANSPORTATION IMPROVEMENT PROGRAM
JEFFERSON TRANSIT PROJECTS
2018 THROUGH 2021 FOUR-YEAR SHORT RANGE PROGRAM

PID#	ROUTE	SECTION	LENGTH (Mi)	PROJECT DESCRIPTION	TOTAL PROJECT ESTIMATE ($)	STATE ALLOCATION CODE (SAC)	FUND TYPE	WORK SUB-PHASE	SUB-PHASE DOLLAR AMOUNTS ($) 2018	2019	2020	2021	FED LABOR & TSKF	STATE LABOR	LOCAL LABOR	LOCAL MATCH	LINE ITEM # FEDL	LINE ITEM # <> ST.	AIR QUALITY EXEMPT	SPONSORING AGENCY
99152		SVRTA 2018 PLANNING ASSISTANCE		OPERATING ASSISTANCE	1,185,600	FTAD	F	TA	567,800										E	SVRTA
						4EQ5	S	TA	7,700											
						LNTP	L	TA	549,000							X				
						4EG5	S	TA	61,100											
99157		SVRTA 2018 PLANNING ASSISTANCE		PLANNING ASSISTANCE	107,875	FTAD	F	PL	86,300										E	SVRTA
						LNTP	L	PL	21,575							X				
99158		SVRTA 2018 PREVENTATIVE MAINTENANCE		PREVENTIVE MAINTENANCE AS AN STP FLEX FUND TRANSFER THROUGH THE OTPPP	448,500	4TP7	F	O	358,800										E	SVRTA
						LNTP	L	O	89,700							X				
99159		SVRTA 2019 OPERATING ASSISTANCE		OPERATING ASSISTANCE	1,219,800	FTAD	F	TA		584,900									E	SVRTA
						4EQ5	S	TA		7,700										
						LNTP	L	TA		566,100						X				
						4EG5	S	TA		61,100										
99160		SVRTA 2019 PLANNING ASSISTANCE		PLANNING ASSISTANCE	111,200	LNTP	L	PL		111,200						X			E	SVRTA
99161	SVRTA 2019 PREVENT			PREVNTIVE MAINTENANCE AS AN STP FLEX FUND TRANSFER FOR THE OTPPP	438,300	4TP7	F	O		350,640									E	SVRTA
						LNTP	L	O		87,660						X				
104439		SVRTA 2020 OPERATING ASSISTANCE		OPERATING ASSISTANCE	1,254,900	FTAD	F	TA			602,400								E	SVRTA
						4EQ5	S	TA			7,700									
						LNTP	L	TA			583,700					X				
						4EG5	S	TA			61,100									
104441		SVRTA 2020 PLANNING ASSISTANCE		PLANNING ASSISTANCE	114,700	FTAD	F	PL			91,760								E	SVRTA
						LNTP	L	PL			22,940					X				

APRIL 2017

JEFFERSON COUNTY

Table 2-8 (continued)

BHJTS TRANSPORTATION IMPROVEMENT PROGRAM
JEFFERSON TRANSIT PROJECTS
2018 THROUGH 2021 FOUR-YEAR SHORT RANGE PROGRAM

PID#	ROUTE	SECTION	LENGTH (Mi)	PROJECT DESCRIPTION	TOTAL PROJECT ESTIMATE ($)	STATE ALLOCATION CODE (SAC)	FUND TYPE	WORK SUB-PHASE	SUB-PHASE DOLLAR AMOUNTS ($) 2018	2019	2020	2021	FED LABOR & TSKF	STATE LABOR	LOCAL LABOR	LOCAL MATCH	LINE ITEM # FEDL	LINE ITEM # <> ST.	AIR QUALITY EXEMPT	SPONSORING AGENCY
104443	SVRTA 2020 PREV MAINTENANCE			PREVNTIVE MAINTENANCE AS AN STP FLEX FUND TRANSFER FOR THE OTPPP	476,125	4TP7	F	O			380,900								E	SVRTA
						LNTP	L	O			95,225					X				
104444	OPERATING ASSISTANCE			OPERATING ASSISTANCE	1,291,100	4TP7	F	TA				620,600							E	SVRTA
						4EQ5	S	TA				7,700								
						LNTP	L	TA				601,700				X				
						4EQ5	S	TA				61,100								
104445	PLANNING ASSISTANCE			PLANNING ASSISTANCE	118,200	FTAD	F	PL				94,560							E	SVRTA
						LNTP	L	PL				23,640				X				
104446	SVRTA 2021 PREV MAINTENANCE			PREVNTIVE MAINTENANCE AS AN STP FLEX FUND TRANSFER FOR THE OTPPP	490,500	FTAD	F	O				392,400							E	SVRTA
					490,500	LNTP	L	O				98,100				X				

SECTION 3.0 WEST VIRGINIA PROJECT SELECTION PROCESS

The West Virginia Department of Transportation (WVDOT) manages all metropolitan and rural area projects programmed in the TIP. The WVDOT has the authority to obligate federal transportation funding for eligible projects. The Department of Transportation and the MPO jointly consider all modes of transportation that is, surface, air and water transportation, and choose metropolitan area projects through a coordinated, cooperative and comprehensive *3C Planning Process*.

Brooke and Hancock Counties, West Virginia

On the West Virginia side of the BHJ region, since BHJ does not receive a sub-allocation of Federal Highway funds, the agency plays more of an intermediary role with local jurisdictions and WVDOH in identifying local priority projects.

a. A Local jurisdiction or BHJ identifies a project and comes forward requesting funding assistance
    i. BHJ reviews the project with the following priorities in mind
        1. System preservation
        2. Safety
        3. Congestion management
        4. Benefits the Region
        5. Consistent with Long Range Plan
    ii. If one or more of the above priorities is met, BHJ will contact WVDOH requesting their approval to fund and move forward to construction
    iii. In recent years, WVDOH's budgetary shortfall has meant projects outside of System Preservation do not regularly get approved for funding.
    iv. If the project is of significance to the region, BHJ will continue to keep that project on the TIP and LRP marked as unfunded.
b. The BHJ TAC and Policy Board review and approve regional projects by approving the TIP and LRP, and subsequent amendments.

3.1 - WEST VIRGINIA TRANSPORTATION PROJECTS

The BHJMPO planning activities identify many of the transportation projects programmed in this TIP and the WVDOT has the final responsibility for selecting, financing, and managing all projects. The WVDOT considers each project on a statewide basis, determines whether funding is available, and then programs each project if it is feasible.

Table 3-1 outlines regional projects in Brooke and Hancock Counties that are currently unfunded in all or part. As funding becomes available these projects are considered as priorities for the metropolitan region.

Table 3-1
UNFUNDED PROJECTS – BROOKE and HANCOCK COUNTIES

County	Project	Description	Status
Brooke	SR2 and SR27 – Wellsburg	Improve intersection to accommodate truck traffic, install separate left turn lanes, install new traffic signal	Applied for FASTLANE Grant -2016
Brooke	Birch Dr and Freedom Way – Weirton	Remove traffic signal and re-align Freedom Way with Birch Dr	Unfunded
Hancock	SR2 – New Cumberland	Improvements to SR2 through New Cumberland to accommodate truck traffic via new alignment	Environmental Engineering Underway
Hancock	US30 and SR8	Construction of park and ride facility	Developing Preliminary Plan

3.2 - FINANCIAL PLAN

Federal transportation regulations require the BHJMPO to develop a fiscally balanced metropolitan TIP. Funding sources and cost estimates for professional engineering, right of way acquisition, and construction for programmed projects found in the first two years of the TIP cannot exceed anticipated federal, state, and local resources. Since the regulations do not classify the Steubenville-Weirton, OH-WV as a Transportation Maintenance Area (TMA), an area with a population greater than 200,000, the WVDOT must demonstrate financial constraint for each project programmed in the TIP for Brooke and Hancock counties in West Virginia.

