

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

ANNUAL PROGRESS & FINANCIAL REPORT
FOR
FISCAL YEAR 2022
JULY 1, 2021 – JUNE 30, 2022

September 2022

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BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY
FISCAL YEAR 2022 OVERALL WORK PROGRAM
ANNUAL PROGRESS & FINANCIAL REPORT
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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 2022 Overall Work Program adopted by the Transportation Study Policy Committee April 21, 2021. 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. The 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, bisected by the upper most reach 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 the Bipartisan Infrastructure Law (BIL) as enacted by the Infrastructure Investment and Jobs Act (IIJA), (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. BHJ is committed to developing public and private partnerships and fostering 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 during State Fiscal Year 2022.

FY 2022 Work Program Areas of Emphasis

Performance Measures

To be consistent with federal transportation legislation, each State Department of Transportation, in BHJ's instance, Ohio and West Virginia, has established annual statewide and Metropolitan Planning Area targets for safety, highway condition, freight performance. BHJ, in turn, has adopted each state's respective safety targets for the Weirton-Steubenville Metropolitan Planning Area. In Fiscal Year 2022, BHJ has continued to:

- coordinate performance management and target setting with ODOT, WVDOT and small-urban public transportation providers,

- integrate performance management into planning and program processes, and
- develop processes to adopt and report performance management activities to ODOT, WVDOT, the BHJ Transportation Policy Committee, and the public.

These activities include traffic data collection in the field with traffic counting equipment and acquisition of StreetLight geospatial datasets, acquiring safety, pavement, and bridge condition datasets through Ohio and West Virginia DOTs.

The BHJ Transportation Study Policy and Technical Advisory committees on November 17, 2021, adopted support of Ohio and West Virginia DOT statewide safety performance measures.

Ohio and West Virginia Statewide Transportation Plans

West Virginia DOT completed its Multi-Modal Statewide Transportation Plan (2050 LRTP) in October 2021. BHJ supported implementing the plan's strategies and actions into the MPO planning process and has assisted the DOT through social media, the availability of elements of the draft plan. BHJ has also participated in Stakeholder, Public Engagement, and Policy & Technical Team meetings.

Both the Ohio DOT and West Virginia DOT initiated statewide freight plans in FY 2022. Ohio DOT hosted an MPO/RTPO presentation of the plan's draft final report in December 2021 while WVDOT initiated development of their statewide Freight Plan in April 2022. WVDOT afforded BHJ and other West Virginia MPOs opportunity to comment on the draft Scope of Work and participate in the planning process. The Ohio DOT completed their statewide freight plan Transport Ohio July 2022.

Title VI, Environmental Justice, and Public Involvement

BHJ, in FY 2022, accomplished its Public Involvement strategies using traditional approaches such as public notices, web site postings and mail outs to Policy Board and Technical Advisory Committee members, but through media interviews on local television, newspaper, and magazine outlets. BHJ also expanded its social media presence through Facebook®, LinkedIn®, and YouTube®.

Due to the ongoing COVID-19 pandemic, BHJ held virtual/in-person hybrid meetings as Ohio and West Virginia further relaxed pandemic restrictions. Board members and the interested public were able to participate in meetings either in-person or remotely using the GoToMeeting™ Video Conference Application.

SUMMARY OF PLANNING ACTIVITIES

The Brooke-Hancock-Jefferson Metropolitan Planning Commission Overall Work Program and Fiscal Year 2021 Budget, Section 3 Category 6000 Transportation Planning, identifies a list of activities the MPO expected to carry out in State Fiscal Year 2021 starting July 1, 2020 and ending June 30, 2021. 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.

BHJ advanced a balanced inter-modal and active transportation network to promotes walking, biking, and the use of public transit services in the three-county area. These projects included:

- City of Steubenville's prime contractor finished construction of the Franklin Avenue Shared Use Path connecting the city's North End Neighborhood Historic District to the Steubenville Marina Road on the banks of the Ohio River, an identified Environmental Justice Target Area. BHJ and the city worked closely with ODOT District 11 and the construction contractor to finance and manage several change orders with funding from BHJ's Ohio Small MPO Allocation Fund.
- Assisted Steubenville City Engineer to secure ODOT funding for a Sunset Boulevard (OH-43) corridor engineering safety study.
- Implemented a Mobility Management Program and met regularly with the Mobility Partnership for Human Services committee to encourage and develop access alternative transportation resources such as shared rides, public transit, and human services transportation for access to such as work, healthcare, and education.

