SECTION 6 - NON-HIGHWAY FACILITIES INVENTORY

TABLE OF CONTENTS

River Ports .......................................................................................................................... Page 6-1
Commodities and Waterway Volumes ........................................................................... Page 6-4
Future Waterway Conditions ......................................................................................... Page 6-4
Railroad Infrastructure ................................................................................................. Page 6-5
Ohio River Bridges and Tunnels .................................................................................. Page 6-5
Railroad Volumes .......................................................................................................... Page 6-6
Future System ................................................................................................................ Page 6-6
Airports ............................................................................................................................ Page 6-8
Public Transportation .................................................................................................... Page 6-9
Rideshare/Vanpooling .................................................................................................... Page 6-12
Bicycle/Pedestrian Facilities ....................................................................................... Page 6-13

LIST OF TABLES

Table 1: Brooke-Hancock-Jefferson Geographic Area Ohio River Navigation Facilities ................................................................. Page 6-2

LIST OF FIGURES

Figure 1: Ohio River Navigation Facilities ................................................................. Page 6-3
Figure 2: Active Railroads ......................................................................................... Page 6-7
Figure 3: The Tri-State Trail Concept ....................................................................... Page 6-14
SECTION 6 - NON-HIGHWAY FACILITIES INVENTORY

The BHJ region has traditionally relied heavily upon different modes of transportation for the movement of both people and goods. Industries throughout the valley have utilized rail, river barge, and highways to ship and receive goods and supplies. There has also been a long history of public transportation within the region.

The integration of all possible modes of transportation is vitally important for the future growth and development of the region. As the transportation network develops and stakeholders grapple with fundamental funding and environmental constraints, it has become increasingly important to make the most efficient use of the entire transportation system. Intermodal diversification and integration provides time and cost efficiencies while preserving the existing transportation system.

This section is an inventory of the non-highway means of transporting people and goods within the BHJ region through railroads, water ports, public transit, human services transportation, and shared ride alternatives. Although these modes have historically played an important role in the region’s past in one form or another, an interconnected “seamless” transportation network will help conserve energy, financial, and other environmental resources. In turn, such conservation measures will promote future growth and economic development.

RIVER PORTS

The region’s Ohio River Navigation System consists of two project pools. From the north, the New Cumberland Pool stretches 14.3 river miles through the region along the shores of Hancock County, WV, and Columbiana County, OH beginning at Mile 40, the Pennsylvania Stateline, and ending at River Mile 54.3, the New Cumberland Locks & Dam. The Ohio River then flows over the New Cumberland Dam into the Pike Island Pool ending at Mile 84.2, the Pike Island Locks & Dam just south of the Jefferson County line at Yorkville, OH. In total, Ohio River Navigation System accessible throughout the BHJ Region is 44.2 river miles.

Figure 1 illustrates the Ohio River Docking Facilities and Fleeting Areas in the BHJ Geographic Area that correspond with Table 1 Ohio River Navigation Facilities, sorted by River Mile Location starting from the north and running down river to the south. According to a U.S. Army Corps of Engineers (USACOE) Navigation Data Center survey, last revised September 2011, there are 48 docking areas and 5 fleeting areas (a holding area for barges in a fleet area until they are called by a dock facility) accessible within the BHJ Ohio River Navigation system. Of the 53 facilities, 15 are located in Brooke County, 13 in Hancock County, and 15 in Jefferson County. There are 17 facilities situated in Columbiana County, OH, that borders the Ohio River north of Hancock County. Private business interest own and operate all with the exception of the Wellsville Dock at River Mile 49.1, managed by the Columbiana County Port Authority.
### BROOKE-HANCOCK-JEFFERSON GEOGRAPHIC AREA
### OHIO RIVER NAVIGATION FACILITIES