3.3 - TRANSPORTATION PROJECT LISTING

The following tables list highway projects planned in Brooke and Hancock counties in West Virginia. Each project is identified by the following items below:

- Locations (ODOT District or County)
- Projects Descriptions
- Identification Numbers (PID)
- Project Name (i.e. County-Route-Section)
- Phase (i.e. Construction, Right of Way, Engineering)
- Total Estimated Project Costs Funding Sources
- Sponsoring Agency
- Project Termini
- Length
- Air Quality Status (Analyzed or Exempt)

BROOKE COUNTY HIGHWAY, BRIDGE, BICYCLE AND PEDESTRIAN, AND OTHER TRANSPORATION PLANNING PROJECTS LISTING

Table 3-2

APRIL 2017

BROOKE AND HANCOCK COUNTY

BHJTS TRANSPORTATION IMPROVEMENT PROGRAM
BROOKE AND HANCOCK COUNTY PROJECTS
2018 THROUGH 2021 FOUR-YEAR SHORT RANGE PROGRAM

PROJECT NAME	FUND TYPE	STATE PROJ. NUMBER	FEDERAL PROJ. NUMBER	PHASE	ROUTE	FEDERAL FISCAL YEAR (STARTS IN OCTOBER) ($)				TYPE OF WORK	FEDERAL DOLLAR AMOUNT	TOTAL PHASE $ AMOUNT
						2018	2019	2020	2021			
BROOKE CO												
D-6 RECALL STRIPING	STP	S386RECAL1800	STP2018009D	CON	NA	162,000				PAVEMENT MARKING(PAINT)	162,000	231,400
	STP	S386RECAL1900	STP2019006D	CON	NA		162,000			CONST BR	162,000	231,400
	STP	S386RECAL2000	STP2020020D	CON	NA			162,000		REN SIGNING	162,000	231,400
	STP	S386RECAL2100	STP2020024D	CON	NA				162,000	PAVEMENT MARKING(PAINT)	162,000	231,400
ROADWAY STRIPING (D6)	STP	S386STRIP1800	STP2018021D	CON	NA	532,021				INST PVMT MARK(PAINT)	532,021	950,037
	STP	S386STRIP1900	STP2019018D	CON	NA		532,021			PAVEMENT MARKING(PAINT)	532,021	950,037
	STP	S386STRIP2000	STP2020030D	CON	NA			532,021		PAVEMENT MARKING(PAINT)	532,021	950,037
	STP	S386STRIP2100	STP2020025D	CON	NA				532,021	INST PVMT MARK(PAINT)	532,021	950,037
US 22 SIGNING	NHPP	U3052200100	NHPP0022055D	CON	US022				1,500,000	REN SIGNING	1,500,000	1,500,000
LONG RUN BRIDGE (ACC)	STP	U30532316400	ACST0323124D	CON	CO032/03		720,000			REPL BR	720,000	1,200,000
BEECH BOTTOM SIDEWALK IMP	TAP	U305BEECH200	TAP2014238D	CON	NA	108,000				CONST SIDEWALK	108,000	135,000
PIONEER EXPANSION NORTH C	TAP	U305PIONE300	TAP2017081DTC	ENG	NA	62,500				DESIGN PATH	62,500	62,500
CONSTRUCTION OF WELLSBURG BRIDGE	STP	X30522300000	ACNS0223010	CON	CO2/23	13,476,000				CONST BR	13,476,000	16,845,000
	STP	X30522300000	ACNS0223010	CON	CO2/23		13,476,000			INST PVMT MARK(PAINT)	13,476,000	16,845,000
	STP	X30522300000	ACNS0223010	CON	CO2/23			13,476,000		INST PVMT MARK(PAINT)	13,476,000	16,845,000
	STP	X30522300000	ACNS0223010	CON	CO2/23				22,069,000	CONST BR	22,069,000	27,586,250
										TOTAL ($):	67,663,584	85,744,498

NO PROJECTS SCHEDULED FOR HANCOCK COUNTY

HANCOCK COUNTY HIGHWAY, BRIDGE, BICYCLE AND PEDESTRIAN, AND OTHER TRANSPORATION PLANNING PROJECTS LISTING

Table 3-3

NO PROJECTS PROGRAMMED FOR HANCOCK COUNTY

3.4 PUBLIC TRANSPORTATION PROGRAMS

The Weirton Transit Corporation (WTC) is the program manager for FTA §5307 Urbanized Formula funds for public transportation in the City of Weirton, WV. The City of Weirton, though, is the official recipient of the FTA funding and then, by agreement, sub-allocates the federal funds to the WTC. In turn, the WTC provides public transit services for the City and eligible surrounding areas. Under the FTA §5307 Program, the transit corporation recovers 50% of its operating costs less fare revenues and 80% of its capital improvement and preventive maintenance expenses as well as planning expenditures. The City as well as Brooke and Hancock County Commissions provides the WTC with cash funds and in-kind services for the remaining expenses as required for local match of the FTA program.

BROOKE & HANCOCK COUNTY PUBLIC TRANSIT PROJECTS LISTING

Table 3-4

APRIL 2017 WEST VIRGINIA TRANSIT

BHJTS TRANSPORTATION IMPROVEMENT PROGRAM
WEST VIRGINIA TRANSIT CORPORATION BUDGET
2019 THROUGH 2021 FOUR-YEAR SHORT RANGE PROGRAM

	FUNDING SOURCES ($)				
	FTA	LOCAL	TOLL REVENUE CREDIT	FARES	TOTAL
TOTAL CAPITAL	73,810	18,452	--	--	92,262
BUS	56,000	14,000	--	--	70,000
OTHER CAPITAL	17,810	4,452	--	--	22,262
OPERATING	181,837	95,488	86,349	70,000	433,674

TOTAL OPERATING EXPENDITURE ($): 525,936

SECTION 4.0 TRANSPORTATION CONFORMITY DOCUMENTATION

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:

1. Create new NAAQS violations;
2. Increase the frequency or severity of existing NAAQS violations; or
3. Delay attainment of the NAAQS.

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 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 designations 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
- 2006 $PM_{2.5}$ 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 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.

SECTION 5.0 - COMMUNITY IMPACTS, ENVIRONMENTAL JUSTICE and TITLE VI

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.*

5.1 - 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

If a recipient of federal assistance is found to have discriminated and voluntary compliance cannot be achieved, 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.

Further discussion and analysis are provided in **Appendix A** including maps showing minority and poverty census tracts overlaid with geographically located projects listed in this Transportation Improvement Program. Reference is made to Appendix A, Figure 4 and 7.

5.2 – TITLE VI TARGET GROUPS

Title VI investigation defines and identifies the location of the following target groups:

- Elderly Population – Population age 65 years or older
- Minority Population – Persons having African American, Asian or Pacific Islander, American Indian, Hispanic, and other non-White racial or ethnic origin
- Zero Car Households – Households without access to a personal vehicle
- Percent Households at or Below Poverty Level

The investigative process categorizes and maps each target group by TIGER 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 than the regional average classified by one or more standard deviation above and below the mean ranking.

See **Appendix A** for further discussion of Title VI including maps.

5.3 – AMERICANS WITH DISABILITIES ACT (ADA)

The Americans with Disabilities Act (ADA) was signed into law in July of 1990 and amended in 2008. It is the intent of this law to address and remove barriers that would prevent persons with disabilities from involving themselves in employment, public accommodations, communications and transportation. Accessibility, by law, has been designated as a civil right.

Projects identified in this Transportation Improvement Plan (TIP) need to address ADA accessibility for pedestrians and assure compliance with its requirements. The Federal Department of Justice (DOJ) has delegated oversight of the implementation of "Americans with Disabilities Act (ADA)" on the Federal Aid Street and Highway system to the Federal Highway Administration.

In order to address ADA compliance, each governmental agency with 50 or more employees is required to prepare an ADA Transition Plan. These transition plans were to be completed by January 26, 1995 but many agencies have not fully complied with requirement. The Federal Highway Administration is emphasizing this effort to complete and implement transition plans.

During this TIP period, BHJMPO will be surveying member agencies within the MPO region to first, determine the status of their transition plans and second, to work with agencies to help bring them into compliance with ADA requirements. It is anticipated this effort will require the use of Federal Highway funds with local matching monies. Third, BHJ will act as a clearinghouse for ADA transition plan information and requirements. And finally, BHJ will assist member agencies in surveying their transportation infrastructure to develop ADA inventories.