- Reviewed a Notice of Funding Opportunity (NOFO) for the Federal Transit Administration (FTA) Persistent Poverty Program to apply for a planning grant for a proposed Steel Valley Regional Transit Authority (SVRTA) transit route through Toronto, OH. BHJ and SVRTA staff attended a Toronto Council meeting in July 2021 to discuss the proposal. Toronto Council expressed no interest in the proposal at the time. The consensus of council appointed the city Planning & Zoning Director to work with BHJ's Mobility Partnership for Human Services Committee.
- Followed the construction of the park-and-ride facilities in Rayland, Jefferson County, OH at OH-7/151 interchange started in August 2021.

Assisted the City of Steubenville in design review and funding for the Dean Martin Boulevard (OH-7) signal upgrade, replacement, and safety project. The project replaces outdated traffic signal equipment, installation of cameras for traffic detection, and construct mast arms for new signal heads to improve safety and reduce congestion. The project was fast-tracked to construction ahead of a Ohio Department of Transportation (ODOT) District 11 paving project scheduled for sale in Fiscal Year 2023 (July 2023).

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 and West Virginia's Northern Panhandle. BHJ initiated conversation with the USDOT Maritime Administration (MARAD) to seek opportunity to designate the upper Ohio River bordering the three-county area as a Marine Highway Project.

BHJ completed two USDOT grant applications to assist the Frontier Group of Companies (FGC) with construction of industrial access facilities to Weirton Frontier Crossing (former Weirton Steel facilities) in Weirton, WV. Working with FGC representatives, BHJ sponsored a \$10.5 million Consolidated Rail Infrastructure & Safety Improvement (CRISI) proposal to the Federal Rail Administration (FRA) in November 2021. In April 2022, BHJ also sponsored a \$6.0 million on behalf of FGC, to the US Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE). The USDOT did not select either proposal for funding. However, BHJ was successful in secured \$4.0 million in Congressional Direct Spending (CDS) sponsored by West Virginia's federal legislators Rep. David McKinley (WV-1), Sen. Shelley Capito, and Sen. Joe Manchin for FGC's industrial access project.

In calendar years 2021 and 2022, BHJ collected traffic count information on local roadways in Jefferson County, OH for use in Ohio's HPMS. The HPMS is a highway information system that includes data on the extent, condition, performance, use, and operating characteristics of Ohio's highways.

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 Metropolitan TIP is a fiscally constrained listing of all federal-funded and regionally significant transportation-related capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State's Strategic Highway Safety Plan selected for implementation over a four-year period. BHJ develops the Metropolitan TIP in cooperation with the Ohio and West Virginia departments of transportation and the area's two public transit providers; Steel Valley Regional Transit Authority (SVRTA) operating in Steubenville, Wintersville, and Mingo Junction, Ohio and the Weirton Transit Corporation (WTC) in the City of Weirton, WV.

Throughout the fiscal year, the BHJ Transportation Study Policy Committee adopted by resolution, several administrative adjustments, amendments, and revisions to the Metropolitan FY 2021-2024 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 committee adopted these changes on the following dates:

Revision #5 - September 15, 2021

Revision #7 – March 16, 2022

Revision #6 - November 17, 2020

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. ODOT allocates dollars to BHJ for three federal funding programs; 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, request for carryover waivers for future project funding, and tracking cost estimates for engineering studies and construction. Work 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 program budget estimates, funding carryforward reports, and a summary of outstanding project estimates, information based on a variety of *ELLIS* queries.

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. During the ongoing COVID-19

pandemic, BHJ Policy Committee members, state and federal representatives, and interested persons were able participate in committee meetings both in-person and remote.

Each fiscal year, BHJ documents an Annual Listing of Obligated Projects list of transportation projects and programs selected by project sponsors such as ODOT, WVDOTs and eligible local governments throughout the preceding fiscal year. Project sponsors use the obligated federal funds for planning, engineering, and/or constructing highway and bridge projects, and public transit services, as well as pedestrian walkways and bicycle facilities. BHJ publicly advertised by Public Notice in two local newspapers, posted an electronic version on the BHJ MPC web site, and presented the *FY 2021 Annual Listing of Federal Obligations* to the BHJ Transportation Study Policy Committee in November 2021.

April 20, 2022, the Brooke-Hancock-Jefferson Transportation Study Policy Committee adopted a self-certification resolution confirming, in consideration of the federal requirements and to the degree appropriate for the size of the BHJ planning area and the complexity of its transportation problems that the BHJ MPO carries out the Urban Transportation Planning Process in conformance with all applicable federal requirements.

