

# LONG RANGE TRANSPORTATION PLAN

# 2050



**BHJ-MPC**

Brooke Hancock Jefferson  
Metropolitan Planning Commission

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# ***TABLE OF CONTENTS***

## ***SECTIONS***

<b>SECTION 1 – GOALS, OBJECTIVES, ISSUES, AND STRATEGIES.....</b>	<b>1</b>
<b>SECTION 2 – ENVIRONMENTAL JUSTICE &amp; DEMOGRAPHIC ECONOMIC &amp; EMPLOYMENT TREND.....</b>	<b>8</b>
<b>SECTION 3 – TRANSPORTATION SAFETY.....</b>	<b>49</b>
<b>SECTION 4 – PUBLIC OPINION SURVEY.....</b>	<b>56</b>
<b>SECTION 5 – NON-HIGHWAY TRANSPORTATION INFRASTRUCTURE.....</b>	<b>83</b>
<b>SECTION 6 – HIGHWAY AND BRIDGE INVENTORY.....</b>	<b>93</b>
<b>SECTION 7 – PROJECT CONSIDERATIONS.....</b>	<b>112</b>
<b>SECTION 8 – FINANCIAL FORECASTING PLAN.....</b>	<b>151</b>

## ***APPENDIXES***

<b>APPENDIX A – INFORGRAPHICS AND INFORMATION FOR MEETINGS.....</b>	<b>166</b>
<b>APPENDIX B – PUBLIC OPINION SURVEY AND COMMENTS.....</b>	<b>167</b>
<b>APPENDIX C – PUBLIC INVOLVEMENT AND ADVERTISING.....</b>	<b>180</b>
<b>APPENDIX D – AIR QUALITY CONFORMITY AND INTERAGENCY CONSULTATION DOCUMENTATION.....</b>	<b>182</b>
<b>APPENDIX E – TITLE VI/ADA POLICY.....</b>	<b>196</b>
<b>APPENDIX F – PUBLIC PARTICIPATION PLAN DOCUMENT.....</b>	<b>263</b>
<b>APPENDIX G – REVISIONS TO THE 2050 LRTP DOCUMENT.....</b>	<b>273</b>

# **SECTION 1: GOALS, OBJECTIVES, ISSUES AND STRATEGIES**

## **TABLE OF CONTENTS**

BHJ MISSION.....	2
GOALS AND OBJECTIVES.....	3



## SECTION 1 - GOALS, OBJECTIVES, ISSUES AND STRATEGIES

The first step in a traditional planning process is to establish goals and objectives for the metropolitan area. The goals and objectives a Long-Range Transportation Plan (Plan) establish a vision of what the region's transportation network may be, based on past or current transportation issues, in a selected horizon year, typically 20-25 years into the future. Strategies on how to implement the objectives are then developed to direct transportation management policies and actions needed to achieve the goals. These strategies reflect a course of action that is realistic and regionally acceptable.

### BHJ MISSION

As the designated Metropolitan Planning Organization (MPO) for the Weirton-Steubenville, WV-OH Urbanized Area, BHJ's mission is:

- To develop plans that address and identify funding, the actions and policies needed to maintain a safe, secure, and environmentally friendly intermodal transportation system that provides the three-county region with a foundation to compete in a global economy; and
- To provide a continual, comprehensive, and coordinated 3-C transportation planning process that considers air, highway, rail, and water intermodal transportation.

The “**continual**” process is grouped into three stages of planning:

- Annual or routine reviews of the Plan
- Update the Plan every four years
- Major Review of the Plan in conjunction with the decennial census

The “**comprehensive**” process includes:

- A minimum of a twenty-year planning horizon
- The metropolitan planning factors issued in the latest five-year federal transportation legislation Infrastructure Investment and Jobs Act (IIJA).
- A long-range and short-range planning element
- An intermodal planning element
- A financial plan that is fiscally constraint

The “**coordinated**” process takes into account the following:

- An open planning process that engages transportation decision makers and stakeholders consisting of elected officials, public interest groups, private industry, and state and federal highway officials.

## GOALS AND OBJECTIVES

The Regional Long-Range Transportation Plan is centered upon the 5 (five) regionally significant policy statements and strategies listed below by rank of importance. These 5 (five) strategies and policy statements were taken from a Public Opinion Survey that will largely guide the development of *BHJ's 2050 Regional Long-Range Transportation Plan*.

1. Prepare a **Financially Responsible** Plan that represents the region's fair share of federal and state economic resources and political importance. The plan should place emphasis on **Maintaining Existing Infrastructure** to ensure the safe and reliable travel of the local population living in the area as well as encouraging individuals and businesses to look at the area as a destination. The rehabilitation and rebuilding of existing roadways and bridges are at the top of the list of infrastructure to be taken into consideration first.
2. Develop **Local Road Safety Plan** that identifies the most vulnerable locations of traffic crashes, makes the roads safer for the community, and ensures the effective use of available financial resources. The safety of travelers on our roadways will mirror the states and federal governments goals of **Reducing Severe Injury and Fatal Crashes** to zero.
3. Continue to evolve and expand the **Mobility Management Program** with cooperation with the local public transportation providers and other human service transportation providers that are involved in elderly, people with disability and employment related transportation. **Expand** the current network of **Public Transit** routes to reach more areas for riders. Encourage expanded and improved public transportation services, and app-based ride systems such as Uber and Lyft in the community. Increase Ride Share Programs such as work-related carpool and vanpool services
4. Develop livable, environmentally friendly communities with adequate **Active Transportation and Recreational Facilities** to encourage better and healthier living in the region. Promoting and enhancing our area with more active transportation alternatives allows more individuals an **Equitable** means of travel while also removing vehicles from the roadway increasing their safety.
5. Focus on sustainable, good-paying, environment-friendly **Business Development** promoting **Brownfield Redevelopment, Intermodal Transportation Linkages** (i.e. air, highway, rail, and water), and enhance **Regional Freight Movement**.

A review of the 10 (ten) metropolitan planning factors as found in 23 USC 134, has also guided the development and implementation of the Plan. The objectives derived from this approach are as follows:

**Factor #1** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

**Objectives**

- Provide direct east/west four-lane limited access for all residents and businesses in the region to emerging metropolitan markets in Central Ohio, Northern West Virginia, and Western Pennsylvania.
- Offer alternative and redundant Ohio River Bridge routes for personal vehicle and truck traffic.
- Develop transportation system improvements that will provide greater interconnection with surrounding regions, states, municipalities, and marketplaces.
- Build an efficient and effective transportation network that will become a regional strength and draw additional traffic and customers into the Steubenville-Weirton marketplace.

**Factor #2** Increase the safety of the transportation system for motorized and nonmotorized users.

**Objectives**

- Provide facilities and services to manage incidents (such as crashes, rock slides and vehicle breakdowns) in a manner that creates minimal obstruction to the flow of traffic.
- Create safe bicycle and pedestrian facilities that connects both Ohio and West Virginia across the Ohio River and tie into a developing national trail network outside the three-county area in Ohio and Pennsylvania.
- Keep lights, signals, and other traffic control devices for vehicles and pedestrian facilities in good working order.
- Install and maintain guardrail and sidewalks as needed.

**Factor #3** Increase the security of the transportation system for motorized and nonmotorized users.

**Objectives**

- Create and maintain a bridge and highway system that permits efficient and safe deployment of emergency services during times of a crash, flooding, other natural disaster, or national emergency.
- Preserve, at minimum, two highway and one pedestrian Ohio River Bridge crossings as contingency options for National Guard, safety, security, and emergency services between Jefferson County, Ohio and Brooke and Hancock counties, West Virginia.

**Factor #4** Increase the accessibility and mobility options available to people and for freight.

**Objectives**

- Reduce demand on the existing systems through programs and facilities through use of public transit, rideshare, vanpools, job access and reverse commute programs, park and ride lots, and pedestrian walkways.

- Improve individual mobility within every urban and rural community by creating a cooperative and coordinated Public and Human Service Transportation system that avoids duplication of operations, reduces costs and encourages conservation capital assets, build a platform for consistent communications among operators, and expands opportunities for business development.
- Create a network of transportation partnerships that offer a range of fixed-route, demand-responsive, and specialized non-emergency transportation services to retail, employment, social, and health care activity centers.

**Factor #5**

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

**Objectives**

- Create capacity only as a last resort as warranted by congestion, safety concerns, or population and business growth.
- Encourage compact development and in-fill of abandoned urban space
- Preserve and enhance historic and scenic transportation corridors and landmarks.
- Create bicycle and pedestrian trails that link the region to emerging national trail systems and heritage corridors.
- Create a bicycle and pedestrian facility across the Ohio River connecting Eastern Ohio to the Northern Panhandle of West Virginia through Steubenville and Weirton that ties into a developing national trail network in Ohio and Pennsylvania outside the three-county area.
- Installation of EV chargers at key locations to promote alternative fuels and tourism.

**Factor #6**

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

**Objectives**

- Recognize the nature and critical value of goods traveling to, from, and through the Brooke-Hancock-Jefferson Metropolitan Area as identified in the *BHJ Freight Study, January 2011* to proactively plan for the region's future.
- Identify the region's economic drivers and the linkages between those drivers and the transportation system, to take advantage of the existing freight infrastructure to help foster economic growth.
- Promote alternative, affordable, and environmentally efficient transportation options that will guide the BHJ region into a prosperous future.

**Factor #7**

Promote efficient system management and operation.

**Objectives**

- Improve traffic flow through operational improvements such as signalization, access-management, altering traffic patterns, and reducing on-street parking.
- Alter transportation patterns through the innovative use of roundabouts and access management.

**Factor #8** Emphasize the preservation of the existing transportation system.

**Objectives**

- Strive to upgrade river crossings and connecting roadways to at least current minimum geometric standards.
- Adequately maintain, replace, rehabilitate and resurface existing pavements, bridges, public transit facilities and intermodal facilities
- Alleviate congestion and maintain an acceptable Level of Service (LOS) to enhance shipment of goods and movement of employees.

**Factor #9** Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

**Objectives**

- Repair reactively and proactively and target areas where roadway slips occur or have occurred in the past.
- Maintain the existing network of stormwater runoff drainage but rebuilding, repairing, and cleaning infrastructure to maintain their effectiveness to minimize the disruption in commerce and travel.

**Factor #10** Enhance travel and tourism.

**Objectives**

- Promote new business, trails and walkways, recreation facilities, and other necessities in improving the appeal for travelers into coming to the region.
- Infrastructure development to increase safety and reliable travel.

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# **SECTION 2: ENVIRONMENTAL JUSTICE & DEMOGRAPHIC, ECONOMIC & EMPLOYMENT TREND**

## **TABLE OF CONTENTS**

INTRODUCTION .....	9
TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 .....	9
Environmental Justice .....	10
DEMOGRAPHIC, ECONOMIC & EMPLOYMENT TREND OF THE BHJ REGION.....	20
Demographic Trend .....	20
Economic Trend.....	21
Employment Trend .....	22

## INTRODUCTION

Demographic, Economic and Employment trend analysis along with issues related with Environmental justice are essential to determine future transportation needs in a given study area. These critical elements provide an understanding of past and anticipated future shifts in a region's economy, population, land use patterns, and other environmental factors over time. These factors are useful for predicting future transportation patterns and justifying transportation improvements over the next twenty-five years (25).

## ENVIRONMENTAL JUSTICE

The U.S. EPA's Office of Environmental Justice defines Environmental Justice as:

*The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socio-economic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.*

According to the American Community Survey, 2020, 15.28% of the families of this region is living below the poverty level. The rate is highest in Jefferson County (16.8%) and lowest in Brooke (7.6%). Majority of these households situated in the central city of Steubenville and Weirton. Downtown Steubenville, Wells TWP, Springfield TWP, North Western Clay District, Wellsburg, Follansbee District and Southern Weirton along US 22 and Route 105 are block groups with the majority of these households (Figure 1). The Median Household income and Per capita income is highest in Jefferson County and lowest for Hancock County. Downtown Steubenville and Weirton are the areas where the median household income is recorded less than \$21,000 yearly. Not surprisingly, the minority population is concentrated in the same block groups with higher below the poverty level and lower median household income.

## TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

This act states that

*No person in the United States of America shall, on the basis of race, color, religion, national origin, sex, disability, or low-income status be excluded from participation in, be denied the benefits of, or subject to discrimination under any program or activity receiving Federal financial assistance. The law also makes it illegal to retaliate against a person because he or she complained about discrimination, filed a charge of discrimination or participated in a discrimination investigation or lawsuit. Title VI prohibits intentional discrimination as well as disparate impact on protected groups.*

Since alternative transportation and public transportation is a big issue for this region, this plan also looked into the block groups where over 40% of the households are being recorded with Zero Vehicle Household (Figure 5). In Jefferson County, 9.89% of the total household has been marked as zero vehicle households, while for Hancock and Brooke, it is 8.11% and 7.21%, respectively.



The majority of these households are concentrated near Downtown Steubenville, Weirton along US 22 and Route 105, and Northern Hancock County near Newell.

According to the 2020 American Community Survey, there are still large number of households that lack either a computer or a broadband Internet subscription. Only 83.85% in Jefferson County, 84.64% in Brooke County, and 87.15% in Hancock County of households have a computer, smart phone or tablet. Additionally, only 79.90% in Jefferson County, 76.87% in Brooke County, and 82.43% in Hancock County of households have a broadband Internet subscription.

The region’s reproductive rate is as follows: Jefferson County has 38 births per 1,000, Brooke County has 32 births per 1,000, and Hancock County has 47 births per 1,000.

The region’s non-white population is concentrated within Steubenville, western Wintersville, downtown Weirton, and Bethany. The region has one minority-majority census tract and that is in the south eastern portion of Steubenville along the Ohio River.

The Population of 65 Years or Older has the highest level of concentration in Steubenville. Additionally, there are large populations of elderly populations in Ross TWP, Springfield TWP, Wellsburg District, Mingo Junction, and Weirton.

According to 2020 ACS, the percentage is 8.01% for Jefferson, while for Brooke and Hancock, it is 7.62% and 7.5%. Ambulatory, cognitive, and independent living difficulties are the top disabilities of this region. These populations are concentrated in downtown Steubenville, Clay District, Weirton District, and Wellsburg District.

## Environmental Justice

**Table 1 Individuals living below poverty**

<b>County</b>	<b>People Living Under Poverty</b>	<b>Percentage of Total County Population</b>
Brooke	4,000	14.0%
Hancock	2,600	12.3%
Jefferson	10,725	16.8%
<b>Total Region</b>	<b>17,325</b>	<b>15.28%</b>

Source- American Community Survey, ACS 2020

**Table 2 Per Capita and Median Household Income**

<b>Per Capita &amp; Median Household Income</b>	<b>Jefferson</b>	<b>Brooke</b>	<b>Hancock</b>
Median household income (in 2020 dollars)	\$48,849	\$48,168	\$43,140
Per capita income in past 12 months (in 2020 dollars)	\$26,602	\$26,694	\$27,261

Source- American Community Survey (ACS), 2020

**Table 3 Percent of Minority (Non-White) Population**

<b>County</b>	<b>Minority (Non-White) Population</b>	<b>Percentage of Total County Population</b>
Brooke	1,644	7.86%
Hancock	2,434	8.37%
Jefferson	8,295	12.71%
<b>Total Region</b>	<b>12,373</b>	<b>10.58%</b>

Source- 2020 Decennial Census

**Table 4 Percent of total population age 65 years or older**

<b>County</b>	<b>Persons age 65 and older</b>	<b>Percentage of Total County Population</b>
Brooke	5,175	23.40%
Hancock	6,750	23.20%
Jefferson	14,174	21.50%
<b>Total Region</b>	<b>26211</b>	<b>22.33%</b>

Source- American Community Survey (ACS), 2020

**Table 5 Percent of Disabled Population Age 18 To 64 Years Old**

<b>County</b>	<b>People with Disability 65 and under</b>	<b>Percentage of Total County Population</b>
Brooke	1,718	7.62%
Hancock	2,182	7.50%
Jefferson	5,918	8.01%
<b>Total Region</b>	<b>9,818</b>	<b>8.40%</b>

Source- American Community Survey (ACS), 2020

**Table 6 Household Information**

	<b>Jefferson</b>	<b>Brooke</b>	<b>Hancock</b>
Housing units (2020)	31,125	10,719	14,241
Total Occupied Units	27,464	9,683	12,798
Total Vacant Units	3,661	1,036	1,443
Persons per household	2.31	2.16	2.28
Total Vehicles	60,752	17,400	24,277
Household with Zero Vehicle Available (%)	2,724 (9.89%)	706 (7.21%)	1,028 (8.11%)

Sources- 2020 Decennial Census American Community Survey (ACS), 2020

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**Table 7 Internet, Education, Economic & Net productive Rate**

	<b>Jefferson</b>	<b>Brooke</b>	<b>Hancock</b>
Households with a computer, smart phone or tablet, percent	83.85%	84.64%	87.15%
Households with a broadband Internet subscription, percent	79.90%	76.87%	82.43%

Source- American Community Survey (ACS), 2016 - 2020

	<b>Jefferson</b>	<b>Brooke</b>	<b>Hancock</b>
High school graduate or higher, percent of persons age 25 years+	91.50%	91.94%	88.30%
Bachelor's degree or higher, percent of persons age 25 years+	17.50%	20.16%	16.31%

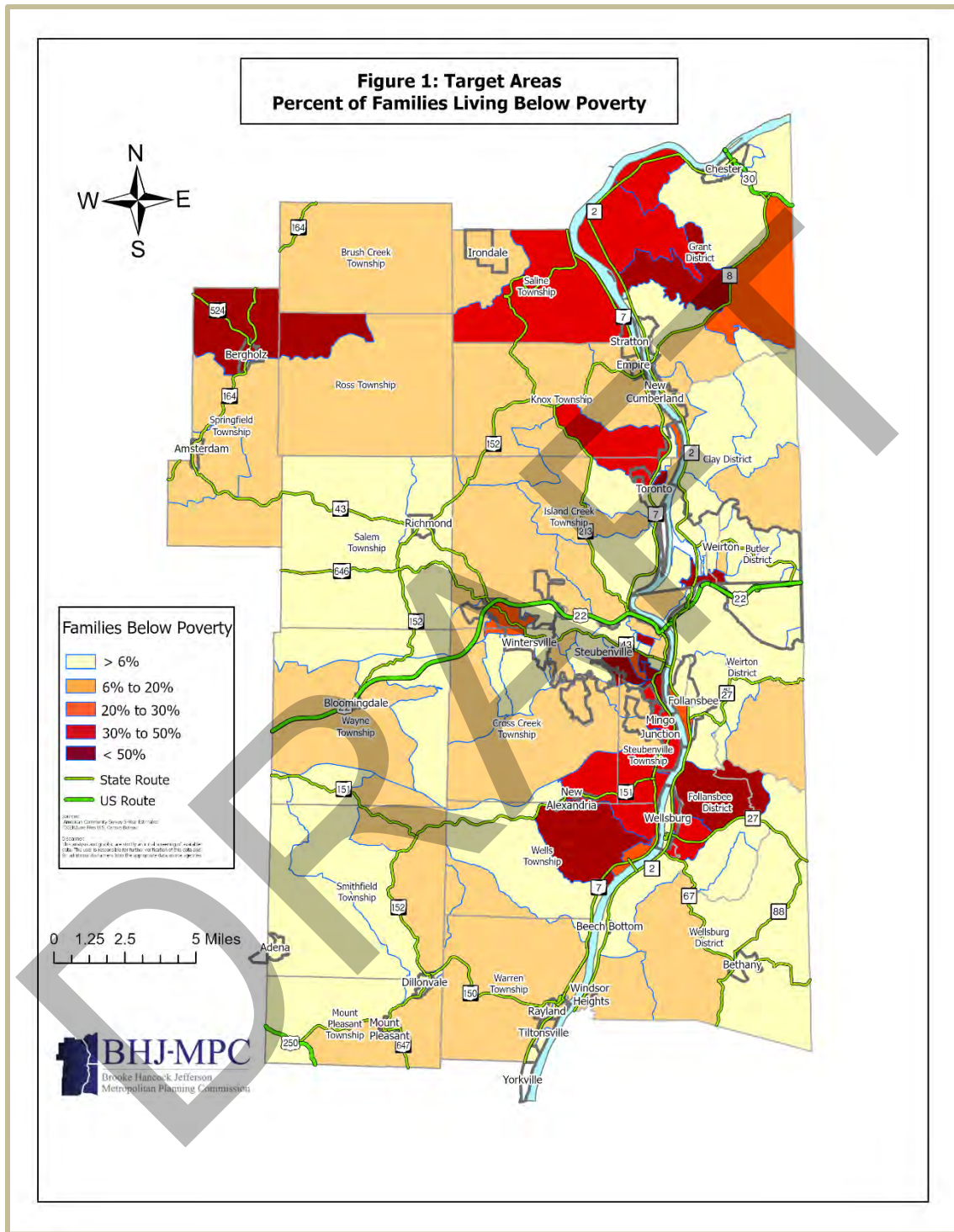
Source- American Community Survey (ACS), 2016 - 2020

**Table 8 Reproduction Rate**

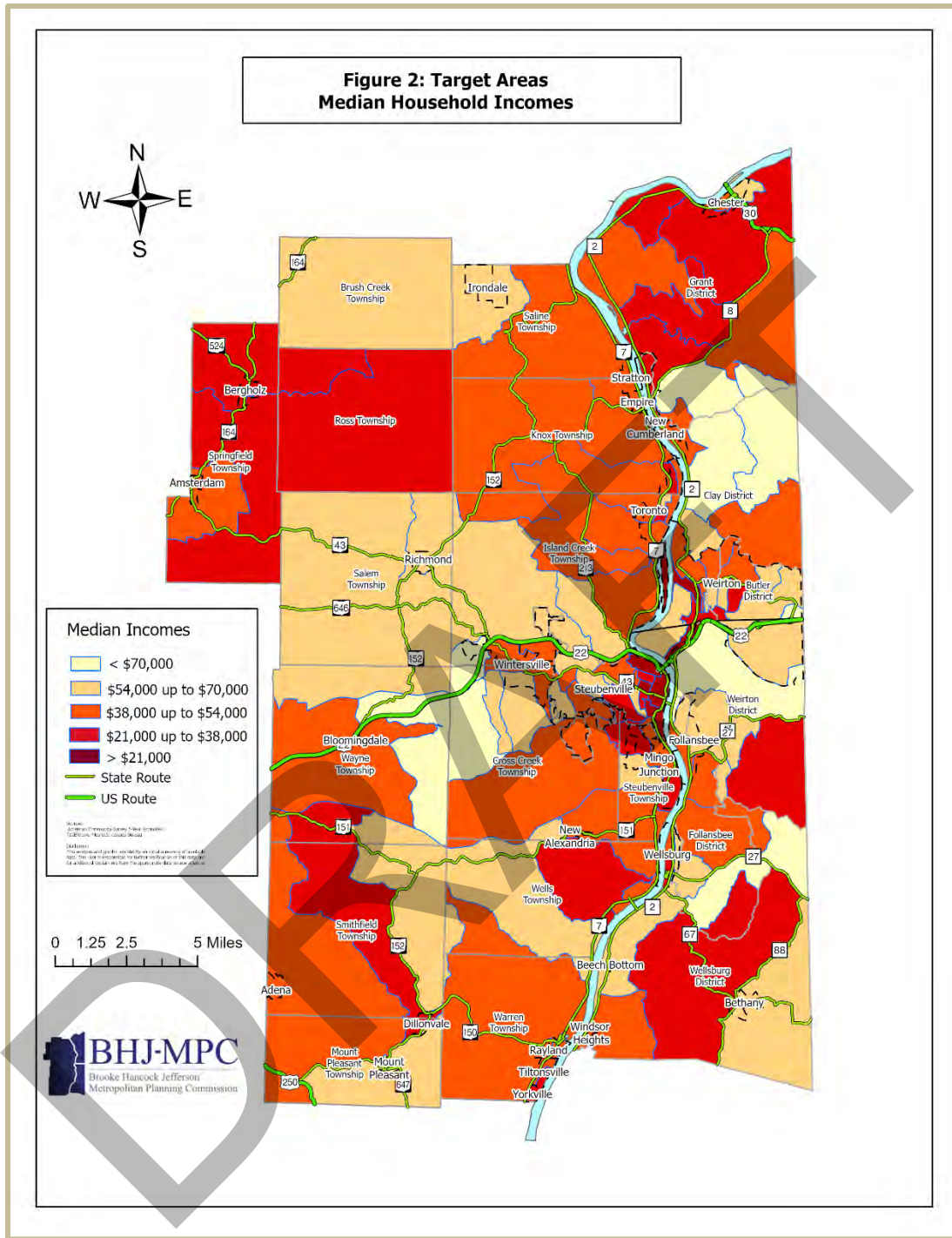
<b>County</b>	<b>Birth</b>	<b>Rate Per 1,000</b>
Jefferson	525	38
Brooke	143	32
Hancock	270	47

Source- American Community Survey (ACS), 2016-2020

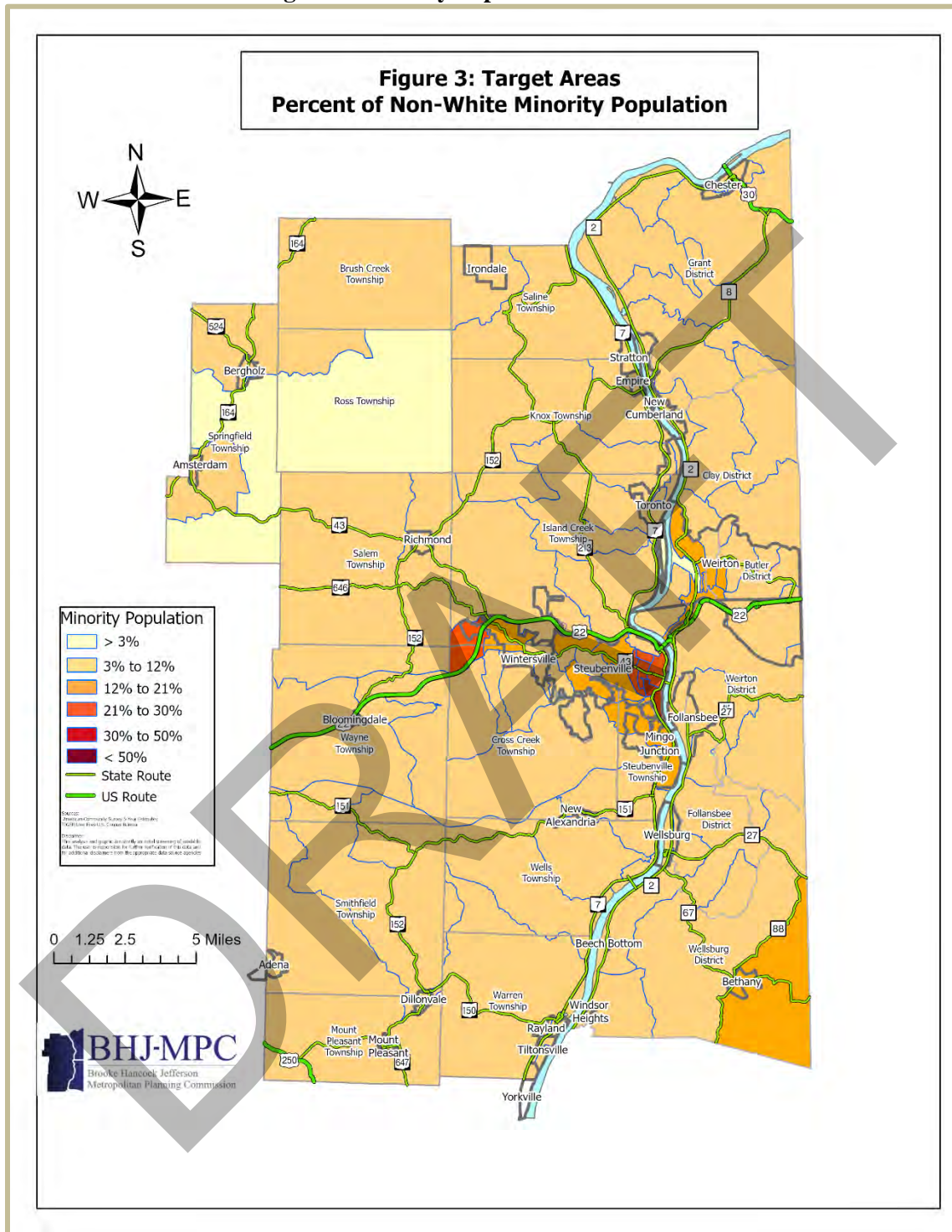
**Figure 1 Household Living Below Poverty**



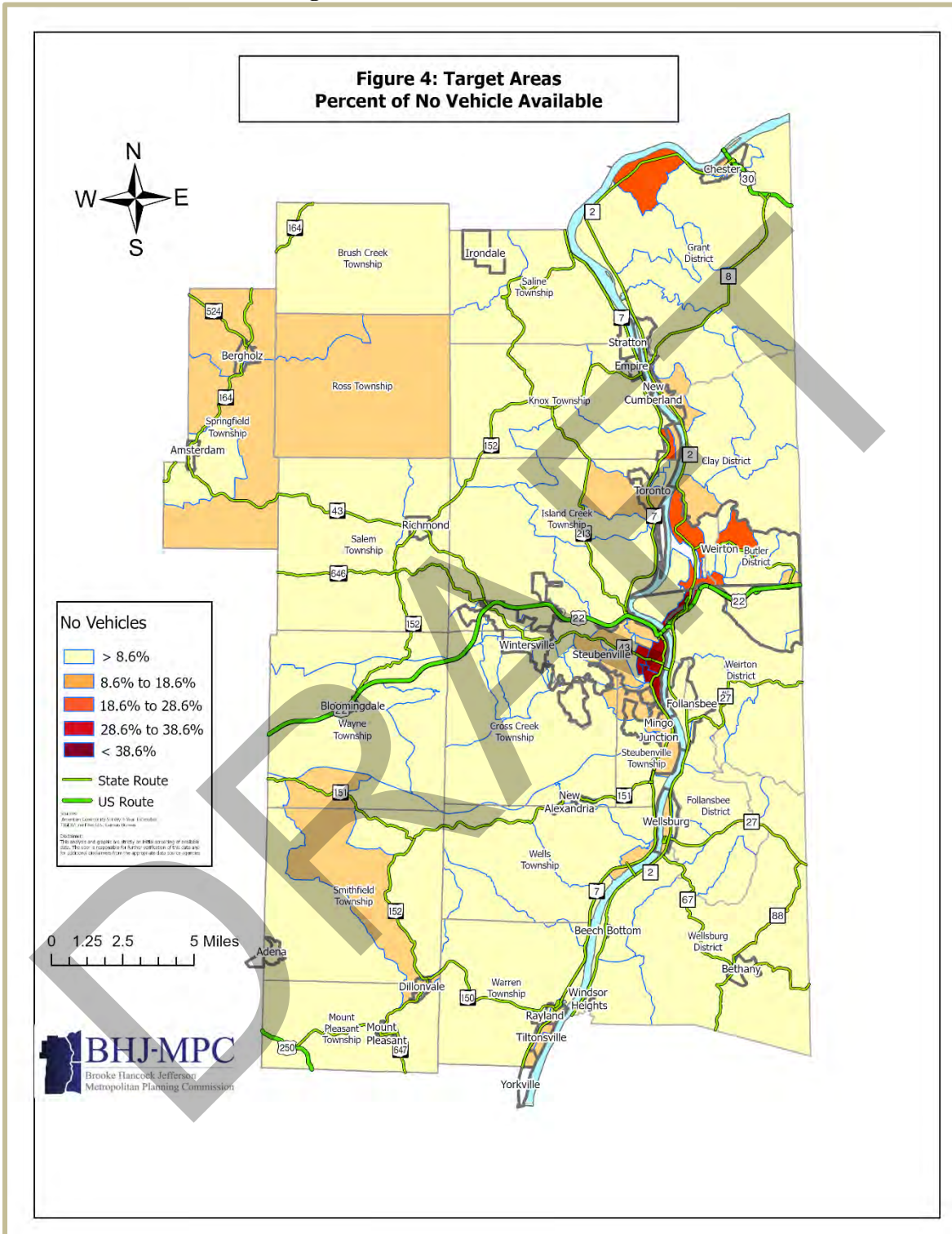
**Figure 2 Median Household Income**



**Figure 3 Minority Population Distribution**

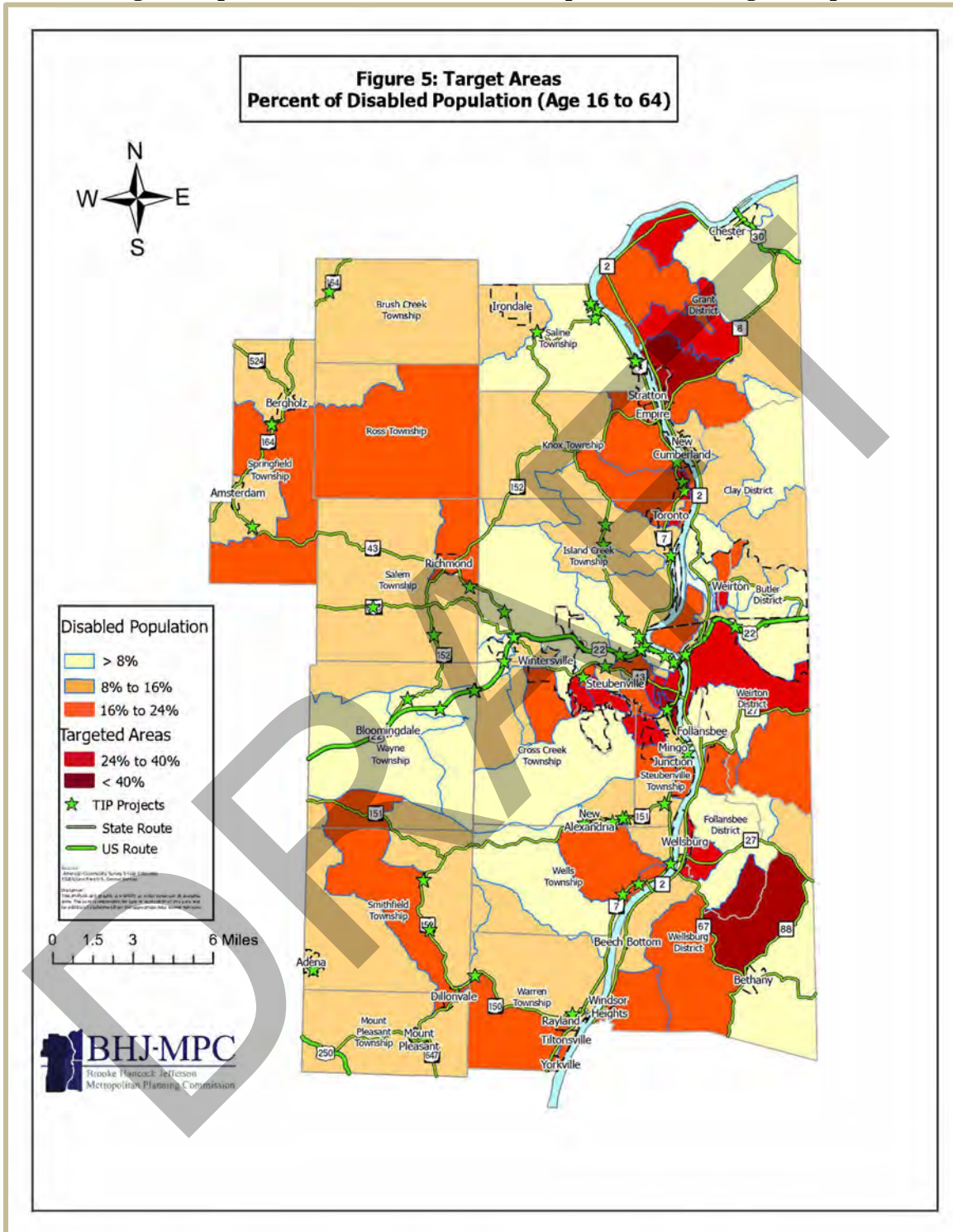


**Figure 4 Household with Zero Vehicle**

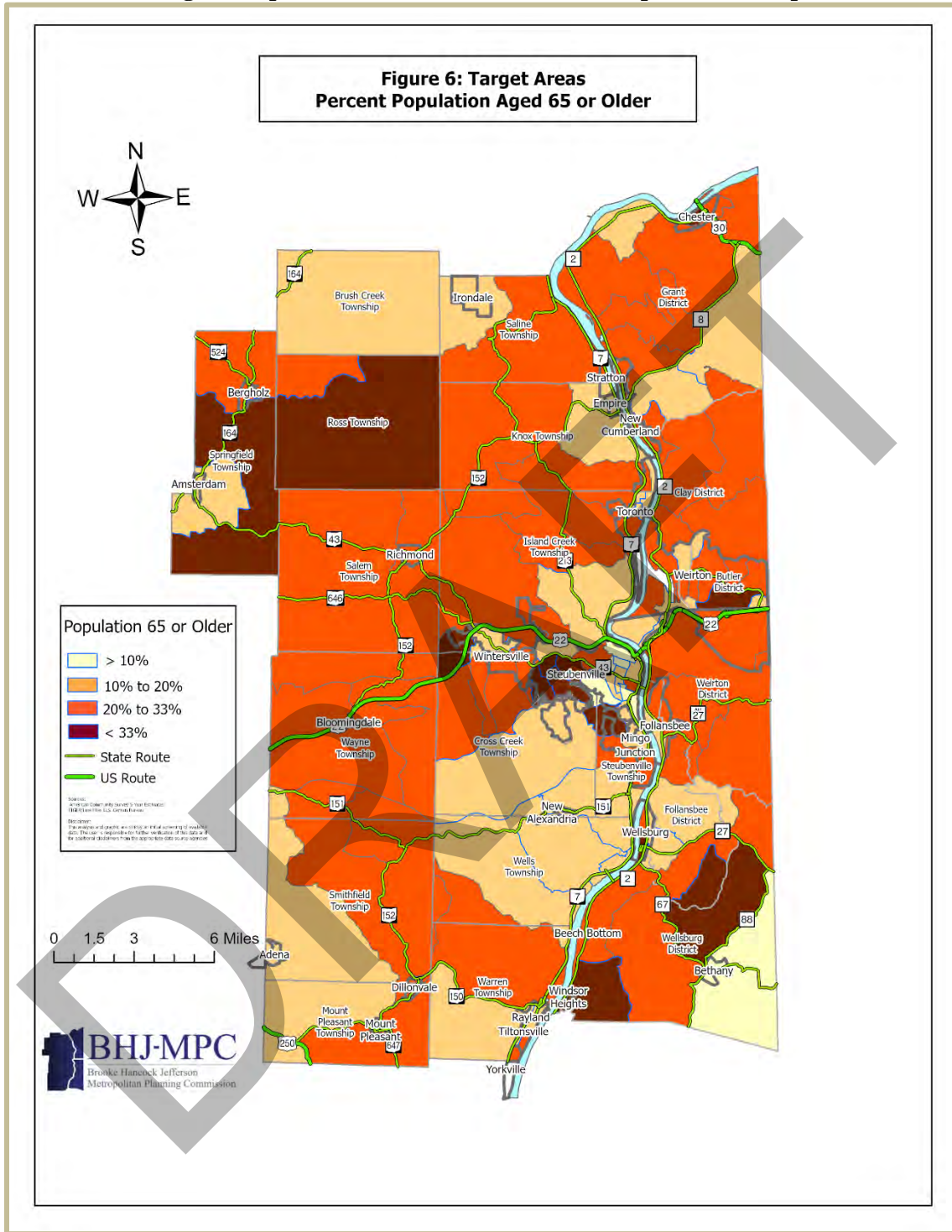




**Figure 5 Spatial Distribution of Disabled Population (18-64 Age Group)**



**Figure 6 Spatial Distribution of 65 & Over Population Group**



## DEMOGRAPHIC, ECONOMIC & EMPLOYMENT TREND OF THE BHJ REGION

### Demographic Trend

From 2000 to present, the BHJ region has experienced an ongoing decrease of population. According to this projection, BHJ will lose another 41,308 people by 2050. Both Hancock and Brooke counties are projected to lose over 23 % of their population while Jefferson County is projected to lose over 33%. Between the two big cities, City of Weirton, WV is expected to lose more population (2,272) than the City of Steubenville, OH (1,595). This decrease is the result of an aging population and a lack of migration to the region. However, the regional outlook could change with the construction of Form Energy's manufacturing facility in the City of Weirton.

