



REGIONAL REVIEW

Volume 10, Issue 4

**Brooke-Hancock-Jefferson
Metropolitan Planning Commission**

2009 In Review

2009 IN REVIEW

The Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ) and its sister agency, the Brooke-Hancock Regional Planning and Development Council (BH), had a successful year in meeting their plans and goals for 2009. This success was led by Chairman Chuck Svokas and the agency officers (Gary Folden/Vice Chair, Art Miser/Secretary, and Bernie Kazienko/Treasurer).

In early 2009, at the annual organization meeting, the agency met and laid out plans and goals for the coming year. The Commission concurred there were three continuing priorities for 2009. The first was the preparation and carrying out of a financially balanced budget and work program. The second was to sustain a financially sound and beneficial health care program for its employees. The third was to continue to create the greatest regional benefit for each dollar spent.

In addition, the Commission emphasized the following key projects for 2009.

- ◆ To complete a significant portion of the environmental/location study for a new Ohio River Bridge.
- ◆ To complete final design work for the projected \$25 million access improvements at Veterans Bridge.
- ◆ To initiate the \$13.2 million Mahan's Lane-Eldersville Road Sewer Project in Brooke County.
- ◆ To complete the \$18.4 million Route 8 Sewer Project in Hancock County.
- ◆ To create a collaborate transit sharing program among twelve (12) regional service providers.
- ◆ To maintain, update and carry-out the MPO's Transportation Improvement Program.

- ◆ To obtain and initiate a hazardous waste/ petroleum brownfield assessment program.

Anchored by the twin cities of Steubenville, Ohio, and Weirton, West Virginia, our three-county region offers a diversity of assets and challenges. True to our mission, BHJ promotes intergovernmental communication, cooperation, and collaboration on issues and problems that have a greater than local impact.

As a Metropolitan Planning Organization (MPO) funded by the Federal Highway Administration and Federal Transit Administration, BHJ is a leader in highway development to promote access and jobs. As a Local Development District (LDD) funded by the Appalachian Regional Council (ARC), its sister agency, the Brooke-Hancock Regional Planning and Development Council (BH) works on a daily basis to build and maintain crucial water and sewer infrastructure.



BHJ's leadership, through the diligent guidance of Chuck Svokas (outgoing Chairman) and Gary Folden (incoming Chair), has held a steady course toward financial accountability and creatively expanded regional programs.

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OFFICERS—2009**

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FROM THE EXECUTIVE DIRECTOR

In 2009, the BHJ Commission, its staff and BHJ partners continued to create a strong regional future for our 130,000 regional customers. Our formally adopted mission is *to promote intergovernmental communication, cooperation, and collaboration on issues and problems that have a greater than local impact*. As illustrated throughout this newsletter, we've held true to this mission. We look forward to serving our regional customers in 2010.



Key projects in 2010 are as follows. In most cases, BHJ is a lead partner or collaborative resource to complete these projects.

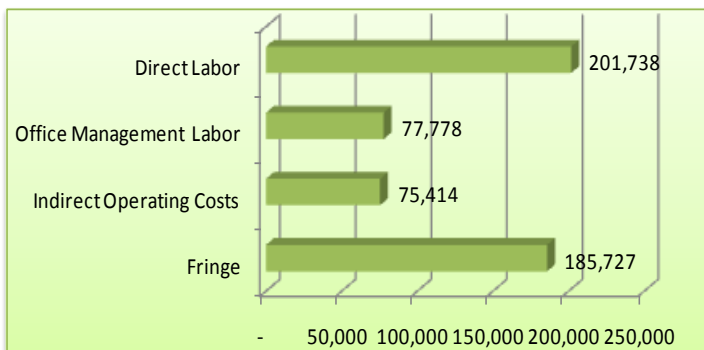
- ◆ To assure an accurate regional census count is completed through the 2010 population count. For every one person missed in the population count, \$1,330 is lost. The numbers are used to distribute billions of federal dollars for roads, health clinics, senior centers and a wide array of other tax-funded services. Census figures are used by local governments for planning transportation, hospitals and libraries, and by private business and industry.
- ◆ To complete a significant portion of the environmental/location study for a New Ohio River Bridge. While the West Virginia Department of Transportation (WVDOT) will spend \$12 million in 2010 to refurbish the Market Street Bridge, this investment has a life-time of ten years. With the demolition of the Ft. Steuben Bridge in late 2010, the Ohio River Bridge remains the region's #1 regional transportation priority.
- ◆ To complete a final design and obtain funding for the projected \$25 million access improvements at Veterans Bridge. A final design was initiated in late 2009 while BHJ staff has formally approached the Ohio Department of Transportation (ODOT) for funding.
- ◆ To initiate the Washington Street Rehabilitation Road Project, a \$7.5 million base road improvement to primary entry to Steubenville.
- ◆ To initiate and coordinate a Regional Access Mobility Partnership Program, a locally coordinated transit program. With the coordinative effort of nine public and private transit providers, this program promises cost savings to the providers and further access to the users.
- ◆ To serve as a liaison to the Columbus to Pittsburgh road corridor, a proposed US 22-250-36-16 access improvement. As an eight-county region stretching 175 miles, the proposed corridor is a strong eastern Ohio job generator.
- ◆ To monitor and participate in the Jefferson County Community Investment Plan. Acclaimed by the Ohio Department of Development as a roadmap for local county priority setting, this Plan continues to evolve and set a course for future investments.