Figure 5-1

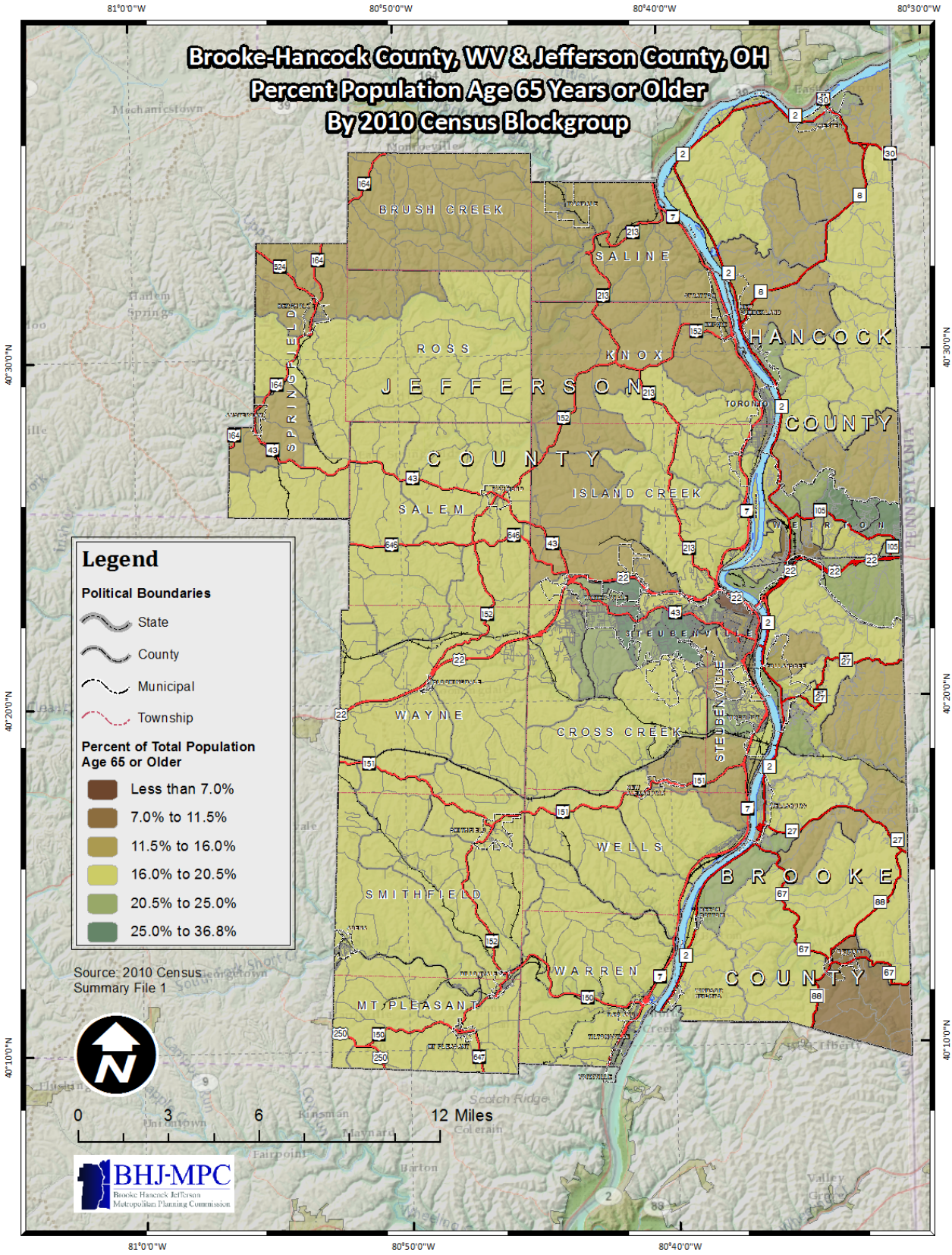

Brooke-Hancock County, WV & Jefferson County, OH
Percent Population Age 65 Years or Older
By 2010 Census Blockgroup
81°0'0"W
80°50'0"W
80°40'0"W
80°30'0"W
40°30'0"N
40°20'0"N
40°10'0"N
BRUSH CREEK
SALINE
ROSS
KNOX
SPRINGFIELD
JEFFERSON
COUNTY
HANCOCK
COUNTY
ISLAND CREEK
SALEM
WAYNE
CROSS CREEK
STEUBENVILLE
WELLS
BROOKE
COUNTY
SMITHFIELD
WARREN
MT. PLEASANT
TORONTO
WEIRTON
Legend
Political Boundaries
State
County
Municipal
Township
Percent of Total Population Age 65 or Older
Less than 7.0%
7.0% to 11.5%
11.5% to 16.0%
16.0% to 20.5%
20.5% to 25.0%
25.0% to 36.8%
Source: 2010 Census Summary File 1
0
3
6
12 Miles
BHJ-MPC
Brooke Hancock Jefferson Metropolitan Planning Commission

Figure 5-2

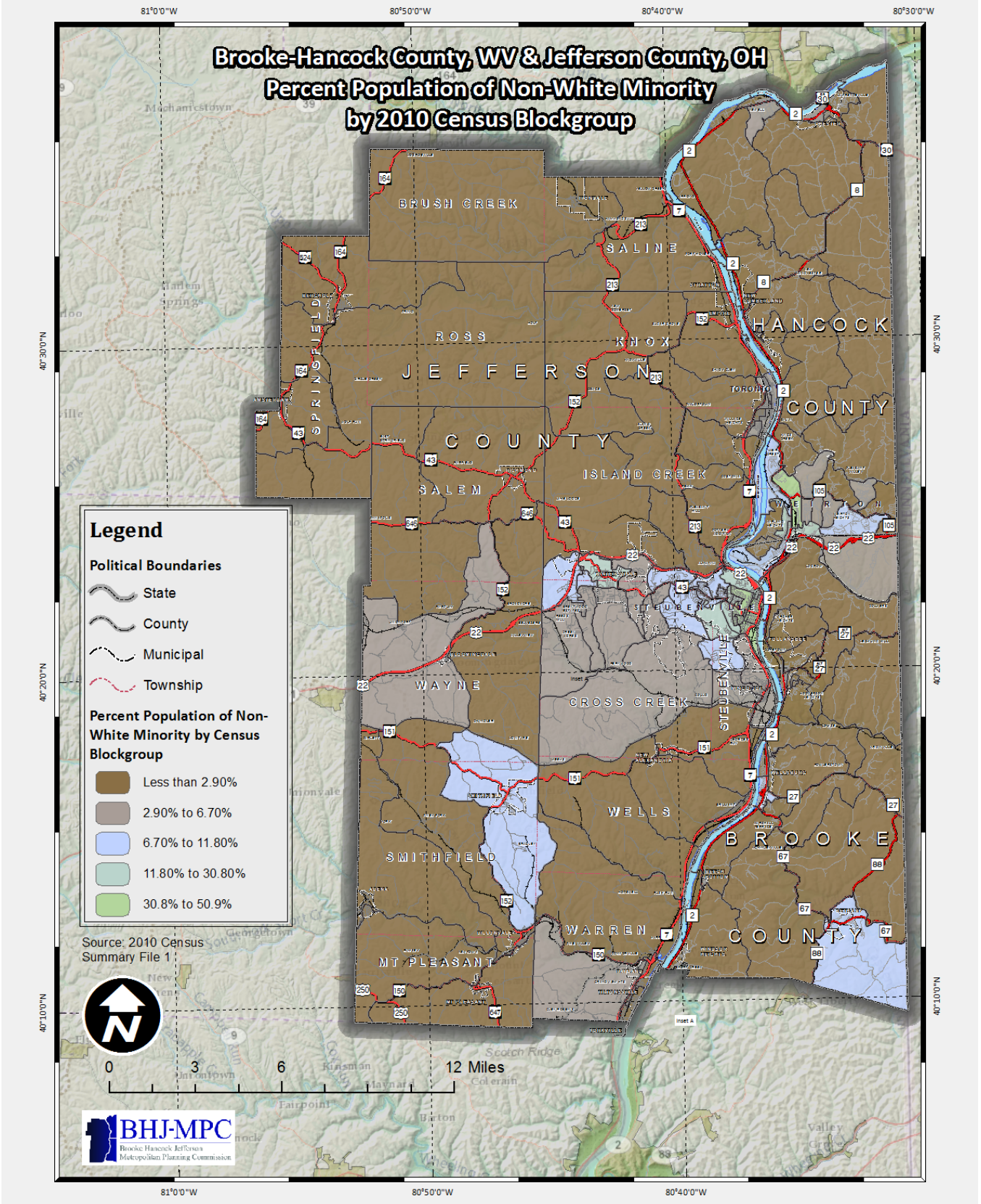

Brooke-Hancock County, WV & Jefferson County, OH
Percent Population of Non-White Minority
by 2010 Census Blockgroup
81°0'0"W
80°50'0"W
80°40'0"W
80°30'0"W
40°30'0"N
40°20'0"N
40°10'0"N
BRUSH CREEK
SALINE
ROSS
KNOX
JEFFERSON
COUNTY
SPRINGFIELD
HANCOCK
COUNTY
TORONTO
ISLAND CREEK
SALEM
STEUBENVILLE
WAYNE
CROSS CREEK
WELLS
BROOKE
COUNTY
SMITHFIELD
WARREN
MT PLEASANT
Legend
Political Boundaries
State
County
Municipal
Township
Percent Population of Non-White Minority by Census Blockgroup
Less than 2.90%
2.90% to 6.70%
6.70% to 11.80%
11.80% to 30.80%
30.8% to 50.9%
Source: 2010 Census
Summary File 1
N
0
3
6
12 Miles
BHJ-MPC
Brooke Hancock Jefferson
Metropolitan Planning Commission