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.

In calendar year 2021, 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 data needed to assist in the overall planning process or a specific study request by a member government. 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 2021 are for program Cycle Year One (1) which is generally a repeat of locations obtained in 2006, 2009, 2012, 2015, and 2018. This completes the fifteenth (15th) year of the traffic counting program. BHJ completed the Calendar Year 2021 Traffic Count Program Report in March 2022. Traffic counts collected for this report are located on the world wide web at <https://www.bhjmpc.org/data-and-maps/traffic-counts/>.

Year 1 traffic counts are generally located inside the Steubenville, OH Central Business District, selected rural sites in Jefferson County, OH, and locations in Hancock County, WV north of Weirton, WV. Traffic count stations collected during Cycle Year 3 include various locations in and around the incorporated areas of Steubenville, Wintersville, Richmond, and Bloomingdale as well as rural county routes to the north of U.S. 22. In West Virginia, many of the traffic count stations collected were in Brooke County in the urbanized areas of Weirton, Follansbee, Wellsburg, and Beech Bottom along State Route 2. BHJ also collected traffic count in the Hancock County portion

of the City of Weirton. In some instances, BHJ added or removed various traffic count locations count due to changing traffic or in areas where counts better represent the traffic more accurately.

As in previous years, BHJ continues to collect 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

At the end of 2021, the following inventory of counting units were operational.

- Nine (9) Diamond Omega 2 channel hose type counters
- Two (2) Diamond Road Runner 3 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

Plate type counters work well where data from a specific lane is desired. BHJ has used Plate Counter units at large intersections to count right turning traffic by placing the unit out of the through travel lanes in the corner radius area. The units are also useful on four lane streets and highspeed roadways. Compared to hose counters, technicians can more easily deploy and retrieve a Plate Counter in the field. Because they are also smaller in size, transporting the Plate Counters is less cumbersome. However, plate counters are more susceptible to theft and damage if they come loose from the pavement.

6610 – LONG RANGE PLANNING

The *Long-Range Transportation Plan* (LRTP) is, at a minimum, a twenty-year inventory of transport projects and programs that meets or exceeds the region's multi-modal transportation goals and objectives. The LRTP contains a fiscal element that identifies the estimated cost of each project as well as anticipated federal, states, local revenues to fund planning, engineering, right of way, and construction costs of each project. 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, the Transportation Study Policy Committee must adopt each project or program of projects into the *Long-Range Transportation Plan*. Furthermore, Codified Federal Rules require that all projects and strategies included in the LRTP conform to all applicable federal and state environmental standards.

Long-range transportation activities include the collection Geographic Information System (GIS) data such as traffic counting and land use planning forecasting for use in the BHJ Travel Demand Forecast Model. BHJ staff is continually expanding and updating their GIS database files through a variety of resources such as the U.S. Census American Community Survey, Ohio DOT Transportation Information Mapping System (TIMS), Ohio Geographically Referenced Information Program (OGRIP), West Virginia DOT's Open Data Portal, Brooke and Hancock counties Assessor Office, Jefferson County Auditor Office and a vast array other federal, state, and private company resources.

In FY2022, BHJ renewed five (5) ESRI® ArcGIS 10.x Software Maintenance Licenses.

GIS databases are an essential element to Travel Demand Modeling and Forecasting process. BHJ staff expands their transportation modeling and forecasting knowledge base through a variety of self-training exercises, webinars, white papers, user blogs, and magazine articles. BHJ also takes part with the Ohio Travel Demand Modeler User Group (OTDMUG).

The BHJ Transportation Study Policy Committee adopted a four-year update of the *FY 2045 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>

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®, LinkedIn®, 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 members are responsible for web site updates and keeping subpages and narratives up-to-date.

625 - ROUTINE SERVICE & PLAN IMPLEMENTATION

Under *Routine Service and Plan Implementation*, BHJ 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 FY2022, BHJ has 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 these organizations to convene virtual meetings through Fiscal Year 2021.