BUDGET

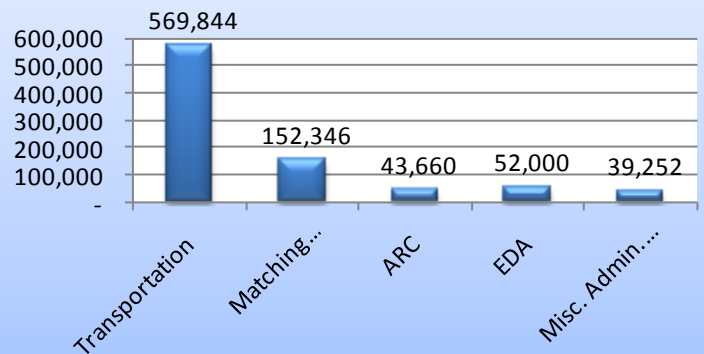
BHJ's budget is based on a fiscal year from July 1 to June 30. Therefore, exact figures for the calendar year are not available and the budget shown for FY10 is indicative of a typical budget for the agency. Normally, there is a ten percent spread in the overall budget for any given year. However, BHJ received an increase in transportation dollars for FY10 which provided a slightly larger budget for the year.

BHJ receives funding from the Ohio Department of Transportation, West Virginia Department of Transportation, Appalachian Regional Commission, U.S. Economic Development Administration, U.S. Environmental Protection Agency, U.S. Federal Highway Administration and local contributing communities of the BHJ region.

ESTIMATED COST ALLOCATION PLAN



TOTAL FUNDING = \$857,103



FROM THE EXECUTIVE DIRECTOR....CONTINUED FROM PAGE 1

- ◆ To initiate the long awaited Mahans Lane-Eldersville Road Sewer Project. Contract bids were opened in December 2009 and construction should start in mid-2010.
- ◆ To initiate and complete a strategic action plan for job creation in Brooke and Hancock counties. Led by the Business Development Corporation of the Northern Panhandle and site specific, this US Economic Development Administration Project will detail a Three Springs Business Park build-out.
- ◆ To initiate and complete the 3-2-1 Jobs Initiative, a project to regional building blocks for jobs. 3 counties, 2 states and 1 goal is the emphasis for building business synergies and linkages.
- ◆ To identify and assess strategic moth-balled industrial sites, frequently called the Brownfields Program. Located near existing infrastructure and roads, these sites are underutilized and offer redevelopment opportunities.
- ◆ To aid localities through grant writing. From energy grants to sidewalk programs to emergency mitigation planning, as established grant writers, BHJ frequently writes local grants.

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TRANSPORTATION

Bridges played a large role in BHJ activities last year just as has been the case for several years and will continue to be so in the future.

NEW OHIO RIVER BRIDGE CROSSING

On January 14, 2009, Dr. Brown traveled to Charleston with West Virginia State Senator Jack Yost and J.D. Carpenter from West Virginia University to meet with Governor Manchin. They requested that the State of West Virginia prioritize the construction of a new Ohio River Bridge in West Virginia's Northern Panhandle.