<table>
<thead>
<tr>
<th>NAVIGATION UNIT NAME</th>
<th>FACILITY TYPE</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>S. H. Bell Co., State Line Terminal Wharf</td>
<td>Dock</td>
<td>East Liverpool, OH; River Mile 40</td>
</tr>
<tr>
<td>S. H. Bell Co., State Line &amp; Local Term. Wharves</td>
<td>Dock</td>
<td>East Liverpool, OH; River Mile 40.1</td>
</tr>
<tr>
<td>S. H. Bell Co., Little England Terminal Wharf</td>
<td>Dock</td>
<td>East Liverpool, OH; River Mile 41.2</td>
</tr>
<tr>
<td>Billison Towing Co., East Liverpool Repair Mooring</td>
<td>Fleeting Area</td>
<td>East Liverpool, OH; River Mile 42.1</td>
</tr>
<tr>
<td>Congo Corp., Chester Wharf</td>
<td>Dock</td>
<td>Chester, WV; River Mile 42.2</td>
</tr>
<tr>
<td>D. W. Dickey &amp; Son, East Liverpool Wharf</td>
<td>Dock</td>
<td>East Liverpool, OH; River Mile 42.3</td>
</tr>
<tr>
<td>A. M. &amp; O. Towing, East Liverpool Landing</td>
<td>Fleeting Area</td>
<td>East Liverpool, OH; River Mile 42.7</td>
</tr>
<tr>
<td>Transmontaigne Product Services, East Liverpool Terminal Wharf</td>
<td>Dock</td>
<td>East Liverpool, OH; River Mile 42.8</td>
</tr>
<tr>
<td>Parsons Coal Co., East Liverpool Upper Wharf</td>
<td>Dock</td>
<td>East Liverpool, OH; River Mile 43.7</td>
</tr>
<tr>
<td>Seaforth Mineral &amp; Ore Co., East Liverpool Wharf</td>
<td>Dock</td>
<td>East Liverpool, OH; River Mile 43.9</td>
</tr>
<tr>
<td>Parsons Coal Co., East Liverpool Wharves</td>
<td>Dock</td>
<td>East Liverpool, OH; River Mile 44</td>
</tr>
<tr>
<td>Parsons Coal Co., East Liverpool Lower Wharf</td>
<td>Dock</td>
<td>East Liverpool, OH; River Mile 44</td>
</tr>
<tr>
<td>Kennedy Park Marina Inc Newell (Passengers)</td>
<td>Dock</td>
<td>Newell, WV; River Mile 46.5</td>
</tr>
<tr>
<td>Ergo West Virginia, Congo Plant Dock</td>
<td>Dock</td>
<td>Newell, WV; River Mile 46.8</td>
</tr>
<tr>
<td>Old Lock &amp; Dam No 8</td>
<td>Open Water</td>
<td>Newell, WV; River Mile 47</td>
</tr>
<tr>
<td>Dtc Services, Congo Moorings And Wharf</td>
<td>Fleeting Area</td>
<td>Congo, WV; River Mile 47.3</td>
</tr>
<tr>
<td>Wellsville Terminals Co. Wellsville Wharves</td>
<td>Dock</td>
<td>Wellsville, OH; River Mile 48.5</td>
</tr>
<tr>
<td>Marathon Petroleum Corp., Wellsville Wharf</td>
<td>Dock</td>
<td>Wellsville, OH; River Mile 49.1</td>
</tr>
<tr>
<td>Columbiana County Port Authority, Wellsville Dock</td>
<td>Dock</td>
<td>Wellsville, OH; River Mile 49.1</td>
</tr>
<tr>
<td>Quality Liquid Fuels, Wellsville Dock</td>
<td>Dock</td>
<td>Wellsville, OH; River Mile 49.7</td>
</tr>
<tr>
<td>Cluster Island</td>
<td></td>
<td>Toronto, WV; River Mile 52</td>
</tr>
<tr>
<td>First Energy Corp W H Sammis Steam Generating Plant Unloading Doc</td>
<td>Dock</td>
<td>Stratton, OH; River Mile 53.1</td>
</tr>
<tr>
<td>New Cumberland Lock &amp; Dam</td>
<td>Lock</td>
<td>Stratton, OH; River Mile 54</td>
</tr>
<tr>
<td>New Cumberland Lock Aux Chamber</td>
<td>Lock Chamber</td>
<td>Stratton, OH; River Mile 54</td>
</tr>
<tr>
<td>New Cumberland Lock Main Chamber</td>
<td>Lock Chamber</td>
<td>Stratton, OH; River Mile 54</td>
</tr>
<tr>
<td>First Energy Corp., Toronto Steam Generating Plant Unloading Dock</td>
<td>Dock</td>
<td>Toronto, OH; River Mile 57.5</td>
</tr>
<tr>
<td>Mittal Steel USA – Weirton, Browns Island Coke Landings</td>
<td>Dock</td>
<td>Weirton, WV; River Mile 61.5</td>
</tr>
<tr>
<td>Mittal Steel USA – Weirton, Dock No. 2</td>
<td>Dock</td>
<td>Weirton, WV; River Mile 61.8</td>
</tr>
<tr>
<td>Mittal Steel USA – Weirton Docks</td>
<td>Dock</td>