The following is a representative listing of transportation projects and programs the BHJMPo has engaged in FY 2022:

- Ohio Local Roads Oil and Shale Program - BHJ drafted one (1) application to the program in October 2021 for the Village of Adena (resurfacing South Bridge Street). ODOT awarded \$500,000. BHJ considered three (3) additional proposals: Tiltonsville Farm Lane & Walden Avenue, Mount Pleasant SR150 curve realignment, and Amsterdam SR43 curve realignment. ODOT disqualified all three projects due to right of way acquisition issues.
- Lovers Lane Road Phase III in Steubenville Stage II plans complete with right of way design; widen Lovers Lane Road from the roundabout at Fort Steuben Drive to Princeton Avenue south of Sunset Boulevard (OH-43). For construction BHJ programmed MPO STBG (4TA7) allocation \$1,774,192.00 TEA (4TC7) allocation \$146, 597.00 for walkway and stormwater retention. For Engineering Design and Right of Way Services BHJ programmed MPO STBG (4TA7) allocation \$123,044.00. MPO STBG (4TA7) allocation encumbered \$200,236.00 for Environmental Work & Preliminary Design.
- Traffic Signal Upgrades and Improvements on State Route 7 (Dean Martin Boulevard) in Steubenville - completed cost estimates and programmed for project development. City contracted with GPD Group for project design. BHJ programmed a portion of the STBG (4TA7) allocation \$179,725.00 for engineering and ODOT approved BHJ's a request to use CMAQ (4TB7) allocations \$1,364,872.00 to construct the project. Project awarded in June 2022.
- 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. MPO STBG allocation estimated \$419,282.00. Project awarded in July 2022.
- Park & Ride Lot Concept Plan adjacent to the intersection of the Wellsburg Bridge (under construction) and Third Street in Brilliant, Wells Township, Jefferson County, OH. MPO CMAQ allocation estimated \$203,400.00.
- WV SR 2 & 27 in Wellsburg, WV; Intersection improvements.
- Extension of Brooke-Pioneer Trail north of Wellsburg to the Panhandle Trail extension in Weirton, WV; WVDOH contracted with HDR Inc to complete a preliminary engineering design (October 2020) for an approximate 1.0-mile linear study area along WV-2 starting at 30th Street Wellsburg north to Bruin Drive. Conceptual cost estimate of \$1,342,000.
- WV-2 Improvements New Cumberland, WV – Project design, right of way, environmental impact discussions with WVDOH, Hancock County Commission, and City Council regarding the preferred Alternative 4 alignment identified in the Environmental Assessment report issued August 2019.
- Steubenville Shared Use Path – Pedestrian and bicycle connection to the Steubenville Marina Road from Franklin Avenue across Dean Martin Boulevard completed in Spring 2022. Assist city with project change orders due to change in project design to keep all work off NS Railway properties. Project funded with a combination of MPO TEA (4TC7) and STBG (4TA7) allocations. Allocations encumbered \$611,428.00.
- Ohio Association of Regional Councils (OARC) Bi-monthly meetings of Executive and Transportation Directors in Columbus, OH both virtual.
- The Ohio Travel Demand Model User Group (OTDMUG) quarterly meetings virtual
- WV MPO Association Quarterly meetings virtual.

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.

BHJ provided technical review and support for two FTA §5310 Program applications submitted to the West Virginia Division of Public Transit. No qualified Ohio entity submitted an application.

In Fiscal Year 2022, BHJ participated in regularly scheduled Steel Valley Regional Transit Authority (SVRTA) and the Weirton Transit Corporation (WTC) as an *Ex Officio* member of each Board of Trustees. Staff provided both transit service agencies with technical and administrative assistance to help meet their respective performance targets for their Transit Asset Management and Public Transportation Safety programs.

In 2022, SVRTA initiated a major overhaul of their transit routing and scheduling. BHJ provided technical support through GIS mapping of current and new routing as well as review and comment to proposed scheduling changes, signage, and public involvement.