In 2020, Jefferson County had a total population of 65,249, a female population of 33,245, and a male population of 32,004. The County is expecting a 33.46% decrease in their population by 2050 from the 2020 base year. By 2050, the female population is expected to decrease by 8,198 (24.7%), and their male counterpart is expected to decrease by 7,885 (24.6%).

In 2020, Brooke County had a total population of 22,559, a female population of 11,321, and a male population of 11,238. The County is expecting a 24.7% decrease in their population by 2050 from the 2020 base year. By 2050, the female population is expected to decrease by 2,439 (21.5%), and their male counterpart is expected to decrease by 2,459 (21.9%).

In 2020, Hancock County had a total population of 29,095, a female population of 14,820, and a male population of 14,275. The County is expecting a 23.6% decrease in their population by 2050 from the 2020 base year. By 2050, the female population is expected to decrease by 2,944 (19.9%), and their male counterpart is expected to decrease by 3,037 (21.3%).

The age demographic analysis is divided in three (3) buckets of age groups. The 0-4 Group represents young and newborn children, the 16-64 Group represents the working population, and the 65+ represents the retirement and elderly populations.

In 2020, Jefferson County had a population of 3,335 in the 0-4 Age Group, 40,566 in the 15-64 Age Group, and 14,206 in the 65+ Age Group. By 2050, the County is forecasted to have a 0-4 Age Group population of 2,298 (-19.1%), a 15-64 Age Group population of 31,481 (-8.9%), and a 65+ Age Group population of 9,246 (-34.9%).

In 2020, Brooke County had a population of 1,004 in the 0-4 Age Group, 13,854 in the 15-64 Age Group, and 5,438, in the 65+ Age Group. By 2050, the County is forecasted to have a 0-4 Age Group population of 829 (-17.3%), a 15-64 Age Group population of 10,787 (-11.2%), and a 65+ Age Group population of 4,561 (-16.1%).

In 2020, Hancock County had a population of 1,264 in the 0-4 Age Group, 17,785 in the 15-64 Age Group, and 6,840, in the 65+ Age Group. By 2050, the County is forecasted to have a 0-4 Age Group population of 983 (-22.2%), a 15-64 Age Group population of 13,565 (-12.9%), and a 65+ Age Group population of 6,395 (-6.5%).

The estimates in these age groups provide the school enrollment, workforce and aging population estimates that play an important role in the future transportation travel demand forecasting.

According to the 2020 American Community Survey, highest percentage of owner-occupied housing is recorded in Hancock County at 73.10%, Brooke County is next with 72.5%, while Jefferson County is the lowest at 69.5%. The number of households without a vehicle are declining in all three counties, however there is a slight increase in households without a vehicle within the

Weirton-Steubenville MSA. This means that the urbanized population is not keeping up with the surrounding areas in regard to vehicle ownership.

## Economic Trend

According to the Bureau of Economic Analysis, in 2019, the State of Ohio's GDP was 613,251 billion and the State of West Virginia's GDP was 72,633 billion. Both states saw a steady increase in GDP from 2015 to 2019 (with the exception being WV in 2016). However, both states saw a decrease in GDP likely due to the Covid-19 pandemic in 2020. Ohio's GDP fell to 594,143 billion (3.1% decrease) and West Virginia's GDP fell to 70,444 billion (3.1% decrease). However, in 2022 Ohio's GDP has increased to 638,910 billion which is a 4.2% increase from the pre-pandemic 2019 data. In 2022, West Virginia's GDP was 71,652 billion. While West Virginia's GDP has grown 1.7% since 2020, it is still 1.4% less than the pre-pandemic data in 2019. It appears that from a state level perspective, the State of Ohio has recovered from the pandemic at a faster rate than the State of West Virginia. Additionally, both states saw a steady increase in Personal Consumption Expenditures. Between 2015 and 2021, the State of Ohio saw a 23.9% increase in PCE, and the State of West Virginia saw a 20.4% increase in PCE.

In the BHJ Region, Jefferson County Ohio has the biggest economy which is roughly 1.5 the size of Brooke and Hancock County combined. The driving forces of this economy are Healthcare and social Assistance, manufacturing, and retail trade. At first glance, it appears the GDP from Jefferson County saw a steep decline from 2015 to 2021. This is due to Jefferson County having a GDP of 4,271,753 billion GDP in 2015 and drops to 3,182, 919 (25.49% decrease) billion in 2016. However, it should be noted that from years 2013-2015 Jefferson County's GDP grew by 33% (likely due to the expansion of natural gas industry), and in 2016 there was a correction to the County's GDP. From 2016 to 2021, Jefferson County saw a 6.4% growth in GDP. From 2015 to 2021, Brooke County saw a 24.3% increase in GDP. From 2015 to 2021, Hancock County saw a 5.1% decrease in GDP. This is in part due to the hit the tourism industry – specifically Mountaineer Casino - took during the Covid-19 lockdowns.

## Employment Trend

Over the last decade, the BHJ region has seen a gradual decrease in the labor force. The region also has a higher unemployment rate than the national average. The region has continued to struggle to adapt from the losses of the Steel Industry. However, the future has some positive signs with the multi-billion dollar investment of Form Energy in Weirton, the creation of the Pure WaterCraft Factory in Beech Bottom, amongst other investments in the region.

As of 2023, Jefferson County has 25,577 individuals employed and an unemployment rate of 5.19%, Brooke County has 9,437 individuals employed and an unemployment rate of 4.66%, and Hancock County has 12,457 individuals employed and an unemployment rate of 4.66%. Additionally, the workforce was majorly impacted by the shutdowns associated with the Covid-19 Pandemic. Jefferson County's unemployment rate increased to 10.18%, Brooke County's unemployment rate increased to 8.87%, and Hancock County's unemployment rate increased to 9.86% in 2020.

Health Care and Social Assistance, Manufacturing, Retail Trade, and Accommodation and food services industries are the prominent employers for this region.

According to the US Census Bureau's 2016-2020 Commuter Flows, 17,422 Jefferson County residents, 917 Brooke County residents, and 829 Hancock County residents work within Jefferson County.

According to the US Census Bureau's 2016-2020 Commuter Flows, 4,351 Brooke County residents, 1,626 Jefferson County residents, and 1,187 Hancock County residents work within Brooke County.

According to the US Census Bureau's 2016-2020 Commuter Flows, 5,745 Hancock County residents, 829 Jefferson County residents, and 1,799 Brooke County residents work within Jefferson County.

Other counties that residents of the BHJ region commute to are as follows: Allegheny County and Washington County in Pennsylvania, Ohio County and Marshall County in West Virginia, and Belmont County and Columbiana County in Ohio.

According to the future employment projection provided by Bureau of Labor Market Statistics (BLS), southeast Ohio\* is expecting to add another 13,641 jobs in the next 10 years period. The top three (3) sectors that BLS expects will grow the most are Healthcare Support Occupations, Food Preparation and Serving Related Occupations, and Transportation and Material Moving Occupations. The sector with the largest expected loss is Sales and Related Occupations with a decrease of 1,647 jobs.

According to the future employment projection provided by Workforce West Virginia, Region 5 is expecting to add 3,140 jobs in investment area region 5\*\* in the next 10 years. The top three (3) sectors Workforce West Virginia expects to grow the most are Healthcare and Support Occupations, Food Preparation & Serving Related Occupations, and Healthcare practitioners and Technical Operations. The sector with the largest expected loss is Sales & Related Occupations.

\*South East Ohio- Adams, Athens, Belmont, Carroll, Coshocton, Gallia, Guernsey, Harrison, Highland, Hocking, Holmes, Jackson, Jefferson, Lawrence, Meigs, Monroe, Morgan, Muskingum, Noble, Perry, Pike, Ross, Scioto, Vinton, and Washington Counties.

\*\* Investment area region 5- Brooke, Hancock, Ohio, Marshall, Wetzel & Tyler.

## Demographic Statistics

**Table 9 Population Trend BHJ Region**

	Population Year						Change in population 2020-50		
	2000	2010	2020	2030	2040	2050	Number	Percent Change	Annual Rate of Change
Brooke County, WV	25,447	24,279	22,559	20,848	19,162	*18,011	-7,436	24.70%	-0.62%
Hancock County, WV	32,667	30,676	29,095	27,005	24,957	*23,523	-9,144	23.60%	-0.59%
Jefferson County, OH	73,894	69,709	65,249	59,792	54,062	49,166	-24,728	33.46%	-0.67%
Metropolitan Area	132,008	124,450	116,903	*110,012	*103,526	*91,680	-25,223	21.58%	-0.61%
<b>Central Cities</b>									
Steubenville, OH	19,015	18,659	18,161	*17,748	*17,345	*16,566	-1,595	-8.78%	-0.23%
Weirton, WV	20,411	19,746	19,163	*18,568	*17,991	*16,891	-2,272	11.85%	-0.31%
<b>Selected Urban Areas</b>									
Chester, WV	2,592	2,585	2,208	*2,038	*1,881	*1,602	-606	27.43%	-0.80%
Follansbee, WV	3,115	2,986	2,848	*2,723	*2,604	*2,381	-467	16.41%	-0.45%
Mingo Junction, OH	3,631	3,454	3,347	*3,213	*3,085	*2,844	-503	15.03%	-0.41%
Toronto, OH	5,676	5,294	5,303	*5,126	*4,955	*4,629	-674	12.71%	-0.34%
Wellsburg, WV	2,891	2,799	2,450	*2,255	*2,076	*1,760	-690	28.18%	-0.82%
Wintersville, OH	4,067	3,922	3,765	*3,623	*3,485	*3,227	-538	14.30%	-0.39%

Source- Ohio Development Services Agency office of Research, 2022, Bureau of Business & Economic Research, West Virginia University ,2022, BHJ MPC

\*Forecast produced utilizing Compound Annual Growth Rate

**Table 10 Housing Trend BHJ Region**

	Occupied Housing Characteristics by Year						Changes from 2020-2050		
	2000	2010	2020	2030	2040	2050	Number	Percent Change	Annual Rate of Change
<b>Brooke County, WV</b>	10,396	10,746	9,792	9,503	9,223	8,951	-841	-8.59%	-0.30%
Persons/Household	2.36	2.26	2.10	1.98	1.87	1.76	-0.34	16.06%	-0.58%
No Vehicle Households	899	894	676	586	508	441	-235	34.80%	-0.14%
<b>Hancock County, WV</b>	13,678	14,639	12,676	12,203	11,747	11,309	-1,367	10.78%	-0.38%
Persons/Household	2.36	2.1	2.27	2.23	2.18	2.14	-0.13	-5.67%	-0.19%
No Vehicle Households	991	926	1,028	1,047	1,066	1,086	58	5.65%	-0.18%
<b>Jefferson County, OH</b>	30,415	32,693	27,541	26,208	24,939	23,731	-3,810	13.83%	-0.50%
Persons/Household	2.36	2.13	2.27	2.23	2.18	2.14	-0.13	-5.67%	0.19%
No Vehicle Households	3,236	2,803	2,724	2,499	2,293	2,104	-620	22.77%	0.86%
<b>Metropolitan Area</b>	52,449	58,078	50,009	48,832	47,683	46,560	-3,449	-6.90%	-0.24%
Persons/Household	2.36	2.16	2.22	2.15	2.09	2.03	-0.19	-8.77%	-0.31%
No Vehicle Households		4,232	4,458	4,575	4,696	4,820	362	8.12%	0.26%

Source- American Community Survey 2010 and 2020, US Decennial Census 2000, BHJ MPC  
 Forecast produced utilizing Compound Annual Growth Rate

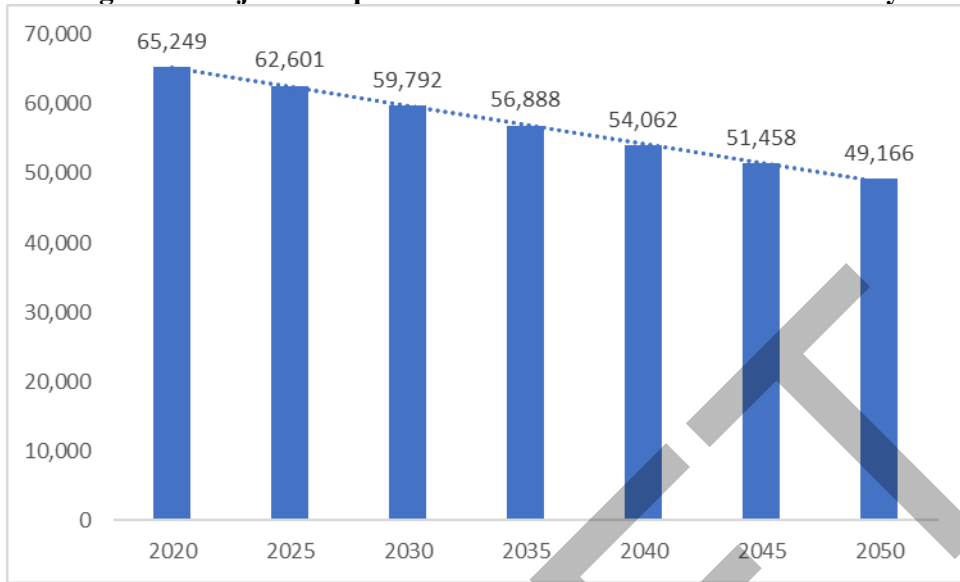
**Table 11 Cohort Population Projection Jefferson County**

Age Cohort	2020			2035			2050		
	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
0-4	3,335	1,718	1,617	3,055	1,498	1,557	2,698	1,318	1,380
5-9	3,380	1,769	1,611	3,220	1,591	1,629	2,755	1,361	1,394
10-14	3,762	1,928	1,834	3,190	1,586	1,604	2,986	1,491	1,495
15-19	4,082	2,004	2,078	3,787	1,878	1,909	3,437	1,626	1,811
20-24	4,222	2,071	2,151	3,945	1,974	1,971	3,595	1,706	1,889
25-29	3,754	1,872	1,882	3,345	1,715	1,630	2,923	1,430	1,493
30-34	3,596	1,798	1,798	3,310	1,673	1,637	3,048	1,613	1,435
35-39	3,367	1,733	1,634	3,434	1,785	1,649	2,945	1,533	1,412
40-44	3,451	1,730	1,721	3,645	1,824	1,821	3,210	1,667	1,543
45-49	3,998	1,982	2,016	3,405	1,718	1,687	3,106	1,571	1,535
50-54	4,069	2,062	2,007	3,182	1,651	1,531	3,138	1,642	1,496
55-59	4,810	2,334	2,476	3,084	1,551	1,533	3,232	1,608	1,624
60-64	5,217	2,572	2,645	3,405	1,674	1,731	2,847	1,432	1,415
65-69	4,717	2,295	2,422	3,164	1,552	1,612	2,459	1,238	1,221
70-74	3,779	1,797	1,982	3,336	1,529	1,807	2,089	992	1,097
75-79	2,400	1,076	1,324	3,034	1,324	1,710	1,955	860	1,095
80-84	1,776	742	1,034	1,816	759	1,057	1,286	541	745
85+	1,534	521	1,013	1,531	538	993	1,457	490	967
<b>TOTAL</b>	<b>65,249</b>	<b>32,004</b>	<b>33,245</b>	<b>56,888</b>	<b>27,820</b>	<b>29,068</b>	<b>49,166</b>	<b>24,119</b>	<b>25,047</b>

Source- Ohio Development Services Agency office of Research, 2020



**Figure 3 Projected Population Trend 2020-2050 Jefferson County**



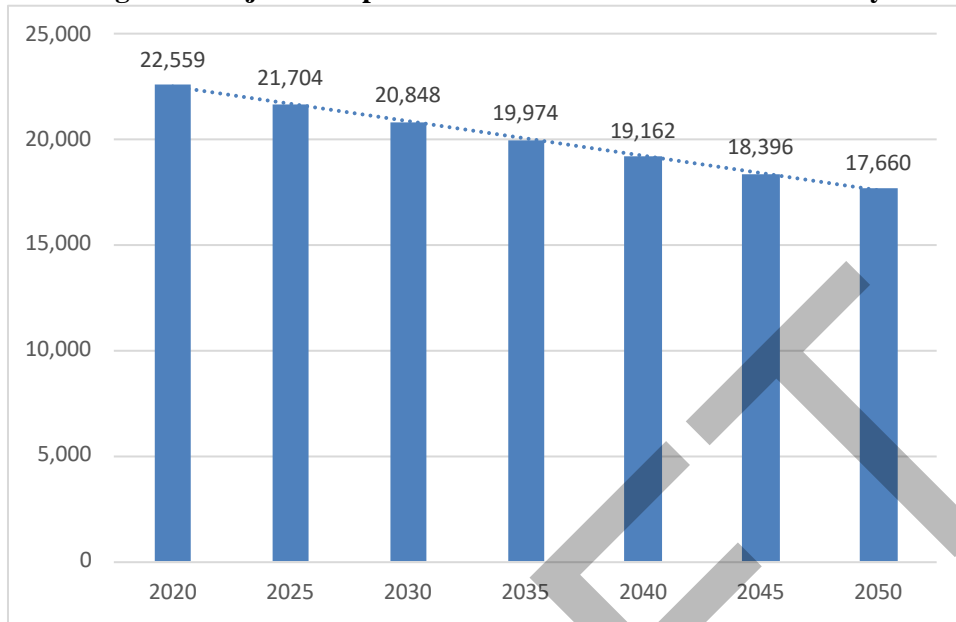
Source- Ohio Development Services Agency office of Research, 2020

**Table 12 Cohort Population Projection Brooke County**

Age Cohort	2020			2035			2050		
	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
0-4	1,004	510	494	906	460	445	829	423	407
5-9	1,029	545	484	938	509	429	843	463	380
10-14	1,234	636	598	981	501	480	834	424	409
15-19	1,342	717	625	983	514	469	807	418	389
20-24	1,397	729	668	882	445	437	670	348	322
25-29	1,250	661	589	907	487	420	579	294	285
30-34	1,122	595	527	1,176	628	548	1,010	527	483
35-39	1,113	566	547	1,445	717	728	1,240	629	611
40-44	1,285	662	623	1,489	757	732	1,523	782	740
45-49	1,389	698	691	1,131	576	555	1,576	777	799
50-54	1,481	749	732	1,113	580	533	1,011	528	485
55-59	1,657	831	826	1,455	717	738	1,064	538	527
60-64	1,818	877	941	1,568	771	797	1,308	650	659
65-69	1,774	852	922	1,577	744	833	1,385	655	730
70-74	1,477	707	770	1,310	644	666	1,227	588	639
75-79	914	398	516	935	428	507	823	409	415
80-84	664	305	359	649	289	361	633	264	370
85+	609	200	409	529	173	356	494	167	328
<b>Total</b>	<b>22,559</b>	<b>11,238</b>	<b>11,321</b>	<b>19,974</b>	<b>9,939</b>	<b>10,035</b>	<b>17,660</b>	<b>8,779</b>	<b>8,882</b>

Source- Bureau of Business & Economic Research, West Virginia University, 2022, BHJ

**Figure 4 Projected Population Trend 2020-2050 Brooke County**



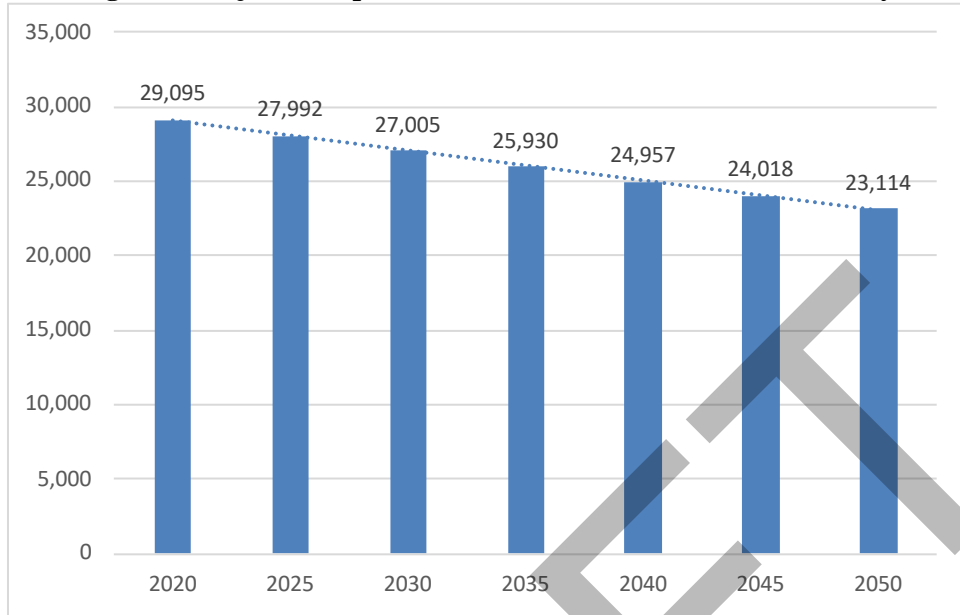
Source- Bureau of Business & Economic Research, West Virginia University, 2022, BHJ MPC

**Table 13 Cohort population Projection Hancock County**

Age Cohort	2020			2035			2050		
	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
0-4	1,264	641	623	1,119	568	551	983	498	485
5-9	1,538	797	741	1,331	665	666	1,160	568	592
10-14	1,668	842	826	1,332	677	655	1,134	578	557
15-19	1,623	864	759	1,208	621	587	1,007	508	500
20-24	1,394	704	690	1,227	641	586	1,030	514	515
25-29	1,548	797	751	1,693	835	858	1,457	761	696
30-34	1,541	774	767	1,679	900	779	1,495	765	730
35-39	1,581	792	789	1,380	710	670	1,547	851	698
40-44	1,682	822	860	1,242	626	616	1,250	612	638
45-49	1,960	1,006	954	1,481	730	751	1,101	584	517
50-54	1,964	1,001	963	1,621	777	844	1,256	578	680
55-59	2,203	1,067	1,136	1,899	935	965	1,599	757	841
60-64	2,289	1,108	1,181	2,136	1,040	1,095	1,823	878	945
65-69	2,276	1,114	1,162	2,024	1,003	1,021	1,879	901	977
70-74	1,802	874	928	1,817	834	983	1,763	852	912
75-79	1,107	489	618	1,199	544	655	1,248	555	693
80-84	820	313	507	839	343	495	784	321	463
85+	835	270	565	703	226	477	721	233	486
<b>Total</b>	<b>29,095</b>	<b>14,275</b>	<b>14,820</b>	<b>25,930</b>	<b>12,674</b>	<b>13,256</b>	<b>23,114</b>	<b>11,238</b>	<b>11,876</b>

Source- Bureau of Business & Economic Research, West Virginia University, 2022, BHJ MPC

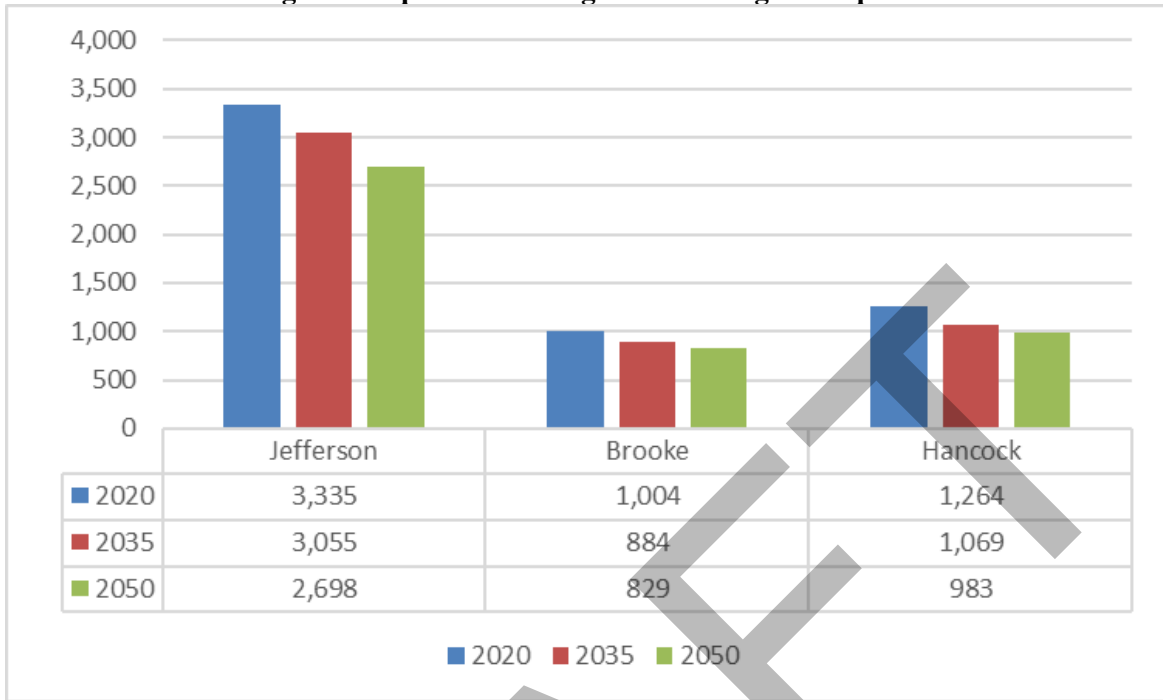
**Figure 5 Projected Population Trend 2020-2045 Hancock County**



Source- Bureau of Business & Economic Research, West Virginia University, 2022, BHJ MPC

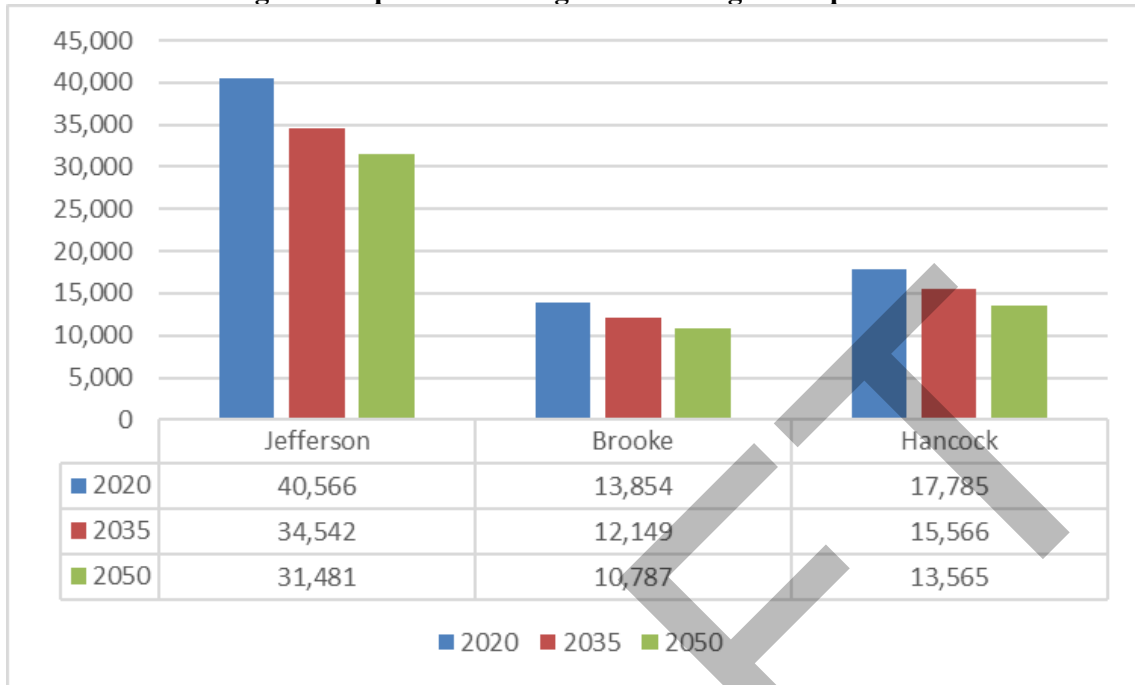
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**Figure 6 Population Change Trend in Age Group 0-4**



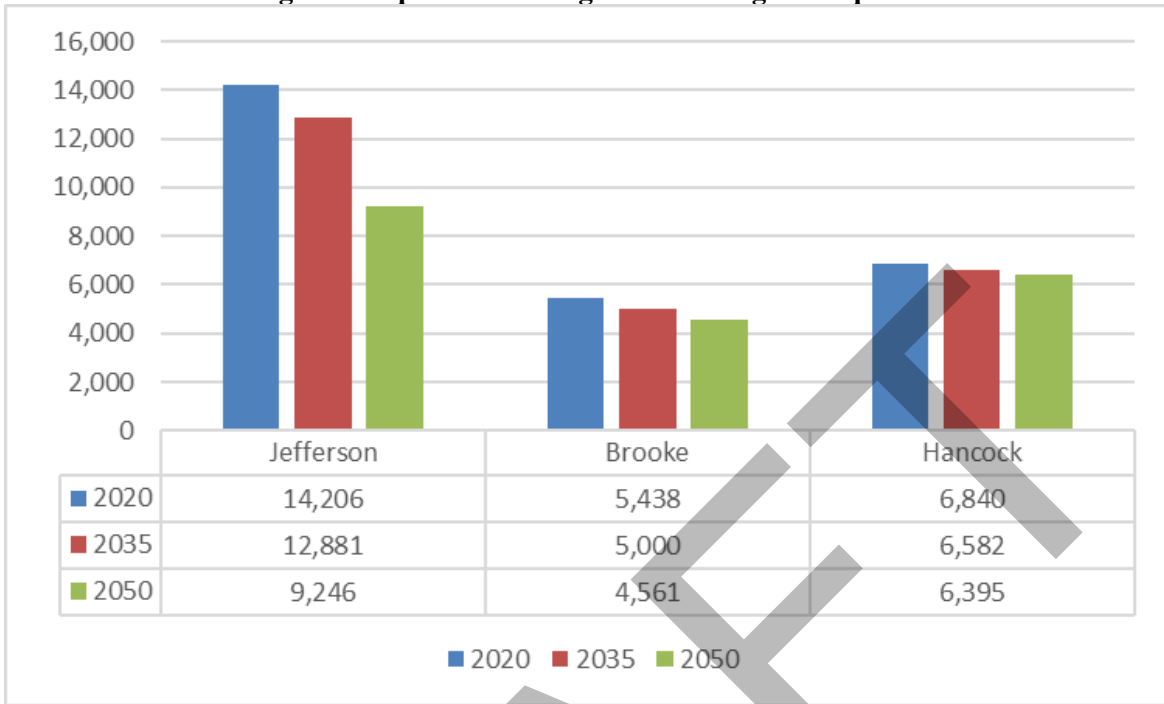
Source- Bureau of Business & Economic Research WVU, Ohio Development Services Agency office of Research  
MPC 202

**Figure 7 Population Change Trend in Age Group 16-64**



**Source-**  
**Bureau of Business & Economic Research WVU,**  
**Ohio Development Services Agency office of Research MPC 2023**

**Figure 8 Population Change Trend in Age Group 65+**

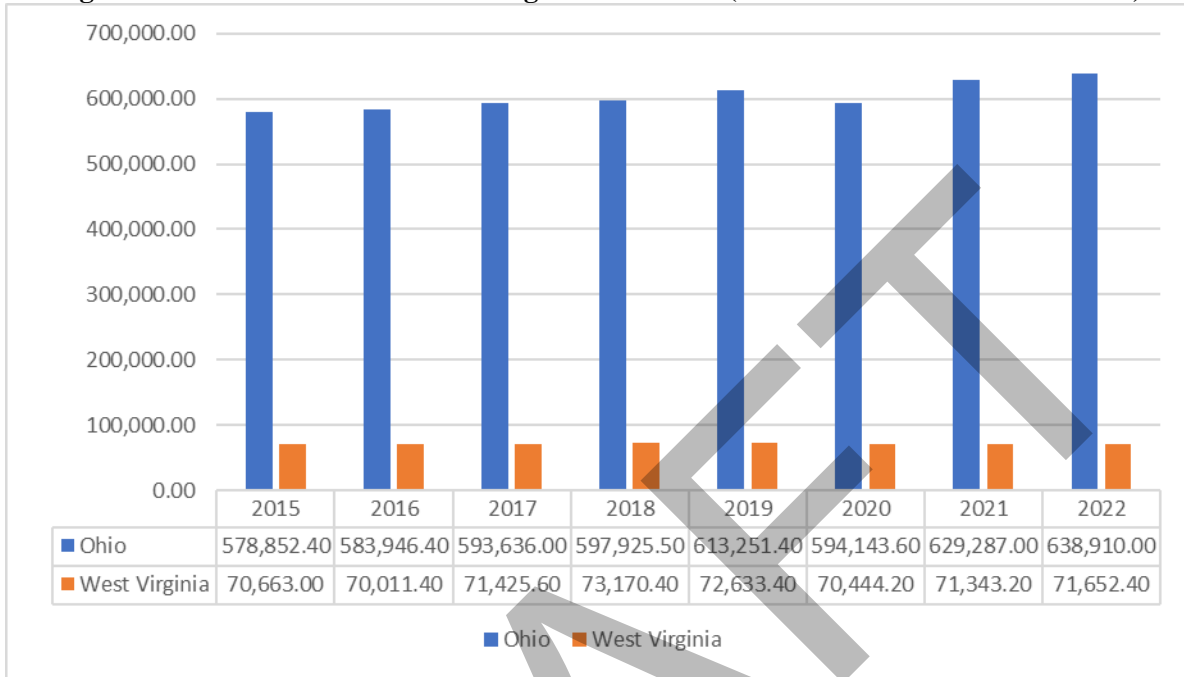


Source-  
 Bureau of Business & Economic Research WVU,  
 Ohio Development Services Agency office of Research MPC 2019