Project activities included developing three alternatives for further study. The Phase I schedule consisted of public meetings to present Alternatives and Constraints in August 2009. (In 2011, sometime after March, Phase II will begin Preliminary/Final Design.)

In September, two informal informational workshops were held at Buckeye North Middle School in Brilliant Wellsburg Middle School in Wellsburg. Highway personnel from both states, the Federal Highway Administration and HDR were available to discuss options and gather public input. These meetings were the first time both DOTs came together for discussion.

The prospective bridge site had now been narrowed to three locations including Third Street in Brilliant, OH to South Wellsburg, WV. Ohio and West Virginia DOTs have approached this differently.

Several public meetings were held in October with 214 residents in attendance. Of the 186 comments received, the general response was to construct a new bridge south of Wellsburg. Senators Robert C. Byrd and Jay Rockefeller, secured \$18 million for its planning and initial construction, but total cost are expected to be no less than \$100 million.

MARKET STREET BRIDGE

The ill-fated Market Street Bridge got a reprieve this past year when local leaders from both sides of the river fought to keep it open for at least another ten years. Successful in their efforts, the bridge was slated to be closed beginning January 11 until November 11, 2010 to complete the first phase of repairs. The low bidder, Ahern and Associates, for the \$13.7 million project, is slated to re-

pair the 105-year-old bridge's towers, Ohio approach spans and truss, replace its mobile inspection platforms and lower its clearance to prevent overweight vehicles from entering the span.

The original cost estimate for the project was \$8 million. However, a decision was made to paint the bridge and add decorative lighting. A committee consisting of Mayor Paesano (Follansbee); Mayor Harris (Weirton); Mayor Mucci (Steubenville), Jerry Barilla (Steubenville Downtown Business Association), Mike Paprocki (BHJ Transportation Study Director) and representatives from WVDOT chose five color schemes to present to the public to vote on what color to paint the bridge. The winning color scheme is blue and gold.



VETERANS MEMORIAL BRIDGE

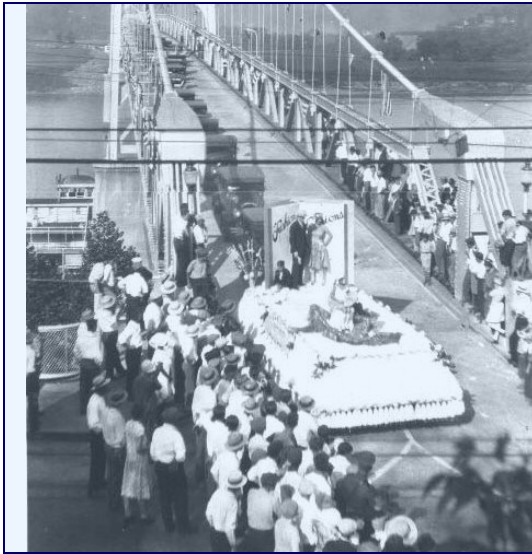
Access issues for the Veteran's Memorial Bridge remained a major source of concern for local leaders. As evidenced at least once over the past year and will be again with the long term closing of the Market Street Bridge, travelling across the Veteran's Bridge will be a major challenge for area commuters.

On October 22 Dr. Brown and Mike Paprocki made a presentation in Akron, OH to the Ohio Transportation Review and Advisory Council (TRAC) requesting funds for the Veterans Bridge access improvements at University Blvd. and State Route 7. Recently staff was informed that the consultant, Stillson and Associates, for the Veterans Bridge project has been given the authority to proceed. The project was encumbered and a contract signed. Stillson and Associates will begin the Environmental Study in January and proceed to the Design stage.

The bridge underwent repairs on its tie downs last year as well and is in good condition.

TRANSPORTATION

FORT STEUBEN BRIDGE CLOSED ON JANUARY 15



THE
BEGINNING

And
THE END



The Fort Steuben Bridge was officially closed on January 15, 2009. BHJ assisted the City of Steubenville and ODOT District 11 in finalizing a successful environmental mitigation agreement. As part of the agreement, BHJ completed cost estimates and conceptual drawings for re-use of the Pier #2 after ODOT demolishes the Fort Steuben Bridge. The conceptual plan calls for work crews to cut the pier to a yet to be determined height and connect it to the Ohio shore at the marina with a pedestrian bridge. The plans also include a metal railing around the perimeter of the bridge pier remains and a parking facility adjacent to the marina access road.