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 2022 BUDGET DETAIL BY TRANSPORTATION SUB-CATEGORY & FUNDING SOURCE

Fringe66.30%

Indirect85.19%

PERCENT S/B
100.00000

		TOTAL		PID #114262		AGREEMENT # OL 603				PID #11606		OHIO MOBILITY		OHIO MOBILITY		OHIO STP		OH RIDESHARE		ACTUAL		(OVER)		PERCENT			
				FHWA-OH		ODOT		FHWA-WV		WVDOT		LOCAL		FHWA-OH		ODOT (C/O)		PID #11477		PID # 111472		THRU		UNDER		EXPENDED	
				44.81%		5.60%		35.19%		4.40%		10.00%		44.81%		5.60%		100.00%		100.00%		6/30/2022		BUDGET			
Category	6601	Short Range Element																									
		Direct Labor	\$12,000.00	\$	5,377	\$	672		4,223	\$	528	\$	1,200									\$	10,907.57	\$	1,092.43		91%
		Fringe	\$7,955.52	\$	3,565	\$	446		2,800	\$	350	\$	796									\$	7,435.69	\$	519.83		93%
		Indirect	\$10,222.68	\$	4,581	\$	572		3,597	\$	450	\$	1,022									\$	8,055.24	\$	2,187.44		79%
		Other Direct	\$2,000.00	\$	896	\$	112		704	\$	88	\$	200									\$	42.75	\$	1,957.25		2%
		SUBTOTAL	\$32,178.21	\$	14,419	\$	1,802		11,324	\$	1,416	\$	3,218									\$	26,441.25	\$	5,736.96		82%
	6602	TIP																									
		Direct Labor	\$9,200.00	\$	4,123	\$	515		3,237	\$	405	\$	920									\$	10,752.72	\$	(1,552.72)		117%
		Fringe	\$6,099.24	\$	2,733	\$	342		2,146	\$	268	\$	610									\$	7,330.13	\$	(1,230.89)		120%
		Indirect	\$7,837.39	\$	3,512	\$	439		2,758	\$	345	\$	784									\$	7,940.88	\$	(103.48)		101%
		Other Direct	\$2,000.00	\$	896	\$	112		704	\$	88	\$	200									\$	719.01	\$	1,280.98		36%
		SUBTOTAL	\$25,136.63	\$	11,264	\$	1,408		8,846	\$	1,106	\$	2,514									\$	26,742.74	\$	(1,606.11)		106%
	6605	Surveillance																									
		Direct Labor	\$25,000.00	\$	11,203	\$	1,400		8,798	\$	1,100	\$	2,500									\$	26,456.35	\$	(1,456.35)		106%
		Fringe	\$16,574.01	\$	7,427	\$	928		5,832	\$	729	\$	1,657									\$	18,035.29	\$	(1,461.28)		109%
		Indirect	\$21,297.26	\$	9,543	\$	1,193		7,495	\$	937	\$	2,130									\$	19,538.01	\$	1,759.25		92%
		Other Direct	\$16,681.00	\$	7,475	\$	934		5,870	\$	734	\$	1,668									\$	10,696.03	\$	5,984.97		64%
		SUBTOTAL	\$79,562.27	\$	35,647	\$	4,455		27,994	\$	3,500	\$	7,955									\$	74,725.68	\$	4,826.59		94%
	6610	Long Range Element																									
		Direct Labor	\$13,500.00	\$	6,049	\$	756		4,751	\$	594	\$	1,350									\$	12,408.33	\$	1,091.67		92%
		Fringe	\$8,949.96	\$	4,010	\$	501		3,149	\$	394	\$	895									\$	8,458.76	\$	491.20		95%
		Indirect	\$11,500.52	\$	5,153	\$	644		4,047	\$	506	\$	1,150									\$	9,163.55	\$	2,336.97		80%
		Other Direct	\$2,000.00	\$	896	\$	112		704	\$	88	\$	200									\$	42.47	\$	1,957.53		2%
		SUBTOTAL	\$35,950.48	\$	16,109	\$	2,013		12,651	\$	1,582	\$	3,595									\$	30,073.11	\$	5,877.37		84%
	6251	Service Ohio																									
		Direct Labor	\$33,332.07	\$	26,666	\$	3,333					\$	3,333									\$	34,330.90	\$	(998.83)		103%
		Fringe	\$22,097.84	\$	17,678	\$	2,210					\$	2,210									\$	23,403.37	\$	(1,305.53)		106%
		Indirect	\$28,395.27	\$	22,716	\$	2,840					\$	2,840									\$	25,353.37	\$	3,041.90		89%
		Other Direct	\$52,101.00	\$	41,681	\$	5,210					\$	5,210									\$	2,834.04	\$	49,286.96		5%
		SUBTOTAL	\$135,926.18	\$	108,741	\$	13,593					\$	13,593									\$	85,921.68	\$	50,004.50		63%
	6251 C/O	Service Ohio																									
		Direct Labor	\$6,071.62									\$	607	\$	4,857	\$	607					\$	6,071.62	\$	-		100%
		Fringe	\$4,025.24									\$	403	\$	3,220	\$	403					\$	4,139.02	\$	(113.78)		103%
		Indirect	\$5,172.35									\$	517	\$	4,138	\$	517					\$	4,483.89	\$	688.46		87%
		Other Direct	\$9,730.78									\$	973	\$	7,785	\$	973					\$	4,142.99	\$	5,587.79		43%
		SUBTOTAL	\$25,000.00									\$	2,500	\$	20,000	\$	2,500					\$	18,837.52	\$	6,162.48		75%