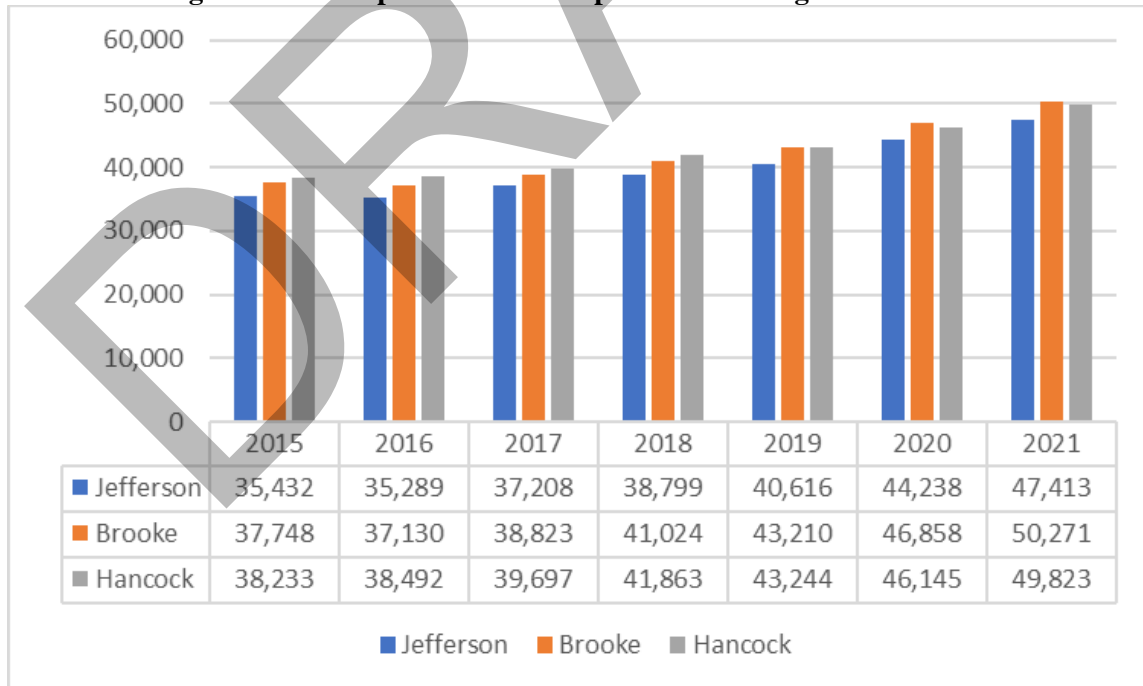
## Economic Statistics

**Figure 9 GDP Per Ohio and West Virginia 2015-2022 (millions of chained 2012 dollars)**



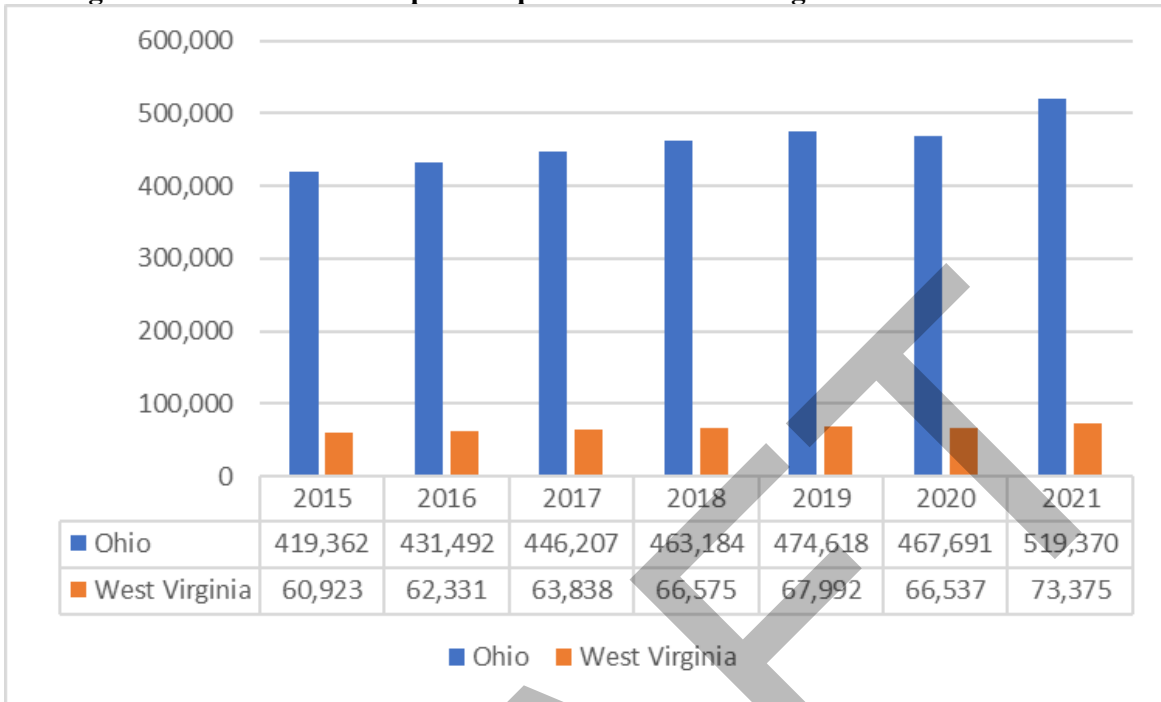
Source- Bureau of Economic Analysis, US Department of Commerce, 2023

**Figure 10 Per Capita Income Comparison BHJ Region 2015 - 2021**



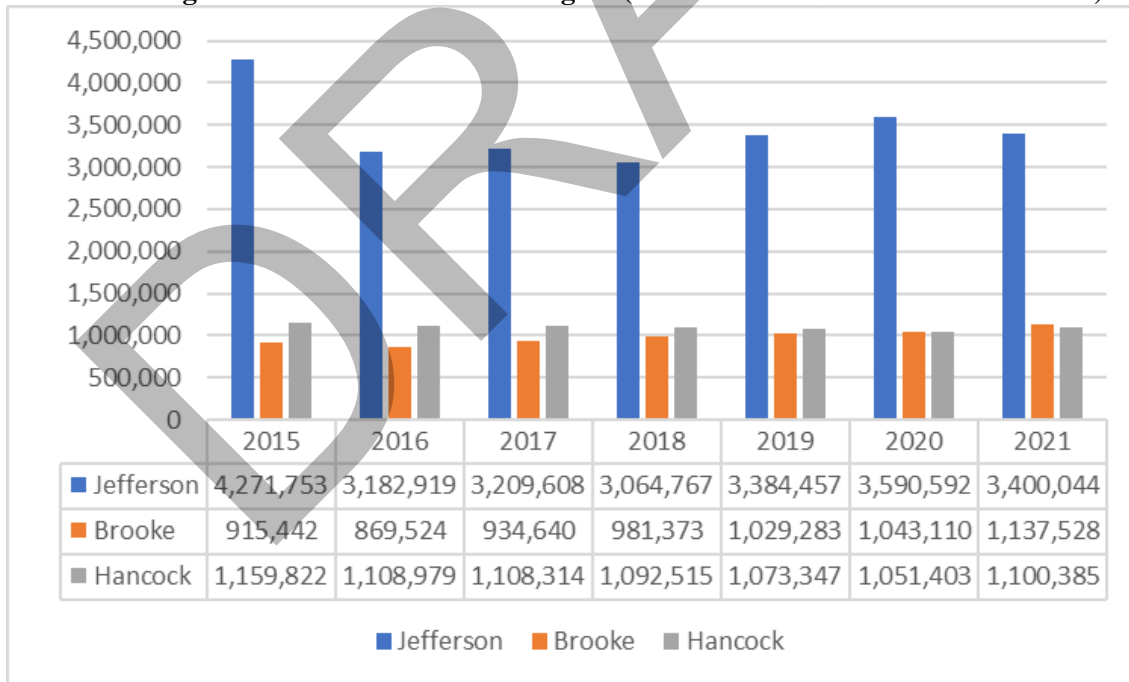
Source- Bureau of Economic Analysis, US Department of Commerce, 2023

**Figure 11 Personal Consumption Expenditure in West Virginia and Ohio 2015-2021**



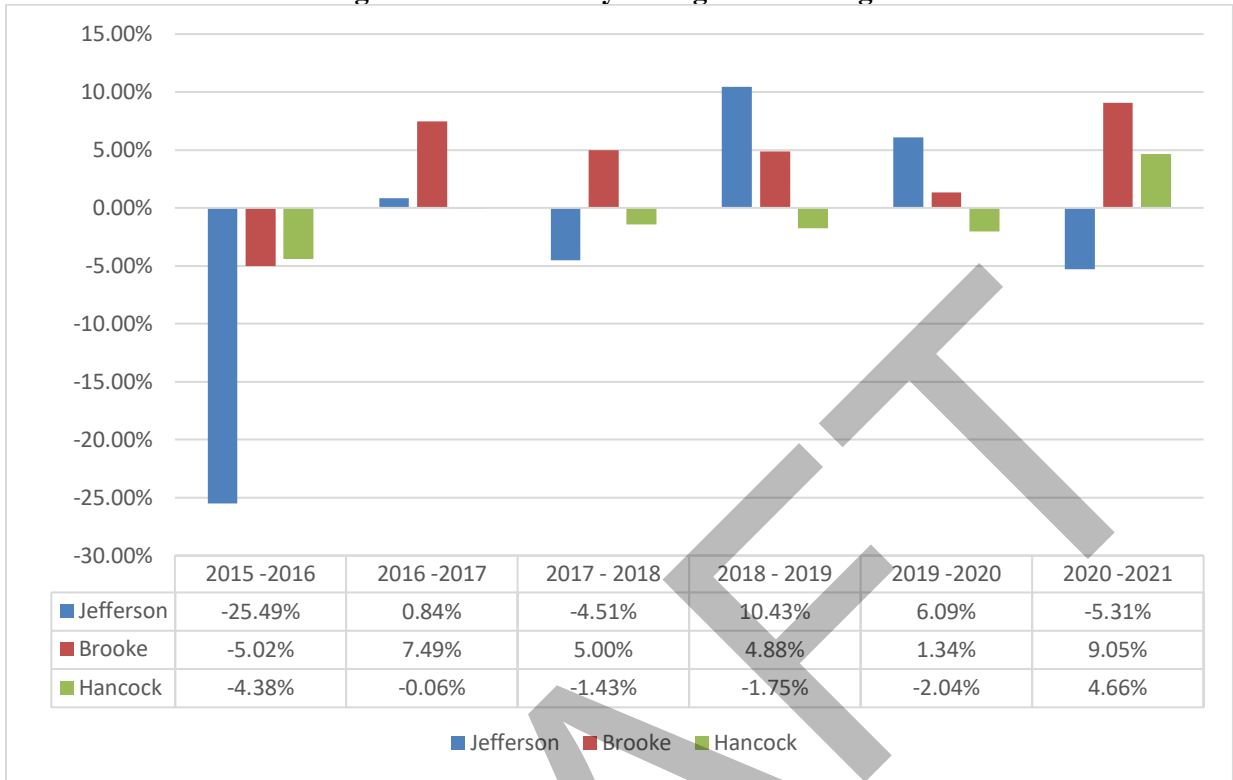
Source- Bureau of Economic Analysis, US Department of Commerce, 2023

**Figure 12 Real GDP for BHJ Region (in thousands of chained 2012 dollars)**



Source- Bureau of Economic Analysis, US Department of Commerce, 2023

**Figure 13 GDP Yearly Change in BHJ Region**



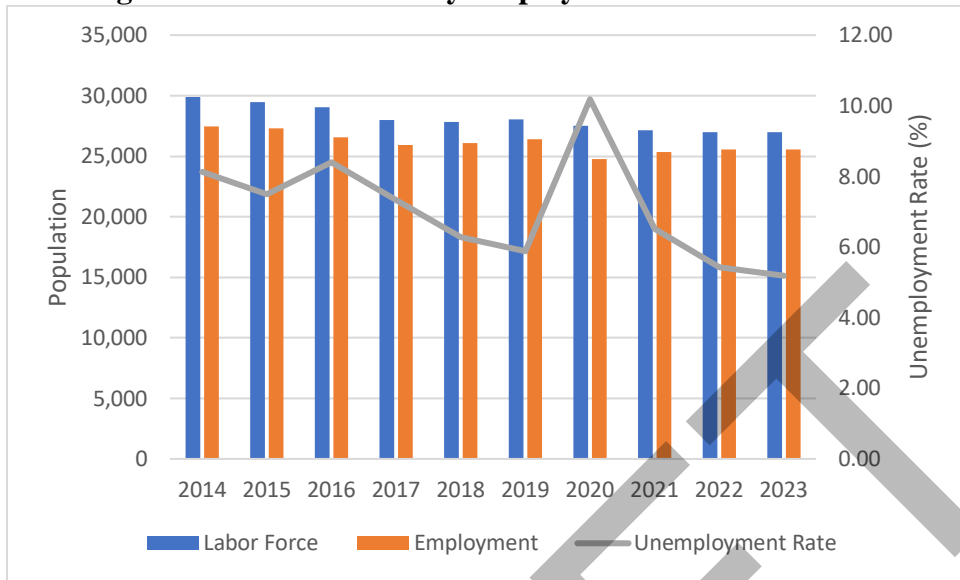
Source- Bureau of Economic Analysis, US Department of Commerce, 2023

**Employment Statistics BHJ Region**  
**Table 14 Employment Trend BHJ Region 2014-2023**

<b>Jefferson</b>				
<b>Year</b>	<b>Labor Force</b>	<b>Employed</b>	<b>Unemployed</b>	<b>Unemployment Rate (%)</b>
2023	26,974	25,577	1,397	5.19
2022	27,008	25,538	1,470	5.43
2021	27,116	25,345	1,770	6.51
2020	27,533	24,741	2,792	10.18
2019	28,067	26,415	1,652	5.88
2018	27,829	26,083	1,746	6.28
2017	27,974	25,922	2,052	7.33
2016	29,024	26,583	2,441	8.41
2015	29,492	27,280	2,212	7.50
2014	29,866	27,438	2,428	8.13
<b>Brooke</b>				
<b>Year</b>	<b>Labor Force</b>	<b>Employed</b>	<b>Unemployed</b>	<b>Unemployment Rate (%)</b>
2023	9,899	9,437	462	4.66
2022	9,877	9,428	449	4.53
2021	9,822	9,223	599	6.11
2020	9,721	8,862	858	8.87
2019	9,970	9,448	522	5.24
2018	9,950	9,355	594	5.99
2017	9,835	9,236	599	6.11
2016	10,011	9,306	706	7.04
2015	10,204	9,475	729	7.15
2014	10,199	9,473	726	7.12
<b>Hancock</b>				
<b>Year</b>	<b>Labor Force</b>	<b>Employed</b>	<b>Unemployed</b>	<b>Unemployment Rate (%)</b>
2023	13,185	12,457	729	5.50
2022	13,031	12,393	638	4.90
2021	12,941	12,128	813	6.28
2020	12,941	11,663	1,278	9.86
2019	13,075	12,395	680	5.22
2018	13,005	12,253	752	5.78
2017	12,896	12,114	782	6.05
2016	12,899	11,995	904	7.02
2015	13,146	12,146	1,001	7.62
2014	13,253	12,209	1,044	7.88

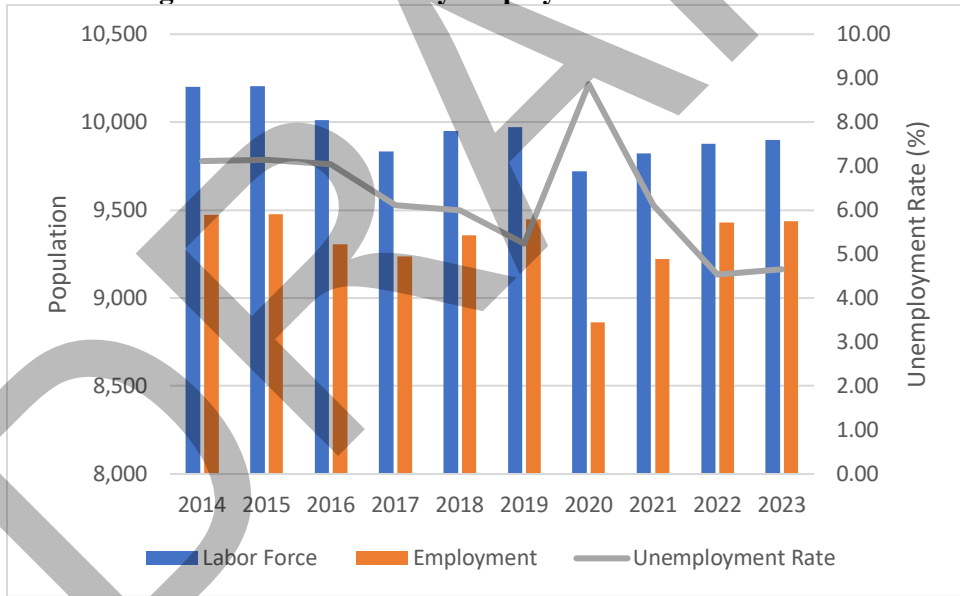
Source- Local Area Unemployment Statistics, Bureau of Labor Statistics, 2023

**Figure 14 Jefferson County Employment Trend 2014-2023**



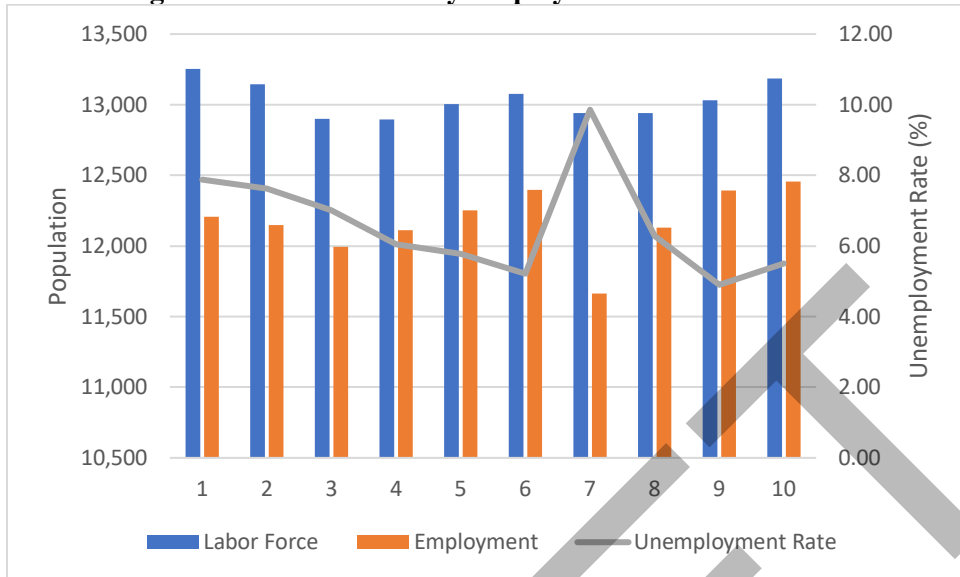
Source- Local Area Unemployment Statistics, Bureau of Labor Statistics, 2023

**Figure 15 Brooke County Employment Trend 2014-2023**



Source- Local Area Unemployment Statistics, Bureau of Labor Statistics, 2023

**Figure 16 Hancock County Employment Trend 2014-2023**



Source- Local Area Unemployment Statistics, Bureau of Labor Statistics, 2023

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**Table 15 Industry by Classification & Top Employment Centers- Jefferson County**

<b>Industry classifications</b>	<b>Number of employees</b>	<b>Percentage</b>
NAICS 62 Health care and social assistance	3,859	24.26%
NAICS 44-45 Retail trade	2,654	16.68%
NAICS 48-49 Transportation and warehousing	1,557	9.79%
NAICS 31-33 Manufacturing	1,550	9.74%
NAICS 72 Accommodation and food services	1,522	9.57%
NAICS 23 Construction	1,127	7.08%
NAICS 56 Administrative and support and waste management and remediation services	725	4.56%
NAICS 61 Educational services	631	3.97%
NAICS 22 Utilities	532	3.34%
NAICS 42 Wholesale trade	530	3.33%
NAICS 81 Other services (except public administration)	530	3.33%
NAICS 52 Finance and insurance	239	1.50%
NAICS 53 Real estate and rental and leasing	202	1.27%
NAICS 51 Information	108	0.68%
NAICS 71 Arts, entertainment, and recreation	80	0.50%
NAICS 21 Mining, quarrying, and oil and gas extraction	52	0.33%
NAICS 99 Unclassified	11	0.07%
<b>Grand total</b>	<b>15,909</b>	<b>100.0%</b>

Source- Quarterly Census of Employment & Wages, BLS, 2023

**Table 16 Top 10 employers Jefferson County**

<b>Company name</b>	<b>City</b>	<b>County</b>	<b>NAICS Code</b>	<b>Employees</b>
Trinity medical center west	Steubenville	Jefferson	Health care & social assistance	1,278
Wal-Mart	Steubenville	Jefferson	Warehousing	738
FirstEnergy Generation Corp	Stratton	Jefferson	Utilities	533
Titanium Metals Corp	Toronto	Jefferson	Manufacturing	496
Franciscan University of Steubenville	Steubenville	Jefferson	Educational service	425
Wal-Mart	Steubenville	Jefferson	Retail trade	373
Ohio Power Co	Brilliant	Jefferson	Utilities	336
Betchel Construction Co	Stratton	Jefferson	Construction	288
Trinity Medical Center East	Steubenville	Jefferson	Health care & social assistance	286
Severstal Wheeling	Mingo Junction	Jefferson	Manufacturing	281

Source- Quarterly Census of Employment & Wages, BLS, 2020



**Table 17 Industry by Classification & Top Employment Centers- Brooke County**

<b>Industry Classifications</b>	<b>Number of Employees</b>	<b>Percentage</b>
NAICS 31-33 Manufacturing	1,030	30.66%
NAICS 44-45 Retail trade	887	26.41%
NAICS 72 Accommodation and food services	721	21.46%
NAICS 48-49 Transportation and warehousing	168	5.00%
NAICS 71 Arts, entertainment, and recreation	153	4.55%
NAICS 81 Other services (except public administration)	143	4.26%
NAICS 52 Finance and insurance	119	3.54%
NAICS 54 Professional, scientific, and technical services	75	2.23%
NAICS 53 Real estate and rental and leasing	63	1.88%
<b>Grand Total</b>	<b>3,359</b>	<b>100.0%</b>

Source- Workforce West Virginia, Department of Commerce, 2023

**Table 18 Top 10 Employers Brooke County**

<b>Rank</b>	<b>Employer</b>
1	Weirton Medical Center
2	Brooke County Board of Education
3	Walmart
4	Mountain State Carbon, LLC
5	WMC Physician Practices, LLC
6	Justrite Manufacturing Company, LLC
7	Kroger
8	Bethany College
9	Wheeling-Nippon Steel, Inc.
10	Brooke County Commission

Source- Workforce West Virginia, Department of Commerce, 2023

**Table 19 Industry by Classification & Top Employment Centers- Hancock County**

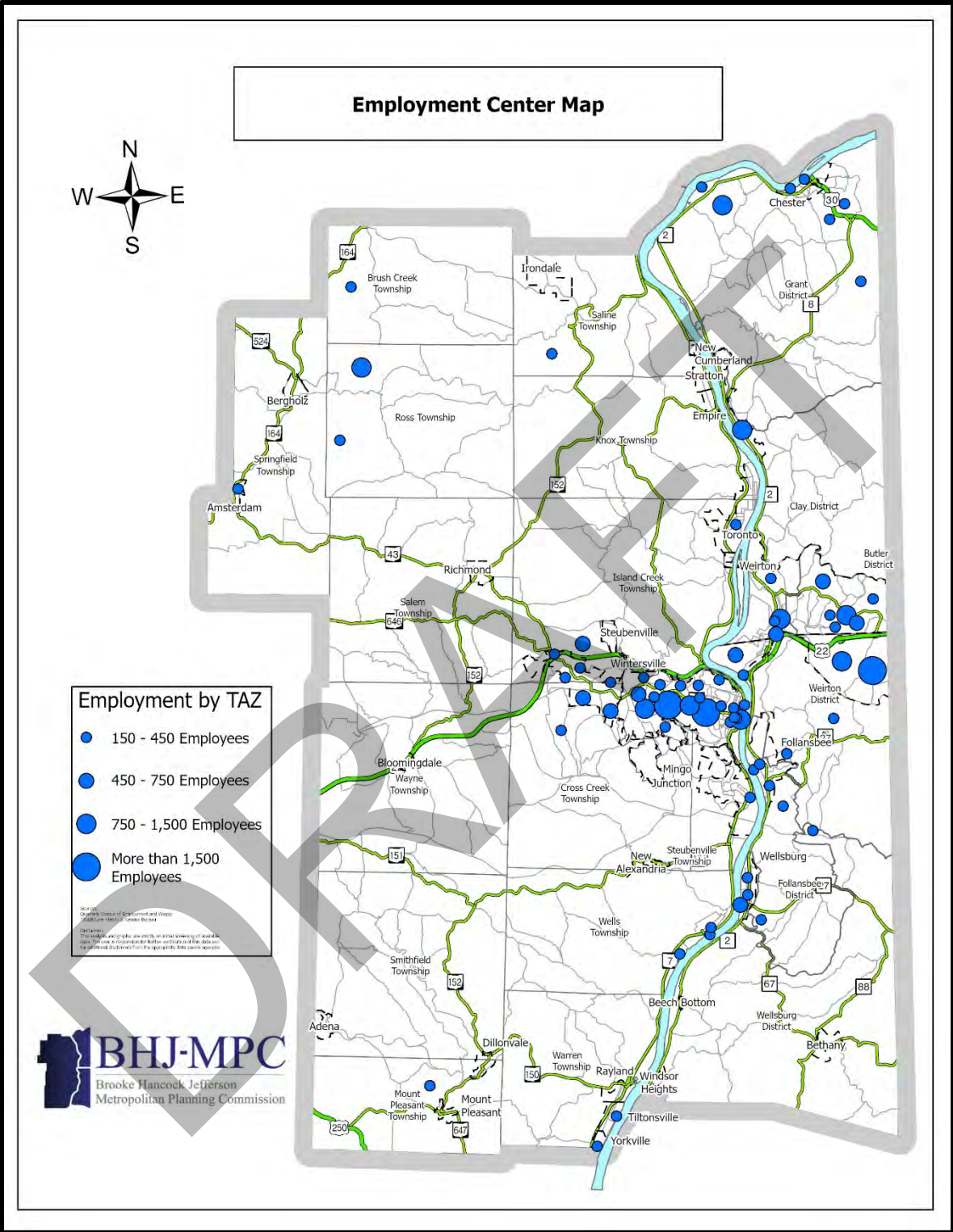
<b>Industry Classifications</b>	<b>Number of Employees</b>	<b>Percentage</b>
NAICS 31-33 Manufacturing	2,227	31.09%
NAICS 72 Accommodation and food services	1,171	16.35%
NAICS 62 Health care and social assistance	956	13.35%
NAICS 44-45 Retail trade	779	10.88%
NAICS 52 Finance and insurance	353	4.93%
NAICS 48-49 Transportation and warehousing	267	3.73%
NAICS 54 Professional, scientific, and technical services	263	3.67%
NAICS 81 Other services (except public administration)	252	3.52%
NAICS 56 Administrative and support and waste management and remediation services	206	2.88%
NAICS 71 Arts, entertainment, and recreation	191	2.67%
NAICS 53 Real estate and rental and leasing	141	1.97%
NAICS 42 Wholesale trade	101	1.41%
NAICS 22 Utilities	93	1.30%
NAICS 61 Educational services	82	1.14%
NAICS 55 Management of companies and enterprises	37	0.52%
NAICS 99 Unclassified	23	0.32%
NAICS 51 Information	20	0.28%
<b>Grand Total</b>	<b>7,162</b>	<b>100.0%</b>

Source- Workforce West Virginia, Department of Commerce, 2023

**Table 20 Top 10 Employers Hancock County**

<b>Rank</b>	<b>Employer</b>
1	ArcelorMittal USA, Inc.
2	Hancock County Board of Education
3	Mountaineer Park, Inc
4	The Fiesta Tableware Company
5	Bellofram Corporation
6	Ergon-West Virginia, Inc.
7	Weirton Geriatric Center, Inc.
8	Highmark, Inc.
9	Change, Incorporated
10	City of Weirton

Source- Workforce West Virginia, Department of Commerce, 2022



## Commuting Workflow Statistics

**Table 21 Inside BHJ Region Commuter Flow**

County of Workplace	County of Residence			Grand Total
	Jefferson County	Brooke County	Hancock County	
Jefferson County	17,422	917	829	19,168
Brooke County	1,626	4,351	1,799	7,776
Hancock County	955	1,187	5,745	7,887
<b>Grand Total</b>	<b>20,003</b>	<b>6,455</b>	<b>8,373</b>	<b>34,831</b>

Source- US Census Bureau, Commuter Flow 2016-2020

**Table 22 Top 10 Counties of Workplace from BHJ Region**

County of Workplace	County of Residence			Grand Total
	Jefferson County	Brooke County	Hancock County	
Allegheny County	1,845	899	2,161	4,905
Ohio County	1,361	935	73	2,369
Belmont County	1,543	167	43	1,753
Washington County	314	677	523	1,514
Columbiana County	476	21	552	1,049
Harrison County	559	n/a	150	709
Beaver County	222	56	410	688
Marshall County	297	59	72	428
Carroll County	291	n/a	n/a	291
Stark County	87	n/a	3	90

Source- US Census Bureau, Commuter Flow 2016-2020

## Future Employment Projection 2020-2030

**Table 23 Future Employment Projection of South East Ohio**

Description	Employment		Projected Change	
	2020	2030	2020-2030	Percent
Management Occupations	31,712	33,526	1,814	5.7%
Business and Financial Operations Occupations	9,101	9,640	539	5.9%
Computer and Mathematical Occupations	2,599	2,808	209	8.0%
Architecture and Engineering Occupations	4,067	4,282	215	5.3%
Life, Physical, and Social Science Occupations	2,079	2,255	176	8.5%
Community and Social Service Occupations	6,446	7,331	885	13.7%
Legal Occupations	1,149	1,165	16	1.4%
Education, Training, and Library Occupations	22,868	24,074	1,206	5.3%
Arts, Design, Entertainment, Sports, and Media Occupations	3,127	3,215	88	2.8%
Healthcare Practitioners and Technical Occupations	25,156	26,880	1,724	6.9%
Healthcare Support Occupations	17,455	19,734	2,279	13.1%
Protective Service Occupations	6,961	6,877	-84	-1.2%
Food Preparation and Serving Related Occupations	29,427	32,677	3,250	11.0%
Building and Grounds Cleaning and Maintenance Occupations	11,000	11,465	465	4.2%
Personal Care and Service Occupations	6,227	6,462	235	3.8%
Sales and Related Occupations	30,773	29,126	-1,647	-5.4%
Office and Administrative Support Occupations	39,074	37,413	-1,661	-4.3%
Farming, Fishing, and Forestry Occupations	3,550	3,689	139	3.9%
Construction and Extraction Occupations	18,388	19,485	1,097	6.0%
Installation, Maintenance, and Repair Occupations	15,692	16,471	779	5.0%
Production Occupations	27,737	26,963	-774	-2.8%
Transportation and Material Moving Occupations	31,061	33,752	2,691	8.7%
<b>Total</b>	<b>345,649</b>	<b>359,290</b>	<b>13,641</b>	<b>4.0%</b>

Source: Ohio Department of Job and Family Services, Bureau of Labor Market Information, July 2023.

**Table 24 Future Employment Projection of Region 5 West Virginia**

Description	Employment		Projected Change	
	2020	2030	2020-2030	Percent
Management Occupations	2,619	2,864	245	9.4%
Business and Financial Occupations	1,960	2,116	156	8.0%
Computer & Mathematical Occupations	388	421	33	8.5%
Architecture and Engineering Occupations	428	464	36	8.4%
Life, Physical and Social Science Occupations	301	308	7	2.3%
Community & Social Service Occupations	786	880	94	12.0%
Legal Occupations	457	530	73	16.0%
Educational Instructions & Library Occupations	2,196	2,396	200	9.1%
Arts, Design, Entertainment, Sports & Media Occupations	275	299	24	8.7%
Healthcare practitioners and Technical Occupations	4,081	4,738	657	16.1%
Healthcare Support Occupations	1,367	1,629	262	19.2%
Protective Service Occupations	592	640	48	8.1%
Food Preparation & Serving related Occupations	4,522	5,341	819	18.1%
Building and Ground Cleaning and Maintenance Occupations	1,497	1,638	141	9.4%
Personal Care & Service Occupations	718	751	33	4.6%
Sales & Related Occupations	4,495	4,387	-108	-2.4%
Office & Administrative Support Occupations	6,460	6,382	-78	-1.2%
Construction & Extraction Occupations	3,565	3,568	3	0.1%
Installation, Maintenance, and Repair Occupations	2,566	2,643	77	3.0%
Production Occupations	2,696	2,719	23	0.9%
Transportation and Material Moving Occupations	4,549	4,944	395	8.7%
<b>Total</b>	<b>46,518</b>	<b>49,658</b>	<b>3,140</b>	<b>6.8%</b>

Source- Workforce West Virginia, Department of Commerce, 2023

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# **SECTION 3: TRANSPORTATION SAFETY**

## **TABLE OF CONTENTS**

BROOKE & HANCOCK COUNTY LOCAL ROAD SAFETY PLAN SUMMARY .....	50
JEFFERSON COUNTY LOCAL ROAD SAFETY PLAN SUMMARY .....	52



## SECTION 3 – TRANSPORTATION SAFETY

The Brooke Hancock Jefferson Metropolitan Planning Commission (BHJ-MPC) is the Metropolitan Planning Organization (MPO) for Brooke and Hancock counties of West Virginia and Jefferson County of Ohio. The MPO is responsible for evaluating systems analyses and operations to identify transportation needs of the region. One important aspect of this task is to identify locations that are demonstrating higher than normal crash occurrences. To address this need and to evaluate high crash locations, BHJ started a System Performance and Safety Monitoring Program (SPSMP) for the year 2018-2022. The intent of these reports is to provide a generalized assessment level of roadway safety on federal-aid-eligible routes. The report's findings are useful to focus limited resources on locations currently experiencing high crash frequency and encourage local jurisdictions to pursue state and federal safety funds to finance projects to correct the crash problems.

The key objectives of this report are

- To identify high crash locations and locations for future safety audits.
- Review different factors associated with these crashes.
- Developing general recommendation for the overall traffic safety improvement of this region.

### BROOKE & HANCOCK COUNTY LOCAL ROAD SAFETY PLAN SUMMARY

The data collected in this report is from Uniform Traffic Crash Reports submitted by state law enforcement agencies. These law enforcement agencies include the West Virginia State Police, County Sheriff's Departments, and Municipal Police Departments..

The total number of fatal crashes reported from year 2018-2022 were 12 and the number of serious crashes were 106. The numbers are highest in 2018 (4) and lowest in 2020 and 2022 (1). Roughly 63% of the total fatal and serious injury crashes took place on either a WV State Highway or US Route 22. County Roads had 27.7% of the total fatal and serious injury crashes.

Over the five-year timeframe (2018-2022), there were a total of 2,944 crashes in Brooke and Hancock County. In Brooke County there were 1,907 (64.7%) crashes. In Hancock County, there were 1,037 (35.2%) crashes. Over one third of all crashes took place on State Route 2.

Over the five-year timeframe Brooke County had 56 (55.4%) fatal and serious injury crashes, and Hancock County had 45 (44.6) fatal and serious injury crashes. Among eleven (11) fatal crashes, three (3) of them took on US Route 22, two (2) on State Route 2, one (1) on each of the following: US Route 30, State Route 27, State Route 8, Route 507, Route 11/4, and Route 1.

A total of 683 crashes occurred at intersections. In two (2) of these crashes a fatality occurred, and in nine (9) of these crashes a serious injury occurred. 2022 had the highest number of intersection crashes with 170 incidents while the lowest is in 2020 which is 92. Of the 683 crashes 41.7% (285) of the crashes took place between 2 PM- 6 PM period. From 2-4 PM, there were 120 crashes, and from 4 – 6 there were 165 crashes. Most of these crashes are either single vehicle crashes hitting stationary object (Utility pole or light support), with another vehicle or rear end collisions. In the manner of leaving the scene, report showed a total of 68 vehicles with either no or minor damage with aggressive driving and speeding as the primary cause behind these crashes.

Weirton (27.4%) has the highest percentage of intersection crashes. Majority of the crashes that are recorded in the intersection are right angle collisions. Due to small turning radius and speeding most of these right angle and rear to side crashes took place.

Almost 50% of the total intersection crashes took place in T intersection. The 15-19 and 60-64 were the age groups most involved in intersection crashes. More than 99% of the crashes occurred in an intersection that had at least one traffic control device.

According to this study, 80.3% (549) of the intersection crashes took place in dry weather and only 18.8% (129) have impact of wet, snowy, slushy, or icy roads. Almost 76% (519) of the crashes took place in broad day light. The reports suspected alcohol in 5.6% (38) of the crashes and drunk and drugs in 2.3% (16) of the crashes.

The total Number of Crashes recorded in the non-intersection locations are 2,261. Of the 2,261, there were 9 fatalities. Majority of the crashes are with minimum loss or in common terms “Fender Bender”. The yearly distribution of crashes is also uniform. The number is highest in 2018 with 466 and minimum 406 in 2020. Note that 2020 was the year of the Covid-19 Pandemic and there were overall less people on the roads.