Figure 5-3

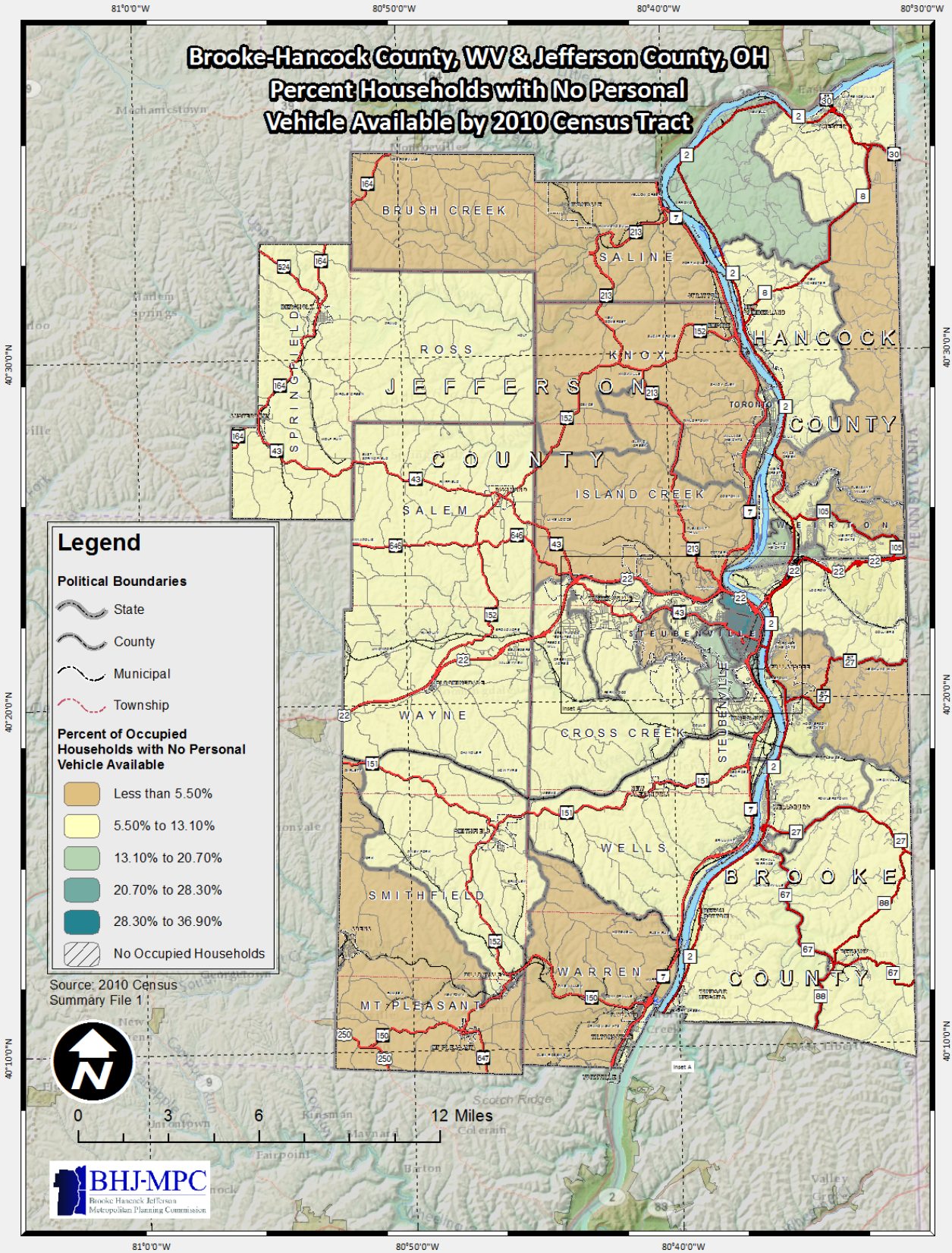
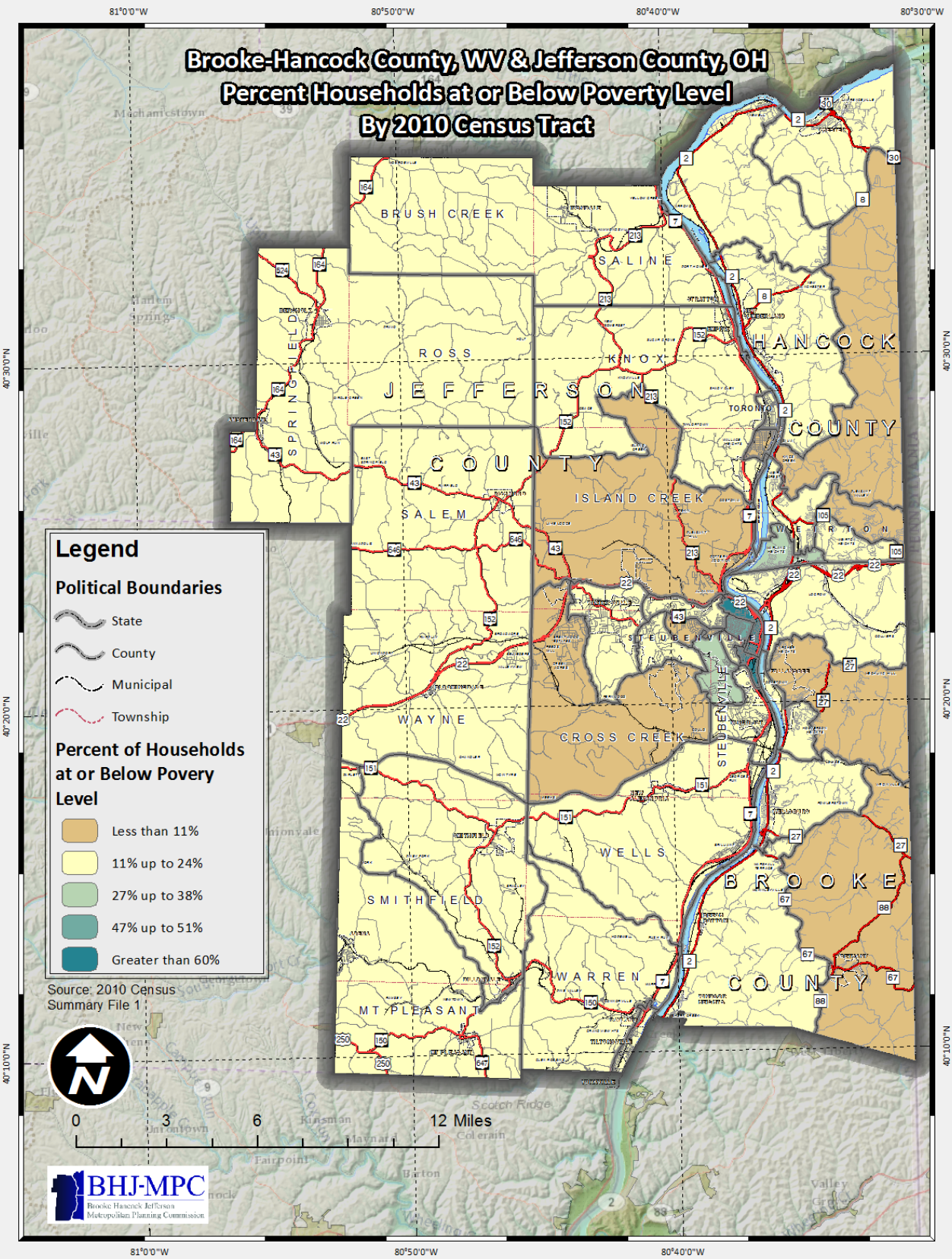

Brooke-Hancock County, WV & Jefferson County, OH
Percent Households with No Personal Vehicle Available by 2010 Census Tract
Legend
Political Boundaries
State
County
Municipal
Township
Percent of Occupied Households with No Personal Vehicle Available
Less than 5.50%
5.50% to 13.10%
13.10% to 20.70%
20.70% to 28.30%
28.30% to 36.90%
No Occupied Households
Source: 2010 Census Summary File 1
0 3 6 12 Miles
BHJ-MPC
Brooke Hancock Jefferson Metropolitan Planning Commission
BRUSH CREEK
SALINE
ROSS
KNOX
SPRINGFIELD
JEFFERSON COUNTY
HANCOCK COUNTY
SALEM
ISLAND CREEK
WEIRTON
STEUBENVILLE
WAYNE
CROSS CREEK
WELLS
SMITHFIELD
WARREN
MT PLEASANT
BROOKE COUNTY
TORONTO
81°0'0"W
80°50'0"W
80°40'0"W
80°30'0"W
40°30'0"N
40°20'0"N
40°10'0"N

Figure 5-4


Brooke-Hancock County, WV & Jefferson County, OH
Percent Households at or Below Poverty Level
By 2010 Census Tract
81°0'0"W
80°50'0"W
80°40'0"W
80°30'0"W
40°30'0"N
40°20'0"N
40°10'0"N
BRUSH CREEK
SALINE
ROSS
KNOX
JEFFERSON
COUNTY
SPRINGFIELD
HANCOCK
COUNTY
ISLAND CREEK
SALEM
STEUBENVILLE
WAYNE
CROSS CREEK
WELLS
SMITHFIELD
WARREN
MT PLEASANT
BROOKE
COUNTY
TORONTO
Legend
Political Boundaries
State
County
Municipal
Township
Percent of Households at or Below Povery Level
Less than 11%
11% up to 24%
27% up to 38%
47% up to 51%
Greater than 60%
Source: 2010 Census Summary File 1
0
3
6
12 Miles
BHJ-MPC
Brooke Hancock Jefferson Metropolitan Planning Commission

SECTION 6.0 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

Figure 6-1 is an example of a Geographic Information System (GIS) mapping file BHJ may use to identify impacted areas for mitigation activities for transportation planning activities. The figure exhibits the general Land Use Land Cover (LULC) mapping for the entire three-county area The BHJMPO acquired the LULC geography file shown in Figure 6-1 free of charge from WebGis.com Copyright © 2002 and is sourced from USGS Data files scaled at 1:250,000. Figure 6-2 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 6-1
BHJ GEOGRAPHY
LAND USE - LANDCOVER

