

***BROOKE-HANCOCK-JEFFERSON
TRANSPORTATION STUDY***

ANNUAL PROGRESS & FINANCIAL REPORT
FOR
FISCAL YEAR 2020
JULY 1, 2019 – JUNE 30, 2020

September 2020

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BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY
FISCAL YEAR 2020 OVERALL WORK PROGRAM
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INTRODUCTION

This Annual Progress Report highlights ongoing transportation-planning accomplishments and activities as discussed in the BHJ Metropolitan Planning Commission’s (BHJ MPC) Fiscal Year 2019 Overall Work Program adopted by the Transportation Study Policy Committee May 16, 2018. Designated as the Metropolitan Planning Organization (MPO) for the Weirton-Steubenville, WV-OH Metropolitan Area, the BHJ Transportation Study Policy Committee is responsible for providing a continual, comprehensive, and coordinated 3-C planning process for the three-county Metropolitan Planning Area encompasses a bi-state Appalachian area comprised of Brooke and Hancock counties in West Virginia’s Northern Panhandle and Jefferson County located in eastern Ohio that is bisected by the upper most region of the Ohio River Valley. The MPO, as established by Public Law, serves three major functions: (1) Fulfill the metropolitan planning requirements of the most current federal legislation for surface transportation known as FAST Act, (2) advocate and partner with the people of Appalachia to create a self-sustaining economy that improves quality of life, and (3) promote collaboration and innovation that strengthens the region’s physical and human resources for success in a global economy. committed to the development of public and private partnerships, BHJ fosters innovative ideas and strategies that aim to increase the efficient use of the region’s intermodal transportation network. BHJ is in the forefront of the region’s transportation priorities and planning activities. This document highlights these accomplishments and activities.

HIGHLIGHTED ACCOMPLISHMENTS IN FY 2020

Performance Measures

To be consistent with the FAST-ACT legislation, each State Department of Transportation (Ohio and West Virginia), to the maximum extent practical, coordinate with BHJ to set safety, highway condition, and freight performance targets for the Weirton, WV – Steubenville, OH metropolitan area. This includes coordinating performance targets with public transportation providers operating in the BHJ metropolitan planning area. With guidance from both Ohio and West Virginia, BHJ plans to integrate the performance measures into the Long-Range Transportation Plan and STIP/TIP processes and develop a process to report these measures.

Freight Planning

On Wednesday, May 1, 2019, a group of various stakeholders from industry, industry trade associations, port authorities, MPOs, RPOs and other Ohio River stakeholders met to form the Ohio River Coalition of Ohio (ORCO). The stakeholders met at ODOT's office in Columbus, Ohio where those present executed a non-binding resolution to memorialize the formation of ORCO. The group formulated ORCO's mission statement, and identified key issues related to commerce on the Ohio River. Attendees met with Mark Locker, Scott Phinney and others from the Ohio Department of Transportation, as well as Matt Dietrich of the Ohio Rail Development Commission, to discuss the basis for the formation of ORCO, and to outline immediate and future goals and objectives.

Regional Models of Cooperation

Over the years, BHJ has promoted a regional approach to transportation planning. A prime example is the Southwest Pennsylvania Commission (SPC) Freight Forum. The forum provides BHJ with opportunity to collaborate and share information and issues regarding freight movements in western Pennsylvania, eastern Ohio, northern West Virginia, and western Maryland. Another active example is representation on The Ohio Mid-Eastern Government Association (OMEGA) Rural Transportation Planning Organization (RTPO) Technical Advisory Committee.

SUMMARY OF PLANNING ACTIVITIES

The Brooke-Hancock-Jefferson Metropolitan Planning Commission Overall Work Program and Fiscal Year 2018 Budget, Section 3 Category 6000 Transportation Planning, identifies a list of activities the MPO expected to carry out in State Fiscal Year 2018 starting July 1, 2017 and ending June 30, 2018. The sub-categories of activities include:

- 6601-Short-Range Planning
- 6602-Transportation Improvement Program
- 6605-Surveillance Activities
- 6610-Long-Range Planning
- 625-Routine Service & Plan Implementation and Regional Transportation Planning Services-PID# 105077 & 105078
- 6640-Rideshare Commuter Services-PID# 99675 & 99676
- 674-Mass Transportation Planning

6601 - SHORT-RANGE PLANNING

Planning studies and activities undertaken in Short-Range Planning Element identify safety, pavement, congestion, and/or other operational issues in the transportation network. These

activities then justify alternative solutions. These studies not only consider highway-related issues, but also intermodal facilities such as pedestrian walkways and trails, airports, water ports, and public transportation services. BHJ planners then consolidate these activities with other work program elements such as Surveillance, Long Range Planning, and Mass Transportation Planning.

1. Performance-based Planning Activities - Area-Wide Safety, Pavement Conditions and Congestion Management

Several planned transportation improvements to enhance safety and reduce congestion in the BHJ Region moved to the construction phase in FY20. Projects completed in Jefferson County included rebuilding the intersection of Sunset Boulevard (OH-43) and Lovers Lane Road in Steubenville, operational improvements at the intersection of Dean Martin Boulevard (OH-7) and University Boulevard (also in Steubenville), and realignment of an S-Curve on State Route 43 curve in Amsterdam. Planning continued with two other projects in Steubenville include widening of Lovers Lane Road and Dean Martin Boulevard traffic signal upgrades; in Hancock County, the relocation of State Route 2 in New Cumberland; in Brooke County, operational improvements at Commerce Street (SR-2) and Washington Pike (SR-27) in Wellsburg.

BHJ staff acquired performance measure data through Ohio's Transportation Information Management System (TIMS) and WVDOT's Open Data Portal. Data included vehicle crashes, pavement condition ratings (PCR), and traffic counts including truck classifications. Staff refined the data for use in the GIS.

On September 19, 2018, the BHJ Transportation Study Policy Committee adopted 4-year transportation infrastructure and system performance targets for the three-county metropolitan planning area. These targets are for National Highway System Pavement and Bridge ratings, Non-Interstate Travel Time Reliability, and CMAQ Mobile Emissions.

On November 20, 2019, the BHJ Transportation Study Policy Committee adopted five safety performance measure applicable to all public roads for the three-county metropolitan planning area. Supporting those targets established by the Ohio and West Virginia departments of transportation. The five factors are number of fatalities, number of serious injuries, fatality rate, serious injury rate, and number of non-motorized fatalities and serious injuries.

2. Active Transportation Planning

BHJ advanced a balanced inter-modal and active transportation network that promotes walking, biking, and the use of public transit services in FY2020. Such projects include:

- a Shared Use Path connection to the Steubenville Marina located along the Ohio River in the northern part of Steubenville set for construction in FY 2021,
- a park-and-ride lot in Brilliant, Wells Township, Jefferson County, Ohio, scheduled for construction in FY 2022, that connects pedestrian and bicycle traffic to the Shared Use Path on the Wellsburg Bridge over the Ohio River now under construction,
- finalizing the alignment of US Bike Route 50 through Weirton, WV, and

- along with the USBR 50 alignment, work with Weirton, the Northern Brownfields Assistance Center in Morgantown, WV, Jefferson Soil & Water Conservancy District, and the Rails to Trails Conservancy (RTC) to create a Pittsburgh to Cleveland, as part of the Industrial Heartland Trails Coalition (IHTC), an off-road bike/pedestrian corridor through Brooke County, WV and Jefferson County, OH. The RTC redirected the corridor to the BHJ MPO area from the Belmont County, OH and Ohio County, WV area.