REGIONAL ACCESS MOBILITY PARTNERSHIP

Acting as Mobility Manager BHJ directed RAMP through two major milestones. The first was completion of a non-binding Memorandum of Agreement (MOA) to establish a regional partnership to improve mobility options for residents of the three-county region. The BHJMPO was recognized as the lead agency. As of April 29, 2009, fifteen out of twenty-two agencies signed the agreement.

The second accomplishment was the development of a Request for Proposal and Scope of Work for a centrally located scheduling and reporting software system. The project's intent is to interconnect service providers through a common database of transportation consumers as well as capital assets owned by each participating transportation agency.

The goal is to streamline coordination, share resources, and create a cooperative network of services. RAMP anticipates project implementation to occur sometime in the winter of 2010. Ultimately, over the next few years, the overall goal is the creation of a centralized call center.

In early June, two vendors, RouteMatch from Georgia and TranSched from Ontario made presentations to the Committee for the new scheduling software. On June 15, the group made site visit to Maple Heights, OH and DuBois, PA to see how both products actually work. Ultimately, RAMP chose TranSched as the preferred vendor.

RIDESHARE

The RideShare "Going Green" campaign continued in partnership with



CommuteInfo. The billboard advertising with Lamar, radio and TV spots on WTOV and FROGGY as well as Internet advertising with WTOV and the Herald Star were successful in reaching area commuters. As of March 2009, there were 137 commuters residing in the BHJ area registered which indicated an increase over the previous year.

TRANSPORTATION

TRAFFIC COUNTS

The BHJ Transportation Study obtained traffic count data at over 150 locations throughout the three-county area. In West Virginia, traffic counts were obtained on various county routes in Brooke County, in the Weirton area along State Route 2 and the Three Springs and US 22 area, in Follansbee along State Route 2, on US 22 at the Pennsylvania State Line and at two Ohio River crossings at the Veterans Memorial Bridge and the Market Street Bridge. In Ohio, BHJ obtained traffic counts on various county routes in the northern half of Jefferson County and at locations in Steubenville and Richmond.

The 2008 Traffic Count Program Report was completed in March 2009 and is available upon request and can be viewed at www.bhjmpc.org/.../2008-Report.pdf.

OTHER PROJECTS

◆ Alexander Street Resurfacing in Toronto



On September 9, 2009, the City of Toronto awarded a contract to Parella-Pannunzio, Inc. of Youngstown, OH for \$383,32.40 to rehabilitate deteriorated concrete pavement on the Alexander Avenue Connector first constructed in the early 1970's. The BHJ Ohio MPO Federal STP Fund Program provided \$343,210 and the City of Toronto provided \$110,800. The contractor finished the project in early December 2009.

◆ Commercial Avenue Improvements in Mingo Junction BHJ staff assisted the Village of Mingo Junction in the



preparation of a successful application to the Ohio Municipal Bridge Program for \$1,500,000 to replace the Commercial Avenue Bridge over Cross Creek. The current structure will be replaced with a three span structure on the roadway and include a pedestrian walkway.

◆ Follansbee Middle School Safe Routes to School

The City of Follansbee received a \$96,000 Safe Routes to School Grant last year. The funds will be used to improve sidewalks that are used by elementary and middle school students who walk or ride bicycles to school. BHJ staff is administering the grant funding through the West Virginia Division of Highways.



TRANSPORTATION

◆ John Scott Highway Resurfacing & Intersection Improvements at Mall Drive in Steubenville



Completed in November, 2009, this project upgraded intersection pavement markings, installed overhead lane use, route and guide signs in advance of intersection, improved traffic signal visibility with back plates and supplemental signal indications and revised traffic signal timing. The City of Steubenville awarded the project to Lafayette Electric, Inc. for \$94,060.50 funded through a safety engineering report and application to Ohio DOT's Highway Safety Improvement Program both completed by the BHJ Transportation Engineer staff.