<td>Weirton, WV; River Mile 62</td>
</tr>
<tr>
<td>Mittal Steel USA – Weirton, Dock No. 1</td>
<td>Dock</td>
<td>Weirton, WV; River Mile 62.1</td>
</tr>
<tr>
<td>Mittal Steel USA – Weirton, Fuel Oil Dock And Moorings</td>
<td>Dock</td>
<td>Weirton, WV; River Mile 62.4</td>
</tr>
<tr>
<td>L &amp; J Bowers, Weirton Wharf</td>
<td>Dock</td>
<td>Weirton, WV; River Mile 62.5</td>
</tr>
<tr>
<td>Petroleum Fuel And Terminal Co., Pittsburgh/Weirton Division Wharves</td>
<td>Dock</td>
<td>Weirton, WV; River Mile 64.9</td>
</tr>
<tr>
<td>L &amp; J Bowers, Steubenville Terminal Wharf</td>
<td>Dock</td>
<td>Steubenville, WV; River Mile 65.6</td>
</tr>
<tr>
<td>Weirton Ice &amp; Coal Supply Co., Half Moon Industrial Park, Weirton Gas</td>
<td>Dock</td>
<td>Weirton, WV; River Mile 65.7</td>
</tr>
<tr>
<td>Weirton Ice &amp; Coal Supply Co., Half Moon Industrial Park, Wharves</td>
<td>Dock</td>
<td>Weirton, WV; River Mile 66</td>
</tr>
<tr>
<td>Weirton Ice &amp; Coal Supply Co., Half Moon Industrial Park, Weirton Slag</td>
<td>Dock</td>
<td>Weirton, WV; River Mile 66</td>
</tr>
<tr>
<td>Steubenville Marina Wharf</td>
<td>Dock</td>
<td>Steubenville, WV; River Mile 66.2</td>
</tr>
<tr>
<td>Old Lock &amp; Dam No 10</td>
<td>Dock</td>
<td>Steubenville, OH; River Mile 67</td>
</tr>
<tr>
<td>Wheeling-Pittsburgh Steel Corp., Follansbee Plant Light Oil Dock</td>
<td>Dock</td>
<td>Follansbee, WV; River Mile 68.8</td>
</tr>
<tr>
<td>Wheeling-Pittsburgh Steel Corp., Follansbee Plant Coal Dock</td>
<td>Dock</td>
<td>Follansbee, WV; River Mile 69</td>
</tr>
<tr>
<td>Koppers, Follansbee Plant Wharves</td>
<td>Dock</td>
<td>Follansbee, WV; River Mile 69</td>
</tr>
<tr>
<td>Wheeling-Pittsburgh Steel Corp., Follansbee Plant Docks</td>
<td>Dock</td>
<td>Follansbee, WV; River Mile 69</td>
</tr>
<tr>
<td>Wheeling-Pittsburgh Steel Corp., Follansbee Fleet Moorings</td>
<td>Fleeting Area</td>
<td>Follansbee, WV; River Mile 69.1</td>
</tr>
<tr>
<td>Koppers, Follansbee Plant Enamel Wharf</td>
<td>Dock</td>
<td>Follansbee, WV; River Mile 69.3</td>
</tr>
<tr>
<td>Koppers, Follansbee Plant Dock.</td>
<td>Dock</td>
<td>Follansbee, WV; River Mile 69.3</td>
</tr>
<tr>
<td>Wheeling-Pittsburgh Steel Corp., Steubenville South Plant Wharf</td>
<td>Dock</td>
<td>Mingo Junction, OH; River Mile 70.7</td>
</tr>
<tr>
<td>Wheeling-Pittsburgh Steel Corp., Steubenville South Plant Wharf And Dock</td>
<td>Dock</td>
<td>Mingo Junction, OH; River Mile 70.9</td>
</tr>
<tr>
<td>Wheeling-Pittsburgh Steel Corp., Steubenville South Plant Dock</td>
<td>Dock</td>
<td>Mingo Junction, OH; River Mile 71.3</td>
</tr>
<tr>
<td>Wheeling-Pittsburgh Steel Corp., Steubenville South Plant Dock.</td>
<td>Dock</td>
<td>Mingo Junction, OH; River Mile 71.5</td>
</tr>
<tr>
<td>C&amp;C Marine Maintenance Co., Wellsburg Yard</td>
<td>Fleeting Area</td>
<td>Wellsburg, WV; River Mile 74.7</td>
</tr>
<tr>
<td>Buffalo Creek</td>
<td></td>
<td>Brilliant, WV; River Mile 75</td>
</tr>
<tr>
<td>Ohio Power Co., Cardinal Steam Generating Plant Wharves</td>
<td>Dock</td>
<td>Brilliant, OH; River Mile 76.9</td>
</tr>
<tr>
<td>Old Lock &amp; Dam No 11</td>
<td>Open Water</td>
<td>Brilliant, OH; River Mile 77</td>
</tr>
<tr>
<td>Warren River Terminal, Bayland Dock</td>
<td>Dock</td>
<td>Bayland, OH; River Mile 80.0</td>
</tr>
<tr>
<td>SES Terminal, Bayland Dock</td>
<td>Dock</td>
<td>Bayland, OH; River Mile 81.1</td>
</tr>
<tr>
<td>Walden Industries, Tiltonsville Dock</td>
<td>Dock</td>
<td>Tiltonsville, OH; River Mile 82.8</td>
</tr>
</tbody>
</table>