3. *Freight Planning*

The Utica/Marcellus Shale Play in Eastern Ohio, Western Pennsylvania, and Northern West Virginia has made a tremendous impact on the region's rail, road, and waterway transportation network. Products shipped by river barge on the Ohio River and railroads along the river have shifted from coal and steel products to agricultural goods as petroleum and natural gas such as condensate and propane extracted from the Utica Shale Play in eastern Ohio.

BHJ staff has seen an increase in Army Corp of Engineer Public Notices for permitting of waterway facility construction and improvements along the Ohio River and increased rail investments by the Norfolk & Southern Railway. To better understand national inland navigation developments, BHJ joined the Inland Rivers Ports & Terminal association. The IRPT provides a national perspective on federal legislative and policy issues that affect ports and terminals through position statements.

In cooperation with the Columbiana Port Authority and the Ohio Mid-Eastern Governments Association (OMEGA) and three private business operators, BHJ help form the North Ohio River Business Association (NORBA). The group filed articles of incorporation with the Ohio Secretary of State and adopted bylaws and a mission statement modeled after Central Ohio River Business Association (CORBA) in Cincinnati, OH. ODOT Office of Maritime & Freight Program recommended the formation of NORBA to better represent the needs of maritime freight interests in the northern reach of the Ohio River stretching from Columbiana County (river mile 40) to Monroe County (river mile 140).

BHJ participated with an Ohio River Statistical Port Workgroup to create a Mid-Ohio Valley Statistical Port along the river basin between the Pittsburgh, PA and Huntington, WV Statistical ports. Members of the workgroup included the Ohio Department of Transportation, Army Corp of Engineers, Bel-O-Mar Regional Council MPO, and two regional RTPOs in eastern Ohio, Buckeye Hills Hocking Valley and Ohio Mid-Eastern Governments Association. In December 2019, ODOT completed an Ohio legislature-funded economic impact study of the Ohio River transportation system to assist with the statistical port designation. In early March 2020, the BHJ MPO, in cooperation with Ohio and West Virginia departments of transportation, co-hosted a public information with the Ohio Mid-Eastern Governments Association (OMEGA - Cambridge, OH) and the Buckeye Hills Regional Council (Marietta, OH) for the creation of the Mid-Ohio Valley Statistical Port in Weirton, WV and Marietta, OH.

The group further planned to attend an Ohio legislative session in April 2020 to discuss the economic report and progress of the Statistical Port Designation. However, the COVID-19 pandemic forced each agency to stop out of region travel.

4. *Collect traffic counts for the Highway Performance Monitoring System (HPMS), outlining the Metropolitan Planning Area, and defining the Federal Functional Classification System*

In calendar years 2019 and 2020, BHJ worked with ODOT's Traffic Monitoring Section to collect traffic count information on local roadways in Jefferson County, OH for use in the HPMS. The HPMS is a highway information system that includes data on the extent, condition, performance, use, and operating characteristics of Ohio's highways.

5. *Acquisition of computer software and maintenance agreements, professional opportunities through workshops, conferences, meetings, and membership fees for professional affiliations and publications directly related to metropolitan and statewide transportation planning.*

BHJ staff attended several conferences, workshops, webinars, and seminars during FY 2020. Under Short-Range Planning activities, staff attended the annual Ohio Conference on Freight held in Cincinnati, OH July 15-17, 2019. Prior to the conference, BHJ attended the Central Ohio River Business Association held at the offices of the Ohio-Kentucky-Indiana Council of Governments. In late March 2020, BHJ suspended all out-of-region travel due to the COVID-19 pandemic.

6602 - TRANSPORTATION IMPROVEMENT PROGRAM

The *Transportation Improvement Program (TIP)* is a fiscally constrained four-year capital improvement program of transportation projects and/or strategies. By transportation-related legislation enacted by the U.S. Congress, all projects and programs listed in the TIP must demonstrate conformity to the Ohio and West Virginia *State Implementation Plan for Air Quality (SIP)* and current U.S. Environmental Protection Agency (USEPA) air quality standards. The TIP represents a priority listing of all federal-funded and regionally significant transportation-related capital improvements programs selected for implementation over a four-year period, in a designated metropolitan planning area.

1. *Technical Advisory and Policy Committee Reporting*

With the cooperation of both Ohio and West Virginia DOT, BHJ staff prepares/presents project reports for the bi-monthly Technical Advisory and Policy Committee meetings.

2. *TIP Revisions and Administrative Adjustments*

Through the course of the fiscal year, BHJ adopted several revisions and administrative adjustments to the Metropolitan FY 2018-2021 Transportation Improvement Program. These actions, for highways, bridges, bicycle and pedestrian as well as public transportation, range from cost adjustments, change in funding source, or project additions and deletions. The BHJ Transportation Study Policy Committee adopted, by resolution, revisions and modifications to the FY 2018-2021 TIP on the following dates:

Revision #17 - September 18, 2019

Revision #18 - November 20, 2019

3. *Ohio MPO Sub-Allocated Fund Management*

BHJ administers more than \$1.3 million in FHWA funding, allocated annually through ODOT's MPO and Large Cities Suballocated Funds Program for local projects in Jefferson County, OH. Allocated funds include Surface Transportation Block Grant (STBG), Congestion Management Air Quality (CMAQ), and Transportation Alternatives (TA). Staff and local member governments select the projects based on a variety of performance-based criteria as well as the local government's ability to finance the local match requirements and deliver the project to construction or implementation in a timely manner.

Program administration includes fiscal management, comparing project needs to available federal and local funding, and tracking cost estimates for engineering studies and construction. This includes an initial project field review with ODOT District 11 staff and the project sponsor, monthly meetings, either face to face or by telephone, with the project sponsor, and keeping the project schedule and costs updated in ODOT's financial management system *ELLIS*. ODOT Central Office, in turn, provides BHJ with weekly reports of project encumbrances, fiscal year budget estimates, and a summary of outstanding project estimates, information based on a variety of *ELLIS* queries. In FY 2020, ODOT Central Office revamped and revised the query process.

4. *Public Participation Planning*

Throughout the year, BHJ engages in Public Participation techniques such as television and radio media interviews, newspaper public notices and articles, Facebook ©, web postings, and mail outs to Policy Board and Technical Advisory Committee members. Due to the COVID-19 pandemic, BHJ had to cancel the scheduled March 18, 2020 Policy and Technical Advisory Committee meetings. With assistance from the Ohio Local Technical Assistance Program (LTAP) BHJ convened a virtual joint Technical Advisory and Policy Committee meeting on April 22, 2020. Committee members, state and federal representatives, and the public were able to remotely participate in the meeting using the *GoTo Meeting*™ Video Conference Application.

5. *Annual Listing of Federal Obligations*

Yearly, the BHJ MPO documents the annual listing of transportation improvement projects and programs where Ohio and West Virginia DOTs obligated federal funds during the Fiscal Year. The annual listing includes all federally-funded highway and bridge projects, public transit projects, and all pedestrian walkways and bicycle transportation facilities in Brooke and Hancock counties, WV and Jefferson County, OH. The MPO publicly advertised the listing by Public Notice in two local newspapers, posted an electronic version of the listing on the BHJ MPC web site, and presented the *FY 2019 Annual Listing of Federal Obligations* to the BHJ Transportation Study Policy Committee in November 2019.