◆ Location Based Referencing System -Jefferson Cty.

The Location Based Reference System will establish spatially accurate street centerline with address ranges and field verified site-specific address location data for state county, township and municipal roadway networks. The project has been underway since August 10, 2009 with financing of \$160,000 through the BHJ Ohio MPO Federal STP Fund Program, \$40,000 from Jefferson County E-911 and \$118,337 through the Ohio Department of Safety.

◆ SR 43 (Main St) Signal Replacement in Wintersville

The Village of Wintersville plans to replace four existing traffic signals at Reisbeck's Drive, Leonard Avenue, Fernwood Road and Canton Road with a closed loop system including installation of video detection, emergency vehicle preemption and controllers. The BHJ MPO agreed to fund the project's estimated \$710,600 construction costs

entirely with funding allocated through the Ohio MPO Federal Congestion Management/Air Quality Program at no cost to the Village.

◆ Washington Street Reconstruction in Steubenville

All subsurface and utility exploration was completed in 2009 for the Washington Street improvements which will include asphalt replacement, repair or replacement of roadway base, curbs and retaining walls and the replacement of all catch basins, guardrail, street lighting, signing and pavement markings. The City of Steubenville will pay for the estimated \$8,793,500 project using funds from a variety of sources including \$7,500,000 in American Recovery and Reinvestment Act funds, as well as District 11 System Preservation monies that includes \$1,034,000 federal and \$258,500 state financing.

A Sample of Other Projects Either in Progress or Completed include the New Manchester Streetscape project in Hancock County, the Colliers Way Renovation or Replacement in Weirton and:



Wellsburg –Bethany
Scenic By-Way

Pennsylvania Avenue
Structure Demolition
Weirton



Jennings Randolph Bridge—
Hancock County

COMMUNITY DEVELOPMENT

Barb Zimnox, BHJ's community development specialist, was kept busy during 2009 with the administration of numerous water and sewer projects in Brooke and Hancock counties. In addition, she was involved with several grant writing projects, worked with the City of Follansbee and their Safe Routes to School project and assisted the Weirton Transit Corporation with grant administration.

Mahan's Lane, Eldersville Road and Bruin Drive Sewer Extension

Approximately 460 homes and businesses in Brooke County have waited a long time to have sewers rather than septic systems. The Mahan's Lane, Eldersville Road and Bruin Drive Sewer Extension project was funded in 2001 when Congressman Alan Mollohan secured \$9.8 million in federal Environmental Protection Agency funds. The project, unfortunately, saw several delays in the past year and actually faced the possibility of losing funding. The major controversy arose from a dispute between the cities of Follansbee and Wellsburg as to which community should treat the sewage. The dispute actually went to the West Virginia Supreme Court when the City of Follansbee appealed a ruling by the state Public Service Commission allowing Wellsburg to provide wastewater treatment.



The extension will pass by Brooke High School on Bruin Drive

Finally, in late November, a decision was made in favor of the City of Wellsburg, and the Brooke County PSD was given the okay to advertise for bids late in the year. The project went to bid, and each of the bids submitted for three sections came in below the cost estimated by engineers for the project. On December 22, Alex Paris Contracting of Atlasburg, Pa., submitted the low bid of \$9.2 million.

Route 8 Sewer Extension Project



Another major project which saw its share of delays was finally completed this past year. The \$18,006,371 project now provides sewage treatment to residents along Route 8 in Hancock County from New Cumberland to Smith Road. A sewage treatment plant was also constructed in the Deep Gut Run.

Elevator for the New Cumberland City Building

The project was completed making the second floor of the New Cumberland City Building handicap accessible.

Oakland PSD Water System Upgrade, Tank Construction and Water Line Extension

This project was proposed by the Oakland Public Service District to upgrade the existing system by adding a filtration system for iron and manganese to improve water quality. A new water tank at a site to be determined is also part of the project. Approximately 115 new customers along the Chapman Hill and Tope Road will be provided service. Buchart Horn, Inc. of Pittsburgh was procured as engineer for the project.

COMMUNITY DEVELOPMENT

Beech Bottom Water Line Extension and Upgrade

This construction project to extend water service to the northern end of Beech Bottom, picking up nine residences and four businesses was completed in 2009. At a cost of \$1,700,468, the project also upgraded the existing system, provided improved fire protection, better quality of water service and an adequate water supply for future development.