US Army Corp of Engineers Navigation Data Center: [http://www.navigationdatacenter.us/ports/ports.htm](http://www.navigationdatacenter.us/ports/ports.htm)
COMMODITIES AND WATERWAY VOLUMES

At Pike Island and New Cumberland pools, there is a wide variety of commodities carried on barges traversing the locks. An overwhelming majority of barge traffic tonnage is composed of raw materials (including coal). This is consistent with barges being a traditional method of shipping large amounts of bulk materials typically at much lower rates per ton than rail or truck. The majority of barges carry raw materials including coal, followed closely by waste and other materials. Volume of barges carrying these two commodities is much greater than any other commodities traversing the locks including petroleum products, chemicals, manufactured products (including steel), and agricultural products.

Based on U.S. Army Corps of Engineers data, the most active portion of the river barge traffic within the study area is between the New Cumberland and Pike Island locks. Statistical data demonstrate that the range of traffic volume flanked by these two locks is in the neighborhood of 23,500 and 27,180 kilotons per year. North of the New Cumberland locks, the traffic declines to less than 23,500. South of Pike Island, outside the study area, the barge traffic increases to greater than 27,180 kilotons. Available information also shows that there are two bridges along the Ohio River that have low clearance - the connection between the Ohio and West Virginia mainland between Brown’s Island in the Ohio River, just north of U.S. 22, and the Veterans Memorial Bridge. Both of these locations may inhibit certain types of barge traffic from traversing those segments of the river, which may contribute to the lower levels of barge traffic within the study area north of Pike Island. Shipping delays caused by the two locks may also contribute to the lower levels of traffic within the center of the study area.

Berth length is an indication of a port’s flexibility and how much freight it can accommodate. North of the New Cumberland locks, the river port berths are generally less than 1,000 feet with only two berths greater than 1,000 feet. At locations around the Steubenville area, there are more longer berths with two berths of over 1,500 feet in the Steubenville area and around Mingo Junction.

FUTURE WATERWAY CONDITIONS

Container-On-Barge facilities and improved intermodal facilities that link rail and barge operations hold promise for the greater Steubenville-Weirton area. When a tow leaves Weirton, it takes a day and a half to travel to Pittsburgh. The locks between Weirton and Pittsburgh are too small to take the standard 15-barge tow at one time, resulting in inefficiencies as operators have to split their tow, lock them through separately and reattach them on the other side. Rail service could accomplish the trip faster from Steubenville-Weirton, taking containers off the river in the BHJ region and railing to Pittsburgh rather than towing the entire water route. Additionally, since the vast majority of the river ports along the Ohio in the study area being privately-operated or privately-owned, it is possible that through each owner’s capital investment program, improvements
will be made over time to improve port and waterway shipping capacity within the study area, if market demand justifies the investment.

**RAILROAD INFRASTRUCTURE**

Four rail providers - Norfolk Southern (NS), Wheeling & Lake Erie Railway (W&LE), Columbus & Ohio River Railroad (CUOH), and Ohi-Rail Corporation, as shown in Figure 4, operate a combined 135 route miles railroad infrastructure within the study area.

- **Norfolk Southern** - the largest of the region’s rail operators is NS, a Class I Railroad that operates track on both the Ohio and West Virginia sides of the Ohio River. The entire NS system covers approximately 21,000 route miles (2,233 Ohio miles) in 22 states and serves deep-water container ports on the eastern seaboard.

- **Wheeling & Lake Erie Railway** - the W&LE is a Regional Railroad and is the largest Ohio-based railroad in the study area, operating 558 route miles in Ohio.

- **Columbus & Ohio River Railroad** – the CUOH, a Shortline Railroad acquired by Genesee & Wyoming in 2008, operates on the State of Ohio owned Panhandle Rail Line. This local railroad operates 244 route miles in Ohio.

- **Ohi-Rail Corporation** – this is a switching railroad that operates 43 route miles in eastern Ohio.

Additionally, there exists an abandoned corridor on the east side of the Ohio River, a remnant from the Conrail acquisition by NS and CSX. Once operated by the Penn Central Railroad and most recently the Consolidated Rail Corporation (Conrail), this corridor provided connectivity from Weirton to Pittsburgh. When abandoned in mid-1990, Conrail pulled the track and the right-of-way is “rail-banked” by the West Virginia State Rail Authority. Currently the corridor serves as a recreational bike trail.