6. *Draft and adopt a Four-Year Transportation Improvement Program for Fiscal Year 2021 through 2024*

The BHJ Transportation Study Policy Committee adopted a BHJ FY 2021-2024 Transportation Improvement Program (TIP) April 22, 2020. “In consultation with the United States Environmental Protection Agency (EPA) and through coordination with the West Virginia Division of FHWA, we (the Ohio Division of FHWA) find the TIP conforms to the applicable state implementation plan in accordance with the provisions of the EPA’s Transportation Conformity Rule (40 CFR Parts 51 and 93). This determination of conformity is effective July 1, 2020.”

7. *Acquisition of computer software and maintenance agreements, professional opportunities through workshops, conferences, meetings, and membership fees for professional affiliations and publications directly related to metropolitan and statewide transportation planning.*

BHJ staff attended several conferences, workshops, webinars, and seminars during FY 2019. In late March 2020, BHJ suspended all out-of-region travel due to the COVID-19 pandemic.

6605 - SURVEILLANCE

Transportation System Surveillance is the foundation of the MPO transportation planning process. Surveillance activities include collecting, maintaining, and analyzing up-to-date transportation system data relevant to the region’s demographic character, land use composition, and highway statistics inventories such as traffic counts and pavement characteristics. This includes disseminating economic and social databases, developing measures for tracking land use activities, and creating area-wide GIS mapping as needed.

1. Traffic Counting Collection

In calendar year 2019, BHJ, as part of its regional transportation planning role, obtained traffic count data at various locations throughout the study area. These traffic counts may be the result of specific study requests or data needed to assist in the overall planning process. Beginning in 2006, the agency organized its traffic counting program to count specific locations in the region every three years. Specific locations obtained in CY 2019 are for program cycle year two (2) which is generally a repeat of locations obtained in 2007, 2010, 2013, and 2016. This completes the fourteenth (14th) year of the traffic counting program.

In West Virginia, BHJ collected traffic counts on various routes in Brooke County’s urbanized areas, on various routes of the southern half of Hancock County, and at travel demand model screen line routes in Brooke County. In Ohio, staff collected traffic counts on various routes in the southern half of the county, including Wintersville, Steubenville, Smithfield, Toronto, Bloomingdale, and Adena to name a few. In 2019, the transportation study staff added and removed various count locations due to changing traffic patterns and areas where count locations better represent regional and local traffic patterns. BHJ also completed several specialized counts in areas such as Smithfield, Wintersville, and Toronto. for grant applications, road safety audits, or red-light warrants.

BHJ collects most traffic counts in a 15-minute interval resolution for a minimum 24-hour duration. Hose type counters collect traffic data for at least 48 hours while plate type counters

generally are setup to collect traffic data for 24 hours. During the 2019 calendar year, BHJ obtained a total 314 counts. In cases where a traffic count failed or had errors, staff recounted that location the following week. The transportation staff was unable to collect traffic data at one count location listed in program year two due to a bridge being out.

The City of Steubenville and the Village of Wintersville have traffic signal systems that use count data gathered from video and inductive loop detectors to adjust the timing and relationships of adjacent traffic signals for smoother traffic flow. The agency contacted both jurisdictions and obtained permission to gather some of this traffic count data on a regular basis. The count data extracted from the Steubenville and Wintersville signal systems were for a representative week from each quarter of the year (January, April, July and October). In 2019, The Steubenville system was inoperative in the west end of the city due to construction at the Sunset Boulevard and Lovers Lane intersection.

Due to the COVID-19 pandemic BHJ staff did not start up the calendar year 2020 Traffic Counting Program until June. BHJ did complete a regional travel pattern study of the impact of “COVID-19” spread. BHJ completed study using various sources of primary and secondary data collection from private vendors like @Google, @Streetlight and @Unacast and from the traffic signal count station at Sunset Boulevard and John Scott Highway in City of Steubenville, Ohio. The study timeline was the month of March, 2020. The report is available at following web link: <https://www.bhjmpc.org/impact-of-covid-19-spread-in-travel-pattern-of-bhj-region/>.

2. Purchase traffic count equipment, hardware, computer hardware and software, etc.

At the end of CY2019, the following inventory of counting units were operational:

- Twelve (12) Diamond Omega 2 channel hose type counters
- Six (6) MH Corbin NC-350 plate type counters
- Two (2) Diamond Omega-G 2 channel hose type counters
- Three (3) Diamond Apollo 4 channel hose type counters
- One (1) Jamar Acoustic Counter
- Two (2) Jamar Manual Turn Counters

In 2019, multiple Diamond Omega 2 channel hose type counters quit working for various reasons and were retired from use.

BHJ purchased two additional MH Corbin NC-350 plate counters (to bring the total to 6).

A software adjustment to each of the plate counters vehicle bin lengths provided 85th percentile data comparable to traffic data collected using the Diamond Omega hose counters. Staff was able to confirm the calibration and data’s accuracy by placing each plate counter alongside a hose counter in the field.

Throughout the year, as needed, BHJ purchased traffic counting supplies such as hoses, nails, chains, and locks.

3. Traffic Count Survey Report 2019

BHJ completed the calendar year 2019 Traffic Count Program Report in March 2020. The report is available at: <https://www.bhjmpc.org/wp-content/uploads/2020/01/2019-Report-first-pages-without-signal-data-for-TAC-Full-Comm.pdf>.

4. *Collect, research and prepare surveillance data such as land use and socio-economic information for ongoing planning activities, evaluation, and publication as needed*

BHJ staff compiled traffic count reports, as well as demographic and employment data by request for local member governments and community organizations in FY 2019. Since BHJ rebuilt its online traffic count interface, the number of requests for traffic count information has diminished.

5. *Collect additional data and demographic information necessary to perform any revisions, additions, or decennial validations of the Travel Demand Model, as well as Long Range Transportation Plan and Transportation Improvement Program updates*

BHJ has processed the annual traffic counting program data collected into a useable format for ODOT's Modeling & Forecast Unit to import into the links in the region's travel demand model for use in model validation.

6610 – LONG RANGE PLANNING

The *Long-Range Transportation Plan* (LRTP) is a twenty-year inventory of the multi-modal transportation projects and programs that meets or exceeds the region's transportation goals and objectives. Further, the LRTP contains a fiscal element that identifies all federal, states, and/or local revenues anticipated through the plan's lifetime to accomplish engineering and implementation of all listed projects. Therefore, the fiscal plan ensures the LRTP does not contain a "wish list" of projects that are not buildable over the lifetime of the plan. Most importantly, before a Metropolitan Planning Organization can adopt any project or program of projects in the TIP, they must first agree to list the project or strategy as part of the *Long-Range Transportation Plan*. Finally, all projects and strategies proposed for inclusion to the LRTP must conform to all applicable federal and state environmental standards.

1. *GIS base mapping updates and maintenance activities*

BHJ collect GIS data for traffic counting, land use planning, public involvement activities, and travel forecast.

BHJ staff continually expands their GIS and Travel Demand Modeling knowledge base through a variety of self-training exercises, help files, and a variety of research sources such as White Papers, internet files, and user magazine articles. BHJ also attends quarterly meetings of the Ohio Travel Demand Modeler User Group (OTDMUG)

2. *Revisions or amendments to the current Long-Range Transportation Plan*

BHJ did not adopt any revisions or amendments to LRTP in FY 2018.