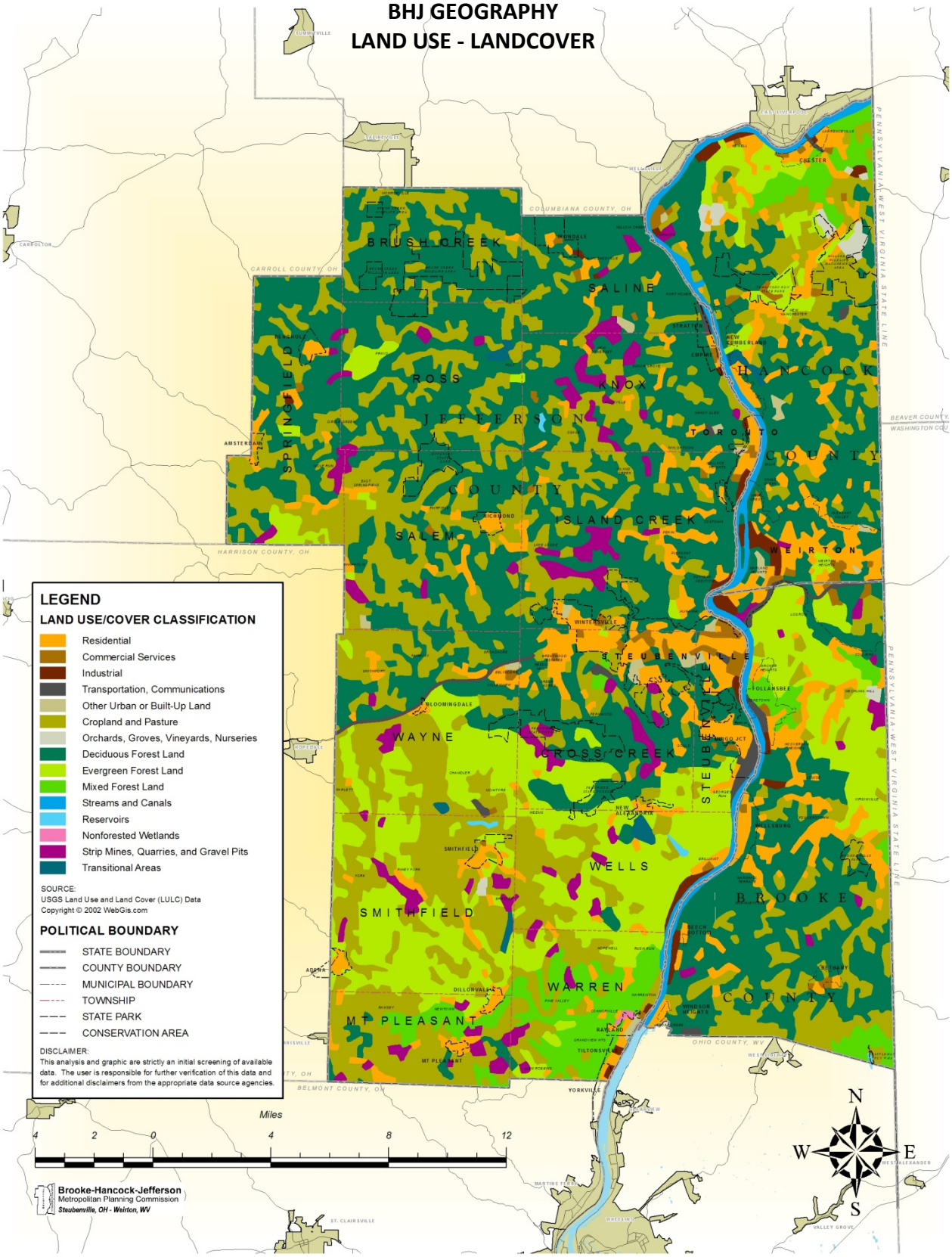
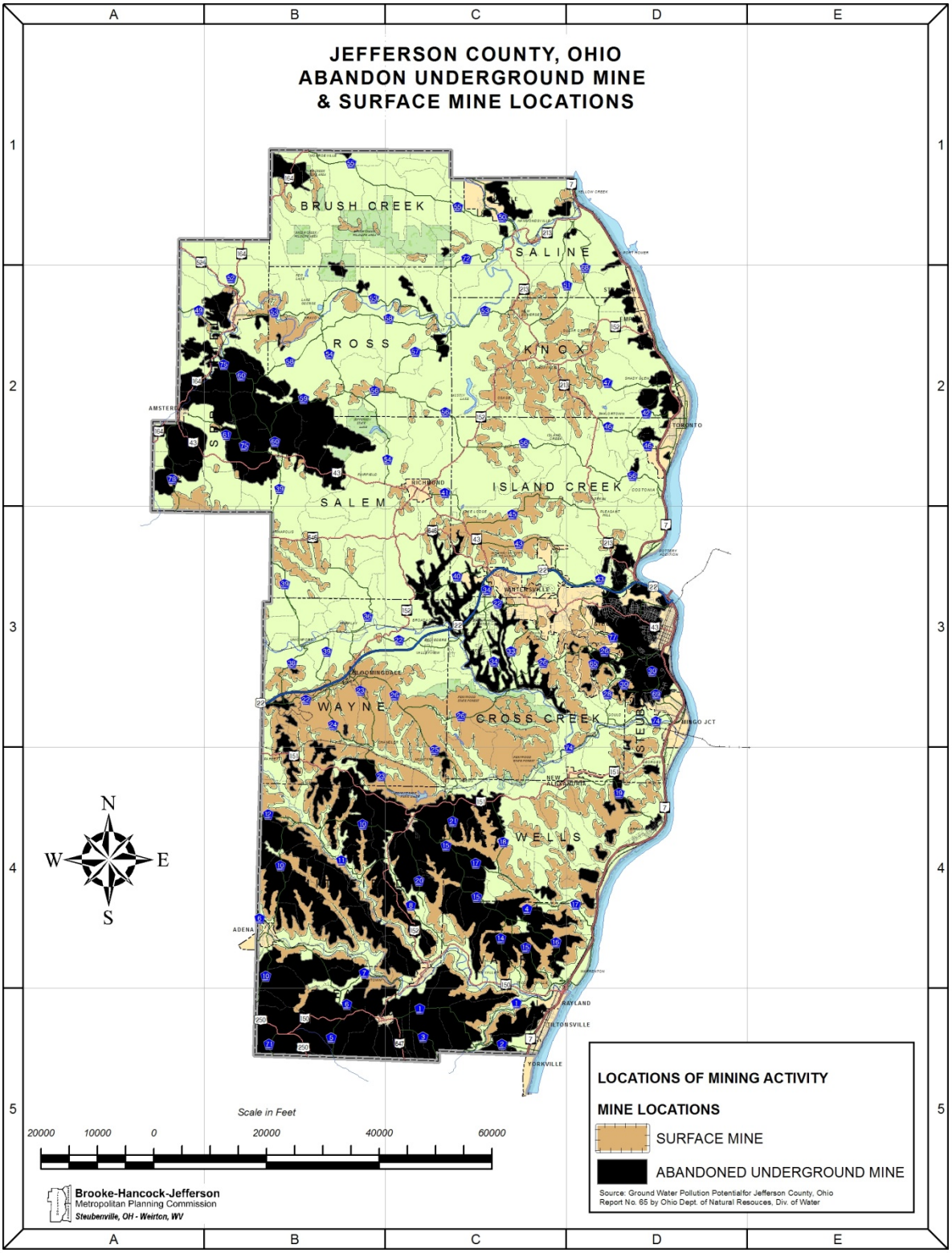


Figure 6-2
JEFFERSON COUNTY, OH
ABANDONED UNDERGROUND & SURFACE MINE LOCATIONS



6.1 - 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 construction is completed. Specifically, the survey analyzes certain areas the project that may affect the natural environment including endangered species, water quality, wet lands, 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 wet lands 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 any one or all of 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:

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

After these illustrations is the following map of Brooke County, WV:

- 100-Year Floodplain Boundaries

Figure 6-3
JEFFERSON COUNTY, OH
THREATENED & ENDANGERED SPECIES

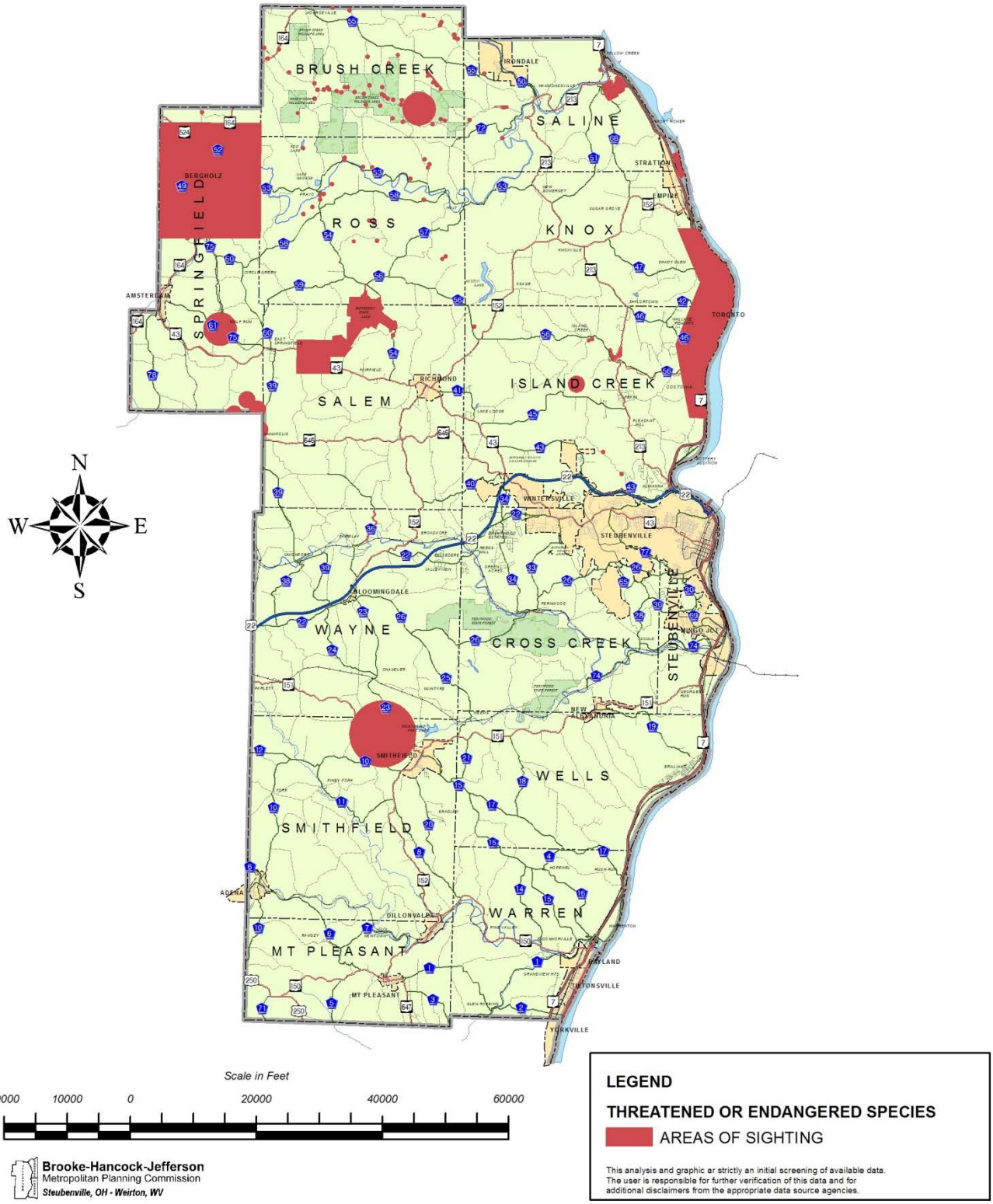


Figure 6-4
JEFFERSON COUNTY, OH
WETLAND AREAS

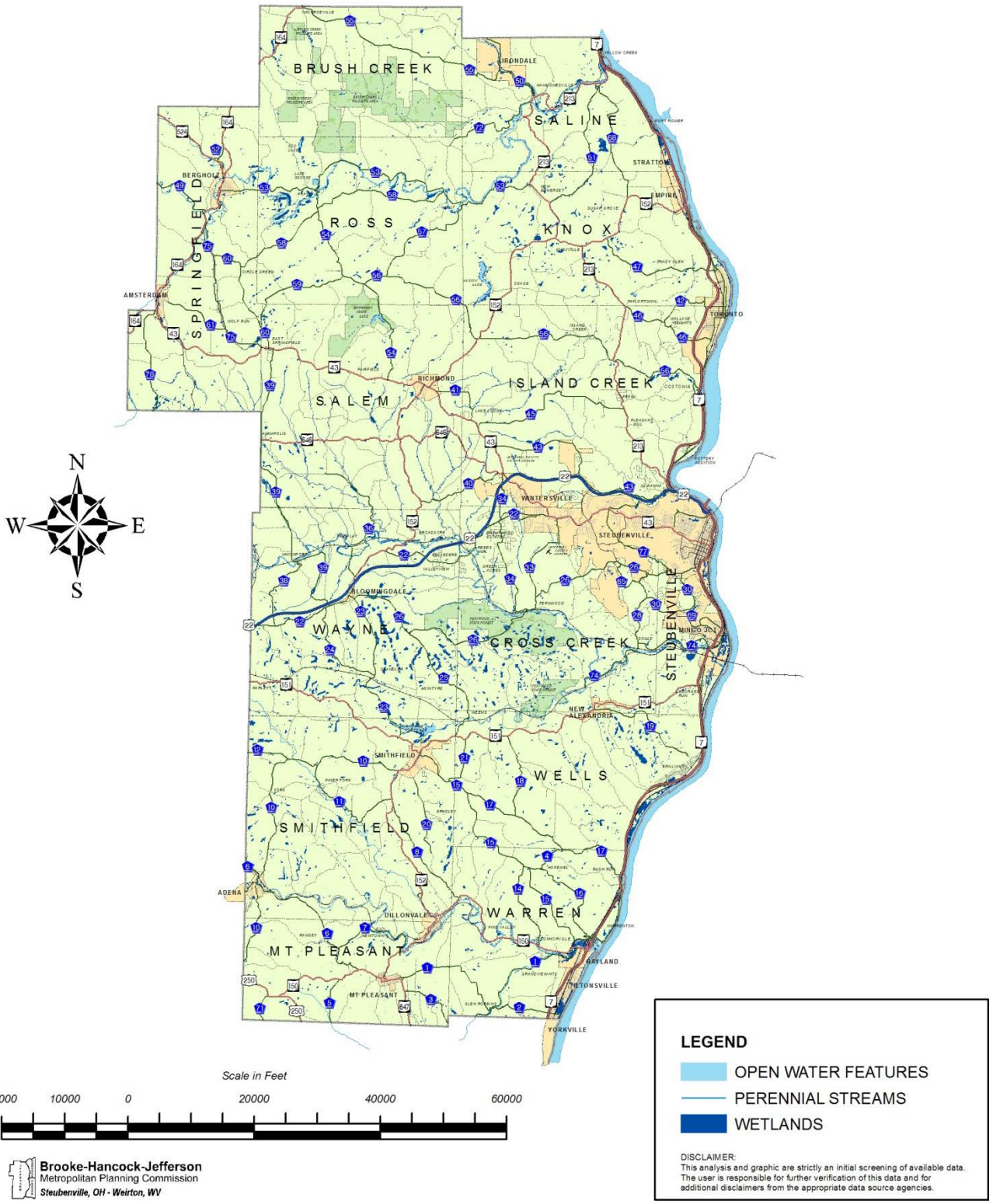


Figure 6-5
JEFFERSON COUNTY, OH
100-YEAR FLOODPLAIN BOUNDARIES

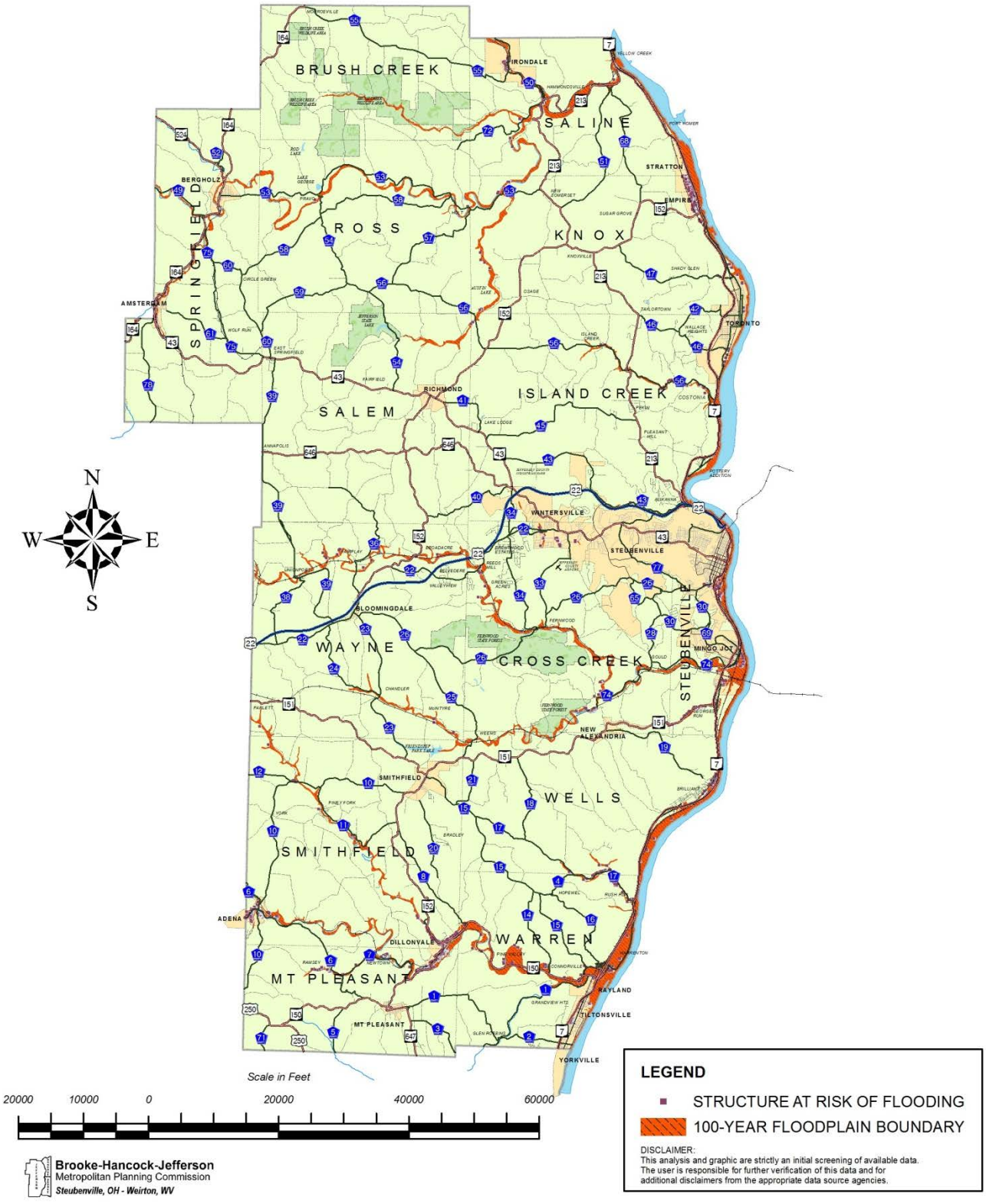