**OHIO RIVER BRIDGES AND TUNNELS**

As is the case for the highway system, bridges provide critical connectivity for rail operators in the region. NS and W&LE own two of the three largest bridges in the study area. NS owns and maintains the Panhandle Bridge located directly south of the Veterans Memorial Bridge between Steubenville and Weirton. W&LE owns and maintains the Wabash Bridge situated in the south end of Mingo Junction connecting to the West Virginia shore between Follansbee and Wellsburg. The W&LE Bridge is at the confluence of the routes for three railroads – W&LE, NS, and CUOR. Mountain State Carbon, LLC, a coke making facility in Follansbee formerly operated by Wheeling Pittsburgh Steel, owns the third bridge situated between Follansbee, WV and Steubenville, OH just south of the Market Street Bridge. As the railroads hug both the east and west shoreline of the Ohio River, there are several other bridges that cross tributaries feeding the main body.
Additionally, there are numerous rail tunnels within the study area located on the W&LE and on the CUOR Panhandle rail line. Specific information on height restrictions in these tunnels is not available, however anecdotal information indicates that the majority of these tunnels are not double-stack cleared, limiting the nature and quantities of goods that each railroad can transport on their respective rail lines. Recently, the Ohio Rail Development Commission (ORDC) funded a major renovation project for rehabilitation of the Gould Tunnel, located on the state-owned Panhandle rail line a short distance west of Mingo Junction, through the American Recovery and Reinvestment Act.

**Railroad Volumes**

Generally, the routes on the western side of the Ohio River operate at a higher density than those on the east, while routes south of Steubenville on the W&LE operate at a lower density than the routes north of Steubenville, on the NS. The NS line running along the west side of the Ohio River has the highest densities within the study area. There are no rail segments in the study area operating in the high-density category. This may indicate corridors with excess capacity and room for future growth. The rail segments run by the non-Class I railroads, W&LE, CUOH, and Ohi-Rail all operate at low densities.

Along the northern side of the Ohio River and into Columbiana County along the NS corridor, there are a large number of at-grade crossings handling up to 16 trains per day – the highest in the study area. Measured volumes are also higher on the Ohio side of the river (6 to 10 trains/day), from Mingo Junction south to Wheeling. The rail segments operated by the non-Class I railroads, W&LE, CUOH, and Ohi-Rail show no crossings with greater than five trains per day, except on those segments overlapping with NS routes.

**Future System**

The ORDC completed the Gould Tunnel Rehabilitation on the Panhandle Rail Line using monies received through the American Recovery and Reinvestment Act (ARRA). Along with this project, the ORDC also accomplished several other improvements with ARRA funds to the Panhandle Rail Line that included rail replacement, bridge timber replacement, crosstie replacement, and surfacing of the track.

Since each operating entity privately funds the vast majority of railroad projects, it is possible that through each organization will make capital or operating improvements over time to improve rail-shipping capacity in the study area, if market demand necessitates the investment through their respective investment programs.
Figure 2
ACTIVE RAILROADS

ACTIVE RAILROAD SERVICE
OPERATOR
- NORFOLK SOUTHERN
- WHEELING-LAKE ERIE RAILWAY
- COLUMBUS-OHIO RIVER RR
- OHIO RAIL CORP

LEGEND:
This map and graphics are preliminary and subject to correction of errors and additions. For more information, please contact the appropriate State or local agencies.

NORFOLK SOUTHERN CORP
STAEUBENVILLE & WERTON
OHIO RIVER MILE 71.4

MOUNTAIN STATE CARBON
STAEUBENVILLE & FOLLANSBEE
OHIO RIVER MILE POST 68.7

GOLDS RAIL TUNNEL
SOUTH WEST OF MINGO JCT
COLUMBUS & OHIO RIVER RR

WHEELING & LAKE ERIE RAILWAY BRIDGE AT
MINGO JCT & FOLLANSBEE OHIO RIVER
MILE POST 71.40
AIRPORTS

Four general aviation airports are located within the three-county area. The Jefferson County Airpark and the Wheeling-Ohio County Airport are both publicly owned airports, while the other two, Eddie Dew Memorial Airpark situated a short distance northwest of Toronto in Jefferson County and the Herron Airport located a few miles northeast of New Cumberland, WV, operate as privately owned. In addition to these local airfields, the Pittsburgh International Airport is located just 28 miles to the east of the region in Findlay Township, Allegheny County, PA. The Pittsburgh International Airport provides major airline service, including passenger and cargo services, for residents and businesses located in the BHJ area.

The Jefferson County Commission publicly owns the Jefferson County Airpark. Located roughly 4 miles west of Steubenville, OH, the Jefferson County Regional Airport Authority manages all airport operations. Airpark facilities, first activated in January 1948, consist of one runway 4,400 feet long and 60 feet wide. The airpark’s runway surface is asphalt and rated “in good condition”. Runway 14/32 also includes a partial parallel taxiway, terminal apron area, and newly constructed terminal building. As of February 14, 2008, Federal Aviation Administration (FAA) reports found on AirNav.com list an average of 44 aircraft operations per day on and off the field comprised of 74% transient general aviation, 22% local general aviation, 3% air taxi, and <1% military. At present, the airpark houses 37 based aircrafts, 33 single engine airplanes, 1 multi engine airplane, and 3 ultralight aircrafts.