3. *Update the Travel Forecast Model Traffic Analysis Zone (TAZ) Socio-economic independent variables*

Staff completed an update of the TAZ variables and presented a Social-Economic Report to the Policy Committee on January 22, 2020. The presentation included an update of the three-county Environmental Justice Report and Daily Commuter Work Flow Statistics as well as various sets of statistical information regarding regional demographics, economic, and employment trends. The following link is a summary report of the presentation: <https://www.bhjmpc.org/reports/>.

4. *Adopt a Four-Year Update of the Long-Range Transportation Plan*

The BHJ Transportation Study Policy Committee adopted a four-year update of the Long-Range Transportation Plan April 22, 2020. "In consultation with the United States Environmental Protection Agency (EPA) and through coordination with the West Virginia Division of FHWA, we (the Ohio Division of FHWA) find the Transportation Plan conforms to the applicable state implementation plan in accordance with the provisions of the EPA's Transportation Conformity Rule (40 CFR Parts 51 and 93). This determination of conformity is effective July 1, 2020." The Transportation Plan is available at:

<https://www.bhjmpc.org/wp-content/uploads/2020/06/BHJ-2045-Long-Range-Transportation-Plan-Final-Document.pdf>

5. *Public Participation Plan and Public Involvement*

BHJ Executive Director and other responsible staff as assigned, engage the public through traditional media sources (television, newspaper, etc.), public notices published in local newspaper outlets, Facebook®, Twitter®, web site postings, and mail outs to Policy Board and Technical Advisory Committee members.

BHJ contracts with a local vendor, The Ridgefield Group, to host the agency web site. Assigned staff member(s) is responsible for web site updates and keeping up-to-date subpages and narratives.

In September 2019, BHJ launched the Long-Range Plan Update by circulating a Public Opinion Survey. By November 20, 2019, staff reported to the Transportation Study Committee that the public returned 421 surveys, 98 with additional comments. The survey was the basis for the development of five strategies (5) and policy statements that guided the advancement of the four-year Transportation Plan Update. To view a synopsis of the survey results, select the link:

<https://www.bhjmpc.org/transportation-planning/long-range-plan/>

In April 2020, BHJ Started to broadcast Executive and joint Policy Board, Technical Advisory Committee, and Mobility Partnership meetings virtually via the web application GoToMeeting.

6. *Collect and prepare traffic count information at various screenlines and cordon stations as defined by the Travel Demand Model Network*

In Calendar Year 2019 BHI staff obtained traffic counts on External Cordon Line routes heading into and out of southern Jefferson County and at Screenline locations within and around the incorporated areas of Steubenville, Toronto, Weirton, Follansbee, and Wellsburg as defined in Steubenville-Weirton Travel Demand Model and Cycle Year Two of BHI's three-year cycle traffic counting program.

7. *Computer Hardware and Software Maintenance Agreements*

BHI purchased five (5) ESRI® ArcGIS 10.x Software Maintenance Licenses.

625 - ROUTINE SERVICE & PLAN IMPLEMENTATION

Under *Routine Service and Plan Implementation*, BHI in cooperation with federal, state, and local governments makes available technical and administrative support for regional and statewide transportation programs. The work category for Ohio Routine Service is 6251, and for West Virginia Routine Service 6252.

Throughout FY 2020, BHI gathered, disseminated, and distributed pertinent and informative transportation information to organizations, private citizens, and local governments as requested or needed. This included sharing technical assistance to local governments through community meetings and preparation of technical reports to advance regional transportation priorities. Staff also published relevant information through a variety of media such as a quarterly newsletter, an interactive web site, the Facebook® social media, and other sources such as television, radio, and newspaper. Finally, the MPO participates and attends state and regional transportation meetings and forums (Example: OARC Executive Directors & Transportation Committee Meetings, West Virginia MPO Association (WVAMPO), etc.) The COVID-19 Pandemic forced the postponement of these meetings in March and April. Several of these organizations held virtual meetings in May and June.

The following is a representative listing of transportation projects and programs the BHI MPO has engaged in FY 2020:

- Ohio Local Roads Oil and Shale Program - BHI drafted six (6) applications to the program in October 2019. ODOT awarded five (5) applications totaling \$2.2 million of road improvements in Jefferson County, OH. Local governments awarded funding included the Villages of Richmond and Yorkville and the Townships of Smithfield and Steubenville. ODOT did not award one application in Tiltonsville.
- Lovers Lane Road improvements at the intersection of Sunset Boulevard in Steubenville
- Lovers Lane Road Phase III in Steubenville
- Traffic Signal Upgrades and Improvements on State Route 7 (Dean Martin Boulevard) in Steubenville - completed cost estimates and programmed for project development.
- Resurface State Route 43 (Sunset Boulevard) in Steubenville through the Ohio DOT Urban Paving Initiative - completed cost estimates to supplement project subsidized with MPO allocation funds for auxiliary lane markings, crosswalks, and ADA accessible curbs ramps

- Develop a region-wide safety program and identify locations in Brooke/Hancock County, WV and Jefferson County, OH for further study. This includes initiating a Jefferson County sign and guardrail program subsidized with MPO allocation funds.
- Ohio SR 7 & 150 in Rayland, OH; Park and Ride Concept Plan, project construction schedule is Fiscal Year 2020
- Park and Ride Concept Plan adjacent to the intersection of the Wellsburg Bridge (under construction) and Third Street in Brilliant, Wells Township, Jefferson County, OH.
- SR43 Curve Improvement in Amsterdam, OH – Project sold for construction in spring of 2019 and completed in late spring 2020.
- WV SR 2 & 27 in Wellsburg, WV; Intersection
- Birch Dr & Freedom Way; Remove Traffic Signal and construct Intersection improvements
- Extension of Brooke-Pioneer Trail north of Wellsburg to the Panhandle Trail extension in Weirton, WV
- Steubenville Shared Use Path – Pedestrian and bicycle connection to the Steubenville Marina Road from Franklin Avenue across Dean Martin Boulevard. Stage III project design complete and ready for sale in the 3rd Quarter of FY2021.
- Ohio Association of Regional Councils (OARC) Bi-monthly meetings of Executive and Transportation Directors in Columbus, OH
- The Ohio Travel Demand Model User Group (OTDMUG) quarterly meetings in Columbus, OH
- WV Transportation Planning Conference - Cancelled due to COVID-19 Pandemic
- WV MPO Association Quarterly meetings
- ESRI International User Conference San Diego, CA - Cancelled due to COVID-19 Pandemic

674 - MASS TRANSPORTATION PLANNING & PUBLIC TRANSIT COORDINATION

Mass Transportation Planning under the Consolidated Planning Grant provides technical and administrative support to encourage a coordinated approach for publicly funded and privately-owned transportation services operating throughout the Metropolitan Area. These efforts ensure that local providers are maintaining an efficient and effective fixed route and demand response transit system consistent with federal, state, and local regulations without overlapping existing services and making the best use of limited federal, state, and local resources. The work category for Ohio Mass Transit Planning is 6741, and for West Virginia Mass Transit Planning 6742.