Table 5 - 4

FY 2022 BUDGET DETAIL BY TRANSPORTATION SUB-CATEGORY & FUNDING SOURCE

Fringe66.30%

Indirect85.19%

100.000000

Indirect		85.19%														
Category		TOTAL	PID #114262		AGREEMENT # OL 603		PID #111606		OHIO MOBILITY	OHIO MOBILITY	OHIO STP	OH RIDESHARE	ACTUAL	(OVER)	PERCENT EXPENDED	
			FHWA-OH	ODOT	FHWA-WV	WVDOT	LOCAL	FHWA-OH (C/O)	ODOT (C/O)	PID # 112791 (C/O)	PID #111477	PID # 111472	THRU 6/30/2022	UNDER BUDGET		
			44.81%	5.60%	35.19%	4.40%	10.00%	44.81%	5.60%	100.00%	100.00%	100.00%				
6640	Rideshare Green Project															
	Direct Labor															
	Fringe	\$50.00										\$ 50	\$ 13.06	\$ 36.94	26%	
	Indirect	\$33.15										\$ 33	\$ 8.90	\$ 24.25	27%	
	Other Direct	\$42.59										\$ 43	\$ 9.64	\$ 32.95	23%	
		\$49,874.26										\$ 49,874		\$ 49,874.26	0%	
	SUBTOTAL	\$50,000.00										\$ 50,000	\$ 31.60	\$ 49,968.40	0%	
CATEGORY TOTAL																
	Direct Labor	\$154,717.59	\$57,341.58	\$7,166.95	\$50,951.34	\$6,369.66	\$14,143.78	\$4,857.30	\$607.16	\$78.34	\$8,736.18	\$50.00	\$153,422.32	\$1,295.27	99%	
	Fringe	\$102,571.63	\$38,015.19	\$4,751.40	\$33,778.72	\$4,222.83	\$9,376.76	\$3,220.19	\$402.52	\$51.94	\$5,791.74	\$33.15	\$104,587.98	-\$2,016.35	102%	
	Indirect	\$131,802.41	\$48,848.73	\$6,105.46	\$43,404.95	\$5,426.25	\$12,048.95	\$4,137.88	\$517.24	\$66.74	\$7,442.27	\$42.59	\$113,302.36	\$18,500.05	86%	
	Other Direct	\$192,528.02	\$55,844.16	\$6,980.24	\$17,911.04	\$2,239.16	\$10,192.48	\$7,784.62	\$973.08	\$15,802.99	\$3,029.81	\$49,874.26	\$44,617.89	\$147,910.13	23%	
	TOTAL	\$581,619.65	\$200,050	\$25,004	\$146,046	\$18,258	\$45,762	\$20,000	\$2,500	\$16,000	\$25,000	\$50,000	\$415,930.55	\$165,688.10	72%	

DATE 9/13/2022

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PID 114262 FHWA 2022 Current Period and Cumulative Cost Reports