The surface condition seems to have no significant impact on the number of non-intersection crashes of this region. There were 1,563 (69%) crashes occurred on a dry surface and 1,444 (63.8%) of them occurred in Daylight. Only 675 (29.9%) occurred in either wet, snowy, slushy, or icy roadway conditions. A total of 738 (32.6%) of crashes occurred in the dark. The crash reports listed alcohol use in 9.1% (205) of the crashes, while drunk and drugs in 3.5% (79) of the crashes. Almost 37% of the crashes took place between 2 PM- 6 PM. Weirton had the highest number of non-intersection crashes among the cities in Brooke and Hancock counties. Weirton also has the highest percentage of Injury fatality crashes reported in between years 2018-22.

There are total of 82 crashes recorded in the work zone (74) and School zone (8) among which there were 1 fatality. In 38 of the work zone crashes (51.3%) workers were present at the scene. Most of them occurred at the transition (Merge Area) or the activity area of the work zone. Of these crashes, 54 (73%) took place between 10 AM PM to 6 PM.

Restraint use has a positive impact on reducing fatal crashes in the Non-intersection locations also. According to the crash data, majority of the drivers are found in their shoulder and lap belt which prevent the severity level of the crashes.

The crash data indicated that shoulder and lap belt restraints have a positive impact on reducing fatal crashes in non-intersection locations. According to the crash data, the majority drivers using their shoulder and lap belt prevented severe injuries and fatalities.

## JEFFERSON COUNTY LOCAL ROAD SAFETY PLAN SUMMARY

The total number of crashes recorded between 2018-22 is 5,178. Reporting documents showed a total of 19 fatalities and 186 incapacitating crashes. The data recorded the highest number of crashes in 2019 (1,159) and the lowest number in 2020 (968). Despite overall AADTs decreasing due to the Covid-19 pandemic, 2020 had only one fewer fatal crash and 6 fewer incapacitating crashes. There was a total of 11 non-motorized fatal and serious injury crashes recorded where 1 (Pedestrian) was fatal. **There were a total of 41 pedestrian and non-motorized vehicle crashes.**

Per year, Jefferson County averaged 3.8 fatal and 37.2 serious injury (incapacitating injury) crashes. Unlike urban localities, the highest percentage of all crashes recorded in Jefferson County involved a fixed object (31.7%). The greatest number of crashes occurred on a Thursday while the least number of crashes occurred on Sunday. Overall, 34.1% of crashes happened in the afternoon hours between 2:00 p.m. and 6:00 p.m. Of the total crashes, 21.8% (1,019) occurred on Freeways or Expressways, 19.8% (1,028) Other Principal Arterial Roads, 14.6% (754) Minor Arterial Roads, 17.8% (920) Major Collector Roads, 5.8% (301) Minor Collector Roads, and 18.1% (938) Local Roads.

Though most crashes took place in clear weather, daylight, and dry road surface conditions, this study found 18.6% (961) of reported crashes occurred in inclement weather conditions. For instance, 1,519 crashes (29.3%) happened where roadway conditions (Wet, Snow, Mud, Slush etc.) may have impacted the incident. Further, 1,827 crashes (35.3%) of crashes took place at night.

Only 31% (1,603) of all recorded crashes were intersection-related, leaving the remaining 69% (3,575) crashes as not intersection-related. Over half (876) of the intersection crashes took place in the City of Steubenville. Most of the non-intersection crashes resulted from a vehicle hitting a fixed object and vehicle sideswipe while passing. Rear end and left turn collisions were most prominent in T and four-way intersection. There were 7.3% (381) crashes reported where animals were involved. Only 5.7% (294) of every crash involved a distracted driver, 19.7% (1,018) crashes were a result of a speeding driver, 3.7% (196) were drug-related, and 6.8% (355) were alcohol-related. In 2023, the State of Ohio legalized recreational marijuana so law enforcement should more closely monitor the overall number of drug-related crashes moving forward.

See below for a spatial representation of serious injury and fatal crashes in the BHJ area.

# Serious Injury and Fatal Crashes between 2018 and 2022

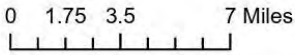


**Legend**

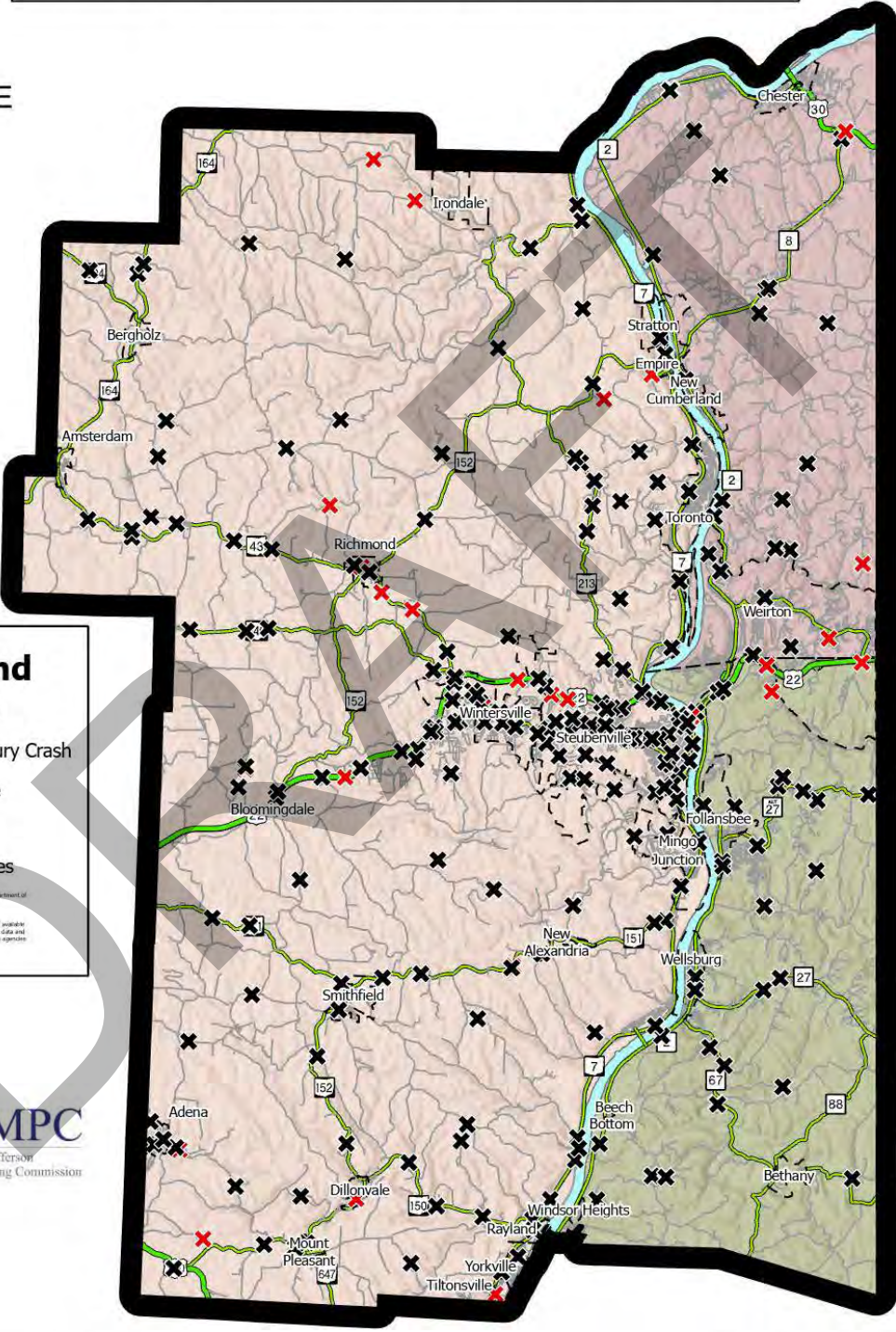
- ✖ Fatal Crash
- ✖ Serious Injury Crash
- State Route
- US Route
- Other Routes

Sources:  
Ohio Department of Transportation and West Virginia Department of Transportation

Disclaimer:  
This analysis and graphic are derived as a visual summary of available data. The map is not responsible for, nor does it constitute, any and no additional disclaimer from the appropriate data source agencies.



Esri, NASA, NGA, USGS, FEMA



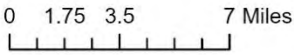
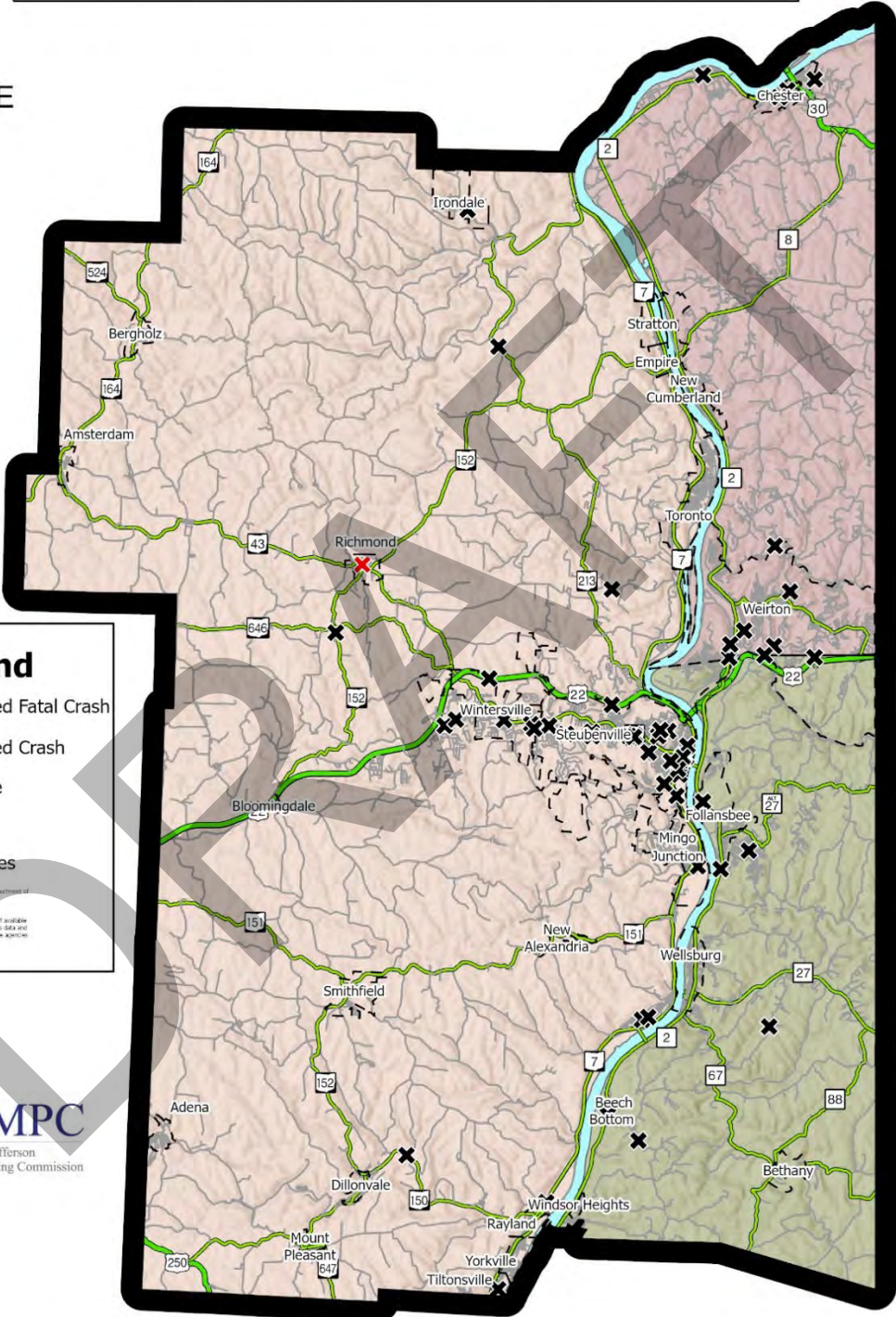
## Bike and Pedestrian Crashes between 2018 and 2022



### Legend

- ✖ Bike and Ped Fatal Crash
- ✖ Bike and Ped Crash
- State Route
- US Route
- Other Routes

Source: Ohio Department of Transportation and the Virginia Department of Transportation  
 Disclaimer: This analysis and graphic are based on the best information available. The user is responsible for the use of this data and for additional disclaimers from the appropriate data source agencies.



Esri, NASA, NGA, USGS, FEMA

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# **SECTION 4 – PUBLIC OPINION SURVEY**

## **TABLE OF CONTENTS**

BACKGROUND .....	57
POLICY PROCEDURES.....	57
Public Participation Plan .....	57
Long Range Transportation Plan .....	58
SURVEY .....	61
PRIORITY ISSUES .....	61
SUMMARY OBSERVATIONS FROM SURVEY .....	61
SURVEY FINDINGS BY DIFFERENT AGE GROUPS .....	73

## BACKGROUND

Brooke Hancock Jefferson Metropolitan Planning Commission (BHJ) is currently updating its Long-Range Transportation Plan 2050. As a first step, BHJ conducted a public opinion survey that covered a broad spectrum ranging from transportation safety, sustainability, and economic development, transportation to people's perception of emerging technologies, internet access, and physical environment. The main goal of this survey is to develop a vision of the future metropolitan transportation system and create a list of priorities as perceived by the general populous. For this, the questionnaire used a priority scale and multiple choice-based approach. The survey also encouraged additional comments to get feedback on the topics not covered in the questionnaire to better understand community needs.

## POLICY PROCEDURES

### Public Participation Plan

The Public Participation Plan outlines strategies and techniques to engage local constituency. The plan not only provides a format to provide information, but also receive comment from the public regarding transportation planning and programming activities.

<u>Activity</u>	<u>Technique</u>
Draft or Revised Document	<ul style="list-style-type: none"> <li>Make available at the BHJ Offices and World Wide Web site at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> </ul>
Comment Collection Process	<p>BHJ will follow a 3-tier process and the extent will depend on the requirements of the projects.</p> <p>Tier 1 – BHJ technical advisory committee, Executive Committee and Transportation Study Policy Committee.</p> <p>Tier 2- Online Platform through BHJ webpage <a href="http://www.bhjmpc.org">www.bhjmpc.org</a> , social networking platform @Facebook and Public Notice in the Newspaper.</p> <p>Tier 3 - Public meetings, physical presence in libraries and different public gathering occasions.</p>
Comment Opportunity	<ul style="list-style-type: none"> <li>Written comments accepted by way of e-mail, fax, online @Facebook page, webpage or mail; Transportation Study Policy and Technical Advisory Committee meetings.</li> </ul>
Public Meeting	<ul style="list-style-type: none"> <li>Held concurrent with Transportation Study Policy meetings.</li> </ul>
Public Notification	<ul style="list-style-type: none"> <li>Publish a Public Notice in no less than the two (2) local newspapers at least one (1) week before the public comment period is scheduled to begin, and then republished approximately every two (2) weeks thereafter.</li> <li>Post Public Notice at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> </ul>



<u>Activity</u>	<u>Technique</u>
	<ul style="list-style-type: none"> <li>Alert constituency by e-mail announcement.</li> <li>Added techniques may include any of the following: announcement posters/letters, infographics, press release, newsletter article/announcement, or public service announcement in social network pages.</li> </ul>
Public Comment Period	<ul style="list-style-type: none"> <li>No less than forty-five (45) days before adoption or revision.</li> </ul>
Summary of Comments Received	<ul style="list-style-type: none"> <li>Make available a summary of written comments prior to adoption by the Transportation Study Policy.</li> <li>All written comments and responses summarized and incorporated into adopted document.</li> </ul>
Final, Adopted Document	<ul style="list-style-type: none"> <li>Accessible in electronic format at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> <li>Upon completion of final document, available at BHJ MPC office.</li> </ul>
Evaluation Techniques	<ul style="list-style-type: none"> <li>Update e-mail notification list quarterly.</li> <li>Survey number and source of comments received.</li> <li>Review coverage or exposure from various media sources.</li> <li>Establish a committee comprised of various media representatives.</li> </ul>

**Long Range Transportation Plan**

The LRTP is both a long-range (no less than 20 years) and short-range listing of multimodal strategies, actions, and/or projects that facilitates the efficient movement of people and goods. The SAFETEA-LU requires an MPO to review and update its LRTP every four (4) years to confirm its validity, consistency with current and forecasted transportation and land use conditions and trends and conform to applicable air quality standards. This includes a financial plan that reasonably demonstrates how each project or program is constructed or implemented over the lifetime of the LRTP. Therefore, the LRTP should not contain any “wish list” projects. The MPO may amend its LRTP as a result updated investment strategy in projected federal, state, and local funding sources; completion of pertinent transportation studies; or changes in relevant federal, state or local laws.

The purpose of the LRTP is to guide regional long-range transportation goals and objectives for orderly social and economic growth and identify adequate resources to accomplish the needs. In the past, the LRTP metropolitan planning process required a public involvement period for consultation and cooperation with not only local planners, engineers, and public officials, but also interested citizens and civic organizations. The public involvement period should allow opportunity for all citizens and groups to provide input and subsequent comments into the

development of the LRTP. The SAFETEA-LU legislation expanded the consultation and cooperation requirement to include non-metropolitan local officials and Tribal governments, as well as other local and state land-use management, natural resource, and historic planning agencies. In this way, all affected agencies including the MPO can compare the LRTP with available conservation plans and maps including available inventories of historic and natural resources.

<u>Activity</u>	<u>Technique</u>
Draft Document	<ul style="list-style-type: none"> <li>• Make available at the BHJ Offices and World Wide Web site at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> </ul>
Comment Opportunity	<p>BHJ will follow a 3-tier process and the extent will depend on the requirements of the projects. BHJ will also develop a semi structured concise questionnaire with different priority scales and multiple-choice answer-based approach.</p> <p>Tier 1 – BHJ technical advisory committee, Executive Committee and Transportation Study Policy Committee.</p> <p>Tier 2- Online Platform through BHJ webpage <a href="http://www.bhjmpc.org">www.bhjmpc.org</a> , social networking platform @Facebook and Public Notice in the Newspaper.</p> <p>Tier 3 - Public meetings, physical presence in libraries and different public gathering occasions.</p>
Public Meeting	<ul style="list-style-type: none"> <li>• Public meeting for draft and final document as well as amendments are held concurrent with the Transportation Study Policy meeting at the end of the public comment period.</li> <li>• Visualization techniques for public meetings may include maps, aerial photography, pictures, or simplified plans depicting a program of projects or a specific project of regional interest.</li> </ul>
Public Notification	<ul style="list-style-type: none"> <li>• Publish a Public Notice in no less than the two (2) local newspapers at least twice, once at the beginning of the public comment period and then republished approximately one (1) week thereafter.</li> <li>• Post Public Notice at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> <li>• Alert constituency by e-mail announcement.</li> <li>• Though BHJ Social Network @Facebook page.</li> <li>• Consult with local and state land-use management, natural resource, and historic planning agencies by direct mailing of draft and final documents or by e-mail notification of documents available in electronic format for download or e-mail attachment.</li> <li>• Added techniques may include any of the following: announcement posters/letters, infographics, press release,</li> </ul>

<u>Activity</u>	<u>Technique</u>
	newsletter article/announcement, or public service announcement.
Public Comment Period	<ul style="list-style-type: none"> <li>No less than fifteen (15) days before adoption or revision.</li> </ul>
Summary of Comments Received	<ul style="list-style-type: none"> <li>Make available a summary of written comments prior to adoption by the Transportation Study Policy.</li> <li>Acknowledge receipt of written comments (If requested) only by no less than five (5) working days.</li> <li>All written comments and responses summarized and incorporated into adopted document.</li> </ul>
Final, Adopted Document	<ul style="list-style-type: none"> <li>Accessible in electronic format at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> <li>Upon completion of final document, available upon request at BHJMPC office.</li> <li>Reproduced copies of final document are available at a standard fee no greater than the schedule found at <a href="#">CFR 49 CFR 7.43</a></li> </ul>
Document Amendments	<ul style="list-style-type: none"> <li>Those requesting amendments are encouraged to submit amendments fifteen (15) days before the public comment period begins.</li> <li>Public comment period begins fifteen days prior to scheduled Transportation Study Policy meetings.</li> <li>Publish a schedule for revision notifications and submissions at the beginning of the calendar year concurrent with organization of the Transportation Study Policy Committee.</li> <li>A special meeting to consider revisions may be considered in emergency circumstances.</li> </ul>
Evaluation Techniques	<ul style="list-style-type: none"> <li>Update e-mail notification and planning agency consultation lists quarterly.</li> <li>Survey number and source of comments received.</li> <li>Review media coverage, social network notifications or exposure from various media sources.</li> <li>Establish a committee comprised of various media representatives.</li> </ul>

## SURVEY

For public outreach, BHI used a three-tier approach. First, staff collected surveys from the its Technical Advisory, Executive, and Transportation Study Policy. Second, staff collected data through the online platform Survey123, advertising on Facebook and placing QR Codes to the survey in public spaces. Third, to reach out to people who do not have direct household internet, BHI distributed the surveys at seven (7) local libraries (Public Library of Steubenville & Jefferson County Main Library and the Schiappa, Toronto, branch locations, Weirton Mary H. Weir Library, Chester Library, New Cumberland Library and Brooke County Public Library in Wellsburg) BHI also distributed the survey at the October at Steubenville’s "First Friday on Fourth", a monthly social gathering in historic downtown Steubenville. Additionally, BHI promoted the survey on the local news (WTOV9) to help increase participation. Overall, BHI received 377 surveys, 129 with additional comments. **Appendix A- G** contain all the different initiative BHI undertook to reach out to people of the community in the survey and comment period of the draft plan. BHI received no comments after the draft report presentation to the public. As this plan took a extensive data driven, community collaborative strategy from the very beginning, it might be a reason behind that. It also reiterates the effectiveness of Bottom up planning approach in the transportation sector.

## PRIORITY ISSUES

The top 5 priorities from the comment section of the surveys are identified as –

- Establishing solutions to keep the Market Street Bridge to vehicle traffic.
- Maintain the existing transportation infrastructures rather than building new.
- Expanding public transit throughout the three-county region
- Develop a livable, environment-friendly community with adequate recreational facilities.
- Focus more on sustainable, good-paying, environment-friendly community business development.

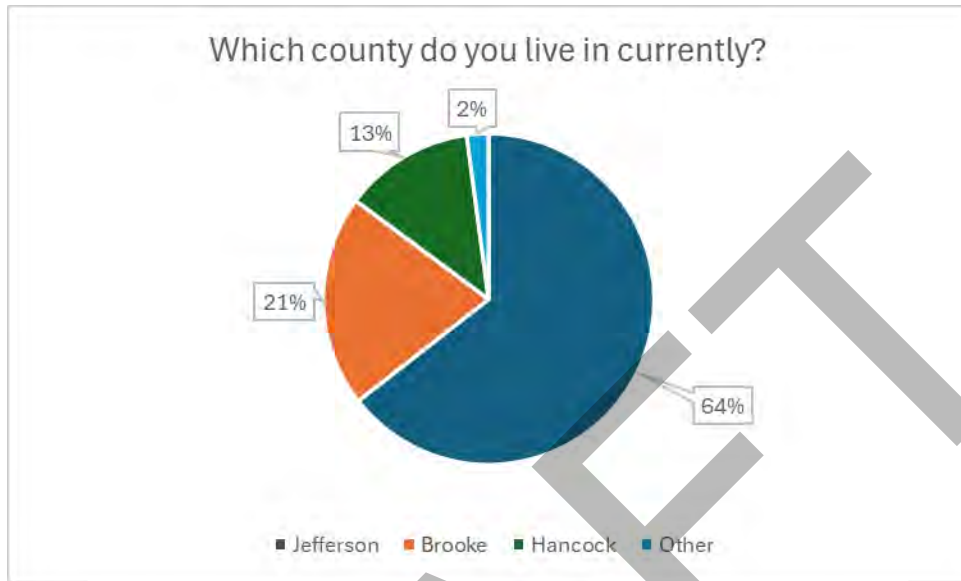
## SUMMARY OBSERVATIONS FROM SURVEY

- There were 243 (64.5%) of respondents from Jefferson County, 78 (20.7%) of the respondents from Brooke County, and 48 (12.73%) of the respondents from Hancock County. The two largest respondent age groups are 61-70 (24%) and 41-50 (19%)
- Over 98% of respondents consider “Maintaining Existing Roadways and Bridges” either an “Important” (23.87%) or “More Important” (74.27%) transportation priority.
- Electrification and charging stations were viewed as the least important transportation priority. Nearly 68% of respondents view them as “Less Important”. While EVs infrastructure may be regionally unpopular, planning for mass adoption still ought to be considered.

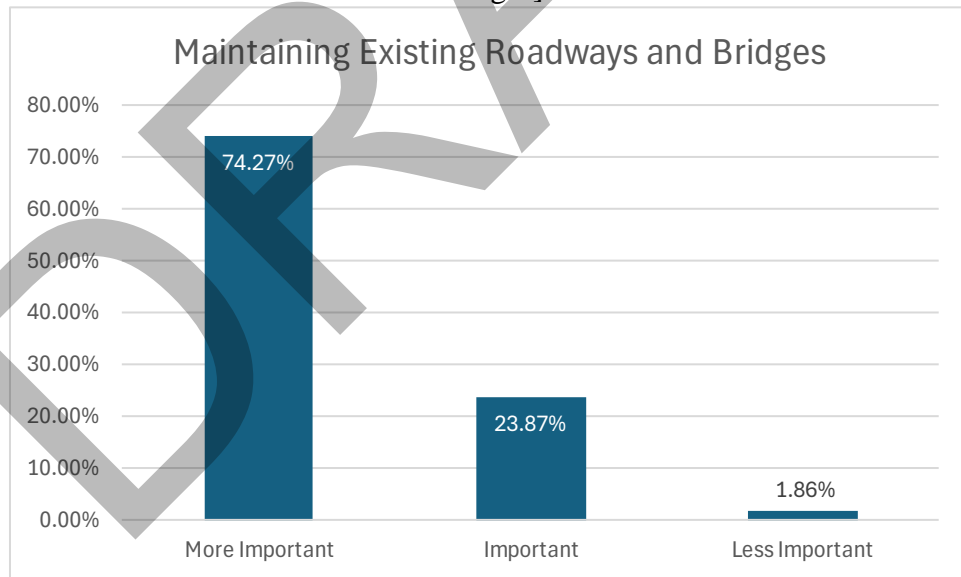
- Around 80% of respondents identify “Air Quality Improvements” as either an “Important” (41.1%) or “More Important” (39.3%) transportation priority. These findings come in light of the region being in compliance with all National Ambient Air Quality Standards.
- Over 82% of respondents consider the expansion of public transportation as either an “Important” (40.6%) or “More Important” (42.0%) transportation priority.
- Around 68% of respondents consider the expansion of bike and pedestrian facilities as either “Important” (34.2%) or “More Important” (32.6%) transportation priority.
- Business Development, Public Safety, and Affordable High-Speed Internet were considered to be the most important factors for the “Growth of the Region”.
- Only, 32% of respondents think that the region is equipped to deal with severe weather related problems, while 40% of respondents think the region is unequipped to deal with severe weather related problems, and 27.9% are “unsure” if the region is equipped to deal with severe weather related problems.
- Over 56% of respondents think the Market Street Bridge should be kept open to vehicle traffic, 23.3% of respondents think a new bridge should be built in its place, 18.3% of respondents think it should be retrofitted into a Bike and Pedestrian Bridge, and 1.9% of respondents think it should be closed permanently. \*Note this survey was completed prior to the Market Street Bridge’s permanent closing in December of 2023.
- Almost 54% respondents identify as female and almost 45% of respondents identify as male.
- The “\$0 - \$30,000” group had the largest number of responders and the “31,000 - \$60,000” group made up the second largest group of responders.

## TOTAL SURVEY RESULTS

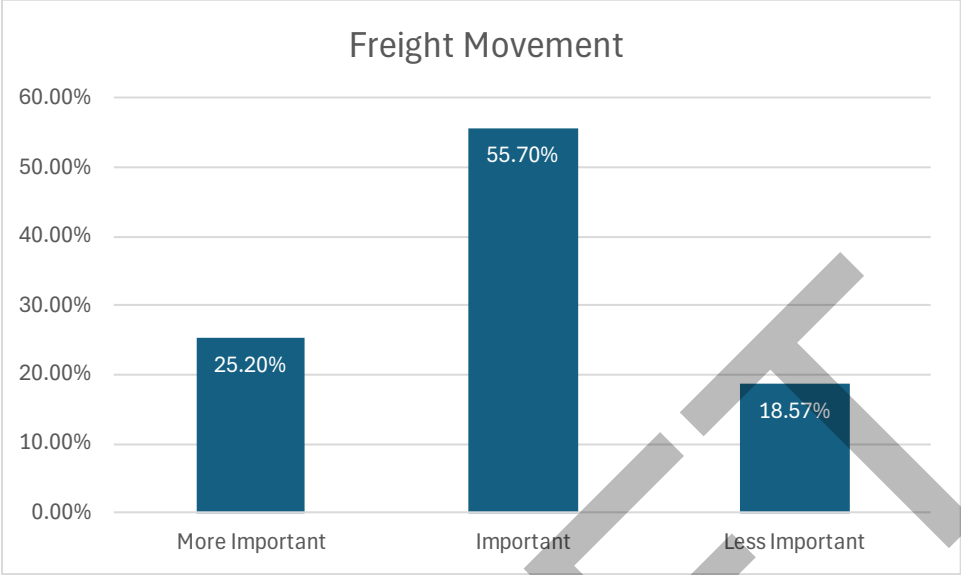
Question 1: Which county do you live in currently?



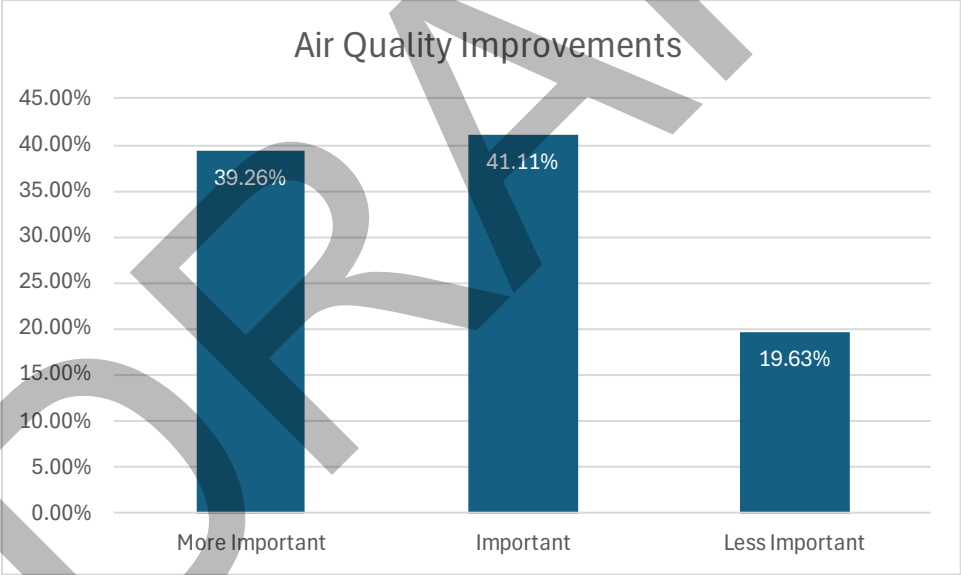
Question 3.1: Rank the following Transportation Priorities [Maintaining Existing Roadways and Bridges]



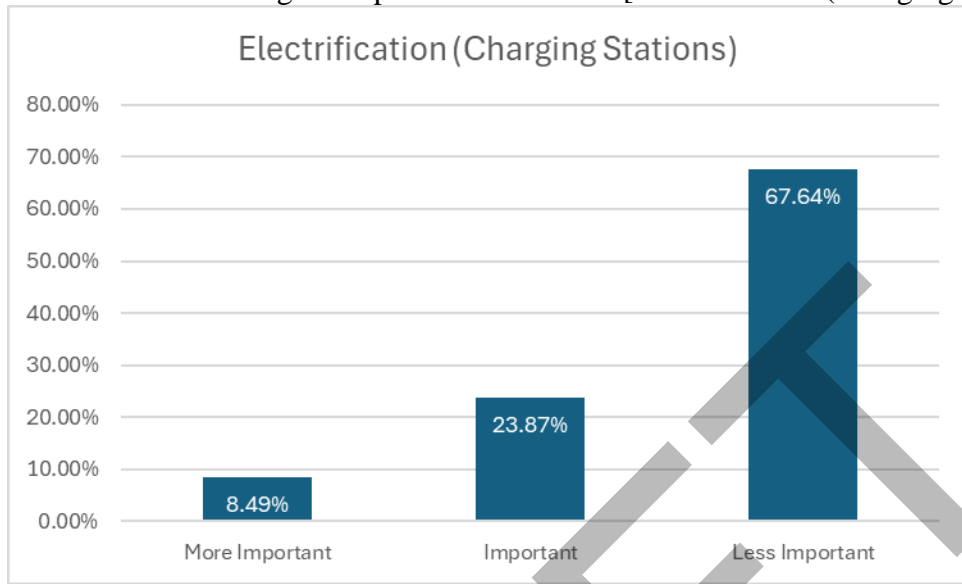
Question 3.2: Rank the following Transportation Priorities [Freight Movement]



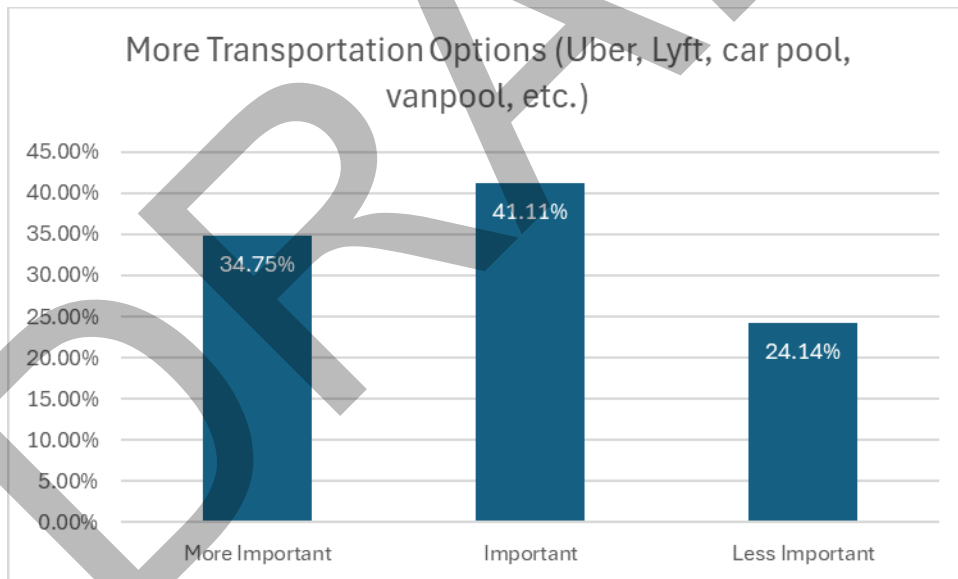
Question 3.3: Rank the following Transportation Priorities [Air Quality Improvements]



Question 3.4: Rank the following Transportation Priorities [Electrification (Charging Stations)]

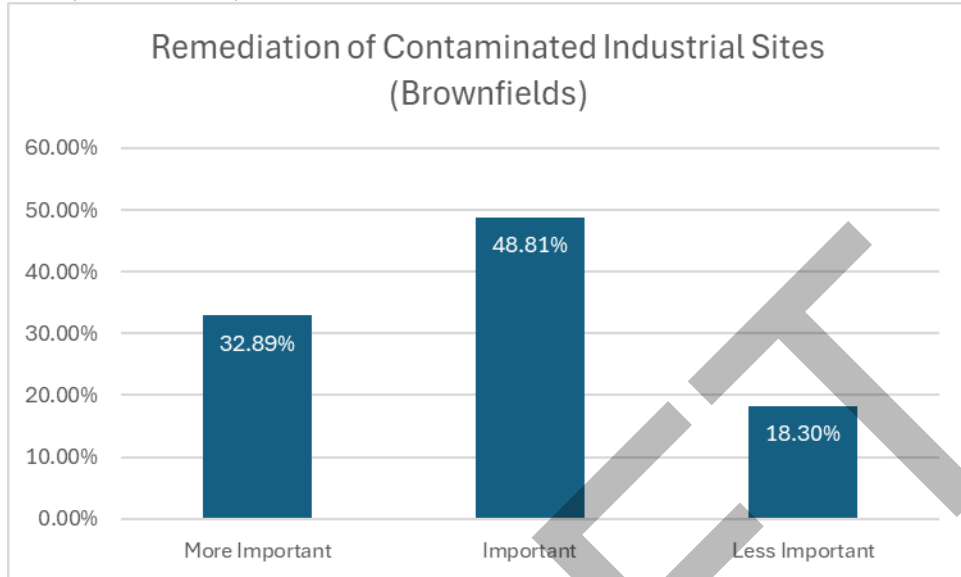


Question 3.5: Rank the following Transportation Priorities [More Transportation Options (Uber, Lyft, car pool, vanpool, etc.)]