In FY2019, BHJ with the assistance of the Ohio Mid-Eastern Governments Association (OMEGA), a Regional Transportation Organization (RTPO) covering ten Appalachian counties in eastern Ohio, created a Jefferson County Regional Coordination Plan for Public Transit/Human Services. The plan recommended that BHJ initiate a three-county two-state transportation coordination committee. In March 2019, the BHJ Policy Board adopted changes to its bylaws establishing The Mobility Partnership for Human Services. The committee is comprised of public transit operators, human service transportation providers, for-profit/non-profit social service and health care agencies, local government stakeholders, and interested citizens.

In January 2020, the committee directed BHJ staff to create an 18-month Mobility Management Program for the BHJ transportation service area. The approach is to conduct an 18-month Pilot Project to assess public and institutional support to sustain such a program beyond the 18-month

trial period. During the 18-month period, the Mobility Manager will create policies and guidelines that focuses on a diversity of travel options and modes that reach out to a wide-range of transportation services beyond traditional transit systems built on regional service coverage. Challenges to complete the study include public involvement and consensus, as well as building local financial and public support to sustain the program past the 18-month pilot trial period. BHJ proposes that one hundred percent (100%) of project cost be set aside from available STP (4TA7) funds in BHJ's MPO Large City Allocation using available toll-revenue credits in lieu of local match.

In April 2020, a Mobility Management sub-committee met virtually to discuss and finalize the management program strategies such as product timelines, manager responsibilities and milestone benchmarks. The committee adopted the Mobility Manager's Work responsibilities in May 2020. BHJ received program approval in July 2020 and began solicitation for qualified candidates shortly thereafter.

6640 - RIDESHARE COMMUTER SERVICES – THE COMMUTEINFOSM PROGRAM

CommuteInfo[®] is a coordinated partnership of transportation management agencies and providers, as well as businesses and non-profit service organizations throughout Southwestern Pennsylvania and the Weirton-Steubenville, WV-OH Metropolitan Area, specifically the BHJMPO. The partnership provides commuter information and services for persons who desire commuter travel alternatives to driving alone to their jobs and/or school primarily into Southwestern Pennsylvania. The goal is for commuters living, working, or attending school within the 10-county *CommuteInfo*sm area to choose ridesharing at least twice a week by providing viable options, incentives, and encouragement. The service is an integral part of The Mobility Partnership for Human Services Committee meeting discussions.

Through March 2020, BHJMPO promoted the “*Share the Ride*” and “*Own Your Commute*” campaign by purchasing ten individual outdoor billboard locations, television advertising through WTOV-9, a Steubenville, OH-Wheeling, WV television station, and radio commercial broadcasts aired on Forever Media Inc. - Willie 103.5, a Steubenville, OH radio station popular with morning and evening commuters. In late March, the COVID-19 pandemic halted the rideshare program. As a result, Forever Media, Inc and *CommuteInfo*[®] were unable to co-sponsor the planned Live Action Broadcast that annually promoted share-the-ride options for BHJ resident commuters. In June, BHJ and *CommuteInfo*[®] started to re-evaluated the rideshare commuter services program for Fiscal Year 2021 as health experts in Ohio, Pennsylvania, and West Virginia started to ease travel and business restrictions in each of those states.

SELECTED ABBREVIATIONS & ACRONYMS

AASHTO – American Association of State Highway and Transportation Officials

BHJ or BHJ MPC – Brooke-Hancock-Jefferson Metropolitan Planning Commission

CY - Calendar Year January 1 through December 31

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

FAST Act – Fixing America’s Surface Transportation Act; Federal Transportation Bill passed in 2015 through 2020

FHWA – Federal Highway Administration; Representative FHWA Capital Improvement and Planning Programs

CMAQ – Congestion Management/Air Quality

FEMA – FHWA Disaster Repair

HSIP – Highway Safety Improvement Program

NHI – National Highway Institute

NHS – National Highway System Program

NRT – National Recreational Trail Program

PL – Metropolitan Planning

SPR – State Planning & Research

SRTS – Safe Routes to School

STBG - Surface Transportation Block Grant

STP – Surface Transportation Program

TA – Transportation Alternatives

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

FY – Fiscal Year

FFY – Federal Fiscal Year beginning October 1 and ending September 30

SFY – State Fiscal Year beginning July 1 and ending

HPMS – Highway Performance Monitoring System

LRTP – Long Range Transportation Plan

MPO – Metropolitan Planning Organization

OARC – Ohio Association of Regional Councils

ODOT – Ohio Department of Transportation

Ohio LTAP – Ohio Local Technical Assistance Program

PID – Ohio Project Identification Number

RAMP – Regional Access Mobility Partnership

SPC – Southwest Pennsylvania Commission, BHJ’s adjacent MPO for the Pittsburgh area

SPN – West Virginia State Project Number

STIP – Statewide Transportation Improvement Program

SVRTA – Steel Valley Regional Transit Authority

TAC – BHJ Transportation Study Technical Advisory Committee

3C – Continual, Comprehensive, and Coordinated Planning process

TIMS – ODOT’s Transportation Information Management System

TIP – Transportation Improvement Program in a Metropolitan Planning Area

TRIP – West Virginia Transportation Renovation/Improvement Program

USBR – United States Bike Route, a nationwide system of bike routes developed by AASHTO and Adventure Cycling Association