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

FY 2022

FY 2020 YEAR-END RECONCILIATION
PID # 114262 - CONSOLIDATED PLANNING GRANT

Category	Cost Category	OH Federal FHWA 0.00%	OH State FHWA 44.81%	OH Local FHWA 5.60%	WV Federal FHWA 5.60%	WV State FHWA 35.19%	WV Local FHWA 4.40%	OH Federal FTA 4.40%	OH State FTA 80.00%	OH Local FTA 10.00%	WV Federal FTA 10.00%	WV State FTA 80.00%	WV Local FTA 10.00%	GRAND TOTAL 100.00%	FED - STATE TOTAL 100.00%
SHORT RANGE PLAN															
6601	Direct Labor	4,887.68	610.82	610.82	3,838.37	479.93	479.93	-	-	-	-	-	-	10,907.57	9,816.81
68.17%	Fringe Benefits	3,331.93	416.40	416.40	2,616.62	327.17	327.17	-	-	-	-	-	-	7,435.69	6,692.12
73.85%	Indirect	3,609.55	451.09	451.09	2,834.64	354.43	354.43	-	-	-	-	-	-	8,055.24	7,249.72
	Other Direct	19.16	2.39	2.39	15.04	1.88	1.88	-	-	-	-	-	-	42.75	38.48
	Total	11,848.32	1,480.71	1,480.71	9,304.68	1,163.42	1,163.42	-	-	-	-	-	-	26,441.25	23,797.13
TIP															
6602	Direct Labor	4,818.29	602.15	602.15	3,783.88	473.12	473.12	-	-	-	-	-	-	10,762.72	9,677.45
68.17%	Fringe Benefits	3,284.63	410.49	410.49	2,579.47	322.53	322.53	-	-	-	-	-	-	7,330.13	6,597.12
73.85%	Indirect	3,558.31	444.69	444.69	2,794.40	349.40	349.40	-	-	-	-	-	-	7,940.88	7,146.79
	Other Direct	322.19	40.26	40.26	253.02	31.64	31.64	-	-	-	-	-	-	719.01	647.11
	Total	11,983.42	1,497.59	1,497.59	9,410.77	1,176.68	1,176.68	-	-	-	-	-	-	26,742.74	24,068.47
SURVEILLANCE															
6605	Direct Labor	11,855.09	1,481.56	1,481.56	9,309.99	1,164.08	1,164.08	-	-	-	-	-	-	26,456.35	23,810.72
68.17%	Fringe Benefits	8,081.61	1,009.98	1,009.98	6,346.62	793.55	793.55	-	-	-	-	-	-	18,035.29	16,231.76
73.85%	Indirect	8,764.98	1,094.13	1,094.13	6,875.43	859.67	859.67	-	-	-	-	-	-	19,538.01	17,584.21
	Other Direct	4,792.89	598.98	598.98	3,763.93	470.63	470.63	-	-	-	-	-	-	10,686.03	9,626.43
	Total	33,494.58	4,184.64	4,184.64	26,295.97	3,287.93	3,287.93	-	-	-	-	-	-	74,725.68	67,253.11
LONG RANGE PLAN															
6610	Direct Labor	5,560.17	694.87	694.87	4,366.49	545.97	545.97	-	-	-	-	-	-	12,408.33	11,167.50
68.17%	Fringe Benefits	3,790.37	473.69	473.69	2,976.64	372.19	372.19	-	-	-	-	-	-	8,458.75	7,612.88
73.85%	Indirect	4,106.19	513.16	513.16	3,224.65	403.20	403.20	-	-	-	-	-	-	9,163.55	8,247.20
	Other Direct	19.03	2.38	2.38	14.95	1.87	1.87	-	-	-	-	-	-	42.47	38.22
	Total	13,475.76	1,684.09	1,684.09	10,582.73	1,323.22	1,323.22	-	-	-	-	-	-	30,073.11	27,065.80

BHJ METROPOLITAN PLANNING COMMISSION
DISTRIBUTION OF COSTS CLAIMED / CURRENT PERIOD COST REPORT
ANNUAL TOTALS
FY2021 With Approved Revised Budget

PID # 111606 - FY2022 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	6,071.62	4,857.30	607.16	607.16	6,071.62
68.17%	Fringe Benefits	4,139.02	3,311.22	413.90	413.90	4,139.02
73.85%	Indirect	4,483.89	3,587.11	448.39	448.39	4,483.89
	Other Direct	4,142.99	3,314.39	414.30	414.30	4,142.99
	Total	18,837.52	15,070.02	1,883.75	1,883.75	18,837.52
ANNUAL TOTALS						
TOTAL	Direct Labor	6,071.62	4,857.30	607.16	607.16	6,071.62
68.17%	Fringe Benefits	4,139.02	3,311.22	413.90	413.90	4,139.02
73.85%	Indirect	4,483.89	3,587.11	448.39	448.39	4,483.89
	Other Direct	4,142.99	3,314.39	414.30	414.30	4,142.99
	Total	18,837.52	15,070.02	1,883.75	1,883.75	18,837.52

NOTES: Base for Indirect Cost Rate is = Direct Labor

BHJ METROPOLITAN PLANNING COMMISSION
DISTRIBUTION OF COSTS CLAIMED / CURRENT PERIOD COST REPORT
ANNUAL TOTALS
FY 2022

PID # 111477 - FY2022 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	8,838.58	8,838.58	-	8,838.58	-	8,838.58
68.17%	Fringe Benefits	6,025.26	6,025.26	-	6,025.26	-	6,025.26
73.85%	Indirect	6,527.29	6,527.29	-	6,527.29	-	6,527.29
	Other Direct	2,113.72	2,113.72	-	2,113.72	-	2,113.72
	Total	23,504.85	23,504.85	-	23,504.85	-	23,504.85
ANNUAL TOTALS							
TOTAL	Direct Labor	8,838.58	8,838.58	-	8,838.58	-	8,838.58
68.17%	Fringe Benefits	6,025.26	6,025.26	-	6,025.26	-	6,025.26
73.85%	Indirect	6,527.29	6,527.29	-	6,527.29	-	6,527.29
	Other Direct	2,113.72	2,113.72	-	2,113.72	-	2,113.72
	Total	23,504.85	23,504.85	-	23,504.85	-	23,504.85