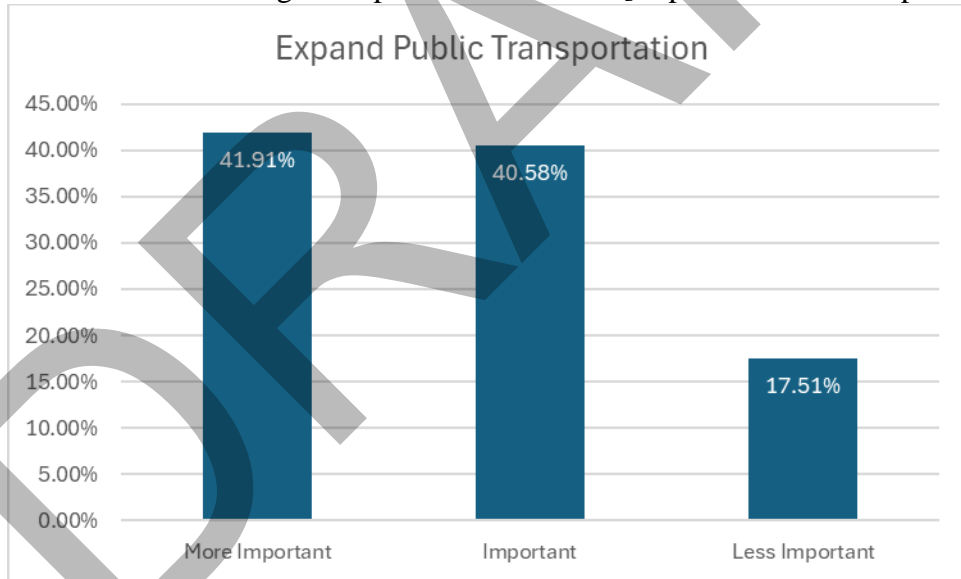




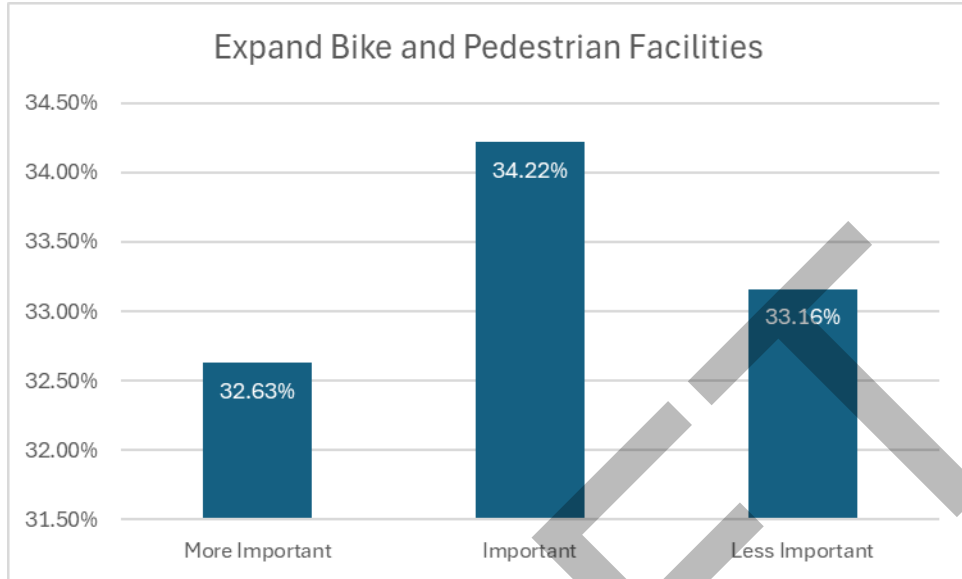
Question 3.6: Rank the following Transportation Priorities [Remediation of Contaminated Industrial Sites (Brownfields)]



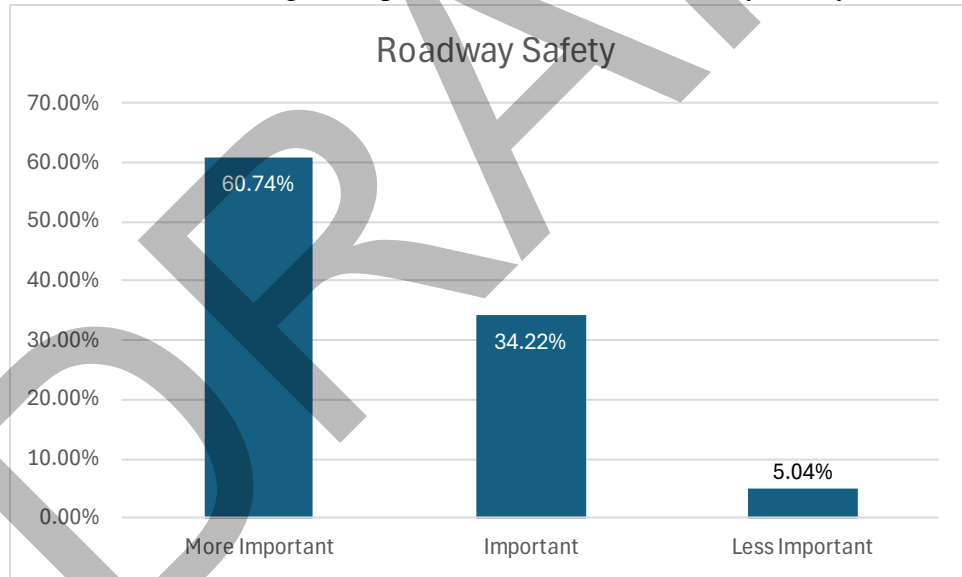
Question 3.7: Rank the following Transportation Priorities [Expand Public Transportation]

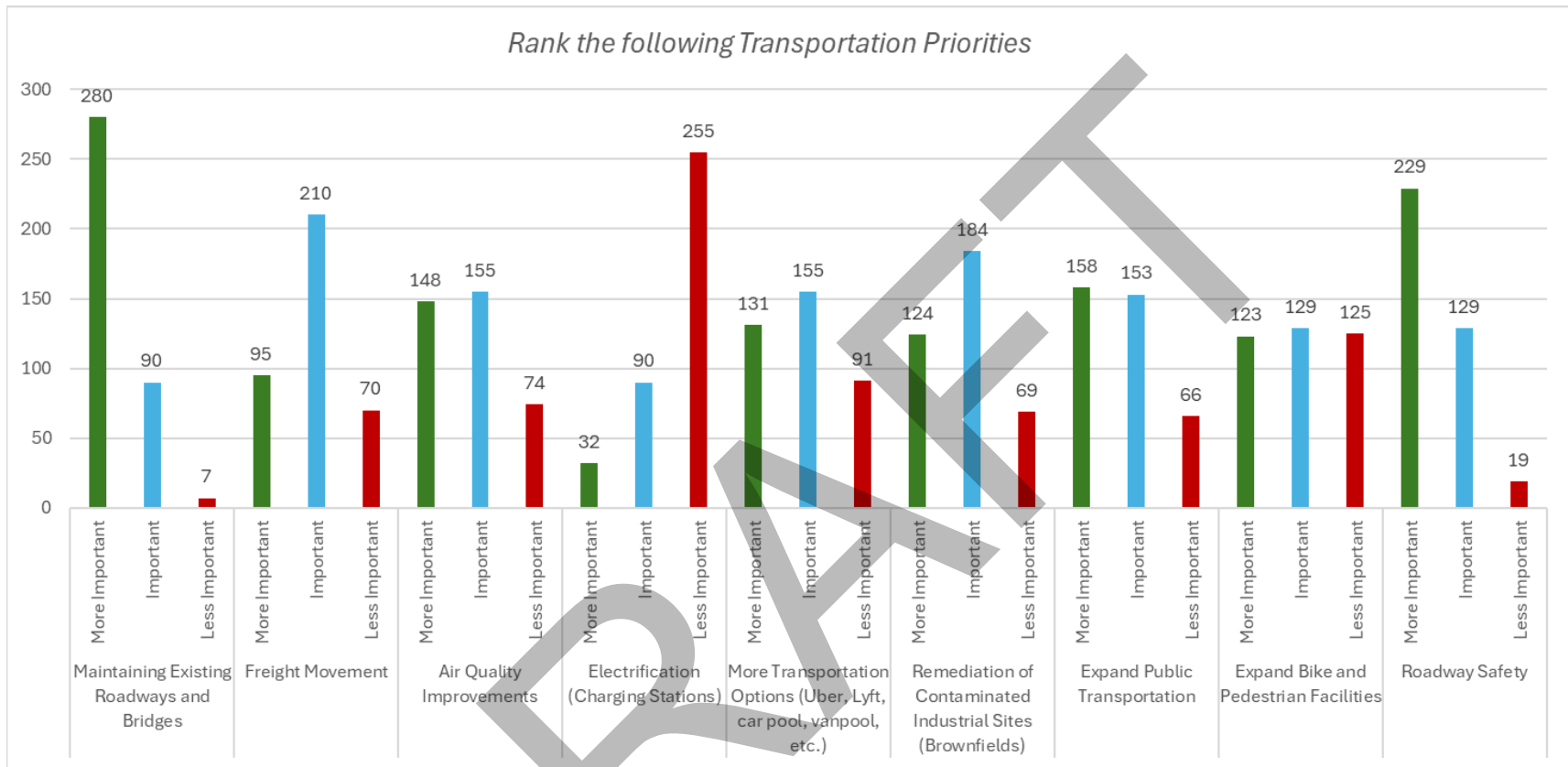


Question 3.8: Rank the following Transportation Priorities [Expand Bike and Pedestrian Facilities]

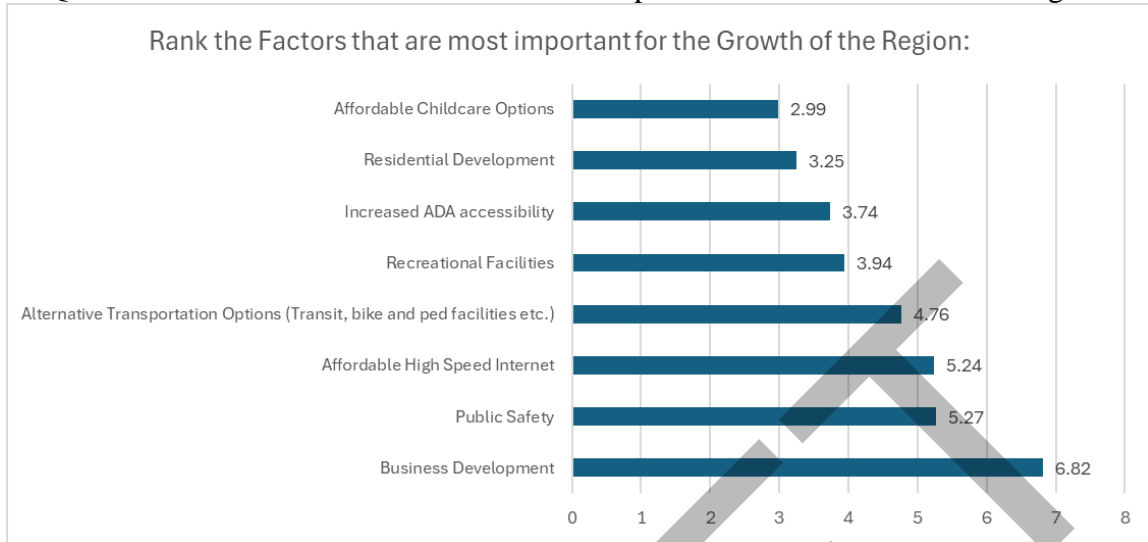


Question. 3.9: Rank the following Transportation Priorities [Roadway Safety]

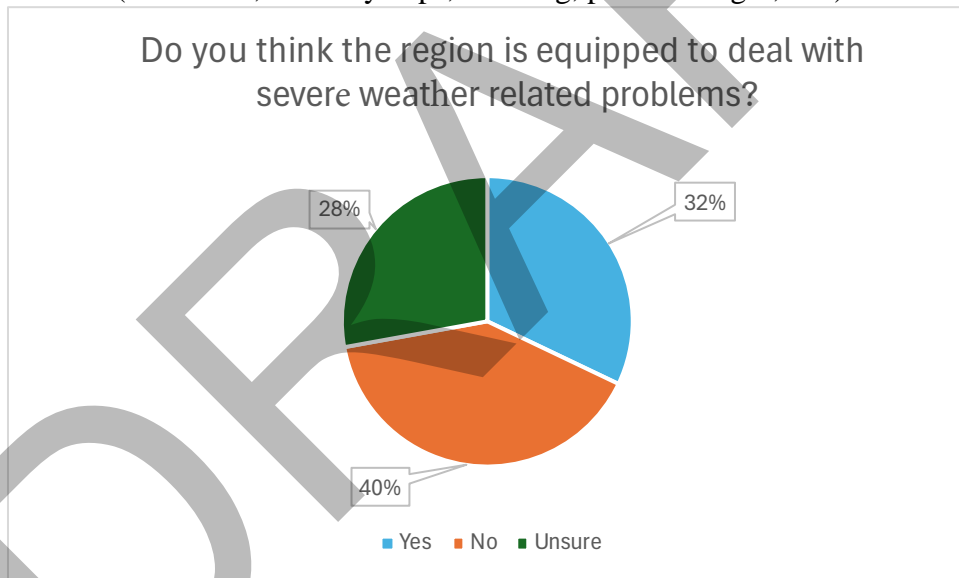




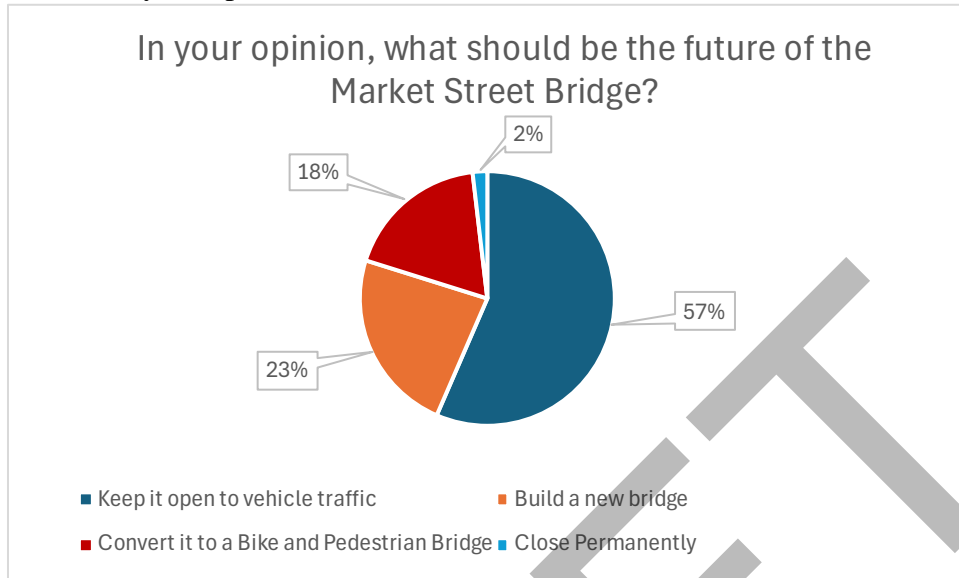
**Question 4: Rank the Factors that are most important for the Growth of the Region:**



**Question 5: Do you think the region is equipped to deal with severe weather related problems (landslides, roadway slips, flooding, power outages, etc.)?**

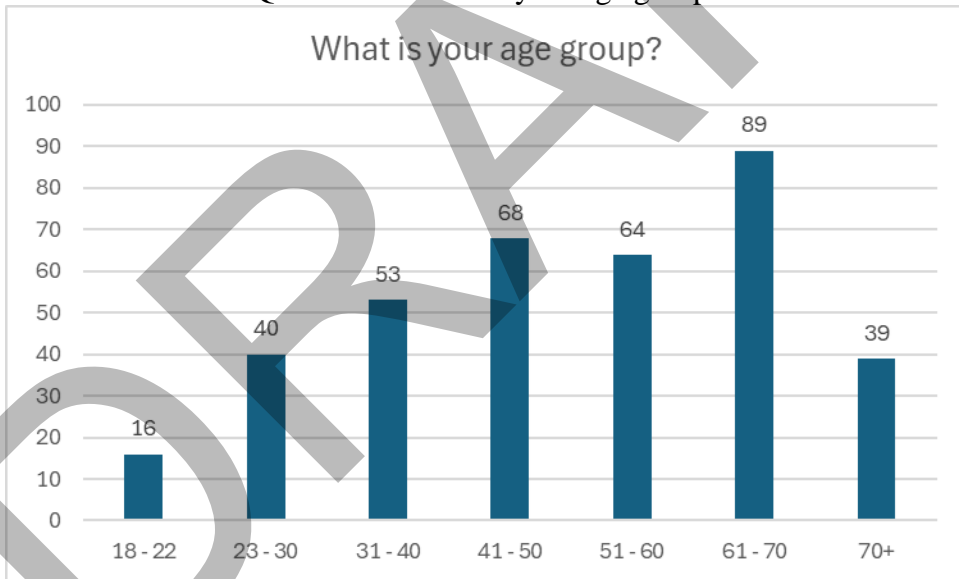


Question 6: In your opinion, what should be the future of the Market Street Bridge?

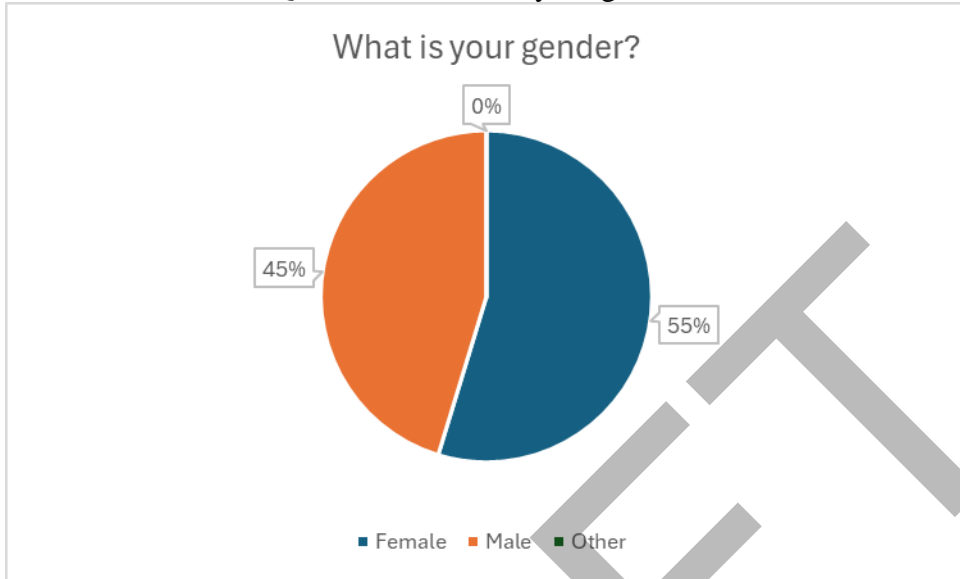


Questions 7-11 were for classification purposes only and were not required.

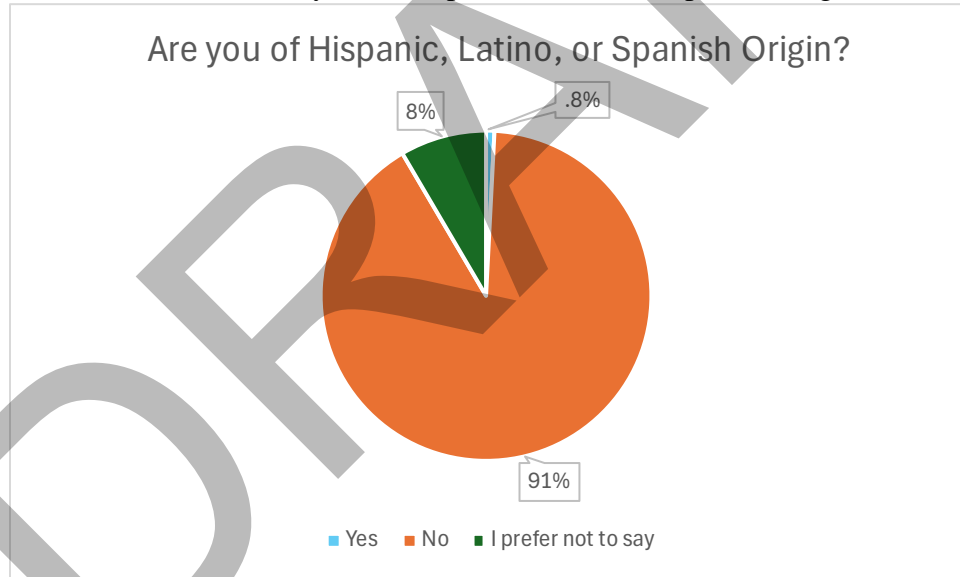
Question 7: What is your age group?



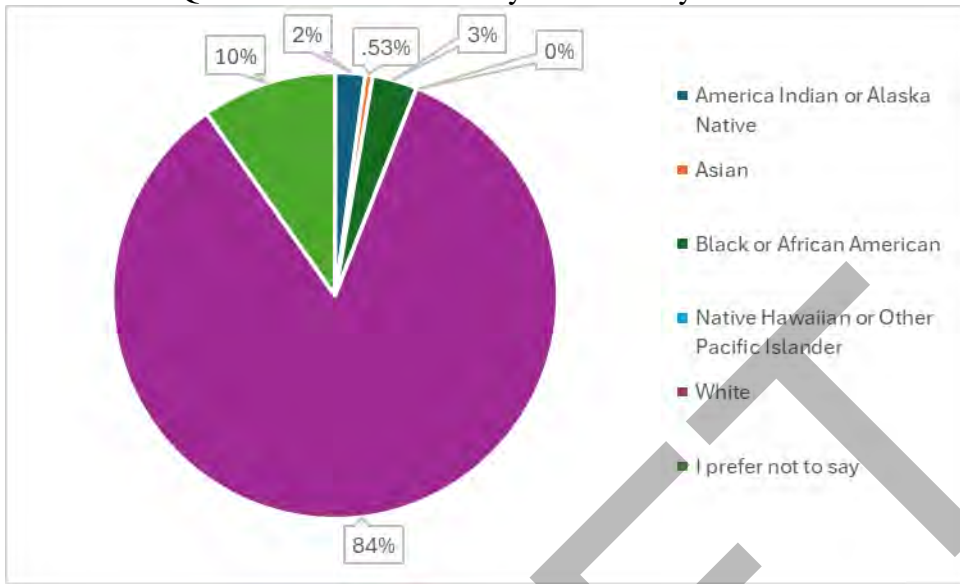
Question 8: What is your gender?



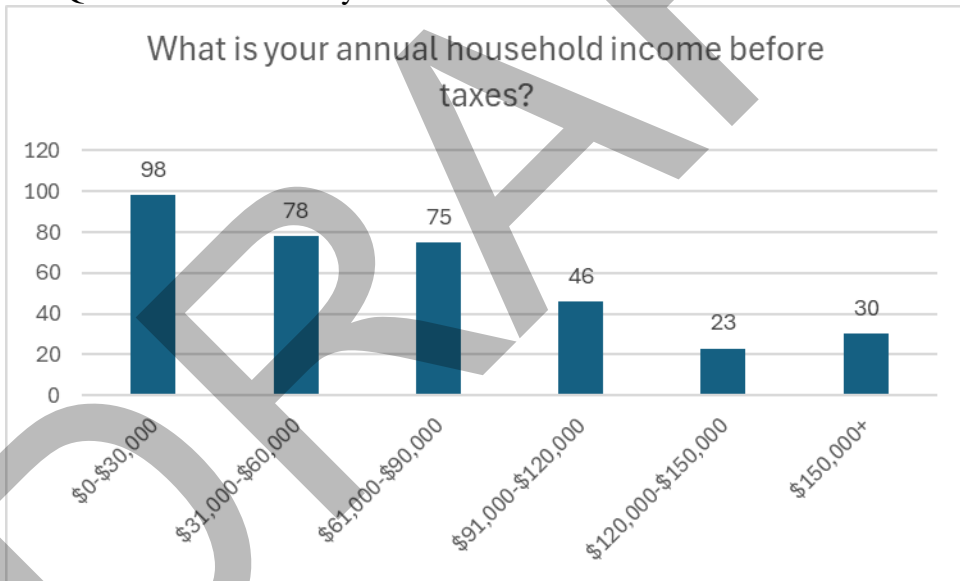
Question 9: Are you of Hispanic, Latino, or Spanish Origin?



Question 10: How would you describe yourself?

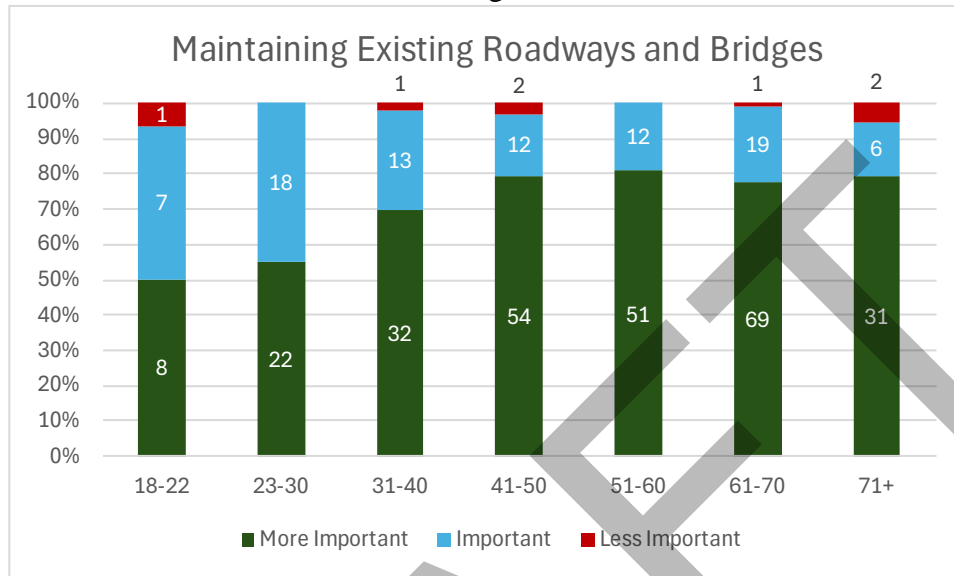


Question 11: What is your annual household income before taxes?



## SURVEY FINDINGS BY DIFFERENT AGE GROUPS

Question 3.1: Rank the following Transportation Priorities [Maintaining Existing Roadways and Bridges]

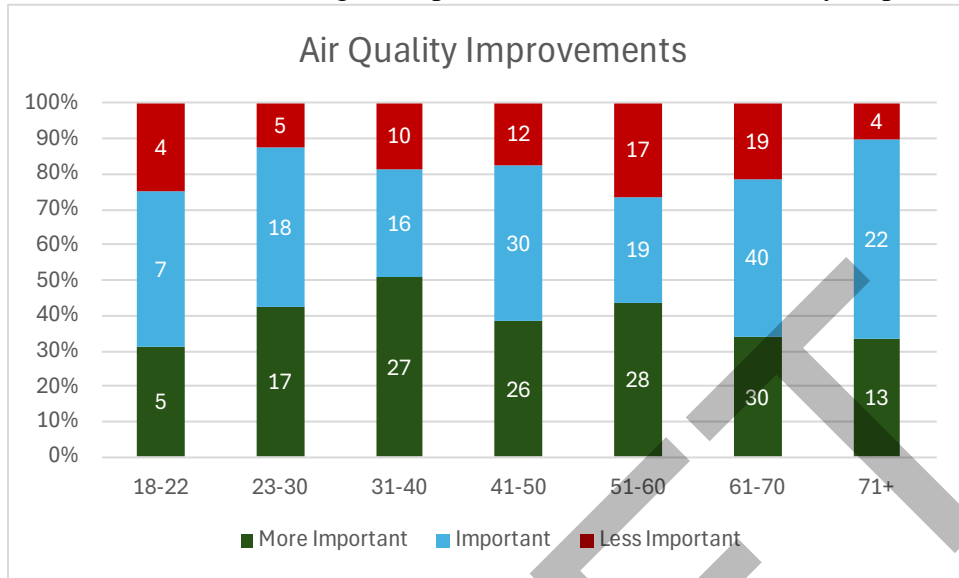


Question 3.2: Rank the following Transportation Priorities [Freight Movement]

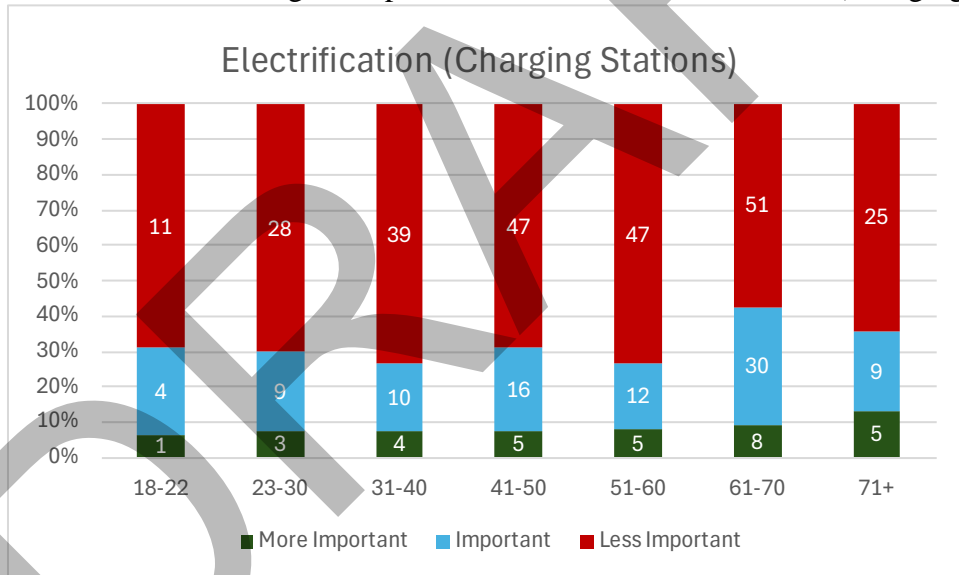




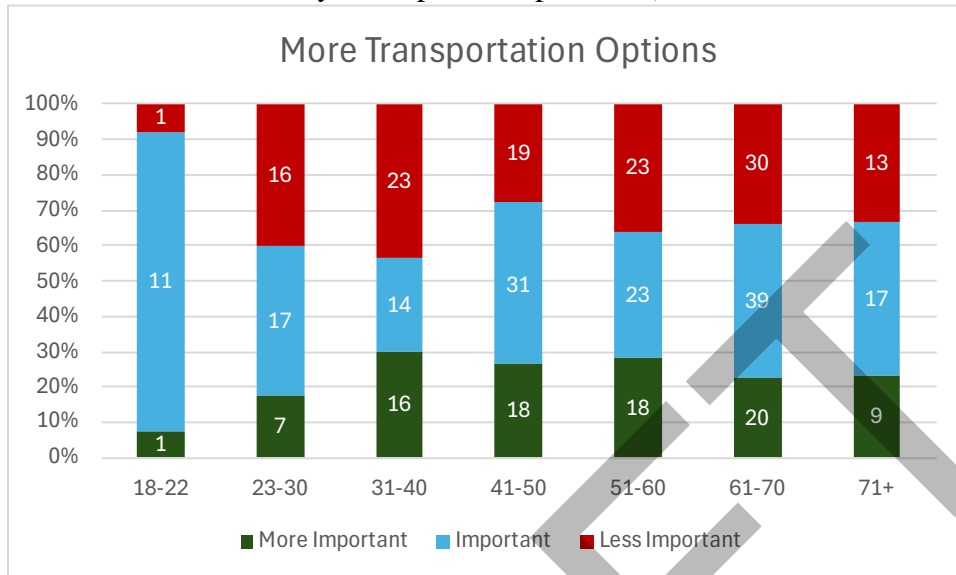
Question 3.3: Rank the following Transportation Priorities [Air Quality Improvements].



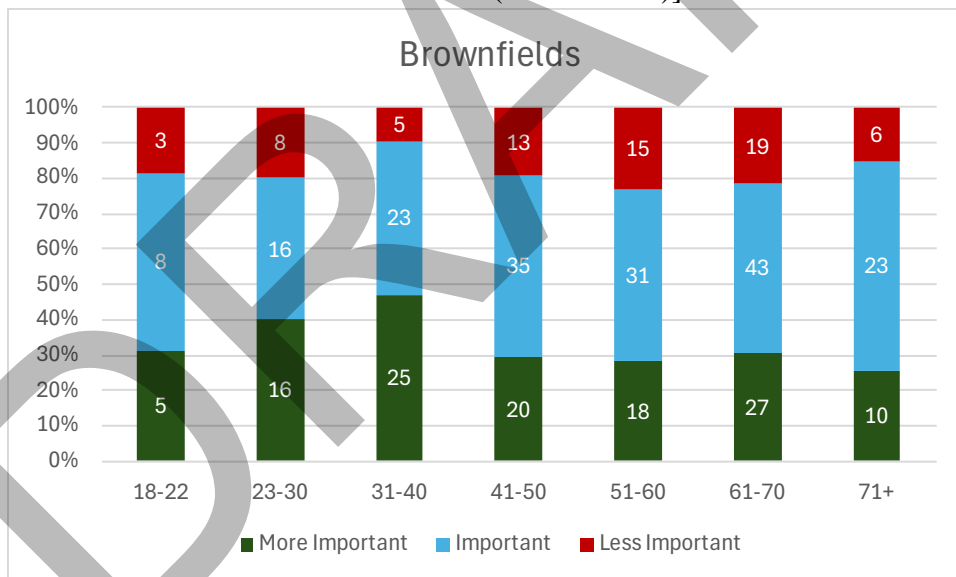
Question 3.4: Rank the following Transportation Priorities [Electrification (Charging Stations)]



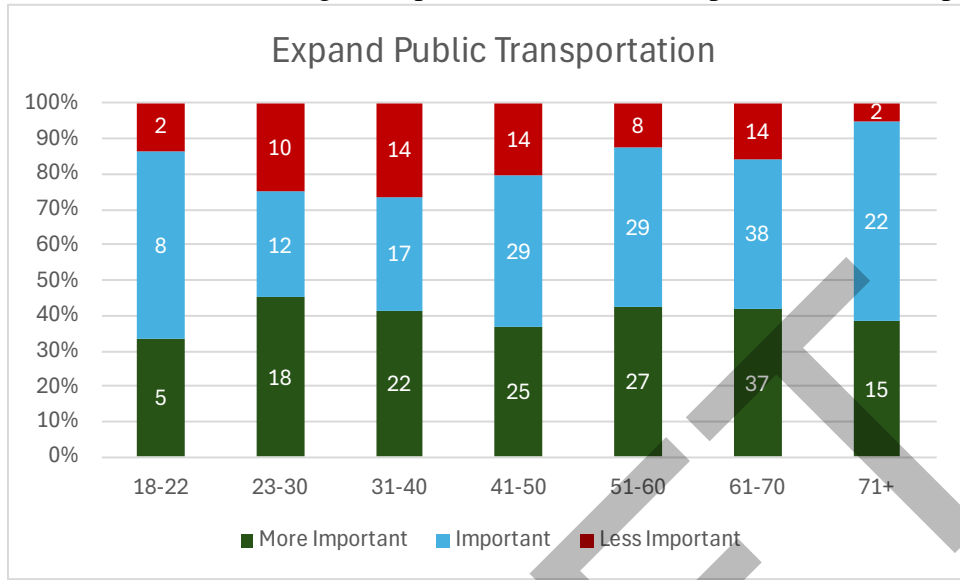
Question 3.5: Rank the following Transportation Priorities [More Transportation Options (Uber, Lyft, car pool, vanpool, etc.)]