USEPA – United States Environmental Protection Agency

WVAMPO – West Virginia Association of Metropolitan Planning Organizations

WVDOH – West Virginia Division of Highways

WVDOT – West Virginia Department of Transportation

WVLTAP – West Virginia Local Technical Assistance Program

WTC – Weirton Transit Corporation

FINANCIAL REPORTS

Table 5 - 4

FY 2020 BUDGET DETAIL BY TRANSPORTATION SUB-CATEGORY & FUNDING SOURCE

Fringe 72.35%
 Indirect 89.27%

Category		TOTAL	FHWA-OH	ODOT	FHWA-WV	WVDOT	LOCAL	OHIO STP	OHIO RIDESHARE	ACTUAL THRU 6/30/2020	(OVER) UNDER BUDGET	PERCENT EXPENDED
			44.81%	5.60%	35.19%	4.40%	10.00%	100.00%	100.00%			
6601	Short Range Element											
	Direct Labor	\$21,500.00	\$ 9,634	\$ 1,204	7,566	\$ 946	\$ 2,150			\$ 23,144.27	\$ (1,644.27)	108%
	Fringe	\$15,554.73	\$ 6,970	\$ 871	5,474	\$ 684	\$ 1,555			\$ 16,258.85	\$ (704.12)	105%
	Indirect	\$19,192.74	\$ 8,600	\$ 1,075	6,754	\$ 844	\$ 1,919			\$ 20,160.97	\$ (968.23)	105%
	Other Direct	\$2,100.00	\$ 941	\$ 118	739	\$ 92	\$ 210			\$ 1,347.98	\$ 752.02	64%
	SUBTOTAL	\$58,347.47	\$ 26,145	\$ 3,267	20,532	\$ 2,567	\$ 5,835			\$ 60,912.07	\$ (2,564.60)	104%
6602	TIP											
	Direct Labor	\$6,539.12	\$ 2,930	\$ 366	2,301	\$ 288	\$ 654			\$ 6,834.86	\$ (295.74)	105%
	Fringe	\$4,730.89	\$ 2,120	\$ 265	1,665	\$ 208	\$ 473			\$ 4,801.49	\$ (70.60)	101%
	Indirect	\$5,837.38	\$ 2,616	\$ 327	2,054	\$ 257	\$ 584			\$ 5,953.85	\$ (116.47)	102%
	Other Direct	\$3,077.65	\$ 1,379	\$ 172	1,083	\$ 135	\$ 308			\$ 1,787.35	\$ 1,290.30	58%
	SUBTOTAL	\$20,185.04	\$ 9,045	\$ 1,130	7,103	\$ 888	\$ 2,019			\$ 19,377.55	\$ 807.49	96%
6605	Surveillance											
	Direct Labor	\$44,946.40	\$ 20,140	\$ 2,517	15,817	\$ 1,978	\$ 4,495			\$ 39,765.29	\$ 5,181.11	88%
	Fringe	\$32,517.63	\$ 14,571	\$ 1,821	11,443	\$ 1,431	\$ 3,252			\$ 27,935.12	\$ 4,582.51	86%
	Indirect	\$40,123.00	\$ 17,979	\$ 2,247	14,119	\$ 1,765	\$ 4,012			\$ 34,639.54	\$ 5,483.46	86%
	Other Direct	\$7,500.00	\$ 3,361	\$ 420	2,639	\$ 330	\$ 750			\$ 3,339.44	\$ 4,160.56	45%
	SUBTOTAL	\$125,087.03	\$ 56,051	\$ 7,005	44,018	\$ 5,504	\$ 12,509			\$ 105,679.39	\$ 19,407.64	84%
6610	Long Range Element											
	Direct Labor	\$23,736.00	\$ 10,636	\$ 1,329	8,353	\$ 1,044	\$ 2,374			\$ 24,349.51	\$ (613.51)	103%
	Fringe	\$17,172.42	\$ 7,695	\$ 962	6,043	\$ 756	\$ 1,717			\$ 17,105.53	\$ 66.89	100%
	Indirect	\$21,188.78	\$ 9,495	\$ 1,187	7,456	\$ 932	\$ 2,119			\$ 21,210.86	\$ (22.08)	100%
	Other Direct	\$6,104.00	\$ 2,735	\$ 342	2,148	\$ 269	\$ 610			\$ 4,194.17	\$ 1,909.83	69%
	SUBTOTAL	\$68,201.20	\$ 30,561	\$ 3,819	24,000	\$ 3,001	\$ 6,820			\$ 66,860.07	\$ 1,341.13	98%
6251	Service Ohio											
	Direct Labor	\$16,295.03	\$ 13,036	\$ 1,630			\$ 1,630			\$ 18,506.63	\$ (2,211.60)	114%
	Fringe	\$11,789.06	\$ 9,431	\$ 1,179			\$ 1,179			\$ 13,000.91	\$ (1,211.85)	110%
	Indirect	\$14,546.34	\$ 11,637	\$ 1,455			\$ 1,455			\$ 16,121.13	\$ (1,574.79)	111%
	Other Direct	\$29,720.00	\$ 23,776	\$ 2,972			\$ 2,972			\$ 10,223.91	\$ 19,496.09	34%
	SUBTOTAL	\$72,350.43	\$ 57,880	\$ 7,235			\$ 7,235			\$ 57,852.58	\$ 14,497.85	80%
6251 C/O	Service Ohio											
	Direct Labor	\$4,249.32	\$ 3,399	\$ 425			\$ 425			\$ 4,248.36	\$ 0.96	100%
	Fringe	\$3,074.28	\$ 2,459	\$ 307			\$ 307			\$ 2,984.47	\$ 89.81	97%
	Indirect	\$3,793.31	\$ 3,035	\$ 379			\$ 379			\$ 3,700.75	\$ 92.56	98%
	Other Direct	\$13,883.09	\$ 11,106	\$ 1,388			\$ 1,388			\$ 1,471.14	\$ 12,411.95	11%
	SUBTOTAL	\$25,000.00	\$ 20,000	\$ 2,500			\$ 2,500			\$ 12,404.72	\$ 12,595.28	50%
6251 STP	Service Ohio											
	Direct Labor	\$8,175.71						\$ 8,176		\$ 8,183.50	\$ (7.79)	100%
	Fringe	\$5,914.93						\$ 5,915		\$ 5,748.91	\$ 166.02	97%
	Indirect	\$7,298.34						\$ 7,298		\$ 7,128.65	\$ 169.69	98%
	Other Direct	\$3,611.02						\$ 3,611		\$ 2,890.72	\$ 720.30	80%
	SUBTOTAL	\$25,000.00						\$ 25,000		\$ 23,951.78	\$ 1,048.22	96%

Table 5 - 4

FY 2020 BUDGET DETAIL BY TRANSPORTATION SUB-CATEGORY & FUNDING SOURCE

Fringe 72.35%
Indirect 89.27%

Category		TOTAL	FHWA-OH	ODOT	FHWA-WV	WVDOT	LOCAL	OHIO STP	OHIO RIDESHARE	ACTUAL THRU 6/30/2020	(OVER) UNDER BUDGET	PERCENT EXPENDED
			44.81%	5.60%	35.19%	4.40%	10.00%	100.00%	100.00%			
6252	Service WV											
	Direct Labor	\$14,310.00			11,448	\$ 1,431	\$ 1,431			\$ 13,268.41	\$ 1,041.59	93%
	Fringe	\$10,352.94			8,282	\$ 1,035	\$ 1,035			\$ 9,321.05	\$ 1,031.89	90%
	Indirect	\$12,774.33			10,219	\$ 1,277	\$ 1,277			\$ 11,558.11	\$ 1,216.22	90%
	Other Direct	\$9,420.94			7,537	\$ 942	\$ 942			\$ 7,830.78	\$ 1,590.16	83%
	SUBTOTAL	\$46,858.21			37,487	\$ 4,686	\$ 4,686			\$ 41,978.35	\$ 4,879.86	90%
6741	Mass Transpt Planning											
	Direct Labor	\$10,490.00	\$ 8,392	\$ 1,049			\$ 1,049			\$ 7,433.02	\$ 3,056.98	71%
	Fringe	\$7,589.26	\$ 6,071	\$ 759			\$ 759			\$ 5,221.70	\$ 2,367.56	69%
	Indirect	\$9,364.27	\$ 7,491	\$ 936			\$ 936			\$ 6,474.91	\$ 2,889.36	69%
	Other Direct	\$680.00	\$ 544	\$ 68			\$ 68			\$ 55.51	\$ 624.49	8%
	SUBTOTAL	\$28,123.53	\$ 22,499	\$ 2,812			\$ 2,812			\$ 19,185.14	\$ 8,938.39	68%
6742	Mass Transpt Planning											
	Direct Labor	\$2,817.58			2,254	\$ 282	\$ 282			\$ 3,486.02	\$ (668.44)	124%
	Fringe	\$2,038.45			1,631	\$ 204	\$ 204			\$ 2,448.93	\$ (410.48)	120%
	Indirect	\$2,515.21			2,012	\$ 252	\$ 252			\$ 3,036.67	\$ (521.46)	121%
	Other Direct	\$200.00			160	\$ 20	\$ 20			\$ 23.50	\$ 176.50	12%
	SUBTOTAL	\$7,571.24			6,057	\$ 757	\$ 757			\$ 8,995.12	\$ (1,423.88)	119%
6640	Rideshare Green Project											
	Direct Labor	\$1,414.84							\$ 1,415	\$ 705.68	\$ 709.16	50%
	Fringe	\$1,023.60							\$ 1,024	\$ 495.74	\$ 527.86	48%
	Indirect	\$1,263.01							\$ 1,263	\$ 614.72	\$ 648.29	49%
	Other Direct	\$86,298.55							\$ 86,299	\$ 82,128.66	\$ 4,169.89	95%
	SUBTOTAL	\$90,000.00							\$ 90,000	\$ 83,944.80	\$ 6,055.20	93%
CATEGORY TOTAL												
	Direct Labor	\$154,474.00	\$68,168.39	\$8,519.84	\$47,738.37	\$5,968.50	\$14,488.35	\$8,175.71	\$1,414.84	\$149,925.55	\$ 4,548.45	97%
	Fringe	\$111,758.19	\$49,318.18	\$6,163.90	\$34,537.55	\$4,318.07	\$10,481.97	\$5,914.93	\$1,023.60	\$105,322.70	\$ 6,435.49	94%
	Indirect	\$137,896.70	\$60,852.94	\$7,605.54	\$42,615.35	\$5,328.00	\$12,933.54	\$7,298.34	\$1,263.01	\$130,600.16	\$ 7,296.54	95%
	Other Direct	\$162,595.25	\$43,842.53	\$5,480.08	\$14,306.01	\$1,788.49	\$7,268.57	\$3,611.02	\$86,298.55	\$115,293.16	\$ 47,302.09	71%
	TOTAL	\$566,724.14	\$ 222,182	\$ 27,769	\$ 139,197	\$ 17,403	\$ 45,172	\$ 25,000	\$ 90,000	\$501,141.57	\$ 65,582.57	88%