The other publicly owned airport in the region is the Wheeling-Ohio County Airport. In continuous operation since November 1945, the airport is located 8 miles northeast of Wheeling, WV at the Brooke-Ohio County Line. Owned and managed by the Ohio County Commission, the airport operates two runways, Runway 3/21 and Runway 16/34. Runway 3/21 is 5,001 feet long and 150 feet wide with an asphalt-grooved surface and Runway 16/34 is 4,497 feet in length by 150 feet wide with an asphalt surface. AirNav.com reports that both runway surfaces are in “good condition”. Airport management reports a daily average of 125 aircraft operations, 47% local general aviation, 33% transient general aviation, 17% military, 3% air taxi, and <1% commercial. Based aircraft on the field include 30 single engine airplanes: 8 multi-engine airplanes, 2 jet airplanes, 12 ultralights, and 12 military aircraft.

The Herron Airport, activated in November 1946, is located three miles northeast of New Cumberland, WV and is privately owned and operated. The February 2008 FAA information found through AirNav.com indicates that Herron Airport maintains two runways, Runway 4/22 and Runway 1/19. The FAA information lists the following runway information: Runway 4/22 as 20 feet wide and 2,030 feet in length with an asphalt surface in poor condition, and Runway 1/19 as 24 feet wide and 1,200 feet in length with a turf surface recorded as “in good condition”. A public road, Hancock County Highway 24/1 (Herron Road), crosses through the center of the airfield. Airport ownership records 41 based
aircraft on the field comprised of 35 single engine planes and 6 ultralights. Reported aircraft operations average 58 per week, 50% transient general aviation, 50% local general aviation, and <1% military.

Activated December 1937, the Eddie Dew Memorial Airpark sits approximately two miles northwest of Toronto, OH. AirNav.com (FAA information effective February 14, 2008) lists the airpark as privately owned with one operational runway entitled 16/34. Runway 16/34 is 145 feet wide and 2,268 feet in length. The runway surface is turf and is in “good condition”. Additional airport statistics include 22 based aircraft consisting of 21 single engine aircraft and 1 ultralight, and an average of 68 weekly aircraft operations, 81% local general aviation, 19% transient aviation, and <1% military.

The Pittsburgh International Airport (PIT) is located just 28 miles to the east of the region in Findlay Township, PA. Opened October 1992, Pittsburgh International is within a 90-minute flight of 70 percent of North America’s population and a two and one-half hour flight to 65% of the U.S. population. In all, the airport accommodates more than 11 million travelers through more than 270,000 aircraft operations annually. According to flypittsburgh.com, PIT directs 437 flights a day to 107 non-stop destinations. In all, over 20 different passenger carriers and 9 freight carriers, processing 209,847,683 pounds of freight in 2003, serve Pittsburgh International. PIT measures 2.1 million square feet in size and operates 69 domestic gates, 6 international gates and 25 commuter gates. Managed by the Allegheny County Airport Authority, Greater Pittsburgh International is a designated Foreign Trade Zone for fuel and other industry and employs over 16,000 people.

PUBLIC TRANSPORTATION

A wide variety of public transit and human service transportation programs serve the BHJ region. First, the Steel Valley Regional Transit Authority (SVRTA) operating in Steubenville and Mingo Junction, and the Weirton Transit Corporation (WTC), providing transit service in Weirton, are both designated recipient of Federal Transit Administration (FTA) §5307 funds in the urban area. Next, CHANGE Inc., a Community Action Agency organized in Weirton, manages a Job Access/Reverse Commute Program formerly titled under the FTA §3037. Other transportation services in the region include a variety of service organizations for seniors, behavioral health, and the mentally disabled throughout Brooke, Hancock, and Jefferson counties. Urban Area Public Transit operators in the BHJ area include:

- Steel Valley Regional Transit Authority – Services Jefferson County, Ohio throughout the urbanized areas of Mingo Junction, Steubenville, and Wintersville
- Weirton Transit Corporation – Services Brooke and Hancock counties, West Virginia throughout the City of Weirton

Human Service Agencies operating in Jefferson County, Ohio include:
• Checker Transportation
• Jefferson Behavior Health Systems
• Jefferson County Board of Developmental Disabilities
• Prime Time Office on Aging

Human Service Agencies operating in Brooke and Hancock counties, West Virginia include:

• Brooke County Senior Center
• CHANGE Inc.
• Hancock County Senior Wellness Center
• Hancock County Sheltered Workshop
• Healthways

Conceptual Framework for Coordination and Implementation of Cooperative Services

This strategy is a framework for adding a broad range of service enhancements which could expand mobility options to achieve a three tiered “family of services” approach, designed to meet the varying public transportation needs identified.