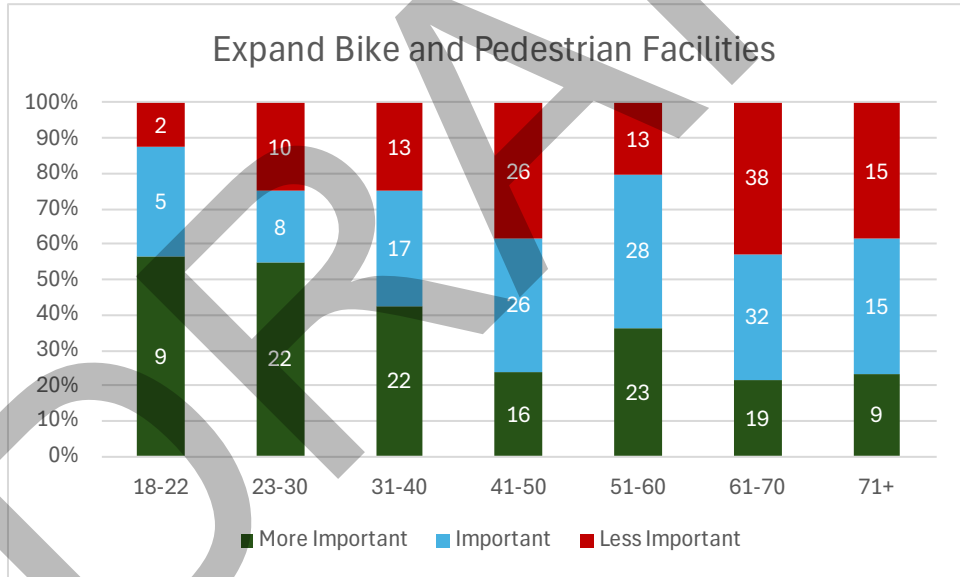
Question 3.6: Rank the following Transportation Priorities [Remediation of Contaminated Industrial Sites (Brownfields)]



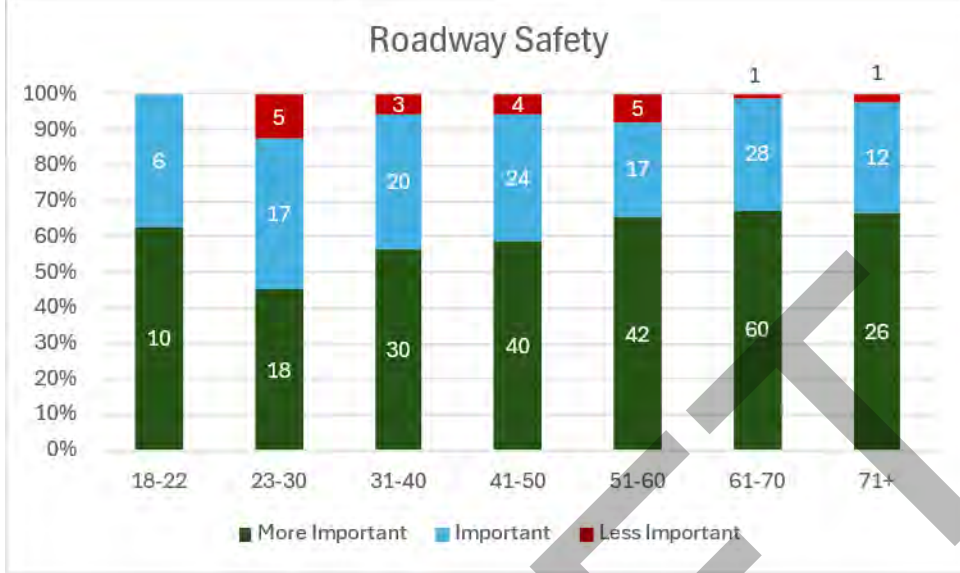
Question 3.7: Rank the following Transportation Priorities [Expand Public Transportation]



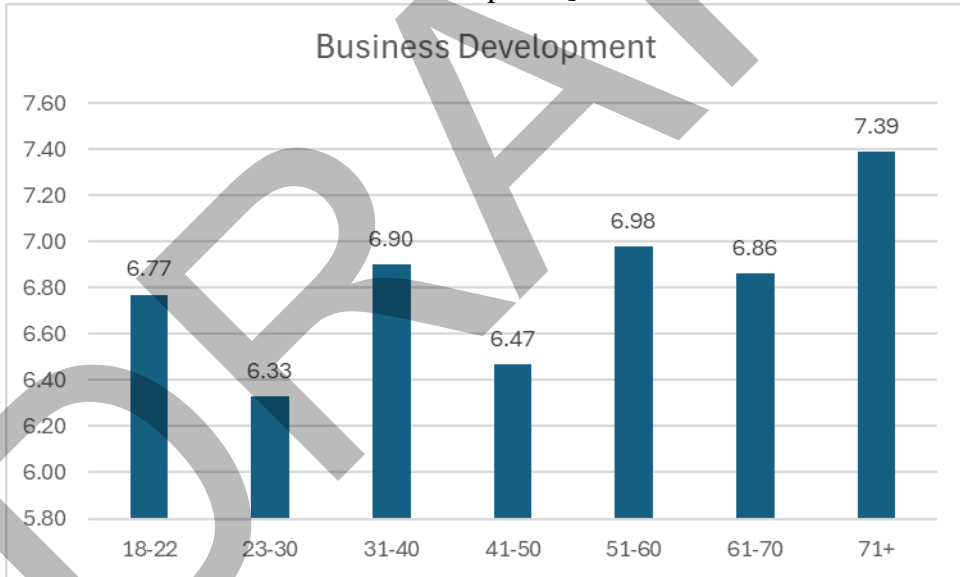
Question 3.8: Rank the following Transportation Priorities [Expand Bike and Pedestrian Facilities]



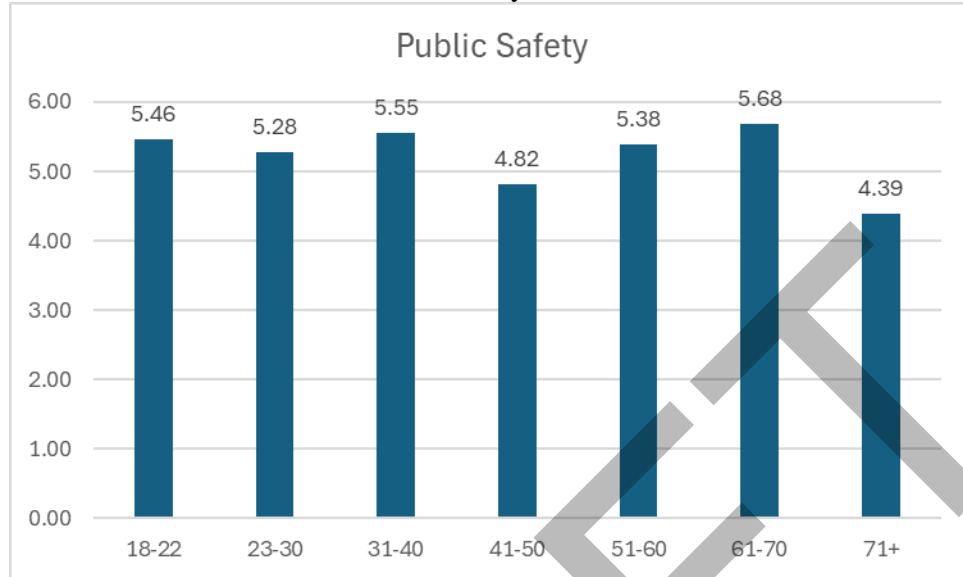
Question 3.9: Rank the following Transportation Priorities [Roadway Safety]



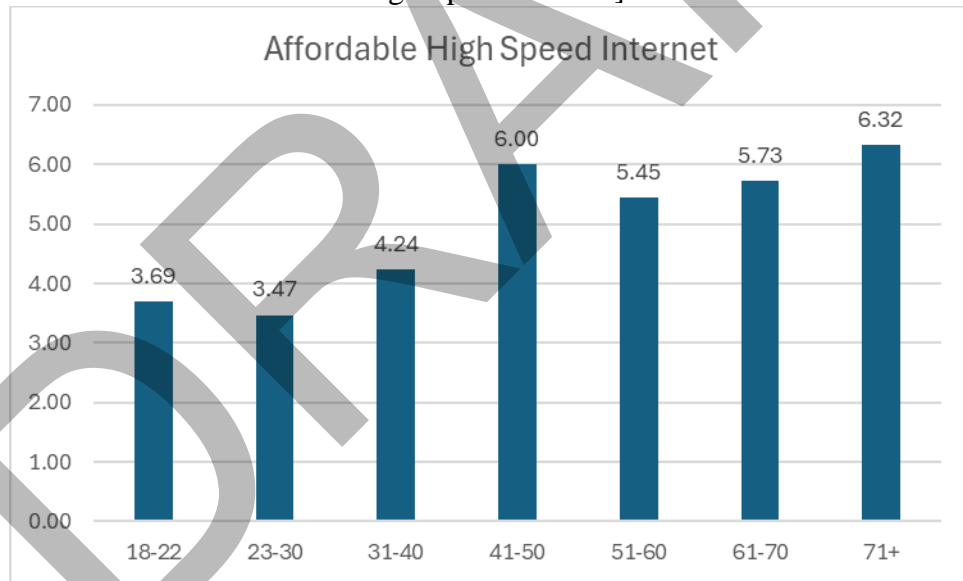
Question 4.1: Rank the Factors that are most important for the Growth of the Region [Business Development]



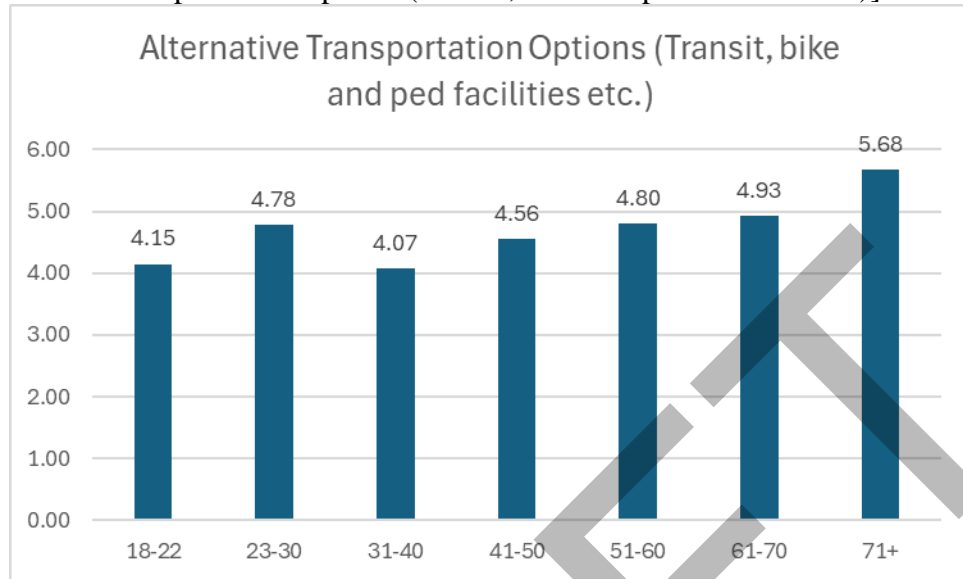
Question 4.2: Rank the Factors that are most important for the Growth of the Region [Public Safety]



Question 4.3: Rank the Factors that are most important for the Growth of the Region [Affordable High Speed Internet]



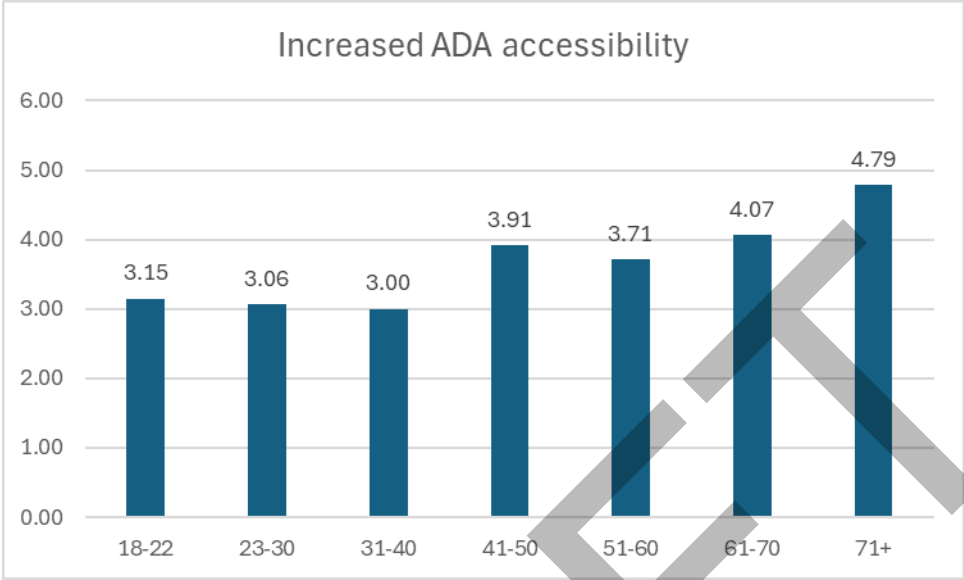
Question 4.4: Rank the Factors that are most important for the Growth of the Region [Alternative Transportation Options (Transit, bike and ped facilities etc.)]



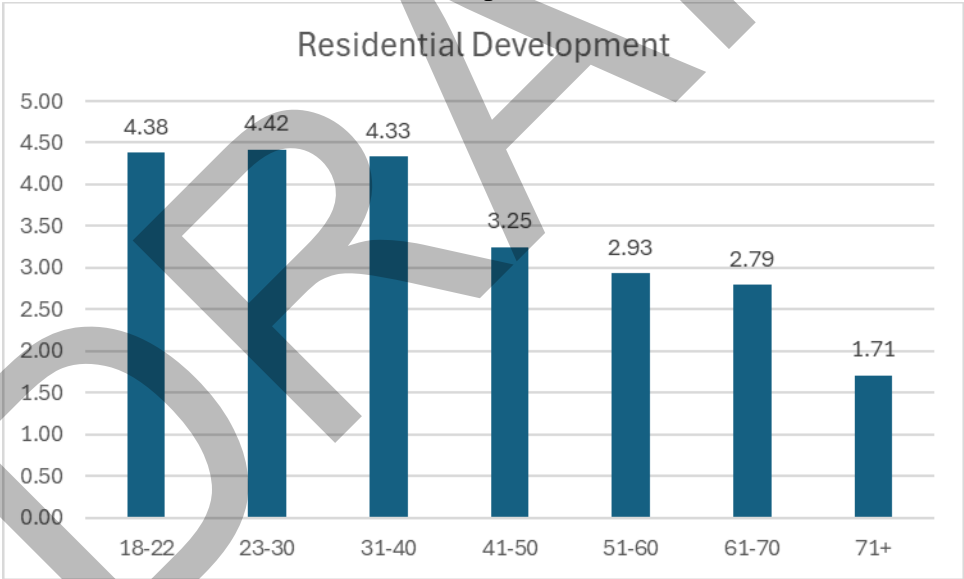
Question 4.5: Rank the Factors that are most important for the Growth of the Region [Recreational Facilities]



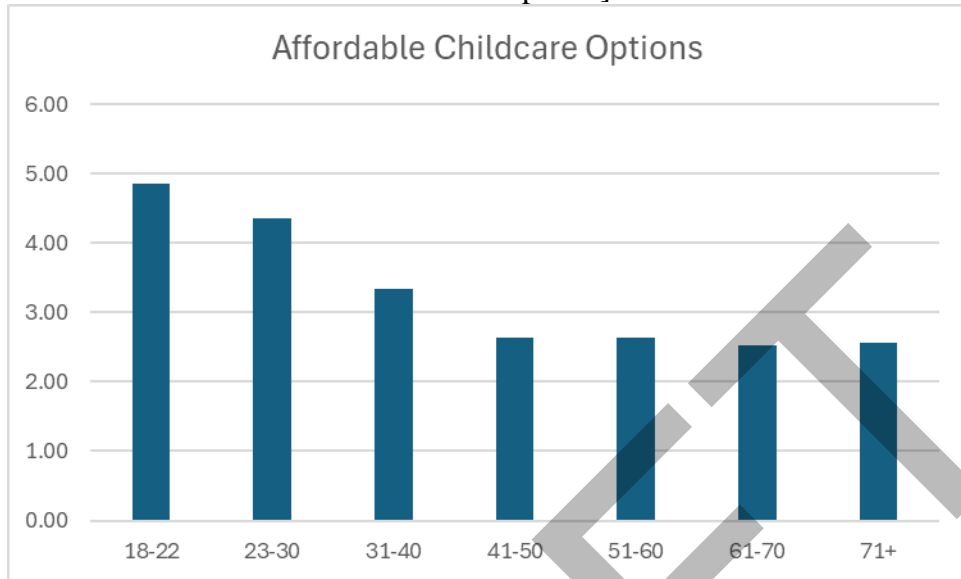
Question 4.6: Rank the Factors that are most important for the Growth of the Region [Increased ADA Accessibility]



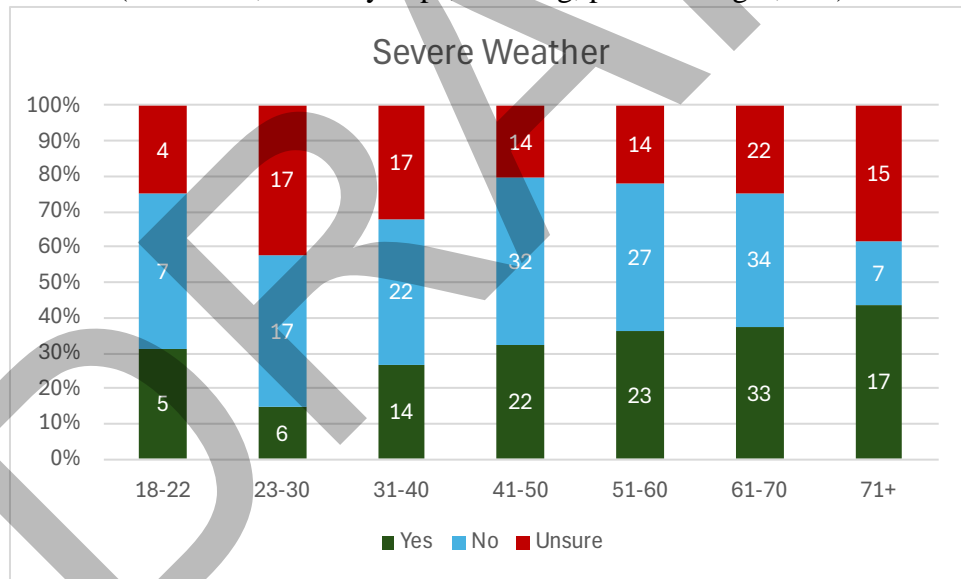
Question 4.7: Rank the Factors that are most important for the Growth of the Region [Residential Development]



Question 4.8: Rank the Factors that are most important for the Growth of the Region [Affordable Childcare Options]

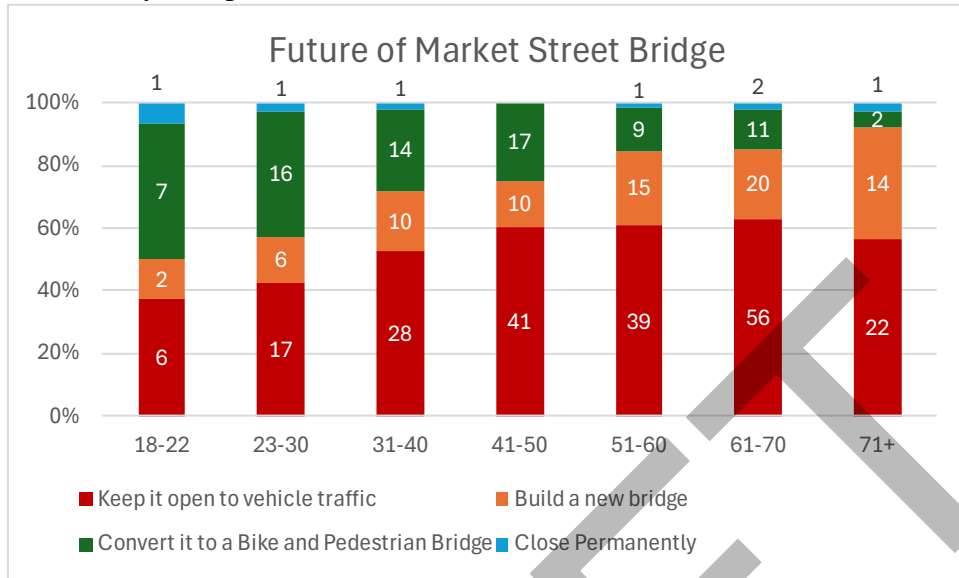


Question. 5. Do you think the region is equipped to deal with severe weather related problems (landslides, roadway slips, flooding, power outages, etc.)?





Question 6: In your opinion, what should be the future of the Market Street Bridge?



DRAFT

# SECTION 5: NON-HIGHWAY TRANSPORTATION INFRASTRUCTURE

## TABLE OF CONTENTS

Public Transportation.....	84
Regional Coordination Plan for Public Transit/ Human Services .....	85
The Mobility Partnership for Human Services Committee.....	87
Regional Coordination Plan for Eastern Ohio.....	88
Public Transit in the BHJ Region .....	88
Rideshare/ Vanpooling.....	90
Bicycle (Active Transportation) Plans.....	91

## Public Transportation

Many public transit and human service transportation programs operate in the BHJ region. The region's two public transit providers are the Steel Valley Regional Transit Authority (SVRTA), located in Steubenville, OH, and the Weirton Department of Transportation, located in Weirton, WV. SVRTA provides service in the Ohio communities of Steubenville, Wintersville, Mingo Junction, and Rayland. SVRTA connects with the Ohio Valley Regional Transit Authority in Rayland and with the Weirton Department of Transportation in Weirton. SVRTA also provides a route to Robinson Township allowing riders access to the Findlay Industrial Park in Imperial, PA. The Weirton Department of Transportation provides service within the City of Weirton. Service organizations throughout the region also provide transportation for senior citizens, individuals with disabilities, and those with behavioral health needs.

### Public Transit Operators

- Steel Valley Regional Transit Authority, Steubenville, OH
- Weirton Department of Transportation, Weirton, WV

### Human Service Agencies/ Contracted Organizations Providing Transportation in Jefferson County, OH

- Prime Time Office on Aging (Trinity Health), Steubenville, OH
- TranSmart USA, LLC, Brilliant, OH
- PALS Chrysalis Health, Mingo Junction, OH

### Human Services Agencies Providing Transportation in Brooke County, WV and Hancock County, WV

- Brooke County Senior Center, Follansbee, WV
- Hancock County Senior Citizens, New Cumberland, WV
- Hancock County Sheltered Workshop, Weirton, WV

In a previous Long Range Plan update, BHJ proposed a conceptual framework for coordination of services and developed a 3-tier program. In the first tier, BHJ established a "mobility action council" and created a committee initially called the "Regional Access Mobility Partnership (RAMP)." The committee drafted and executed a memorandum of understanding to define the partnership's roles and responsibilities. The group's first objective was to create a single point of access for regional transportation and human services needs, employment opportunities, and general travel related information. The second tier prioritized the creation of a coordinated inter and intra-regional public transportation system to allow for service area expansion, facilitation of grant opportunities, and provision of contract review for service, maintenance, and administration. The final tier emphasized a long-term strategy of resource coordination led by BHJ-MPC.

## Regional Coordination Plan for Public Transit/ Human Services

BHJ has drafted updates to the Jefferson County Coordinated Public Transit- Human Services Transportation Plan and the Region XI Coordinated Public Transit- Human Services Transportation Plan (Brooke County, WV and Hancock County, WV). Plan updates are required by the Federal Transit Administration (FTA) under the Fixing America's Surface Transportation Act (FAST), signed into law as a reauthorization of surface transportation programs through fiscal year 2020. The act required the local development of coordinated public transit-human services transportation plans. The FAST Act applied to all new programs and rules for fiscal year 2016 and funded authorized transit programs for five years. The Act was reauthorized in 2021.

### Challenges to Coordinated Transportation

- Very limited options outside of Steubenville, OH/ Weirton, WV
- No connections between cities and towns
- Few vehicles accommodate elderly and disabled
- Gap between Prime Time and Medicaid patients
- Insufficient weekend service
- Transportation for veterans
- Affordability- sliding scale
- Efficient medical transportation
- Number of vehicles and low frequency of trips by public transit and other transportation providers

### Unmet Transportation Needs

#### *Jefferson County, OH*

- Expanded coverage area in the county
- Transit service from Steubenville to Toronto- once or twice a week
- Transportation service provider outreach in areas without internet/ wireless coverage and expansion in rural areas
- More transportation services for veterans
- Rider assistance (either a volunteer or paid position) for groceries, medical appointments, and recreation
- More transportation options for education and employment for people with disabilities, especially those who are blind or visually impaired
- Expanded service hours
- Transit option to connect younger people with employment opportunities
- Shopper shuttle for county
- More medical trips outside the county/ state
- Voucher, sliding scale for payment from population in poverty
- More services for commercial, recreational purposes
- More out-of-state trips
- Consumer education/ marketing/ senior advocacy and outreach
- More service on weekends

*Region XI (Brooke County, WV and Hancock County, WV)*

- Long distance and medical transportation
- Transportation to employment
- Appropriate vehicles for road conditions and size
- Transportation for errand in very rural areas
- Additional funding for public transit operating and capital needs
- Rides outside of traditional operator hours
- Transportation providers need to address regional needs via coordination
- Increase awareness of transportation options

Plans for Achieving Shared Goals

Goals were established to guide both the Jefferson County Coordinated Public Transit- Human Services Transportation Plan and the Region XI Coordinated Plan Transit- Human Services Transportation Plan.

*Jefferson County Goals*

- Enhance coordination and provide transportation services in a more efficient and cost-effective manner to increase mobility.
- Build upon existing public/ private partnerships for Jefferson County transportation service providers as needed.
- Improve access and services for veterans, elderly, and persons with disabilities.
- More available employment transportation for the public and persons with disabilities.
- Improve and enhance marketing for all transportation services and providers.

*Region XI (Brooke County, WV and Hancock County, WV) Goals*

- Improve communication among transportation providers and stakeholders in the region and throughout the state of West Virginia.
- Maintain current levels of transportation services for older adults, individuals with disabilities, and people with low incomes.
- Improve access to transportation services through effective regional mobility management.
- Extend operating hours and service areas for transportation services.

## The Mobility Partnership for Human Services Committee

As a result of previously drafting coordination plans, BHJ created the “Mobility Partnership for Human Services” committee. The committee’s mission is to eliminate and reduce, where possible, obstacles and barriers to transportation services regardless of political boundaries (i.e. county, state, or service boundaries) and provide opportunity for participation and cooperation among all public transit/ human services, and private transportation providers, as well as other social services agencies. The goals of the committee are to:

- Reduce operating costs and improve conservation of available services.
- Develop a form of central management (i.e. mobility manager).
- Create a format or policy for consistent communication.
- Expand “down the road” with an eye towards the business community.

Representatives currently attending committee meetings include the following organizations and communities.

- Jefferson County Prevention Services and Recovery Board
- Steel Valley Regional Transit Authority
- Jefferson County Chamber of Commerce
- Jefferson County Board of Developmental Disabilities
- Jefferson County Community Action Council
- Brooke County Committee on Aging
- Change, Inc.
- Hancock County Senior Services
- Weirton Department of Transportation
- Mary H. Weir Public Library
- Ohio Valley Regional Transit Authority
- City of Toronto
- Southwestern Pennsylvania Commission
- IC Group of Companies
- Hancock County
- Aetna Better Health
- Ohio Valley Regional Transit Authority
- Brooke Hancock Family Resource Network
- Weirton Area Chamber of Commerce
- John D. Rockefeller Career Center
- Ohio Mid- Eastern Governments Association (OMEGA)

## Regional Coordination Plan for Eastern Ohio

BHJ has repeatedly participated in the process by which the Ohio Mid-Eastern Governments Association (OMEGA) has drafted its Regional Coordination Plan. The OMEGA region consists of Jefferson County, Belmont County, Harrison County, Columbiana County, Carroll County, Coshocton County, Guernsey County, Holmes County, Muskingum County, and Tuscarawas County. The goal of OMEGA's plan is to transport more people, especially seniors and persons with disabilities, with quality service at a low cost in and out of their respective counties. As a result of OMEGA's planning, a regional call center pilot project has been undertaken. The project coordinates with transportation providers to provide residents with out of county trips. The plan also prioritizes the importance of scheduling software for efficiency and the necessity of mobility management.

## Public Transit in the BHJ Region

### Weirton Department of Transportation (WDOT)

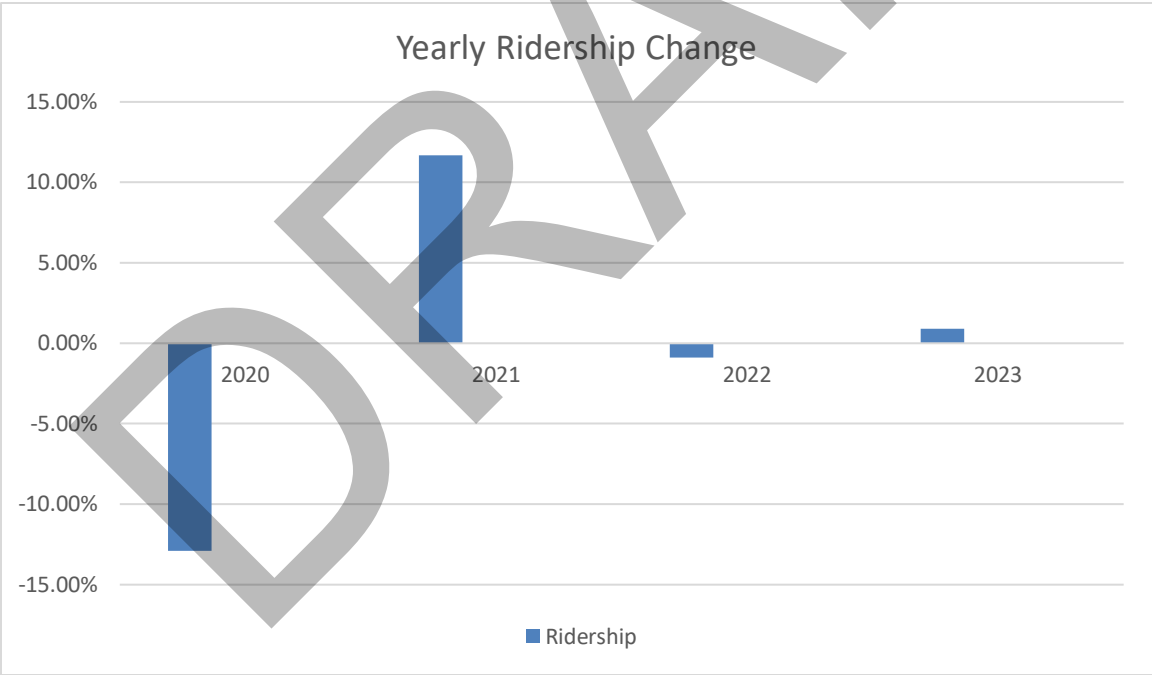
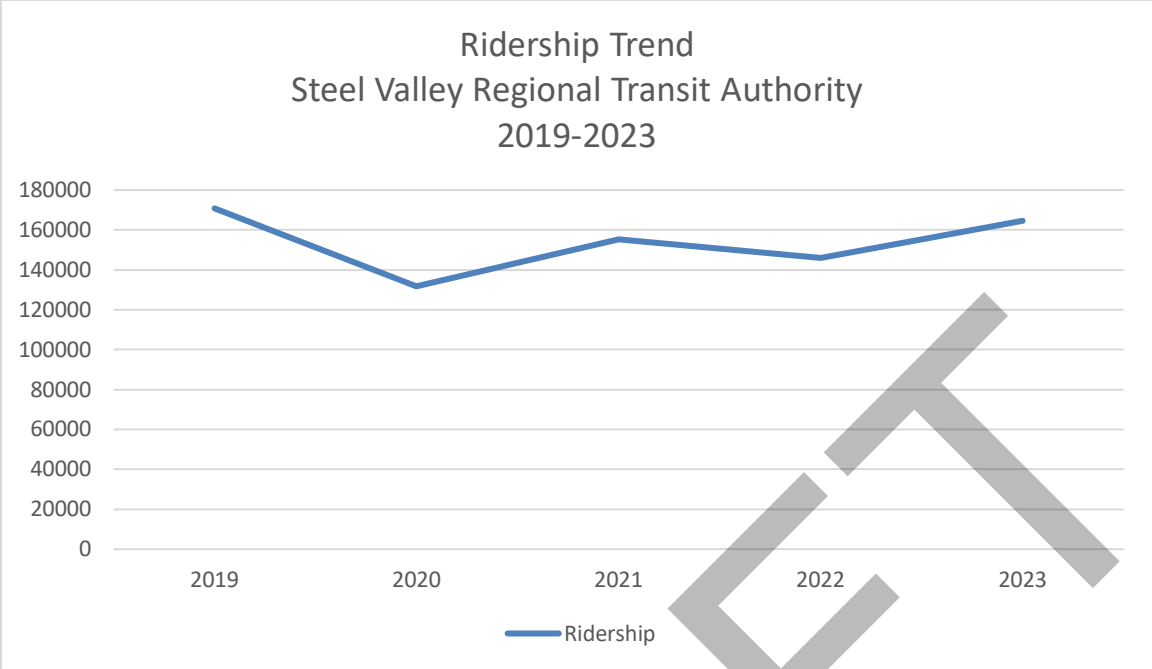
Traditionally, public transit services have been provided by the Weirton Transit Corporation in the city of Weirton, West Virginia. As a result of challenges created by both financial and professional management decisions operating control of the organization has been transferred to the city of Weirton and the name has been changed to the Weirton Department of Transportation (WDOT).

WDOT solely provides public transit within the city limits of Weirton. Service is provided Monday-Friday 5:30 AM-7:00 PM and Saturday 6:00 AM-12:00 PM. The organization also provides services for persons with disabilities. It operates thirteen vehicles with one full-time driver and thirteen part-time drivers. Ten vehicles have the capacity to carry two wheelchairs. Ridership statistics are unavailable. The organization is anticipated to continue restructuring.

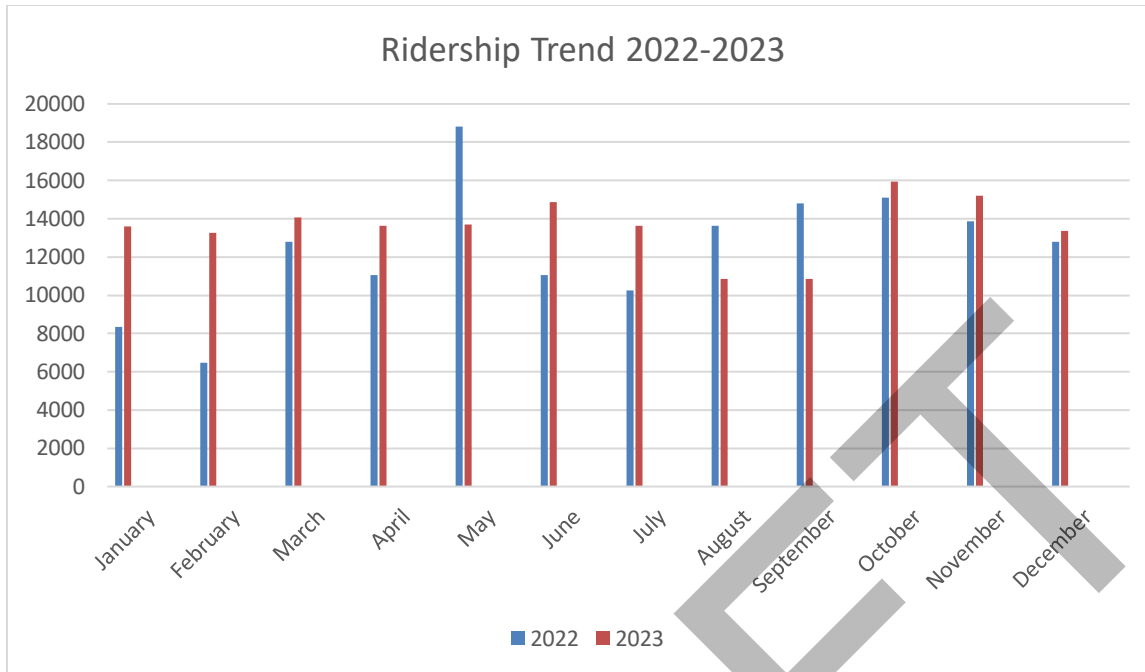
### Steel Valley Regional Transportation Authority (SVRTA)

Steel Valley Regional Transit Authority (SVRTA) is the primary public transit authority in Jefferson County, Ohio. SVRTA serves the communities of Steubenville, Wintersville, Mingo Junction, and Rayland. The organization provides a connection to the Ohio Valley Regional Transit Authority in Rayland and connects with the Weirton Department of Transportation in Weirton. It also provides riders with access to the Findlay Industrial Park in Imperial, PA by providing a route to Robinson Township, PA.

Service is provided Monday-Friday 3:30 AM-8:05 PM and Saturday 4:30 AM-7:30 PM. SVRTA provides services for persons with disabilities. Its fleet consists of sixteen vehicles. All vehicles have the capacity to carry at least one wheelchair.







## Rideshare/ Vanpooling

In the past, BHI has unsuccessfully attempted to operate a stand-alone rideshare program. In 2003, BHI partnered with the Southwestern Pennsylvania Commission (SPC), the metropolitan planning commission located in Pittsburgh, PA, participating in the CommuteInfo program. CommuteInfo is a coordinated partnership of transportation agencies, transportation providers, businesses, and non-profit service organizations throughout southwestern Pennsylvania, Jefferson County, Ohio, and the counties of Brooke and Hancock in West Virginia. The program provides commuter information and services for people who desire commuter alternatives to driving alone to their jobs or schools primarily to Allegheny County, PA, but anywhere within the SPC service area. The program's goal is for commuters to choose ride sharing at least twice a week by providing viable options, incentives, and encouragement for commuters living, working, or attending school within the thirteen county CommuteInfo area.

Monthly participant program costs range from \$90-\$120, and is dependent upon the number of poolers, and the vehicle. The total cost includes rental of an Enterprise owned vehicle, maintenance, and insurance. Fuel and toll charges are not included in the monthly cost.