BHJ METROPOLITAN PLANNING COMMISSION
DISTRIBUTION OF COSTS CLAIMED / CURRENT PERIOD COST REPORT

ANNUAL TOTALS

FY 2020

FY 2020 YEAR-END RECONCILIATION

PID # 109386 - CONSOLIDATED PLANNING GRANT

Category	Cost Category	OH Federal	OH State	OH Local	WV Federal	WV State	WV Local	OH Federal FTA	OH State FTA	OH Local FTA	WV Federal FTA	WV State FTA	WV Local FTA	GRAND
		FHWA	FHWA	FHWA	FHWA	FHWA	FHWA				FTA	FTA	FTA	
		0.00%	44.81%	5.60%	5.60%	35.19%	4.40%	4.40%	80.00%	10.00%	10.00%	80.00%	10.00%	100.00%
SHORT RANGE PLAN														
6601	Direct Labor	10,370.95	1,296.08	1,296.08	8,144.47	1,018.35	1,018.35	-	-	-	-	-	-	23,144.27
70.25%	Fringe Benefits	7,285.59	910.50	910.50	5,721.49	715.39	715.39	-	-	-	-	-	-	16,258.85
87.11%	Indirect	9,034.13	1,129.01	1,129.01	7,094.65	887.08	887.08	-	-	-	-	-	-	20,160.97
	Other Direct	604.03	75.49	75.49	474.35	59.31	59.31	-	-	-	-	-	-	1,347.98
	Total	27,294.70	3,411.08	3,411.08	21,434.96	2,680.13	2,680.13	-	-	-	-	-	-	60,912.07
TIP														
6602	Direct Labor	3,062.70	382.75	382.75	2,405.19	300.73	300.73	-	-	-	-	-	-	6,834.86
70.25%	Fringe Benefits	2,151.55	268.88	268.88	1,689.64	211.27	211.27	-	-	-	-	-	-	4,801.49
87.11%	Indirect	2,667.92	333.42	333.42	2,095.16	261.97	261.97	-	-	-	-	-	-	5,953.85
	Other Direct	800.91	100.09	100.09	628.97	78.64	78.64	-	-	-	-	-	-	1,787.35
	Total	8,683.08	1,085.14	1,085.14	6,818.96	852.61	852.61	-	-	-	-	-	-	19,377.55
SURVEILLANCE														
6605	Direct Labor	17,818.83	2,226.86	2,226.86	13,993.41	1,749.67	1,749.67	-	-	-	-	-	-	39,765.29
70.25%	Fringe Benefits	12,517.73	1,564.37	1,564.37	9,830.37	1,229.15	1,229.15	-	-	-	-	-	-	27,935.12
87.11%	Indirect	15,521.98	1,939.81	1,939.81	12,189.65	1,524.14	1,524.14	-	-	-	-	-	-	34,639.54
	Other Direct	1,496.40	187.01	187.01	1,175.15	146.94	146.94	-	-	-	-	-	-	3,339.44
	Total	47,354.93	5,918.05	5,918.05	37,188.58	4,649.89	4,649.89	-	-	-	-	-	-	105,679.39
LONG RANGE PLAN														
6610	Direct Labor	10,911.02	1,363.57	1,363.57	8,568.59	1,071.38	1,071.38	-	-	-	-	-	-	24,349.51
70.25%	Fringe Benefits	7,664.99	957.91	957.91	6,019.44	752.64	752.64	-	-	-	-	-	-	17,105.53
87.11%	Indirect	9,504.59	1,187.81	1,187.81	7,464.10	933.28	933.28	-	-	-	-	-	-	21,210.86
	Other Direct	1,879.41	234.87	234.87	1,475.93	184.54	184.54	-	-	-	-	-	-	4,194.17
	Total	29,960.00	3,744.16	3,744.16	23,528.06	2,941.84	2,941.84	-	-	-	-	-	-	66,860.07

B H J METROPOLITAN PLANNING COMMISSION
DISTRIBUTION OF COSTS CLAIMED / CURRENT PERIOD COST REPORT
 ANNUAL TOTALS
 FY 2020