Wellsburg Combined Sewer Separation Project



City of Wellsburg

This project will separate combined sewers within 25th, 26th and 27th Streets in Wellsburg. Over the past year, Final Design for this project was completed. In addition, the City has procured an attorney, account and bond counsel. The total cost is \$1,108,250.

In addition to these projects, Ms. Zimnox assisted with the WV DOE Energy Efficiency & Conservation Block Grant Program application process. As a result, the Brooke and Hancock Region will receive grant funds in the amount of approximately \$289,000 to be used for energy saving projects in public buildings. BHJ will administer the grants and receive approximately \$30,000 over a three-year period. Nine local entities are preparing applications for their city or county buildings.

City of Follansbee

The City of Follansbee received an Economic Development Initiative Special Projects Grant of \$190,000 with the help of Congressman Molloy. The grant will be used to make improvements to the City Building. BHJ staff is assisting the City with the administration of the grant.

It should be noted, as well, that most water and sewer projects have a long life cycle from the initial requests for funding until actual completion.

ECONOMIC DEVELOPMENT

VISION TO ACTION WORKSHOP

Thirty-seven local leaders from Brooke and Hancock counties attended the Vision to Action Workshop on April 29 at the Mountaineer Race Track and Casino. The meeting encouraged individual ideas to become common themes and lead to dedicated action by community leaders.

The techniques learned will be used in future Brooke and Hancock brown-field assessments and the Brooke-Hancock Strategic Action Plan.



A vision of what a marina along the Ohio River could look like.

ECONOMIC DEVELOPMENT

With a declining population and higher-than-average unemployment rate, economic development is essential for Brooke, Hancock and Jefferson counties. As of November 2009, unemployment was 11.1% in Brooke; 10.7% in Hancock and 13.7% in Jefferson. That is well above the state numbers (10.6% in Ohio and 7.9% in West Virginia) and the entire United States at 10.6%.

Dr. John Brown, BHJ executive director, has said that BHJ is a key regional partner in job creation projects such as water and sewer maintenance/expansion and transportation infrastructure and the redevelopment of commercial-industrial sites through the National Brownfield Program.

Through funding dollars provided by the Appalachian Regional Commission, the U.S. Economic Development Administration and the U.S. Environmental Protection Agency, BHJ is able to join forces with other agencies on both sides of the river to pursue opportunities that will lead to economic development. In Brooke and Hancock counties, the majority of economic development work is completed by the Brooke-Hancock Regional Planning and Development Council (BH), a parallel organization to BHJ, and the Business Development Corporation of the Northern Panhandle in Weirton. In Jefferson County BHJ staff works with the Jefferson County Regional Planning Commission and Progress Alliance.

Throughout 2009, several grants were awarded to help further the cause of economic development.

- ◆ In January, the Northern West Virginia Brownfield Assistance Center approved BHJ's request for \$5,000 through the Benedum Foundation to prepare a financial and site usage plan for the Weirton Rail Yard which is one of four potential intermodal sites.
- ◆ Last February, through the U.S. Environmental Protection Agency, it was announced the West Virginia Development Office approved a \$9,500 Flex-E Grant for Brooke and counties. Those funds allowed the U.S. Army Corps to initiate a brownfield visioning program for riverfront development.
- ◆ In March, the City of Weirton received a \$5,000 Flex-E grant for the Weirton Rail Yard for a potential intermodal site.
- ◆ In May, the USEPA announced a \$400,000 hazardous waste/petroleum assessment grant was awarded to the BH. The funds will be used to assess divested steel legacy properties and a backlog of regional sites within the region.
- ◆ In July, through the U.S. Economic Development Administration, a consortium of local contributors, in addition to the State of West Virginia, leveraged \$40,000 to initiate a regional economic cluster analysis. Ohio University prepared a preliminary data base for Jefferson County and requested U.S. EDA funding.
- ◆ In September, through the U.S. Economic Development Administration, BHJ received a \$62,189 planning grant for FY 10 for activities within Brooke and Hancock counties. In FY 09, the BDC provided considerable match money through in-kind services.
- ◆ At the November Full Commission meeting, Mr. Marvin Six from the Business Development Corporation of the Northern Panhandle reported \$215,000 from a USED grant would be used to develop a detailed site Strategic Plan for the Business Development Center of the Northern Panhandle.