Participating Enterprise vehicles include SUV's, minivans, and full-size vans. Cost of the vehicle is equally shared amongst the group of program participants. The driver is often not required to pay anything since he or she has the burden of driving the vehicle. SPC software matches potential participants with pools. Prospective poolers are asked to consider driving, and if requested, van-driver training is offered by SPC/Enterprise. Riders are eligible for up to four emergency rides home a year or a maximum annual cost of \$100.

BHI hopes to continue its partnership with SPC and expand promotional opportunities and marketing of the CommuteInfo program within the region. The program has been previously

advertised on television, in local newspapers, and on billboards. The program has been evaluated by tracking program registrations and surveys.

## **Bicycle (Active Transportation) Plans**

BHJ wants to promote the health of area residents by reducing traffic congestion and pollution while promoting alternate means of transportation. The region is considering expansion of walking and cycling infrastructure. Expansion of infrastructure will not only yield benefits for residents but also contribute to tourism.

Currently existing trails in both Brooke County and Hancock County could be expanded by growth of the Great American Rail Trail. The Panhandle Trail enters the region at the border of Pennsylvania and West Virginia, continues northwest through Brooke County into Hancock County, and ends in Weirton. Interest has been expressed by the Rails-to-Trails Conservancy (RTC) regarding continuation of the trail utilizing the Market Street Bridge into Ohio. The region's newest bridge near Beech Bottom, WV provides access for pedestrians and cyclists to the Brooke Pioneer Trail.

In Fall of 2019, the American Association of State Highway and Transportation Officials approved a route across West Virginia of the U.S. Bike Route 50 (USBR 50) that connects to an already established route in Ohio. The approved section crosses the Market Street Bridge in Ohio and continues to the Pioneer Trail.

There are currently no trails in Jefferson County, but plans have been made to continue the Great American Rail Trail through Steubenville to the Cotton Creek Trail in Harrison County. RTC would like to utilize a plan developed by the Jefferson Soil and Water Conservation District for a trail that passes through the Hellbender Preserve. Due to the efforts of BHJ, a shared use path has been constructed along St. Rt. 7 connecting Historic North 4<sup>th</sup> St. in Steubenville to the Steubenville Marina. Interest has been expressed to connect the shared use path to USBR 50 and downtown Steubenville.

DRAFT

# SECTION 6: HIGHWAY AND BRIDGE INVENTORY

## TABLE OF CONTENTS

FUNCTIONAL CLASSIFICATION.....	94
FEDERAL-AID HIGHWAY NETWORK.....	98
NATIONAL HIGHWAY SYSTEM.....	98
MAJOR TRANSPORTATION CORRIDORS.....	98
BHJ FEDERAL-AID HIGHWAY.....	100
FUNCTIONAL CLASSIFICATION OF HIGHWAYS.....	100
OHIO RIVER HIGHWAY BRIDGES IN THE METROPOLITAN AREA.....	103
PERFORMANCE MEASURES.....	109
MEASURING SAFETY.....	110
MEASURING INFRASTRUCTURE CONDITIONS.....	110
CONGESTION, SYSTEM RELIABILITY, AND FREIGHT MOVEMENT.....	110

## **SECTION 6 - HIGHWAY & OHIO RIVER BRIDGE INVENTORY**

An inventory of transportation facilities is a key element in developing a transportation plan. This section identifies the BJJ Region's highway network eligible for federal-aid, major highway corridors listed on the National Highway System, and highway bridges crossing the Ohio River. The inventory serves as a reference that identifies federal-aid highway facilities and the Ohio River Bridge crossings that interconnect the three-county region and surrounding areas of Ohio, West Virginia, and Pennsylvania.

The metropolitan planning factors listed in the current federal transportation-spending bill titled Fixing America's Surface Transportation Act or the FAST Act emphasize the efficient preservation of the existing transportation system. Considering the high cost of highway maintenance and new construction, this plan highlights the preservation of the existing transportation network. Preservation may not only include resurfacing and rehabilitation of highways and bridges, but also include an increase of roadway and river crossing capacity that may solve congestion and safety problems. Over the years, federal, state, and local governments have invested vast amount of dollars building transportation infrastructure in each of the three counties that must be preserved and maintained in a safe and functional capacity. Although the cost of highway and bridge projects considered in this plan for the next 25 years may exceed anticipated revenues for funding, each investment, either minor or major in monetary expenditure, is justified by meeting the stated goals and objectives of this plan.

### **FUNCTIONAL CLASSIFICATION**

State Highway Agencies conduct functional classification updates every 10 years concurrent with the decennial census. Decennial updates allow local communities, State DOT's and FHWA to modify or redefine the functional classification system to capture changes in travel patterns, network linkages, as well as improvements and modifications to existing roadways and corridors. Movement of traffic is the primary basis for each classification followed by, access to adjacent land use, the physical attributes of the highway type, and the distance traversed by the highway facility. The National Functional Classification (NFC), in acceptance since the early 1960's, classifies highways by three levels of hierarchy. The three levels of classification are: (1) arterial highways, (2) collector streets, and (3) local roads. The classification system further stratified arterials and collector's highway by functional capacity. Historical functional classification guidance segregated roadway categories into urban and rural locations. There were six urban classifications and six rural classifications. In 2013, FHWA issued newer guidance eliminating the urban and rural classifications reducing the total number of classifications from twelve to seven as shown below by order of importance, ranked 1 as the highest importance and 7 as the lowest.

## Urban and Rural Function Classification Categories of Highways

1.	Principal Arterials a. Interstate b. Other Freeways and Expressways c. Other Principal Arterials	2.	Minor Arterials
		3.	Collectors a. Major Collector b. Minor Collector
		4.	Local Roads
<p>New category for rural areas; under the previous scheme, a rural non-interstate freeway/expressway was classified as a Rural Principal Arterial.</p> <p>New category for urban areas; Urban Minor Collectors are Federal aid eligible whereas Rural Minor Collectors are not.</p>			

### Interstate Highways

Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. Since their inception in the 1950's, the Interstate System has provided a superior network of limited access, divided highways offering high levels of mobility while linking the major urban areas of the United States. There are no Interstate Highways in Brooke, Hancock, or Jefferson counties.

### Other Freeways & Expressways

Roadways in this functional classification category look very similar to Interstates. While there can be regional differences in the use of the terms 'freeway' and 'expressway', for the purpose of functional classification the roads in this classification have directional travel lanes are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Like Interstates, engineers design and construct these roadways to maximize their mobility function.

Highways in the region classified as Other Freeways & Expressways are United States Route 22 (US-22), Ohio State Route 7 (OH-7), and a short segment of West Virginia State Route 2 (WV-2) between Follansbee and Weirton. US-22 directs traffic through the region west to east bisecting Jefferson County bypassing the central city of Steubenville, OH, crossing the Ohio River, and then traversing through West Virginia along the approximate border of Brooke and Hancock counties through the central city of Weirton. OH- 7 traverses south to north generally following the Ohio River Valley throughout the entire length of Jefferson County. WV-2 also moves traffic parallel south to north along the Ohio River Valley through Brooke and Hancock counties. A segment of WV-2 listed as Freeways/Expressways connects traffic from just north of Follansbee, WV at the Market Street Bridge to an interchange with US-22.

### Other Principal Arterials

These roadways serve major centers of metropolitan areas, provide a high degree of mobility, and can provide mobility through rural areas. Unlike their access-controlled counterparts, Other Principal Arterials can serve abutting land uses. Forms of access for Other Principal Arterial roadways include driveways to specific parcels and at-grade intersections with other roadways. In urban areas, Other Principal Arterials may have little or no access control with traffic signals at major intersections. These facilities may be either two-lane or multiple lane highways that may include median turn lanes or multiple left/right turn lanes at intersections. Other Principal Arterials are spaced within the highway network to provide a direct and

continuous route for a high volume of traffic that connects to regionally significant activity centers or outlying rural population centers.

Other Principal Arterials in the BHJ region are:

- West Virginia State Route 2 (WV-2) through Brooke and Hancock counties,
- US Route 30 in the northeast corner of Hancock County,
- Ohio State Route 43 (OH-43) in Jefferson County signed as Washington Street and Sunset Boulevard through Steubenville and Frank P Layman Boulevard and Canton Road in Wintersville, and
- Jefferson County Route 22A (CR-22A) from US-22 interchange at Reeds Mill to OH-43 in Wintersville

### **Minor Arterials**

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts are and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes. In rural settings, Minor Arterials are spaced at intervals consistent with population density, so that all developed areas are within a reasonable distance of a higher-level Arterial. Engineers and planners typically design Minor Arterials in rural areas to provide relatively high overall travel speeds, with minimum interference to through movement.

Urban and rural Minor Arterials in West Virginia are:

- Pennsylvania Avenue and Cove Road in Weirton,
- Eldersville Road (WV-27A) starting in Follansbee to the State Line and Washington Pike (WV-27) originating in Wellsburg to the State Line in Brooke County, and
- WV-8, connecting WV-2 in New Cumberland to US-30 in Hancock County.

Urban and rural Minor Arterials in Ohio are:

- the integrated network of Fourth Street to Lincoln Avenue to John Scott Highway ending at US Route 22 in Steubenville, OH form an integrated urban Minor Arterial network; this urban network also connects Sinclair Avenue starting at the John Scott Highway intersection to Lovers Lane Road then north to Sunset Boulevard (OH-43) ending at US Route 22,
- Brady Avenue from Sunset Boulevard to University Boulevard ending at Seventh Street in Steubenville,
- Lawson Avenue from Sunset Boulevard to Adams Street ending at Third Street in Steubenville,
- The combined network of Wilson Avenue at Lincoln Avenue in Steubenville to McClister Avenue ending at Commercial Avenue in Mingo Junction,
- The street network of Franklin Avenue, Trenton Street and the one-way pair of Third and Fourth Streets in Toronto,
- Commercial Avenue in Mingo Junction starting at OH-151 north to OH-7 at Logan Avenue is another urban Minor Arterial roadway,
- Old State Route 7 through Brilliant in Wells Township, and
- State Route 43 from US-22 in Wintersville north to Amsterdam at the Carroll County line.

## **Major and Minor Collectors**

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Until recently, planners considered this division only in the rural environment. Currently, planners may sub-stratify all Collectors, regardless of whether they are within a rural area or an urban area, into major and minor categories. The determination of whether a given Collector is a Major or a Minor Collector is frequently one of the biggest challenges in functionally classifying a roadway network.

In the rural environment, Collectors generally serve primarily intra-county travel (rather than statewide) and constitute those routes on which (independent of traffic volume) predominant travel distances are shorter than on Arterial routes. Consequently, posted speed limits may be more moderate.

The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts may. Planners should carefully consider these factors when assigning a Major or Minor Collector designation. In rural areas, AADT and spacing may be the most significant designation factors. Since Major Collectors offer more mobility and Minor Collectors offer more access, it is beneficial to reexamine these two fundamental concepts of functional classification. Overall, the total mileage of Major Collectors is typically lower than the total mileage of Minor Collectors, while the total Collector mileage is typically one-third of the Local roadway network.

## **Local Roads**

Local Roads encompass the remaining street network not listed in any of the higher functional classification groupings already considered. Local Roads primarily serve as direct access to abutting land developments and access to the higher ordered systems of classification. Service to through traffic on Local Streets usually is deliberately discouraged.



## FEDERAL-AID HIGHWAY NETWORK

The Functional Classification System defines the Federal-Aid Highway System. Under the standards adopted in the FAST-Act, all classifications other than Local Roads and Minor Collectors in rural areas make up the eligible Federal-Aid Highway System. Overall, regionally, Other Freeways/Expressways and Principal Arterials make up slightly more than 6 percent of the region's total roadway system accounting for roughly 121 centerline miles of highways. Inversely, these highways carry more than 69 percent of the region's Average Annual Daily Traffic (AADT). This statistic defines the importance of Freeways, Expressways, and Principal Arterial highways in the three counties in terms of movement of people, goods, and freight. Furthermore, the Federal-Aid Highway System (defined as Freeways/Expressways, Principal Arterials, Minor Arterials, and Collectors) account for slightly less than 23.5 percent or 460 miles of the nearly 2,000 miles of highways, roads and streets in the Steubenville-Weirton Metropolitan Area. In addition, the federal-aid system carries approximately 97.5 percent of all traffic circulating in the three-county area on an average day. In conclusion, local, state, and federal governments must continue to commit their respective available financial resources to maintain this highway system to highest practical standard.

## NATIONAL HIGHWAY SYSTEM

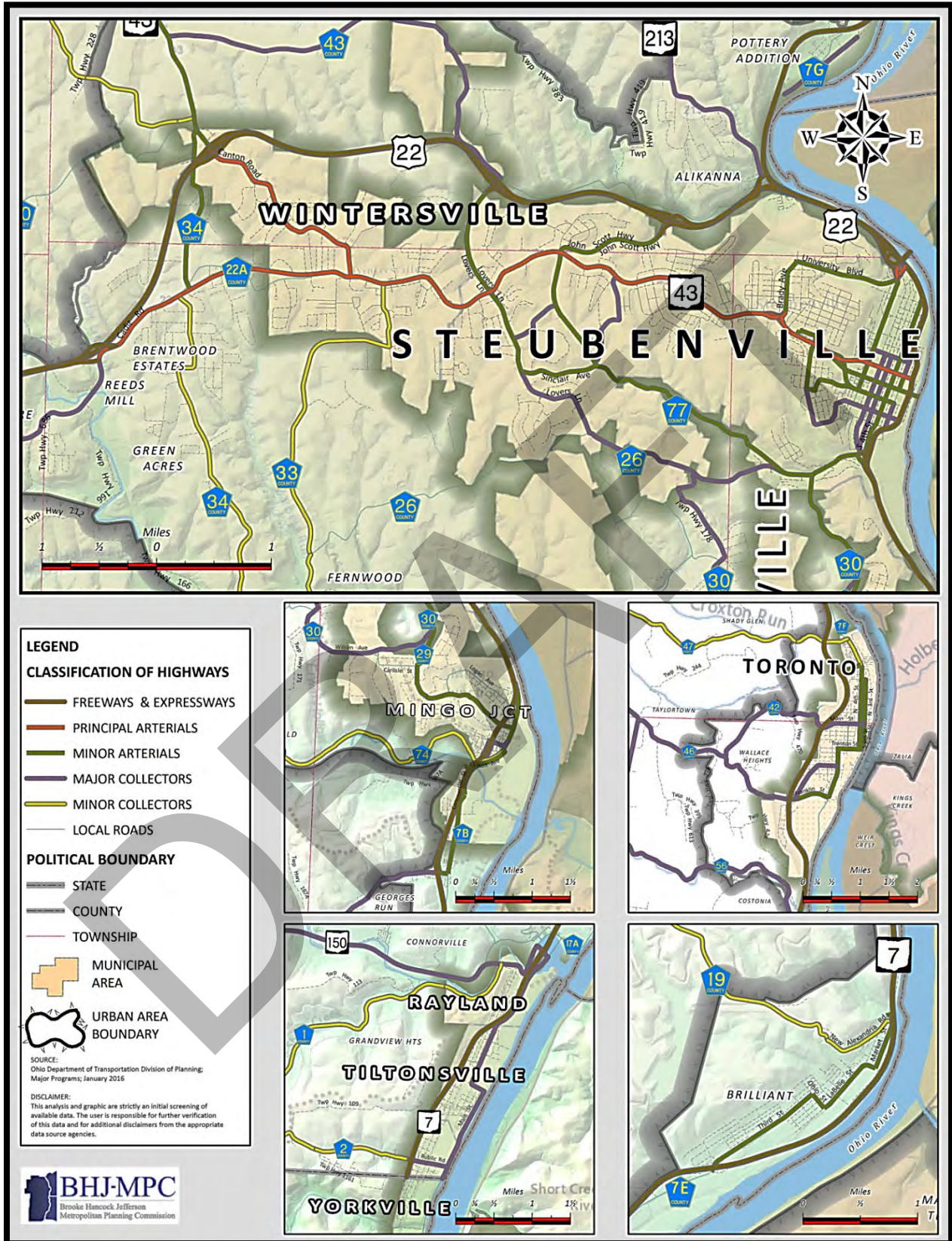
The National Highway System (NHS) is a network of strategic highways within the United States that includes the Interstate Highway System, Other Principal Arterials, the Strategic Highway Network that provide defense access and emergency capabilities for defense purposes, Major Strategic Highway Network Connectors that directs transportation services to major military bases, and Intermodal Connectors that link major intermodal facilities. The NHS serves major population centers, international border crossings, as well as primary Intermodal transportation terminals, provides the means of a secure national defense, and enhances interstate and interregional mobility. The Department of Transportation (DOT) developed the NHS in cooperation with the states, local officials, and metropolitan planning organizations.

The area's National Highway System includes West Virginia State Route 2, Ohio State Route 7, and United States Route 22 in both West Virginia. Although the metropolitan area's National Highway System accounts for less than 6 percent of the total highway miles, it carries nearly 50 percent of the region's average daily traffic.

## MAJOR TRANSPORTATION CORRIDORS

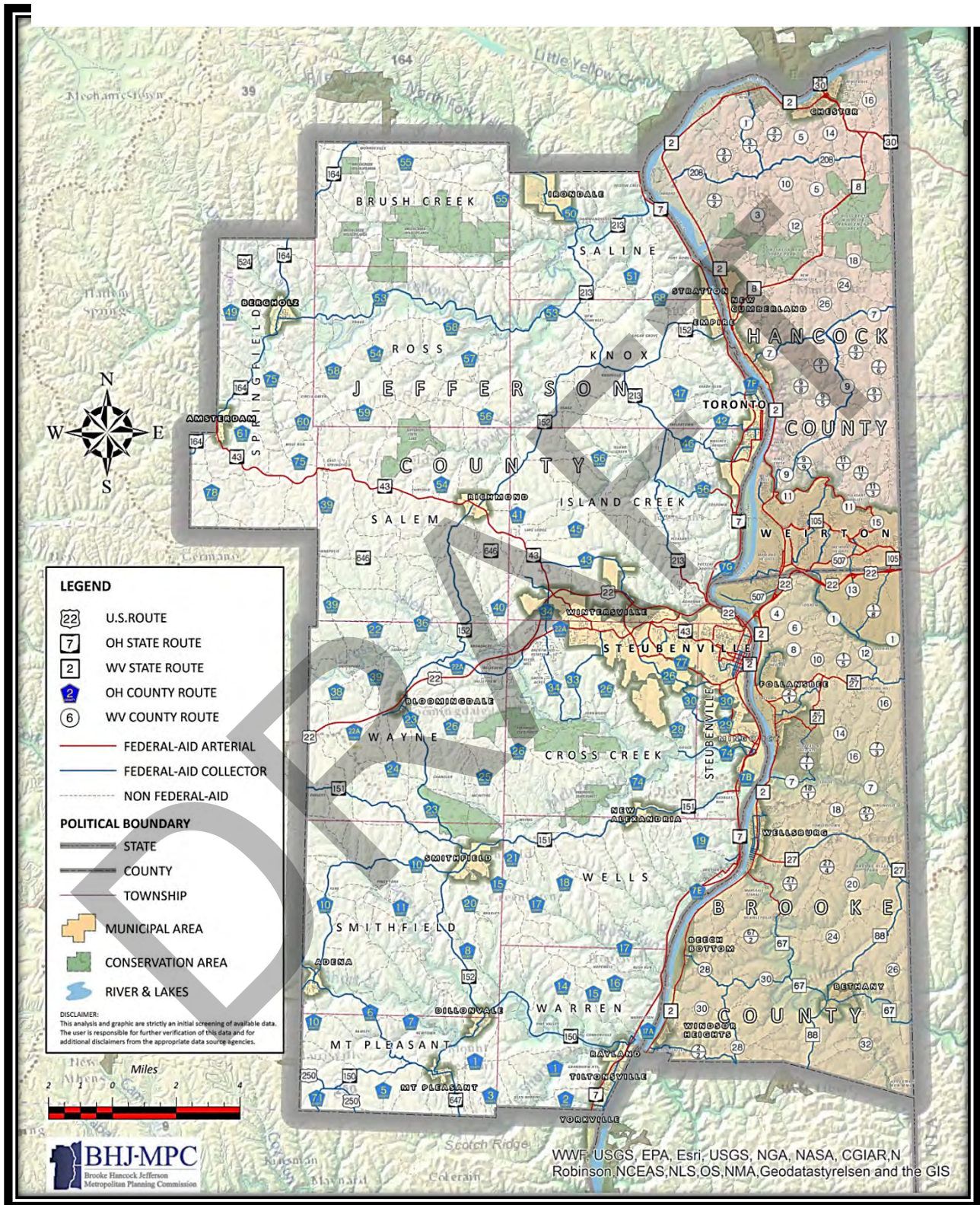
Several major highway corridors bisect the Brooke, Hancock, and Jefferson counties region. West Virginia State Route 2 and Ohio State Route 7 comprise two major north-south corridors generally following the Ohio River Valley, and United States Route 22, the major east-west corridor cutting through the center of the three-county geography.

# Major Transportation Corridors of BJJ Region

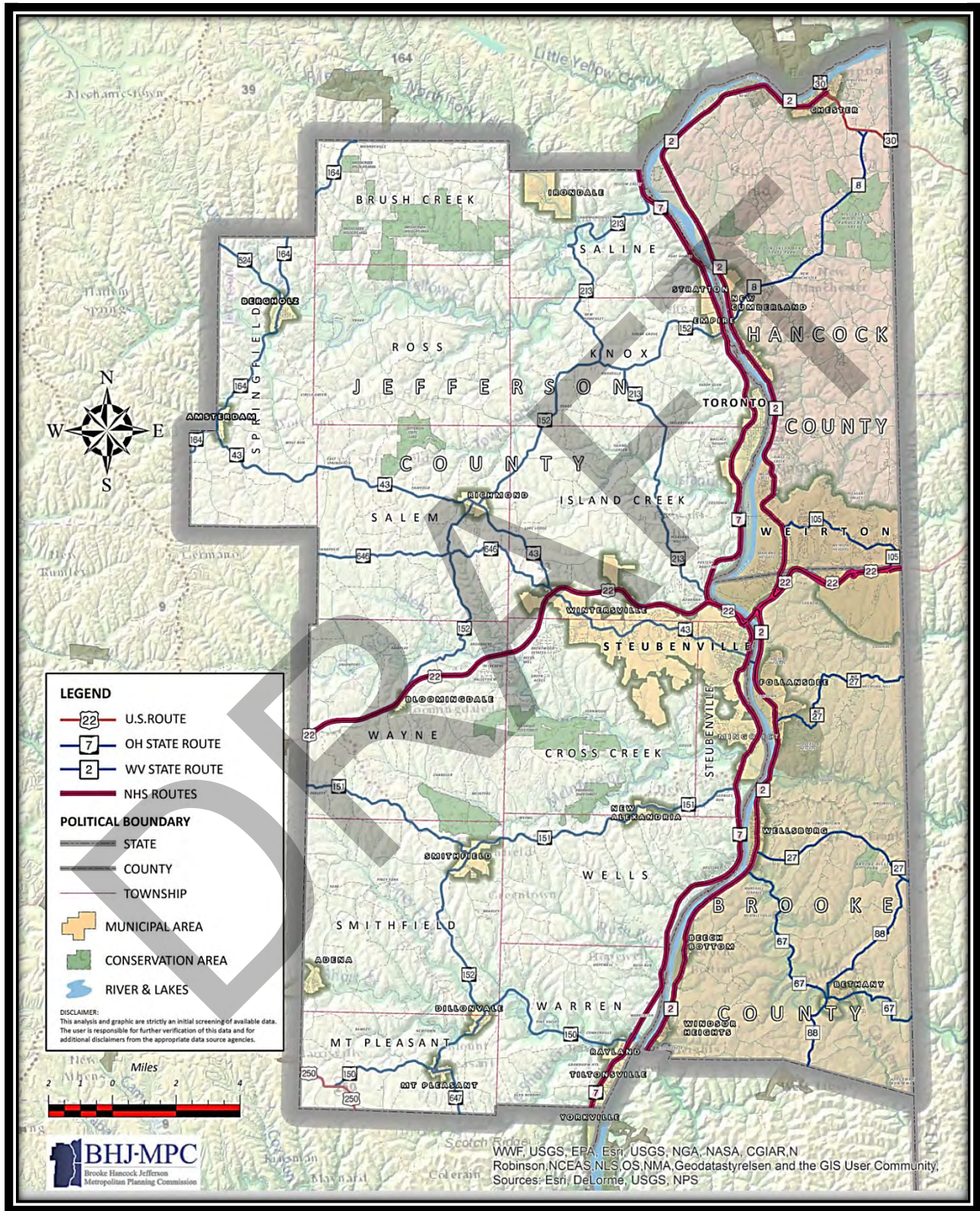


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# Federal Aid Highways of BHJ Region



# BHJ National Highway System



Ohio State Route 7 services south to north bound traffic traveling through the west perimeter of the Ohio River Valley. Starting in the mid 1950's and ending in the late 1980's, ODOT completely re-constructed OH-7 through Jefferson County as a four-lane limited-access facility from Bridgeport, OH in the south at Interstate 70 to US Route 30 in the north at East Liverpool, OH directly southeast of Chester, WV across the Ohio River. Presently, in Jefferson County, the roadway carries an average daily traffic ranging from 10,600 vehicles in Stratton, OH (near the Columbiana/Jefferson County Line) to more than 18,290 vehicles between Mingo Junction and Steubenville (the urban center of Jefferson County). State Route 7 connects the Jefferson County river-communities (from south to north) Yorkville, Tiltonsville, Rayland, Brilliant, Mingo Junction, Steubenville, Toronto, Empire, and Stratton. Ohio Route 7 through Jefferson County is also a part of the Ohio River National Scenic Byway that stretches 943 miles from Cairo, IL in the south to East Liverpool, OH in the north. State Route 7 in itself follows the Ohio River from Chesapeake to East Liverpool, then following parallel to the Pennsylvania State Line through Youngstown ending at Lake Erie at Conneaut in Ashtabula County.

West Virginia State Route 2 is the principal north/south corridor route, also running parallel to the east shores of the Ohio River Valley, through the northern panhandle of West Virginia directing intra-regional traffic south to Interstate 70 in Wheeling, WV and north to Ohio and Pennsylvania, by way of US Route 30, in Chester, WV. The West Virginia Department of Transportation maintains WV-2 primarily as a two-lane facility throughout Brooke and Hancock counties with the exception of four segments, Commerce Street in Wellsburg, Follansbee-Weirton Road north of Follansbee, Main Street in Weirton, and New Cumberland-Newell Road adjacent to Mountaineer Park in northern Hancock County. Presently, the State Highway carries traffic volumes ranging from 7,900 vehicles daily with 8.5% trucks at the Brooke/Ohio County Line to 21,000 vehicles daily through the north end of the City of Follansbee, WV. State Route 2 enters Brooke County from the south at the Ohio County Line connecting the communities (from south to north) Beech Bottom, Wellsburg, Follansbee, crossing into Hancock County in Weirton, continuing north through New Cumberland, Newell, and Chester. Route 2 terminates at US Route 30 in Chester (Hancock County) at the foot of the Jennings Randolph Bridge, the most northern reach of the State of West Virginia. West Virginia 2 connects the study area to the West Virginia cities of Huntington, Parkersburg, and Wheeling.

Ohio and West Virginia completed construction of United States Route 22 as a four-lane interstate-type highway in 1993. The US route enters Jefferson County from the west at the Harrison County Line east of Hopedale, OH, crossing the Ohio River into West Virginia by way of the Veterans Memorial Bridge at Steubenville, OH. The route then generally follows the Brooke/Hancock County Line through Weirton, WV exiting the region to the east into Pennsylvania. From west to east, US Route 22 connects the incorporated areas of Bloomingdale, Wintersville, and Steubenville in Ohio to Weirton, West Virginia. US-22 connects the Weirton-Steubenville, WV-OH Urban Area to Pittsburgh, PA in the east and to Columbus, OH (via US Routes 250/36 Ohio Route 161) in the west. Overall, US-22 extends from Cincinnati, OH to the New York City area in the east. Daily traffic traveling along US-22 in Brooke and Jefferson counties range from 9,270 vehicles at the Harrison/Jefferson County Line to 24,000 vehicles at the Pennsylvania / WV State Line in Weirton.

Another primary corridor is State Route 43 (OH-43). Beginning at State Route 7 in Steubenville, OH-43 directs traffic east to west through Jefferson County, then upon entering Carroll County, travels northward through the Canton/Akron Metropolitan Area, terminating in Cleveland, Ohio. In Jefferson County, OH-43 serves as a Principal Arterial, built parallel to and formerly designated as US-22 through Steubenville and Wintersville. In Steubenville, OH-43 is addressed as Washington Street from State Route 7 moving west through the city's lower Central Business District (CBD) to the top of Washington Street Hill where the state route changes address to Sunset Boulevard. At Wintersville, OH-43 becomes Frank Layman

Boulevard and then Canton Road where it turns in a northwestern direction at the US-22 Interchange toward Carroll County. State Route 43 carries an average daily traffic in Jefferson County ranging from 3,060 vehicles in the western edge of the county in Amsterdam at the Carroll county Line, up to 21,300 vehicles on the Sunset Boulevard section in Steubenville.

## OHIO RIVER HIGHWAY BRIDGES IN THE METROPOLITAN AREA

The BHJ geographic area is a two-state metropolitan area (Ohio and West Virginia) divided by the Ohio River. The Ohio River flows 43.7 miles through the metropolitan area starting at the Pennsylvania State Line (Beaver County-Hancock County, PA-WV; Ohio River Mile 40.0) and ending at the Jefferson/Belmont County, OH line (Ohio River Mile 83.7). Therefore, highway bridges over the Ohio River are a critical element of inter-region and interstate highway travel through the three-county region. Presently, the area-wide bridge network is comprised of five (5) highway bridges. The northern most bridge is the Jennings Randolph Bridge at Ohio River Mile 42.7. It connects Chester (in Hancock County, WV) to East Liverpool (in Columbiana County, OH) by way of US Route 30 (known nationally as the Lincoln Highway). Next in line is a privately owned span known as the Newell Toll Bridge. It also links East Liverpool, OH to Hancock County, WV, 1.70 river miles downstream (Ohio River Mile 44.4) of the US-30 Bridge approximately 500-feet east of the unincorporated community of Newell, WV. Situated at Ohio River Mile 66.4, the largest Ohio River Bridge in the region is the Veteran's Memorial. This structure carries US Route 22 from Steubenville, OH to Brooke County adjoining Weirton, WV. The fifth Ohio River crossing is the Market Street Bridge (WV-2 Spur; Ohio River Mile 68.0), 1.5 miles downstream from the US-22 Bridge. The oldest bridge in the region traversing the Ohio River, the Market Street Bridge connects the Steubenville, OH Central Business District (CBD) to Brooke County, WV at WV-2 roughly 3,300-feet north of Follansbee, WV. The next highway bridge over Ohio River is the Fort Henry Bridge in Wheeling, WV outside the BHJ Region. The Fort Henry carries Interstate Route 70 (I-70) crossing at Ohio River Mile 90.2, approximately 22.2 river miles south of the Market Street. Table 2 lists each Ohio River Bridge, their respective connecting route, Ohio River Mile posting, and relative distance from the Veterans Memorial Bridge, the core of the Weirton-Steubenville, WV-OH Urbanized Area.

## Regional Highway Bridges

Bridge	Connecting/Route	Ohio River Mile Post (miles)	Distance from US22 Veterans Memorial Bridge (miles)	Annual Average Daily Traffic Count (veh. /day - yr.)
Jennings Randolph Bridge	U.S. Route 30 Chester/East Liverpool	42.7	23.8	18,000 - 2019
Newell Toll Bridge	WV-2 to East Liverpool	44.4	22.1	6,450 - 2019
Veterans Memorial Bridge	US-22 Weirton/Steubenville	66.5	0.0	36,728-2019
Market Street Bridge	WV-2 SPUR/Market St Steubenville/WV-2	68.0	1.5	7,490 - 2019
Fort Henry Bridge Ohio County, WV/Belmont County, OH	Interstate 70 Wheeling/Bridgeport	90.2	23.7	23,800 - 2019

### Jennings Randolph Bridge

The Jennings Randolph Bridge replaced the former Chester Bridge first constructed in 1896 for the Steubenville, East Liverpool, and Beaver Valley Traffic Company. A suspension-type structure with a center span of 705 feet, the bridge had a roadway width of 20 feet with a 6-foot 3-inch sidewalk on the downstream side. Rebuilt in 1937, the State Bridge Commission of Ohio purchased the Chester Bridge in September 1938 operating the bridge as a toll facility until September 1951 when the bridge commission removed the tolls. Following the “Silver Bridge” disaster in 1967, Ohio placed a load limit of two tons on the Chester Bridge, limiting the bridge’s capacity to all but passenger cars thereby excluding truck traffic over the Ohio River. This forced all heavy commercial traffic to use the Fort Steuben Bridge to travel south in Steubenville-Weirton, travel north to the next bridge in Shipping port, Pennsylvania, or avoid the area all together. After further deterioration, engineers closed the bridge in May 1970 followed by demolition a year later leaving an even more serious impendence to travel across the Ohio River in northern Hancock County.

Finally, in 1977, the West Virginia Department of Transportation completed construction of the Jennings Randolph Bridge. The bridge once again continued the connection of US Route 30 over the Ohio River from East Liverpool, OH to State Route 2 in Chester, WV (in Hancock County) that was gone for more than seven years. The Jennings Randolph is a symmetric single-span steel through Pratt Truss. Measuring 750 feet in length between the centerline of the piers and a vertical clearance of 30 feet at the end portals, this bridge is the second longest simple-truss span in the world. The east approach (from the West Virginia shore) to the truss span is comprised of two steel girders and eight stringer spans of various lengths amounting to approximately 1300 feet. The bridge decking is 64 feet 8 inches wide with a curb-to-curb width of 62 feet allowing for four traffic lanes separated by a concrete barrier. The surface is a composite decking 7.5 inches thick with a 1.5-inch concrete overlay.

The West Virginia Department of Transportation is responsible for all maintenance capital improvements on the bridge's main structure over the Ohio River, while the Ohio Department of Transportation maintains the ramping to the bridge on the Ohio shoreline. An ODOT Average Daily Traffic survey indicated 15,830 vehicles, including 1,170 heavy trucks (7.39%), traveled across the Jennings Randolph Bridge in 2006.

### **Newell Toll Bridge**

The Newell Bridge, constructed in 1905 at a cost of \$250,000, has always served as a privately owned and operated toll bridge. Continuously operated by the Newell Bridge and Railway Company, the bridge first operated as a street railway line until the late 1930's. Today, according to a 2015 traffic count study conducted by BHJ, this two-lane steel suspension bridge carries an average daily traffic of 6,000 vehicles per day over the Ohio River between Newell, WV and East Liverpool, OH. A suspension-type bridge, the structure has a center span of 750 feet with an end span of 232 feet 9 inches on the West Virginia side and an end span of 387 feet 9 inches on the Ohio side. An additional through-truss approach span totaling 128 feet connects the Ohio end span to the Ohio abutment. The bridge roadway width is 20 feet 10 inches with a 6-foot walkway on the downstream side. In September 1954, a 5-inch deep steel-grid floor replaced the timber planking. Vertical clearance on the bridge is 13 feet 6 inches and the structure's capacity is 10 tons gross weight. Engineered and built by the Dravo Company, the Newell Bridge acted as a detour route for US Route 30 for more than seven years from 1970 after the State Commission of Ohio demolished the first Chester Bridge until 1977 when West Virginia completed construction of the Jennings Randolph Bridge.

### **Veterans Memorial Bridge**

The Veterans Memorial Bridge (US-22), the newest bridge structure within the Metropolitan Area, crosses the Ohio River between Steubenville, Ohio and Weirton, West Virginia. Constructed as a US Route 22 replacement of the Fort Steuben Bridge, the Veterans Memorial opened to traffic on May 1, 1990. In development for more than 30 years, the bridge construction costs exceeded slightly more than \$70 million. Engineered by the Michael Baker Corporation, many considered the Veterans Bridge design unlike any other in the world. While the Veterans Bridge was under construction, only three cable-stayed steel girder trusses existed outside of Europe or Japan: Sitka, Alaska; Luling Louisiana; and Quincy, Illinois.

Named by a December 1988 Highway Commissioner Order, the Veterans Memorial is a cable-stayed suspension bridge consisting of a segmented deck of steel girders with cast-in-place concrete. From above the deck at the main pier rises a single 360-foot inverted Y-shaped tower from which 26-paired cables radiate (the longest measuring 800 feet) to connect the tower to the deck for vertical support. The entire bridge is 1,964 feet long with six 12-foot lanes, four through-traffic lanes, and two acceleration/deceleration lanes. In all, amounts of material used to erect the span include nine million pounds of structural steel, 3.4 million pounds of reinforcing steel (rebar) and 15,000 cubic yards of concrete. The National Steel Bridge Alliance lists the Veterans Memorial Bridge ranks as the 65th longest Cable-Stayed Steel Girder Bridge in the world.

Presently, over 34,000 vehicles cross the Veteran's Memorial Bridge daily. The West Virginia Department of Transportation owns and maintains the Veteran's Memorial Bridge with limited cost sharing for routine maintenance from the Ohio Department of Transportation.