PID # 109386 - CONSOLIDATED PLANNING GRANT

Category	Cost Category	OH Federal	OH State	OH Local	WV Federal	WV State	WV Local	OH Federal FTA	OH State FTA	OH Local FTA	WV Federal FTA	WV State FTA	WV Local FTA	GRAND	
		FHWA	FHWA	FHWA	FHWA	FHWA	FHWA	FHWA	FTA	FTA	FTA	FTA	FTA	FTA	TOTAL
		44.81%	5.60%	5.60%	35.19%	4.40%	4.40%	80.00%	10.00%	10.00%	80.00%	10.00%	10.00%	100.00%	
FHWA - OH															
6251	Direct Labor	14,805.30	1,850.66	1,850.66	-	-	-	-	-	-	-	-	-	18,506.63	
70.25%	Fringe Benefits	10,400.73	1,300.09	1,300.09	-	-	-	-	-	-	-	-	-	13,000.91	
87.11%	Indirect	12,896.90	1,612.11	1,612.11	-	-	-	-	-	-	-	-	-	16,121.13	
	Other Direct	8,179.13	1,022.39	1,022.39	-	-	-	-	-	-	-	-	-	10,223.91	
	Total	46,282.06	5,785.26	5,785.26	-	-	-	-	-	-	-	-	-	57,852.58	
FHWA - WV															
6252	Direct Labor	-	-	-	10,614.73	1,326.84	1,326.84	-	-	-	-	-	-	13,268.41	
70.25%	Fringe Benefits	-	-	-	7,456.84	932.11	932.11	-	-	-	-	-	-	9,321.05	
87.11%	Indirect	-	-	-	9,246.49	1,155.81	1,155.81	-	-	-	-	-	-	11,558.11	
	Other Direct	-	-	-	6,264.62	783.08	783.08	-	-	-	-	-	-	7,830.78	
	Total	-	-	-	33,582.68	4,197.84	4,197.84	-	-	-	-	-	-	41,978.35	
FTA SECTION 8 - OH															
6741	Direct Labor	-	-	-	-	-	-	5,946.42	743.30	743.30	-	-	-	7,433.02	
70.25%	Fringe Benefits	-	-	-	-	-	-	4,177.36	522.17	522.17	-	-	-	5,221.70	
87.11%	Indirect	-	-	-	-	-	-	5,179.93	647.49	647.49	-	-	-	6,474.91	
	Other Direct	-	-	-	-	-	-	44.41	5.55	5.55	-	-	-	55.51	
	Total	-	-	-	-	-	-	15,348.11	1,918.51	1,918.51	-	-	-	19,185.14	
FTA SECTION 8 - WV															
6742	Direct Labor	-	-	-	-	-	-	-	-	-	2,788.82	348.60	348.60	3,486.02	
70.25%	Fringe Benefits	-	-	-	-	-	-	-	-	-	1,959.14	244.89	244.89	2,448.93	
87.11%	Indirect	-	-	-	-	-	-	-	-	-	2,429.34	303.67	303.67	3,036.67	
	Other Direct	-	-	-	-	-	-	-	-	-	18.80	2.35	2.35	23.50	
	Total	-	-	-	-	-	-	-	-	-	7,196.10	899.51	899.51	8,995.12	
ANNUAL TOTALS															
TOTAL	Direct Labor	56,968.79	7,119.92	7,119.92	43,726.38	5,466.97	5,466.97	5,946.42	743.30	743.30	2,788.82	348.60	348.60	136,788.01	
70.25%	Fringe Benefits	40,020.58	5,001.75	5,001.75	30,717.78	3,840.55	3,840.55	4,177.36	522.17	522.17	1,959.14	244.89	244.89	96,093.58	
87.11%	Indirect	49,625.52	6,202.17	6,202.17	38,090.05	4,762.28	4,762.28	5,179.93	647.49	647.49	2,429.34	303.67	303.67	119,156.04	
	Other Direct	12,959.88	1,619.85	1,619.85	10,019.02	1,252.51	1,252.51	44.41	5.55	5.55	18.80	2.35	2.35	28,802.64	
	Total	159,574.77	19,943.69	19,943.69	122,553.23	15,322.31	15,322.31	15,348.11	1,918.51	1,918.51	7,196.10	899.51	899.51	380,840.27	

NOTE: Base for Indirect Cost Rate is = Direct Labor

	TO BILL OH	OH TOTAL DUE		TO BILL WV	WV TOTAL DUE	TOTAL FED-STATE
\$159,574.77	\$174,922.89	\$196,785.09	\$122,553.23	\$129,749.33	\$145,971.16	\$342,756.24
\$15,348.11			\$7,196.10			
\$19,943.69	\$21,862.20		\$15,322.31	\$16,221.83		
\$1,918.51			\$899.51			
\$19,943.69	\$21,862.20		\$15,322.31	\$16,221.83		
\$1,918.51			\$899.51			
<u>\$218,647.29</u>	<u>\$218,647.29</u>		<u>\$162,192.98</u>	<u>\$162,192.98</u>		<u>GRAND TOTAL</u> \$380,840.27

BHJ METROPOLITAN PLANNING COMMISSION
DISTRIBUTION OF COSTS CLAIMED / CURRENT PERIOD COST REPORT
ANNUAL TOTALS
FY2020 With Approved Revised Budget

PID # 107010 - SFY2020 CONSOLIDATED PLANNING GRANT (CARRYOVER)

Category	Cost Category	Total	OH Federal	OH State	OH Local	Total
			80.00%	10.00%	10.00%	100.00%
PLANNING						
6251	Direct Labor	4,248.36	3,398.69	424.84	424.84	4,248.36
70.25%	Fringe Benefits	2,984.47	2,387.58	298.45	298.45	2,984.47
87.11%	Indirect	3,700.75	2,960.60	370.08	370.08	3,700.75
	Other Direct	1,471.14	1,176.91	147.11	147.11	1,471.14
	Total	12,404.72	9,923.78	1,240.47	1,240.47	12,404.72

ANNUAL TOTALS

TOTAL	Direct Labor	4,248.36	3,398.69	424.84	424.84	4,248.36
70.25%	Fringe Benefits	2,984.47	2,387.58	298.45	298.45	2,984.47
87.11%	Indirect	3,700.75	2,960.60	370.08	370.08	3,700.75
	Other Direct	1,471.14	1,176.91	147.11	147.11	1,471.14
	Total	12,404.72	9,923.78	1,240.47	1,240.47	12,404.72

NOTES: Base for Indirect Cost Rate is = Direct Labor

BHJ METROPOLITAN PLANNING COMMISSION

**ANNUAL TOTALS
FY 2020**

PID # 105079 - SFY2020 OHIO TRANSPORTATION PLANNING - STP

Category	Cost Category	Total	OH Federal	OH State	Fed - State Total	OH Local	Grand Total
			80.00%	10.00%		10.00%	
STP							
6251 STP	Direct Labor	8,183.50	8,183.50	-	8,183.50	-	8,183.50
70.25%	Fringe Benefits	5,748.91	5,748.91	-	5,748.91	-	5,748.91
87.11%	Indirect	7,128.65	7,128.65	-	7,128.65	-	7,128.65
	Other Direct	2,890.72	2,890.72	-	2,890.72	-	2,890.72
	Total	23,951.78	23,951.78	-	23,951.78	-	23,951.78
ANNUAL TOTALS							
TOTAL	Direct Labor	8,183.50	8,183.50	-	8,183.50	-	8,183.50
70.25%	Fringe Benefits	5,748.91	5,748.91	-	5,748.91	-	5,748.91
87.11%	Indirect	7,128.65	7,128.65	-	7,128.65	-	7,128.65
	Other Direct	2,890.72	2,890.72	-	2,890.72	-	2,890.72
	Total	23,951.78	23,951.78	-	23,951.78	-	23,951.78

NOTES: Base for Indirect Cost Rate is = Direct Labor

BHJ METROPOLITAN PLANNING COMMISSION
DISTRIBUTION OF COSTS CLAIMED / CURRENT PERIOD COST REPORT
ANNUAL TOTALS
FY 2020

PID #105073 - BHJ SFY2020 RIDESHARE PROGRAM

Category	Cost Category	OH Federal	OH State	Fed - State Total	OH Local	Grand Total
		80.00%	10.00%		10.00%	
RIDESHARE						
6640	Direct Labor	705.68	-	705.68	-	705.68
70.25%	Fringe Benefits	495.74	-	495.74	-	495.74
87.11%	Indirect	614.72	-	614.72	-	614.72
	Other Direct	82,128.66	-	82,128.66	-	82,128.66
	Total	83,944.80	-	83,944.80	-	83,944.80
ANNUAL TOTALS						
TOTAL	Direct Labor	705.68	-	705.68	-	705.68
70.25%	Fringe Benefits	495.74	-	495.74	-	495.74
87.11%	Indirect	614.72	-	614.72	-	614.72
	Other Direct	82,128.66	-	82,128.66	-	82,128.66
	Total	83,944.80	-	83,944.80	-	83,944.80