The Tier 1 concept begins with the work already done in establishing the Steering Committee and build on that to look “inward” through existing services that will accomplish some of the following:

• Bring more entities to the table
• Establish the mechanism to institutionalize the coordination process
• Address short-term opportunities that can be quick positive examples of coordination, such as joint communication and marketing programs.

A representative initial Tier 1 task led to the establishment of Mobility Action Council with representation from all transportation and human service agencies. This Council includes community representatives, representation from all transportation agencies, human services agencies, faith-based organizations, educational and medical organizations, local business representatives, and select elected officials. In 2008, the Mobility Action Council agreed to create the Regional Access Mobility Partnership, or RAMP directed by the BHJ as the mobility management agency.

Under BHJ management, RAMP has explored the following areas to improve transportation services:

• Purchase of fuel, maintenance and supplies
• Development and marketing materials
• Brochure with all agencies and contact information included
• Common brochure
• Shared information phone line
• Driver training
• Use/purchase of software
• Rent part of multi-use license vs. purchasing complete software package; inclusion in regional program
• Purchase of hardware
• Travel training
• Public education campaigns

The first Tier 1 goal completed by RAMP was to draft and execute a Memorandum of Understanding to define the partnership’s roles and responsibilities. The group agreed that its first objective was to create a single point of access for transportation, human services information, and referral needs on a regional level. The RAMP further recognized that to improve services, each agency could explore avenues to share cost and operation through regional coordination efforts to improve access to health and human service needs, employment opportunities, and general travel.

To achieve this first objective, to share cost and operation improvements, RAMP agreed to develop a common computer database file through a fixed-route and demand-response scheduling software package. After more than nine months of project planning and gathering information through surveys and site visits, BHJ with contractual assistance from TranSched Systems Limited a Site Review & Design document was completed. The documentation recommended System Architecture, IT Implementation, and Data Management techniques to deploy the scheduling software. Software implementation began in November 2011 and is schedule to go “live” with SVRTA and WTC in April 2012.

Intermediate, or Tier 2, activities would begin in year two of the planning process and continue the “internal” work of RAMP and its supporting agencies. Projects would include gathering “external” input from the public, other government jurisdictions, and social agencies to reach outward throughout the county. This outreach activity will also result in demand for additional services, which would also include an estimate of the proposed costs and the impact on the goals and objectives of the Local Coordination Plan.

Tier 2 has the potential to create initial groundwork for setting up a more coordinated countywide public transportation system that would be different from the service operated today. For example, there could be inter-operator agreements to commingle trips, adding more service area to SVRTA through arrangements with local jurisdictions, more connections, and presence of Weirton Transit within Jefferson County.

In addition to the service delivery perspective, there could be administrative changes as well that would facilitate more joint agency participation in applying for additional grants, seeking local support of financing through the levy process, combing contracts for service
provision, maintenance, or administration.

Tier 3 would be a more long-term strategy of coordination of resources led by RAMP and could include many scenarios such as focusing the provision of all program-oriented transportation services through one entity or contracting process.

Other activities include the development of enhanced services throughout the Metropolitan Area, including the establishment of demand responsive service zones, and an enhanced taxi program, and volunteer network. At this level, as change becomes systemic, the process would likely be more complex and sensitive for agencies involved. This tier would likely explore the full range of collaboration, coordination, and consolidation alternatives from the perspective of maximizing service to customers through minimizing non-essential activities, such as infrastructure duplication. Any change is difficult, but potential substantive change is most difficult.

In that regard, Tier 3 will likely require the greatest administrative and institutional change. An important understanding in the coordination of services is for agencies to focus on core responsibilities, such as determining eligibility and case management, and as indicated above not being responsible for transportation issues such as trip scheduling, service provider coordination, etc.

The core principle of transportation coordination is that a uniform system that maximizes transportation resources can operate more efficiently than a multitude of services, particularly those operated by non-transportation providers. This principle is particularly logical in serving expanding markets, especially meeting the needs of new riders over time. However, the accompanying requirement for effectiveness is to operate with a level of quality that meets the expectations of the riders, affected agencies and the community. In addition to operations, consistency in trip costing, billing preparation and other administrative reporting by the transportation agency provides a better perspective on fully allocated transportation program costs.

From a service delivery standpoint, Tier 3 will likely provide a benefit through greater geographic or scheduling coverage of public transportation services in the metropolitan counties and the surrounding area. This benefit will derive from pooled resources on the capital and/or administrative side. With coordination comes the opportunity to remove barriers or impediments to enhanced mobility, as a more unified group of agencies or even a single new broker or system would take responsibility for county-wide/regional service.