Weirton Rail Yard

ECONOMIC DEVELOPMENT

There were many accomplishments last year made possible by the various funding agencies and grants.

- ◆ In December of 2008 using ARC funds, the Brooke-Hancock Planning and Development Council met and prioritized needed projects in the two county area. Over 95 requests exceeding \$450,000,000 were listed. By July of 2009, the list was updated to include a Brook-Hancock action plan for three to four strategic projects. In November, this list was once again updated to include a collaborative targeted industries study in 26 south-eastern counties and Brook and Hancock counties in West Virginia. Funded through the US EDA and contracted through the Voinovich School at Ohio University, the effort will identify resources and opportunities to create jobs through established industrial strengths.
- ◆ In April, through a Flex-E grant from the West Virginia Development Office, BH held a brownfield visioning session to propose end uses for brownfield properties. In late October, following an extensive solicitation for consultants, a five-member selection committee determined a preferred consultant, CEC Engineers. By early November, a contract for services was executed.
- ◆ BH received its third brownfield assessment grant in May from the U.S. Environmental Protection Agency Brownfield Redevelopment program. The \$400,000 grant required no local match and would be used for further evaluation of hazardous waste sites and initiate a petroleum inventory in Brooke and Hancock counties. A formal working agreement with the U.S. EPA was initiated and a mandatory pre-proposal meeting was held with potential brownfield consultants.
- ◆ In June, Dr. Brown submitted an application for an assistance grant to the U.S. Economic Development Administration through the West Virginia Public Port Authority. The grant would be used for the redevelopment of the Weirton Rail Yard as an intermodal transportation facility. In November, the Port Authority initiated a consultant solicitation effort to evaluate intermodal port opportunities in four West Virginia areas.
- ◆ On September 9, the Northern West Virginia Brownfield Assistance Center presented BH with a \$12,000 initiative grant to further evaluate the redevelopment potential of the Weirton Rail Yard. In November, a consortium of freight consultants presented a freight capacity overview to local elected officials and representatives.
- ◆ Since 2007, the Northern West Virginia Brownfield Assistance Center has worked with BH to further document and map brownfield activity through a summer internship program. This work continued in 2009 and involved the assistance of the Brooke-Hancock Assessor's office and created a preliminary site marketing and GIS evaluation tool.
- ◆ The agency continued to assist the City of Weirton, Brooke and Hancock counties and the Jefferson County Regional Planning Commission for brownfield redevelopment purposes.

In addition to local activities, staff attended various workshops and conferences that would enhance the work that will provide economic development for our area.



Site of a typical Brownfields location in Newell, WV.



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Metropolitan Planning Commission**

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TAKE ME OUT TO THE BALL GAME!

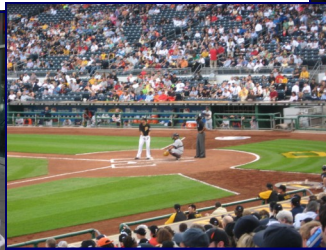
Sometimes the BHI staff likes to take a “breather” and have some fun. Last June, we attended a Pirates game with our families.



John & Maureen
Brown



Barb Zimnox, Joan
Cresap & Mary Moore



Mike Paprocki



Dave & Rosie
Snelting

Related Web Sites

Appalachian Regional Commission
www.arc.gov

Brooke County Economic Development Authority
www.brookewv.org

Brooke Pioneer Trail Assoc. Inc
www.brookepioneertrail.org

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

CHANGE, Inc.
www.changeinc.org

City of Steubenville
www.cityofsteubenville.us

Jefferson County Chamber of Commerce
www.jeffersoncountychamber.com

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

Progress Alliance
www.progressalliance.com

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

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

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

U.S. Census Bureau
www.census.gov

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

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

Village of Wintersville
www.wintersville.net

Weirton Chamber of Commerce
www.weirtonchamber.com

West Virginia Department of Transportation
www.wvdot.com

West Virginia Development Office
www.wvdo.org

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