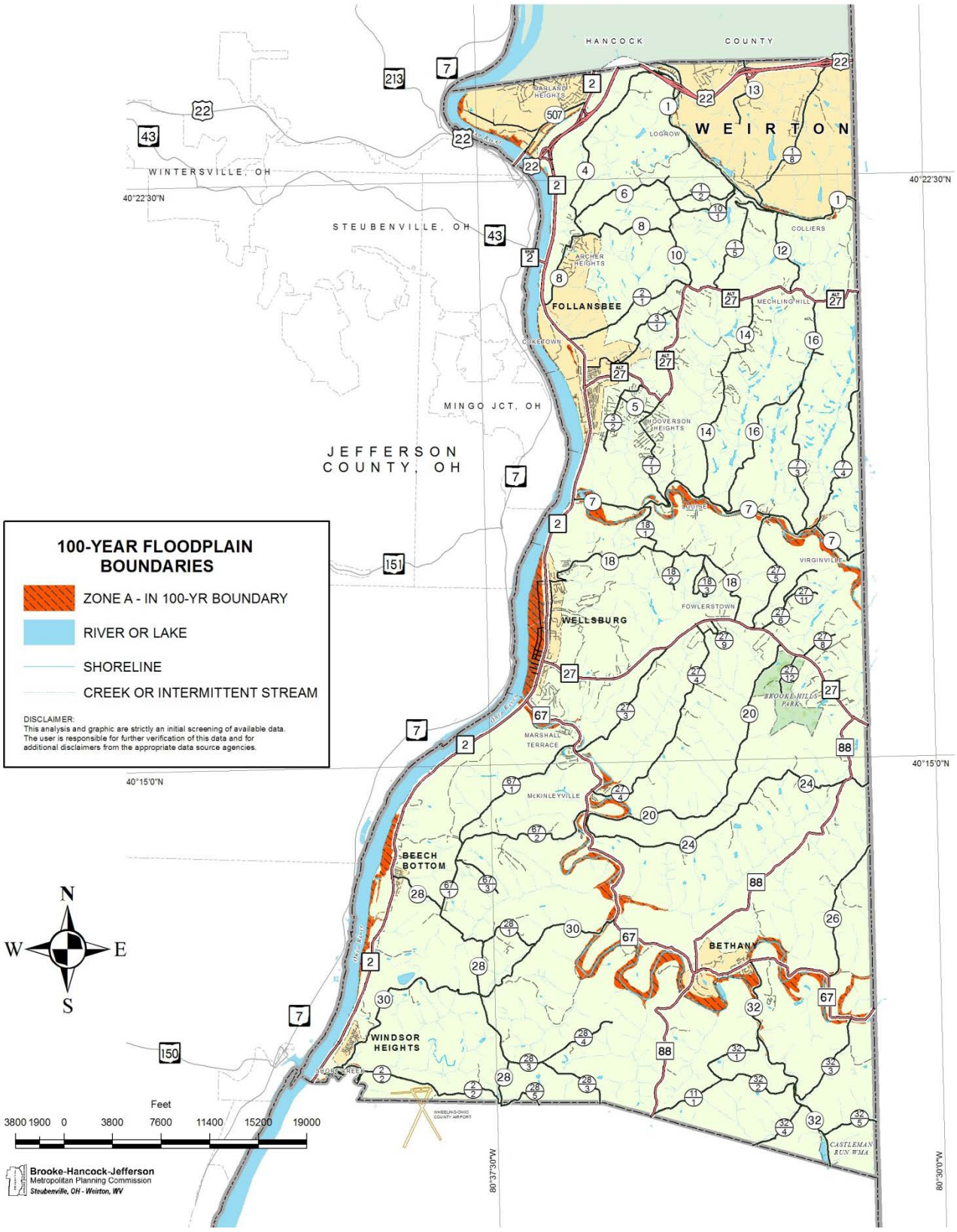


Figure 6-6
BROOKE COUNTY, WV
100-YEAR FLOODPLAIN BOUNDARIES



6.2 - 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

Historic sites listed in the National Register of Historic Places found in each of the three counties, Brooke, Hancock, and Jefferson, are exhibited in Figures 6-7, 6-8, 6-9 respectively.