NOTES: **Base for Indirect Cost Rate is = Direct Labor**

BHJ METROPOLITAN PLANNING COMMISSION
DISTRIBUTION OF COSTS CLAIMED / CURRENT PERIOD COST REPORT
ANNUAL TOTALS
FY 2022

PID # 111477 - FY2022 OHIO TRANSPORTATION PLANNING - STP

2022 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	8,838.58	8,838.58	-	8,838.58	-	8,838.58
68.17%	Fringe Benefits	6,025.26	6,025.26	-	6,025.26	-	6,025.26
73.85%	Indirect	6,527.29	6,527.29	-	6,527.29	-	6,527.29
	Other Direct	2,113.72	2,113.72	-	2,113.72	-	2,113.72
	Total	23,504.85	23,504.85	-	23,504.85	-	23,504.85
ANNUAL TOTALS							
TOTAL	Direct Labor	8,838.58	8,838.58	-	8,838.58	-	8,838.58
68.17%	Fringe Benefits	6,025.26	6,025.26	-	6,025.26	-	6,025.26
73.85%	Indirect	6,527.29	6,527.29	-	6,527.29	-	6,527.29
	Other Direct	2,113.72	2,113.72	-	2,113.72	-	2,113.72
	Total	23,504.85	23,504.85	-	23,504.85	-	23,504.85

NOTES: **Base for Indirect Cost Rate is = Direct Labor**

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

ANNUAL TOTALS
FY2021 With Approved Revised Budget

PID # 112791 - FY2022 MOBILITY MANAGER (CARRYOVER)

2022 MOBILITY MANAGER (CARRYOVER)						
Category	Cost Category	Total	OH Federal	OH State	OH Local	Total
			100.00%	0.00%	0.00%	100.00%
PLANNING						
6741	Direct Labor	78.34	78.34	-	-	78.34
68.16%	Fringe Benefits	53.40	53.40	-	-	53.40
73.84%	Indirect	57.85	57.85	-	-	57.85
	Other Direct	11,019.23	11,019.23	-	-	11,019.23
	Total	11,208.82	11,208.82	-	-	11,208.82
ANNUAL TOTALS						
TOTAL	Direct Labor	78.34	78.34	-	-	78.34
68.16%	Fringe Benefits	53.40	53.40	-	-	53.40
73.84%	Indirect	57.85	57.85	-	-	57.85
	Other Direct	11,019.23	11,019.23	-	-	11,019.23
	Total	11,208.82	11,208.82	-	-	11,208.82

NOTES: Base for Indirect Cost Rate is = Direct Labor

BHJ METROPOLITAN PLANNING COMMISSION
DISTRIBUTION OF COSTS CLAIMED / CURRENT PERIOD COST REPORT
ANNUAL TOTALS
FY 2022

PID # 112792 - SFY2022 OHIO TRANSIT PLANNING - STP MOBILITY MANAGEMENT

2022 OHIO TRANSIT PLANNING - STP MOBILITY MANAGEMENT							
Category	Cost Category	Total	OH Federal	OH State	Fed - State Total	OH Local	Grand Total
			80.00%	10.00%		10.00%	
STP							
6741 STP	Direct Labor	987.14	987.14	-	987.14	-	987.14
68.17%	Fringe Benefits	672.93	672.93	-	672.93	-	672.93
73.85%	Indirect	729.00	729.00	-	729.00	-	729.00
	Other Direct	8,297.84	8,297.84	-	8,297.84	-	8,297.84
	Total	10,686.91	10,686.91	-	10,686.91	-	10,686.91
ANNUAL TOTALS							
TOTAL	Direct Labor	987.14	987.14	-	987.14	-	987.14
68.17%	Fringe Benefits	672.93	672.93	-	672.93	-	672.93
73.85%	Indirect	729.00	729.00	-	729.00	-	729.00
	Other Direct	8,297.84	8,297.84	-	8,297.84	-	8,297.84
	Total	10,686.91	10,686.91	-	10,686.91	-	10,686.91

NOTES: **Base for Indirect Cost Rate is = Direct Labor**