RIDESHARE/VANPOOLING

In previous years, BHJ has strived to operate a stand-alone Rideshare program with little or no success. In early 2003, as the Southwest Planning Commission (the Pittsburgh, PA Metropolitan Planning Organization) reassessed its Rideshare program and developed the
CommuteInfo program, SPC approached BHJ to join a new partnership. CommuteInfo is a coordinated partnership of transportation management agencies, transportation providers, businesses, and non-profit service organizations throughout Southwestern Pennsylvania, Jefferson County, Ohio and the West Virginia Northern Panhandle counties of Brooke and Hancock. CommuteInfo provides commuter information and service for persons who desire commuter travel alternatives to driving alone to their jobs and/or school primarily into Allegheny County Pennsylvania. The program goal is for commuters living, working, or attending school within the 13-county CommuteInfo area to choose ridesharing at least twice a week by providing them viable options, incentives, and encouragement.

The U.S. Census Bureau Journey to Work statistics indicate that the number of workers commuting to Allegheny County, PA from the Brooke-Hancock-Jefferson region has increased 144% from 1,398 workers in 1990 to 3,416 workers in 2000. Currently, there are six organized vanpools commuting from the three-county area into Allegheny County, PA, specifically into Downtown Pittsburgh and the Oakland District. With rising gasoline costs, BHJ anticipates shared ride trips to work and school is becoming more popular. In response, the BHJMPO desires to continue its partnership with CommuteInfo and expand promotion and marketing components of the program. Marketing materials include a variety of media outlets such as television and newspaper advertising, billboards, public service announcement, and other printed materials. Finally, BHJ and SPC continually re-evaluates their joint public outreach efforts every 6 months through a variety of techniques such as tracking new program registrations or completing mail out/mail back surveys.

BICYCLE/PEDESTRIAN FACILITIES

Three rail-trail facilities are operational in the three-county area, the Panhandle Trail, Yankee Trail and the Pioneer Trail. The Panhandle Trail was the first trail initiative within the region to successfully apply for and receive funding. The Panhandle Trail, converted from the former Pennsylvania Railroad beginning near the US-22 Harmon Creek Interchange in Weirton, WV, a four and one-half mile ride to the Pennsylvania State Line. The Panhandle Trail is a western terminus of a more than 400-mile interstate rail-trail from three miles east of the Ohio River in Weirton and ending at the Potomac River in Washington, D.C. The Panhandle Trail in Pennsylvania connects to the Great Allegheny Passage trail system at McDonald in Allegheny County, PA. The Brooke Pioneer Trail connects with the Yankee Trail just south of the City of Wellsburg at the mouth of Buffalo Creek in Brooke County. Together with the Yankee Trail in Wellsburg, the two trails combine to create nearly five miles of off-trail along the Ohio River terminating at the north end of Beech Bottom. Plans include connecting the Brooke County network to the Greater Wheeling Trail network in the south at the Ohio County Line.

In addition to the above rail-trail system, several other bicycling locations are available within the region. For example, in Jefferson County, this is the Jefferson county Fairground Trails just north of Smithfield, OH and Jefferson State Park situated near Richmond, OH and...
In Hancock County, Tomlinson Run Park east of New Cumberland, WV, has off-road trails often frequented by bicyclers.

Other communities in the area have also identified opportunities to build bicycle and pedestrian facilities in the near future. The Pioneer Trail Association has considered development of an interconnected network of trails through Brooke County generally along Buffalo Creek to connect to the historic Town of Bethany and Bethany College. However, due to the topography and the limited right of way available, completing this interconnected network will be challenging. Another location is along the Ohio River in Steubenville from the marina (at the Fort Steuben Bridge) south to a site near the Ohio River Scenic Byway Visitor Center at the foot of the Market Street Bridge. Other rail-trail possibilities may also occur as railroads make existing corridors available by abandonment.

In 2000, a group of trail enthusiast envisioned an ambitious plan to connect the Great Allegheny Passage to the Ohio & Erie Canal Towpath Trail in northeast Ohio. If constructed, this Tri-State Trail Initiative would ultimately connect the nation’s capital to the Great Midwest. The initiative places an emphasis on connecting trails outside of the region such as the Conotton Valley Trail in Harrison County, OH and converts Old US Route 22 in Jefferson County, OH, thereby creating an on-road link from Cadiz, OH to the Ohio River. Then, the trail crosses the Ohio River by way of either converting one of the two older highway bridges, Fort Steuben or Market Street, to a bicycle/pedestrian only facility, and connects to the Panhandle Trail in Weirton.

Figure 3
THE TRI-STATE TRAIL CONCEPT