Figure 6-7
BROOKE COUNTY, WV
NATIONAL REGISTRY FEATURES

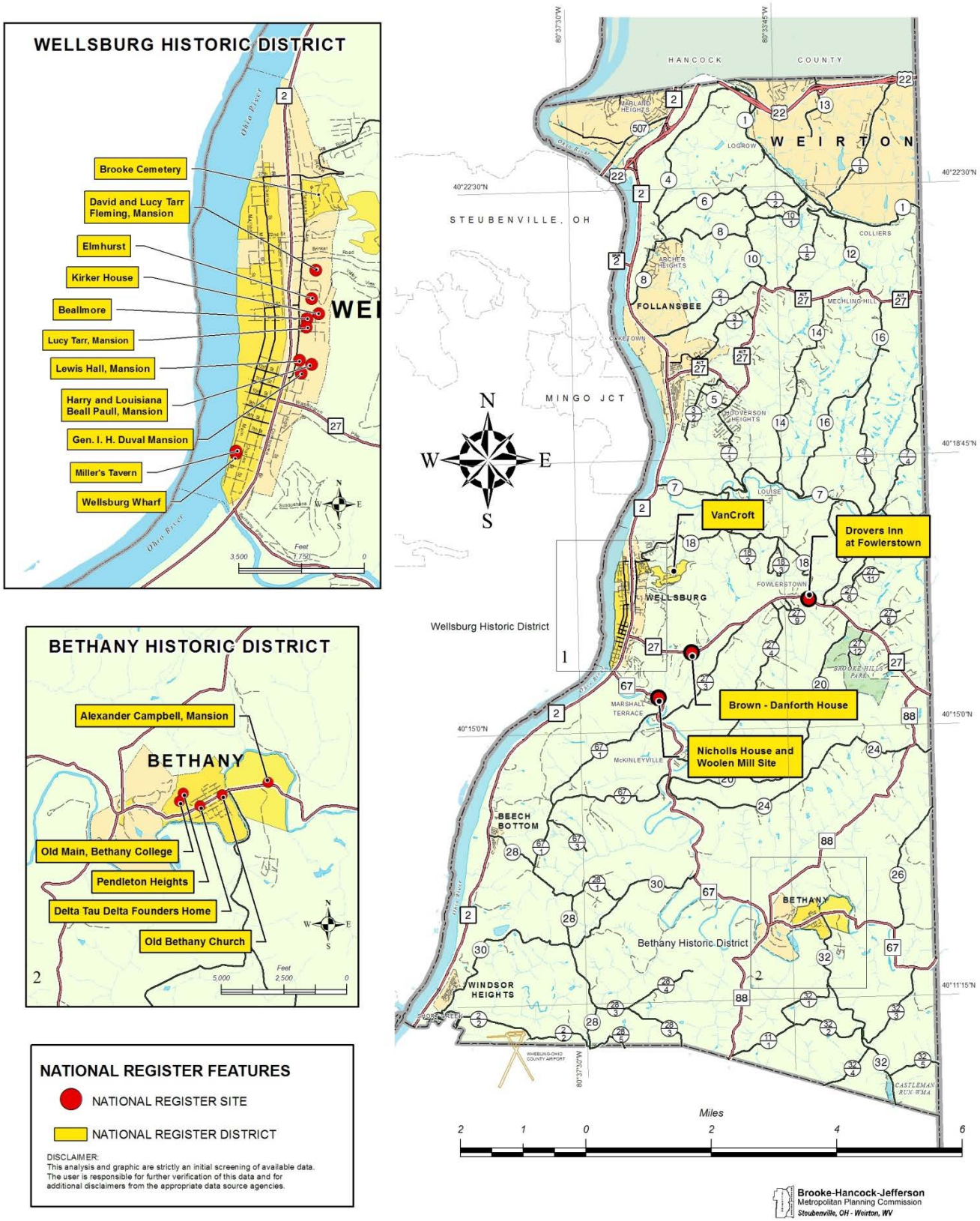


Figure 6-8
HANCOCK COUNTY, WV
NATIONAL REGISTRY FEATURES

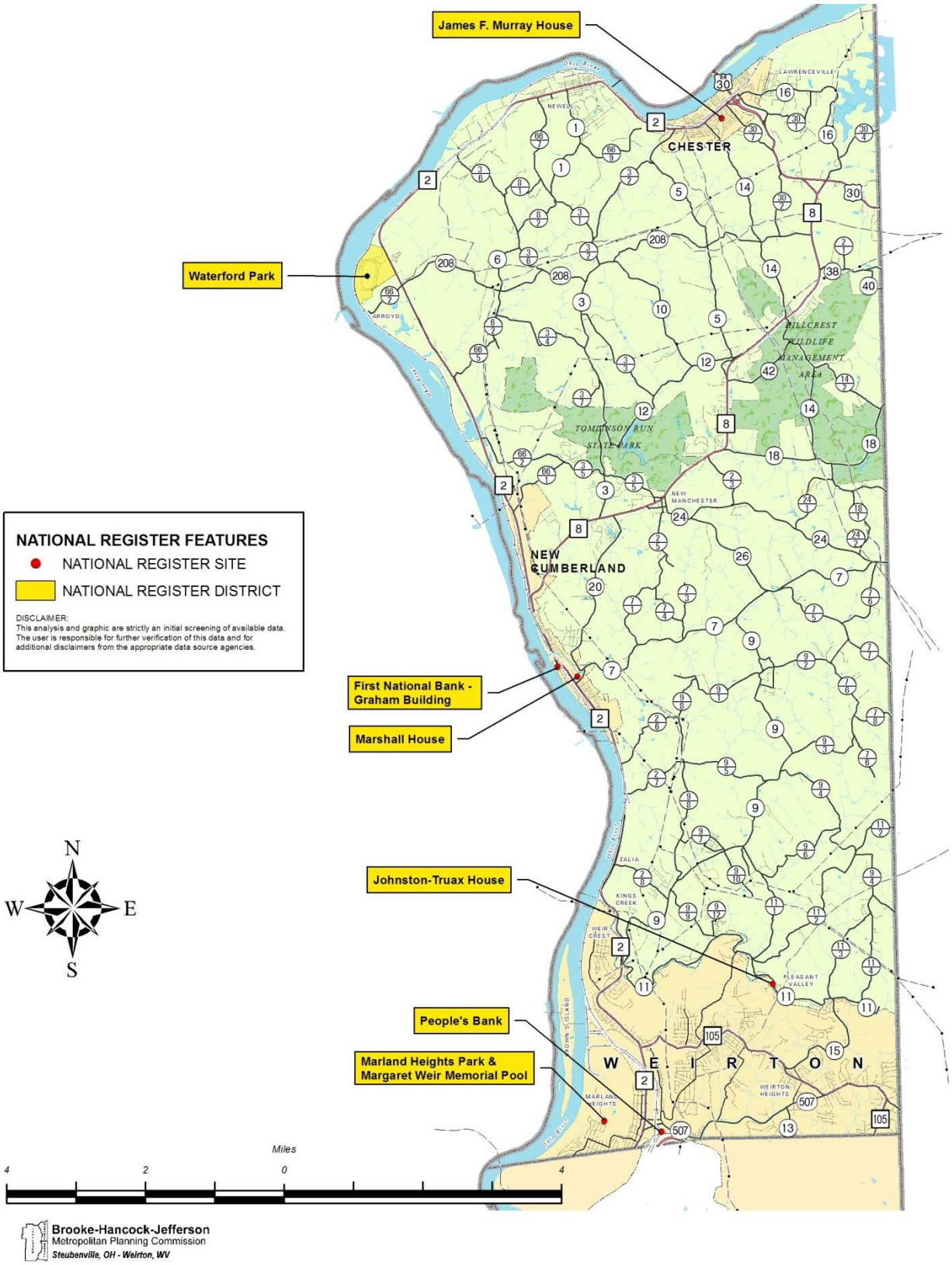
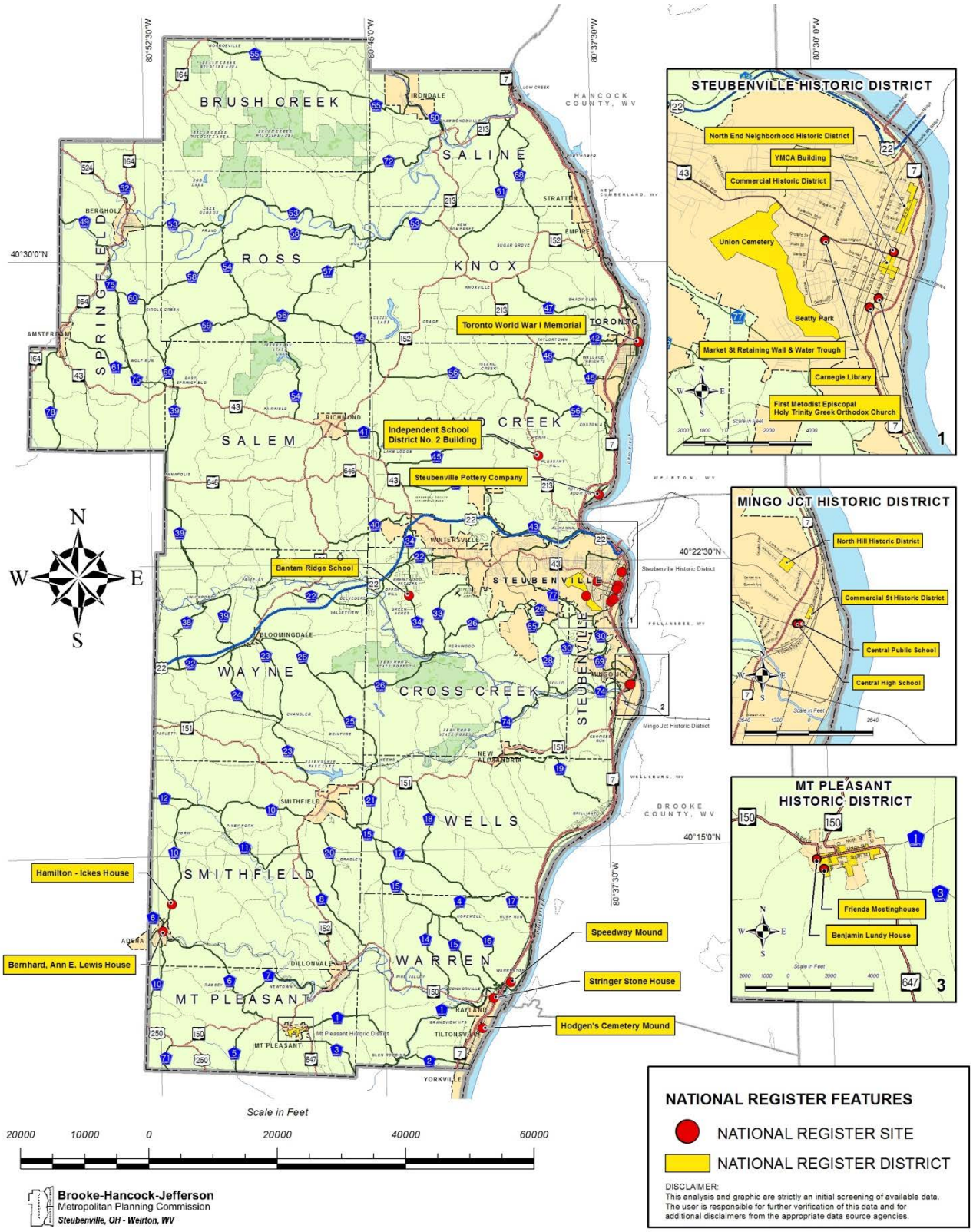



Figure 6-9
JEFFERSON COUNTY, OH
NATIONAL REGISTRY FEATURES