### **Market Street Bridge**

The Market Street Bridge (WV-2 Spur) is a steel suspension bridge that extends from the west at the foot of Market Street in the Steubenville, OH CBD to the east at West Virginia State Route 2. The West Virginia



Department of Transportation is the sole owner of the bridge and is responsible for all upkeep and capital improvement costs to maintain the superstructure. The Steubenville Bridge Company was the first owner of the bridge, who in turn contracted with the Ohio Steel Erection Company to complete construction in 1904. Built originally to carry light trolley traffic, the Market Street Bridge consists of twelve (12) spans stretching to an overall length of 1,794 feet. The bridge has a total suspended length of roughly 1,200 feet with the main suspension measuring a little more than 700 feet. The roadway width is slightly less than 21 feet, and there is a 6-foot sidewalk on the downstream side of the bridge. The State West Virginia purchased the Market Street Bridge 1941 and continued toll collections until 1953.

Historic documents indicate that Hermann Laub, a Swiss native who migrated to the United States in 1880, is the original architect of the Market Street Bridge. In his lifetime, Laub built several bridges over the Ohio including the Newell Bridge. During his bridge building career, he established his own consulting office in Pittsburgh, PA. Until his death in 1918, Hermann Laub was the bridge engineer for the Commonwealth of Pennsylvania. In 1922, David Steinman (later the engineer for the Mackinac Bridge in Michigan) designed repairs to increase the bridge's load-bearing capacity.

Over the years, the bridge has undergone several reconstructions beginning in 1922 when the top chord broke in two places under the weight of freight streetcars, then in 1941 when the State of West Virginia purchased the bridge, and in 1953 when the state removed tolls. The 1941 renovation included rehabilitation of the towers and reconstruction of the deck flooring. Between 1979 and 1981, the West Virginia Department of Transportation spent more than \$5 million to install new decking (a lightweight open-grid steel bridge flooring system), replace the majority of the floor stringers, strengthen the floor beams, install new roadway lighting, and repaint the entire bridge structure. The cross bracing in the suspension span towers was also modified, and three of the piers were repaired. During the 1979 to 1981 reconstruction, work plans required closing the Market Street Bridge intermittently thereby forcing nearly 50 percent more traffic onto the Fort Steuben Bridge. Prior to the 1981 rehabilitation, WVDOT bridge engineers downgraded the posted weight limits from 13 tons to 3 tons. When contractors finished work in 1981, the Division of Highways raised posted limits to 13 tons until June 1993 when bridge inspection results submitted by Burgess & Nipple Ltd. of Parkersburg, WV recommended the present 5-ton weight limit. Shortly thereafter, the highway department installed 11-foot vertical restriction portals at each end of the bridge as a means to enforce the current weight limitations.

The West Virginia DOT closed the Market Street Bridge for major renovations from January 11 to November 12, 2010 and from March 14 to December 7, 2011. The approximately \$15 million dollar renovation project included repairs to the bridge towers, Ohio approach spans and trusses, cleaning and painting as well as installation of decorative lighting. The DOT also lowered the bridge clearance by a foot to prevent overweight vehicles from violating the bridge's 5-ton weight limit. The project contractor was Ahern & Associates of South Charleston, WV along with Panthera Painting of Canonsburg, PA (cleaning & painting) and Bayliss & Ramey of Dunbar, WV (bridge lighting).

Currently, the average traffic across the Market Street Bridge was 7,300 vehicles per day and restricted for truck traffic and any other vehicle over 5-ton limit. The recent inspection report placed this bridge on the Critical Deficiency List. Along with the normal wear and tear in lighting, color, the 2018 inspection report put the approach suspension spans, anchorages, approach truss, guardrail, suspended span sidewalks, railings all are in either poor or in critical condition. The bridge waterway adequacy is good with no excessive or restricted flows. Some minor amounts of drift are located along the channel edges.

Wellsburg Bridge (New Ohio River Bridge)

The West Virginia Division of Highways (WV DOH) and the Ohio Transportation Review and Advisory (TRAC) have committed funding for the Wellsburg Bridge over the Ohio River connecting WV-2 south of

Wellsburg, Brooke County, WV and OH-7 in the south end of Brilliant, Wells Township, Jefferson County, OH. On September 23, 2015, the BHI Transportation Study Policy Committee (BHI) adopted Resolution 2015-9 adding the funding schedule to the BHI 2016-2019 Transportation Improvement Program (TIP). Titled as State Project Number X305 2/23, the estimated West Virginia share for construction of the Wellsburg Bridge obligated to the amount to \$79,920,000. The WV DOH revised the construction estimate in January 2016 to \$98,941,000. On January 27, 2016, BHI adopted Resolution 2016-2 adding the TRAC commitment of \$36,770,000. The Ohio TRAC has agreed to reimburse the WVDOH its share of the construction in ten equal annual payments of \$3,700,000 starting in State Fiscal Year 2017. Each state highway agency, West Virginia and Ohio, are responsible for building the connections on their respective shores up to the West Virginia and Ohio State line. The construction started in April 2018. A Design-Build Project, West Virginia will manage the qualification selection process and project construction. The estimated conclusion date is 04/01/2021 and currently ODOT- WVDOH both agencies are in middle of their construction phase. As part of alternative delivery method, the contractor Flatiron proposed building a tied-arch bridge that will be constructed offsite and delivered by barge to the project site for installation — a method that will accelerate project timetables. When completed, the bridge will connect Route 2 in West Virginia, near Wellsburg, to Route 7 in Brilliant, Ohio, providing a key and reliable artery for northern West Virginia and eastern Ohio communities. Project financing was made possible through a public-private partnership (PPP), involving Flatiron, WVDOT, the Ohio Department of Transportation, as well as federal highway funds.

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## PERFORMANCE MEASURES

Moving Ahead for Progress in the 21st Century (MAP-21), the national transportation program prior to the FAST-Act, established a series of national performance goals. MAP-21 transformed the Federal-aid highway program by establishing new requirements for performance management to ensure the most efficient investment of Federal transportation funds. Performance management increases the accountability and transparency of the Federal-aid highway program and provides for a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals, National Highway Performance, Highway Safety Improvement, Congestion Management, and Freight Movement. MAP-21 established national performance goals for the Federal-Aid Highway Program in seven areas:

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads,
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair,
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System,
- System Reliability - To improve the efficiency of the surface transportation system,
- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development,
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment, and
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The FAST Act carries forward the performance goals established in MAP-21. In addition, it places an emphasis on the inclusion of the following items as part of the metropolitan planning process.

- Travel and tourism
- Resiliency and natural disaster risk reduction, and
- Intercity transit and transportation demand management

## MEASURING SAFETY

All states are required to develop a Strategic Highway Safety Plan (SHSP) that uses crash data to identify the greatest causes of traffic crashes, serious injuries, and fatalities on public roads. A variety of state and federal safety agencies and private sector organizations developed Ohio's SHSP, which focuses on safety for all road users, including cars, trucks, trains, motorcycles, pedestrians, and bicycles. The Ohio Department of Transportation uses a GIS Crash Analysis Tool (GCAT) to produce spatially located data for MPOs such as BHJ for engineering and analysis reports. BHJ obtained the data shown in Figure 5 through GCAT and WVDOH organized the files to display Crashes per Mile on selected state highway segments in this region for Calendar year 2018.

## MEASURING INFRASTRUCTURE CONDITIONS

Figure 6 will display Pavement Condition Ratings (PCR) of the federal-aid highway system in Jefferson County, OH with the active and future well pad locations. A user can easily download the through Ohio's Transportation Information Management System (TIMS) in a spatial format for display and analysis through a Geographic Information System (GIS). Having pavement condition data that accurately represents the condition of the pavement network will improve a public agency's ability to provide reasonable, timely, and reliable preservation and rehabilitation recommendations to best spend financial resources. BHJ also has GIS inventory files for bridges, culverts, traffic control devices, and guardrails in Jefferson County, OH. This map will indicate how the heavy truck traffic of the Gas and Well pad locations are affecting the pavement condition of the surrounding roads and significantly reducing their longevity.

## CONGESTION, SYSTEM RELIABILITY, AND FREIGHT MOVEMENT

Figure 7 shows Average Daily Truck Traffic (AADT) on the designated Freight Network in BHJ Region. BHJ maintains an extensive database of traffic count data for Brooke and Hancock counties in West Virginia as well as Jefferson County, OH. This map is developed from the Big data database of @Streetlight and verified by the locally collected traffic data.

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# SECTION 7: PROJECT CONSIDERATIONS

## TABLE OF CONTENTS

PROJECTS ACCOMPLISHED IN YEARS 2016 THROUGH 2019.....	114
PROJECTS LISTED IN THE TRANSPORTATION PLAN UPDATE PROGRAMMED IN THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM.....	120
OHIO RIVER BRIDGE PROJECTS.....	128
MAJOR/NEW HIGHWAY PROJECTS.....	131
HIGHWAY SYSTEM PRESERVATION PROJECTS .....	138
CONGESTION MANAGEMENT / SAFETY PROJECTS .....	141
BRIDGE PRESERVATION PROJECTS .....	144
REGIONAL RIDESHARE OPPORTUNITIES.....	145
REGIONAL BIKE & PEDESTRIAN DEVELOPMENT .....	145
REGIONAL PUBLIC TRANSPORTATION DEVELOPMENT .....	148
CONCLUSIONS.....	148

This section outlines the BHJ Metropolitan Region's 20-Year Transportation needs. The BHJ Metropolitan Planning Organization (MPO) developed these projects and programs through data collection, technical analysis, and input from public meetings for projects.

BHJ MPO is comprised of the Transportation Study Policy Committee, the Technical Advisory Committee, and professional staff. The following goals and objectives guided project selection process:

6. Prepare a **Financially Responsible** Plan that represents the region's fair share of federal and state economic resources and political importance. The plan should place emphasis on **Maintaining Existing Infrastructure** to ensure the safe and reliable travel of the local population living in the area as well as encouraging individuals and businesses to look at the area as a destination. The rehabilitation and rebuilding of existing roadways and bridges are at the top of the list of infrastructure to be taken into consideration first.
7. Develop **Local Road Safety Plan** that identifies the most vulnerable locations of traffic crashes, makes the roads safer for the community, and ensures the effective use of available financial resources. The safety of travelers on our roadways will mirror the states and federal governments goals of **Reducing Severe Injury and Fatal Crashes** to zero.
8. Continue to evolve and expand the **Mobility Management Program** with cooperation with the local public transportation providers and other human service transportation providers that are involved in elderly, people with disability and employment related transportation. **Expand** the current network of **Public Transit** routes to reach more areas for riders. Encourage expanded and improved public transportation services, and app-based ride systems such as Uber and Lyft in the community. Increase Ride Share Programs such as work-related carpool and vanpool services
9. Develop livable, environmentally friendly communities with adequate **Active Transportation** and **Recreational Facilities** to encourage better and healthier living in the region. Promoting and enhancing our area with more active transportation alternatives allows more individuals an **Equitable** means of travel while also removing vehicles from the roadway increasing their safety.
10. Focus on sustainable, good-paying, environment-friendly **Business Development** promoting **Brownfield Redevelopment, Intermodal Transportation Linkages** (i.e. air, highway, rail, and water), and enhance **Regional Freight Movement**.



## PROJECTS ACCOMPLISHED IN YEARS 2020 THROUGH 2023

The initial step in the plan evaluation process is identifying projects or programs completed since the previously adopted Long Range Transportation Plan Update (LRTP) in 2020. The Tables below are a summary of those transportation projects accomplished in State Fiscal Years 2020 through 2023. Once identified, the next step is to either remove these projects or programs from the plan or update the project phase.

<b>Table 1 - Jefferson County Projects Completed 2020-2023</b>		
<b>L RTP ID #</b>	<b>PID #</b>	<b>Wellsburg Ohio River Bridge Jefferson County, OH to Brooke County, WV</b>
OBR-02	79353	Bridge System Study Priority #2-Construct a new Ohio River Bridge connecting Ohio State Route 7 to West Virginia State Route 2 between Jefferson County, OH and Brooke County, WV. Ohio's share of project costs.
<b>L RTP ID #</b>	<b>PID #</b>	<b>ODOT Bridge System Preservation</b>
OBR-04		Projected funding available to ODOT to adequately maintain, resurface, and major reconstruction projects in Jefferson County not identified in this Plan.
<b>L RTP ID #</b>	<b>PID #</b>	<b>Replace Bridge CRO-C74-1.91 over Cross Creek - Cross Creek Township</b>
OBR-11	89323	Replace Goulds Road Bridge over Cross Creek 0.24 Mile south of CH-28 West of Mingo Jct in Cross Creek Township.
<b>L RTP ID #</b>	<b>PID #</b>	<b>Replace Bridge ROS-C53-1.46 over Brush Creek - Ross Township</b>
OBR-17		Replace Truss Bridge in Ross Township.
<b>L RTP ID #</b>	<b>PID #</b>	<b>SR43 (Sunset Blvd) &amp; Lovers Lane Intersection Improvement</b>
OH-19	90235	Capacity and safety improvements at Sunset Blvd and Lovers Lane Road intersection by lengthening left turn lanes, and constructing right turn lanes. ODOT Highway Safety Program.
<b>L RTP ID #</b>	<b>PID #</b>	<b>SR 43 Curve Improvement - JEF-43-21.15</b>

OH-32	100049	Realignment of sharp reverse curve on SR43 in the Village of Amsterdam
<b>L RTP ID #</b>	<b>PID #</b>	<b>ODOT State Highway and Bridge System Preservation</b>
OH-40		Projected funding available to ODOT to adequately maintain State Highways and Bridges including Major Reconstruction Projects in Jefferson County not line item identified in this Plan.
<b>L RTP ID #</b>	<b>PID #</b>	<b>JEF-213-0.00 Traffic Signal Renovation / Intersection Improvement</b>
OH-44	99960	Replace the traffic signal hardware at SR 7 & SR 213 and at the US 22 ramps & SR 213 in Jefferson County. Install a left turn lane on the US 22 Ramp E approach at the SR 213 & US 22 Ramp E/F intersection.
<b>L RTP ID #</b>	<b>PID #</b>	<b>SR151/CR19 Roadway Realignment/Intersection Improvements New Alexandria</b>
OH-53	114416	Increase in truck traffic has shown that the geometry of the intersection of SR151 and CR19 in New Alexandria is not sufficient for larger vehicles and needs widened, realigned, or a combination as well as removing retaining walls on either side of the roadway and relocating utilities to straighten and level the roadway.
<b>L RTP ID #</b>	<b>PID #</b>	<b>Expand Regional Park &amp; Ride Facilities in Jefferson County</b>
ORS-02	108811	JEF-7-3.87 Rebuild abandoned Truck Weigh Station for Truck Parking Area-Southbound SR7 north of Rayland, Jefferson County
<b>L RTP ID #</b>	<b>PID #</b>	<b>BHJ Annual Rideshare Program</b>
ORS-03	99673	Congestion Management Air Quality Project
<b>L RTP ID #</b>	<b>PID #</b>	<b>Expand Regional Park &amp; Ride Facilities in Jefferson County</b>
ORS-04	102055	This project is the establishment of a Park and Ride Parking Lot off of SR150A and SR7 in Rayland. Includes lighting and fencing.
<b>L RTP ID #</b>	<b>PID #</b>	<b>Public Transportation - Steel Valley Transit Authority (SVRTA)</b>
OT-01	99159	Annual Operating Assistance
<b>L RTP ID #</b>	<b>PID #</b>	<b>US Bike Route 50 Through Jefferson County</b>
OTA-12	N/A	Designation of an on road section of US Bike Route 50 connecting Harrison County by CR22A through SR152, SR43, and The Market Street Bridge and into West Virginia.

<b>L RTP ID #</b>	<b>PID #</b>	<b>Shared Use Path - Marina to 4th St - Along SR 7 - Steubenville</b>
OTA-14	105885	Construct a Bike/Ped shared use path along SR 7 from North 4th St to Labelle Ave to connect to the Steubenville Marina.
<b>L RTP ID #</b>	<b>PID #</b>	<b>Replace Bridge SR 164 5.630, .8 miles South of SR 524</b>
	96440	Replace existing bridge with new single span steel beams structure.
<b>L RTP ID #</b>	<b>PID #</b>	<b>Replace Bridge SR 213 18.440, 0.11 miles South of SR 7</b>
	96599	Replace existing box beam superstructure with new composite box beam superstructure. Some profile adjustment will be required to maintain the Vertical Clearance above the Railroad.
<b>L RTP ID #</b>	<b>PID #</b>	<b>Resurface SR 646 4.310, SR 152 to SR 43</b>
	100680	General System Minor Rehabilitation; Resurfacing of JEF-646 including asphalt overlay, pavement repairs and pavement markings
<b>L RTP ID #</b>	<b>PID #</b>	<b>Culvert Replacement, SR 151 15.24</b>
	101053	Culvert Replacement on SR 151, 0.1 miles west of Moody Drive.
<b>L RTP ID #</b>	<b>PID #</b>	<b>D11 Federally Mandated Sign Upgrade for Rural Curves</b>
	102599	This project is for the federally mandated sign upgrade for rural curves on two lane roads throughout in Holmes, Harrison, and Tuscarawas counties.
<b>L RTP ID #</b>	<b>PID #</b>	<b>Resurface JEF SR 43 12.190, Richmond to Amsterdam</b>
	105278	General System Minor Rehabilitation; Resurfacing SR 43 from Richmond to Amsterdam, including asphalt overlay, pavement repairs and pavement markings
<b>L RTP ID #</b>	<b>PID #</b>	<b>Landslide Repair SR 7 10.38 Ramp B</b>
	106995	Landslide repair by drilled shaft retaining wall. On Northbound Ramp B in Brilliant, 0.2 miles south of merge point
<b>L RTP ID #</b>	<b>PID #</b>	<b>Pavement Rehab, Mine Subsidence, SR 164 9.400</b>
	106996	Mine subsidence pavement repair. 1 mile south of Columbiana County Line.
<b>L RTP ID #</b>	<b>PID #</b>	<b>Bridge Preservation JEF SR 7 (20.59)(20.84)</b>

	107648	Rehabilitate two structures. Replace continuous concrete slab superstructure on bridge JEF-7-2059. Replace deck on existing steel beams made continuous with new deck and convert abutments to semi-integral on bridge JEF-7-2084. 1.75 miles North of SR 213.
<b>LRTP ID #</b>	<b>PID #</b>	<b>Signal Upgrade JEF CR 2 2.67, Yorkville</b>
	108798	Signal upgrade in Yorkville at the intersection of JEF CR 2 (Public Rd) and Market St/William St.
<b>LRTP ID #</b>	<b>PID #</b>	<b>Resurface JEF SR 43 4.480, Wintersville ECL to Sunset Blvd</b>
	109618	General System Minor Rehabilitation, Asphalt paving, including pavement repairs and pavement markings.

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**Table 2 - Brooke/Hancock County Projects Completed  
2020-2023**

<b>L RTP ID #</b>	<b>PID #</b>	<b>Brooke Co - CR-2/23 from Log 0.00 to 0.20 (Wellsburg Bridge)</b>
WVBR-02A	X305 2/23 00000 00	Construct Wellsburg Bridge over Ohio River between Well Twp, Jefferson County, OH and Brooke County, WV (Advance Construction Payback)
<b>L RTP ID #</b>	<b>PID #</b>	<b>Brooke Co - Weirton Panhandle Trail</b>
WVTA-01	U305 WEIRT 500	Design Trial for US Bike Route 50
<b>L RTP ID #</b>	<b>PID #</b>	<b>Brooke Co - Beech Bottom Sidewalk Improvement</b>
WVTA-09	U305 BEECH 200	Construct Sidewalks in Beech Bottom
<b>L RTP ID #</b>	<b>PID #</b>	<b>Brooke Co - Long Run Bridge</b>
WVBR-12	U305 32316 400	Replace Bridge
<b>L RTP ID #</b>	<b>PID #</b>	<b>Brooke Co - Roadway Striping</b>
WVH-33	S386 STRIP 2000	Roadway Striping District 6; Install Pavement Marking Paint - NA 999
<b>L RTP ID #</b>	<b>PID #</b>	<b>Brooke Co - D-6 Recall Striping</b>
	S386 RECAL 2000	District 6 - District wide pavement markings
<b>L RTP ID #</b>	<b>PID #</b>	<b>Brooke Co - US0022 from Harmon Creek to Pa State Line</b>

WVH-28	S305 22 31700	Full Depth Concrete Joint Repair from Log 3.17 (Harmon Creek) to Log 5.89 (PA State Line), guardrail repair, and drainage
<b>L RTP ID #</b>	<b>PID #</b>	<b>Brooke Co - US 22 Signing</b>
	U305 22 00100	Renovate Signing along US 22 in Brooke County
<b>L RTP ID #</b>	<b>PID #</b>	<b>Brooke Co - Weirton Park Dr Enhancement</b>
WVTA-14	U305 WEIRT 400	Construct Sidewalks
<b>L RTP ID #</b>	<b>PID #</b>	<b>Hancock Co - New Cumberland-WV2 Improvement (Design/Build)(Go Bond 2)</b>
WVH-05	U315 262 000	Relocate West Virginia State Route 2 by constructing a multi-lane partial-access highway on a new alignment through New Cumberland, WV.
<b>L RTP ID #</b>	<b>PID #</b>	<b>Hancock Co - Lincoln Heights HFST +1</b>
WVH-40	S315 3011 900	Resurface Roadway

## PROJECTS LISTED IN THE TRANSPORTATION PLAN UPDATE PROGRAMMED IN THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

The next step is identifying projects or programs program in the current Transportation Improvement Program (TIP) for Fiscal Years 2024-2027. The following table is a summary of those transportation projects.

<b>Table 3 - Jefferson County Projects Programmed 2024-2027</b>		
<b>L RTP ID #</b>	<b>P ID #</b>	<b>ODOT Bridge System Preservation</b>
OBR-04		Projected funding available to ODOT to adequately maintain, resurface, and major reconstruction projects in Jefferson County not identified in this Plan.
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Lovers Ln from Fort Steuben Dr to SR43 (Sunset Blvd) - Steubenville</b>
OH-36	109308	Lovers Lane Rd from Fort Steuben Dr to OH-43 (Sunset Blvd). Widen to 12' Lanes. Full depth pavement replacement, new curb, sidewalks, curb ramps, and increase turn radii on intersecting streets. Rebuild curbs, sidewalks and ADA ramps.
<b>L RTP ID #</b>	<b>P ID #</b>	<b>ODOT State Highway and Bridge System Preservation</b>
OH-40		Projected funding available to ODOT to adequately maintain State Highways and Bridges including Major Reconstruction Projects in Jefferson County not line item identified in this Plan.
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Expand Regional Park &amp; Ride Facilities in Jefferson County</b>
ORS-07	109503	Construct new park and ride facility at the location of the new Wellsburg Bridge in Brilliant along SR7.

<b>L RTP ID #</b>	<b>PID #</b>	<b>Public Transportation - Steel Valley Transit Authority (SVRTA)</b>
OT-01	111692	Annual Operating Assistance
<b>L RTP ID #</b>	<b>PID #</b>	<b>Bridge Rehab JEF SR 213 15.180</b>
	86872	Replace bridge carrying SR-213 over North Fork Yellow Creek. In stream work is required.
<b>L RTP ID #</b>	<b>PID #</b>	<b>Resurfacing JEF SR 150 3.430</b>
	100675	General System Minor Rehab.; Resurfacing SR 150 including pavement repairs and pavement markings
<b>L RTP ID #</b>	<b>PID #</b>	<b>Resurfacing JEF SR 7 10.830</b>
	107503	Priority System Minor Rehabilitation; Asphalt resurfacing of SR 7 from the Brilliant to University Boulevard in Steubenville, including pavement repairs and pavement markings
<b>L RTP ID #</b>	<b>PID #</b>	<b>Resurfacing JEF SR 152 6.450</b>
	107525	Preventative Maintenance; Chip seal
<b>L RTP ID #</b>	<b>PID #</b>	<b>Resurfacing JEF SR 151 12.020</b>
	107542	Preventative Maintenance; Chip seal
<b>L RTP ID #</b>	<b>PID #</b>	<b>Bridge Rehab JEF SR 7 (33.46) (33.80)</b>
	108510	Repair structures JEF-7-3346 (SFN 4101626) and JEF-7-3380 (SFN 4101650) by removing the existing wearing surfaces and placing new rigid overlays. The project will also replace approach slabs, expansion joints and backwalls.
<b>L RTP ID #</b>	<b>PID #</b>	<b>Bridge Rehab JEF SR 7 13.690</b>



	109309	Rehabilitate Structure JEF-7-1369 (SFN 4100751) by replacing the superstructure and repairing the piers and abutments. The abutments will be converted to semi-integral type and the bearings will be replaced.
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Resurfacing JEF US 22 3.860</b>
	110454	Priority System Minor Rehabilitation; Concrete pavement repair of existing concrete pavement and asphalt resurfacing of composite pavement, including pavement repairs and pavement markings
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Bridge Replacement JEF SR 7 30.920</b>
	110889	Replace structure JEF-7-3095 (SFN 4101561) with new structure.
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Bridge Rehab JEF SR 7 31.030</b>
	111600	Repair structure JEF-7-3103 (SFN 4101596) by patching substructure concrete, replacing the rocker bearings, and cleaning the steel pier cap.
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Resurfacing JEF SR 43 2.000</b>
	112684	Urban System Paving - City of Steubenville; includes asphalt resurfacing and pavement marking
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Bridge Replacement JEF US 22 6.98</b>
	115428	Repair twin structures carrying US 22 over TR 166,railroad and Cross Creek. The project will also stabilize the bank of Cross Creek. In stream work is required.
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Resurfacing JEF SR 646 0.000</b>
	116276	General System Minor Rehabilitation; Asphalt resurfacing of SR 646, including pavement repairs and pavement markings
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Resurfacing JEF SR 43 5.58</b>

	116343	General System Minor Rehabilitation; Asphalt overlay of SR 43, including pavement repairs and pavement markings.
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Bridge Replacement JEF SR 43 19.98</b>
	116357	Replace bridge carrying SR 43 over Branch of Goose Run. In stream work is required.
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Resurfacing JEF US 22 10.16</b>
	116391	Priority System Minor Rehabilitation; Fine graded polymer asphalt resurfacing of US 22, including pavement repairs and pavement markings
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Bridge Replacement JEF SR 7 4.01</b>
	116542	Replace bridge carrying SR 7 over an Unnamed Tributary to the Ohio River. In stream work is required.
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Resurfacing JEF SR 43 20.980</b>
	119730	General System Minor Rehabilitation; Resurfacing SR 43 in the Village of Amsterdam, including asphalt overlay, full depth pavement repairs, and pavement markings. (LROS Project)
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Bridge Rehab JEF US 22 6.98</b>
	119918	Increase resiliency of bridges carrying US 22 over Cross Creek.

**Table 4 - Brooke/Hancock County Projects Programmed  
2024-2027**

<b>L RTP ID #</b>	<b>PID #</b>	<b>WVDOT Bridge Program</b>
WVBR-09		Brooke and Hancock County WV Bridges that are WVDOH responsibility
<b>L RTP ID #</b>	<b>PID #</b>	<b>PENCO RD</b>
WVH-02	S315 ADARP 2400	Major Rehabilitation of Penco Rd from Cove Rd to Pennsylvania Ave in the City of Weirton in Hancock County WV
<b>L RTP ID #</b>	<b>PID #</b>	<b>NEW CUMBERLAND - WV 2 IMPROVEMENT (GO BOND 2/3)</b>
WVH-05	U315 00200620 00	Relocate West Virginia State Route 2 by constructing a multi-lane partial-access highway on a new alignment through New Cumberland, WV.
<b>L RTP ID #</b>	<b>PID #</b>	<b>WV2/WV 27 I/S IMPROVEMENT</b>
WVH-14	NHPP0002811D	Major Reconstruction of Intersection to widen approaches and turning radii to accommodate truck traffic, improve drainage, sidewalks, curb and ADA access
<b>L RTP ID #</b>	<b>PID #</b>	<b>WVDOH Federal Ad Highway and Bridge Maintenance Program</b>
WVH-20		Projected funding available to WVDOH to adequately maintain highway system in Brooke/Hancock Counties not individually identified in this Plan.
<b>L RTP ID #</b>	<b>PID #</b>	<b>FOLLANSBEE TRAFFIC SIGNAL +6</b>
WVH-21	S305 00201119 00	Renovate traffic signals on State Route 2 in Follansbee, install closed loop signal systems where warranted. WVDOH is currently looking at removing most signals from Follansbee as they are not warranted currently

<b>L RTP ID #</b>	<b>P ID #</b>	<b>Brooke Co - Roadway Striping</b>
WVH-33	S386 STRIP 2000	Roadway Striping District 6; Install Pavement Marking Paint - NA 999
<b>L RTP ID #</b>	<b>P ID #</b>	<b>Brooke Co - D-6 Recall Striping</b>
	S386 RECAL 2000	District 6 - District wide pavement markings
<b>L RTP ID #</b>	<b>P ID #</b>	<b>JOHN G CHERNEKO BR</b>
	U305 22 00004 00	Bridge Repair
<b>L RTP ID #</b>	<b>P ID #</b>	<b>US 22 RAMP A</b>
	S305 22 012 00	Bridge Repair
<b>L RTP ID #</b>	<b>P ID #</b>	<b>RAMP E NORTHBOUND</b>
	S305 2 1624 00	Bridge Repair
<b>L RTP ID #</b>	<b>P ID #</b>	<b>MARKLEY LEWIS BRIDGE</b>
	S305 67 246 00	Bridge Rehab
<b>L RTP ID #</b>	<b>P ID #</b>	<b>BUFFALO CREEK BR</b>
	S305 67 062 00	Bridge Rehab
<b>L RTP ID #</b>	<b>P ID #</b>	<b>PRATZ BR</b>

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DRAFT March 2024*

	S305 67 136 00	Bridge Rehab
<b>L RTP ID #</b>	<b>PID #</b>	<b>ROCKDALE BRIDGE</b>
	S305 7 106 00	Bridge Rehab
<b>L RTP ID #</b>	<b>PID #</b>	<b>USMC CORPORAL MARK DOUGLAS COOL MEMORIAL BRIDGE</b>
	S305 18 003 00	Bridge Rehab
<b>L RTP ID #</b>	<b>PID #</b>	<b>NORTH FORK TOMLINSON RUN BR</b>
	315 12 232 00	Bridge Repair
<b>L RTP ID #</b>	<b>PID #</b>	<b>FILMORE STREET BRIDGE</b>
	S315 FSB R 001 00	Bridge Rehab

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The following pages generally describe each transportation project considered in this plan classified by the following project categories:

- Ohio River Bridge
- Major/New Highway
- Highway System Preservation
- Congestion Management/Safety
- Bridge Preservation
- Regional Rideshare Opportunities
- Regional Bike & Pedestrian Development
- Regional Public Transportation Development

## OHIO RIVER BRIDGE PROJECTS

The current bridge system in the Steubenville-Weirton Metropolitan Area has sufficient capacity to handle present traffic volumes; however, it has a number of significant deficiencies. Efforts to address these deficiencies require construction of a new bridge across the Ohio River south of Wellsburg, WV connecting to Brilliant, Wells Township in Jefferson County, OH. As this bridge was completed, a few months later the Market Street Bridge was closed due to failing an inspection from continuing deterioration.

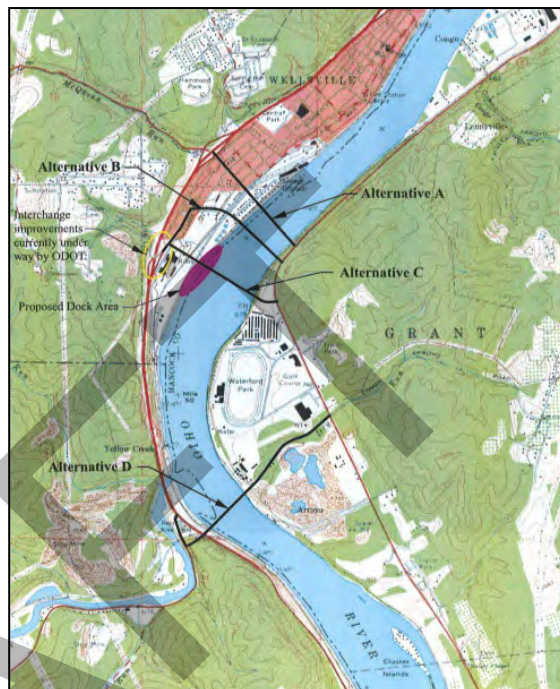
### **OBR-3 / WVBR-03    New Ohio River Bridge from OH-43 (Washington Street) in Steubenville, OH to WV-2 in Brooke County, WV**

The third priority listed in the Edwards and Kelcey Phase 2 Report of the *BHJ Regional Bridge System Study* was to construct a new Ohio River Bridge to connect West Virginia Route 2 with Steubenville at Washington Street. Currently, there is no funding available for this project. However, the region considers this location for a river crossing to be crucial to its economic vitality. With the new bridge being constructed, the priority now shifts to whether the deteriorating Market Street Bridge just south of Washington Street would be rebuilt in its current location, negating need for a Washington Street Bridge, moved to Washington Street once it is shut down or torn down, or to repurpose the Market Street Bridge for Pedestrian and Bicycle use.

#### **WVBR-04 New Ohio River Bridge from OH-7 Jefferson/Columbiana County to WV-2 Hancock County South of Chester, WV**

In September 2002, HDR Engineering submitted to the West Virginia DOT a *Traffic Impact and Toll Study Proposed Ohio River Crossing* between Hancock County, WV and Columbiana/Jefferson County, OH. The study's purpose was to determine the amount of traffic that would use a new bridge spanning the Ohio River and "touching down" near the Mountaineer Race Track and Gaming Resort, located near Chester, WV. In addition to identifying a possible location for a new bridge, the study produced a conceptual cost estimate for the bridge, traffic analyses for the bridge connections, optimum toll rate, and toll rate potential for a 20-year planning horizon.

Figure 3 shows four conceptual bridge locations developed in the report. The study results determined Alternative D as the best potential for a bridge location with a conceptual cost estimate of \$66 million. The study determined an optimum toll rate of \$1.00 based on 20-year traffic trends. Further, based on anticipated costs, bond and interest rates, revenue, and operating costs over the 20-year horizon, the report concluded a shortfall of approximately \$29.1 million. In conclusion, tolls alone would not generate sufficient revenue to pay the \$66 million needed for construction. Currently, no funding is available for this project.



**Conceptual Bridge Locations**

#### **OTA-10 / WVTA-07 Veterans Memorial Bridge Decorative Lighting**

The proposed project is to construct decorative lighting to enhance the unique structural characteristics of the Veterans Memorial Bridge (U.S. Route 22) that travels roughly 1,964 feet over the Ohio River between Weirton, WV and Steubenville, OH. Decorative lighting will, during the evening hours, accentuate the bridge's majestic structural aesthetics, serve as a gateway for visiting motorists, and instill civic pride in Brooke and Hancock counties in West Virginia and Jefferson County, Ohio. The Veterans Bridge Lighting Project conceptual design is to spotlight the bridge's unique signature architecture; a single 360-foot inverted Y-shaped tower that rises from the bridge's center pier (located approximately 668-feet from the West Virginia shore abutments) and each of the 26-paired cables that radiate from the tower connecting to the bridge decking.

The Veterans Bridge Lighting Committee had secured \$600,000 to design and construct the project. Project funding was committed from a variety of sources with eight percent of the funding coming from Transportation Enhancement allocations through the West Virginia Division of Highways (WVDOH) and the BHJ Metropolitan Planning Commission with twenty percent of the funding through private donations collected by the Jefferson County Community Foundation. However, since the Bridge Lighting Committee has not successfully negotiated a Maintenance Agreement to maintain the lighting project and pay for the utility costs with the cities and counties on both sides of the river, this project has been placed into the unfunded project list.



**OBR-19/WVBR-11 Bridge connecting SR 7 to Industrial Property in Weirton WV over Browns Island**

Browns Island stands in the Ohio River opposite of Weirton, WV and Costonia, OH. It is 250 acres in area and four miles long. It has a rich prehistory and is most noted for the Browns Island Petroglyph, now permanently inundated by the Ohio River. Traders spoke of passing the island on excursions down the Ohio River in 1765. Richard Brown, a Revolutionary soldier, acquired the island, which had been part of a land grant awarded to Benjamin Johnston and thus got the name Brown's Island (West Virginia Encyclopedia). The main land of Costonia, OH and Weirton, WV is connected with this island with two truss bridges, each in length of 1044 ft (OH) and 1312 ft (WV). This island has excellent potential to become a popular tourist destination of the Ohio Valley, but for that connectivity, specifically the maintenance or replacement (if required) of the existing bridges is a top priority. With that providing utilities and constructing access roads will also be another important part of this project.

These bridges are included into the Business Development Corporation of the Northern Panhandle's (BDC) Weirton Area Reuse Plan (WARP). Their intent is to redevelop sites for the former Weirton Steel facility as well as areas on Three Springs Drive. The intent is to focus on improving economic community development, transportation regional connectivity, and workforce development. Currently there is no funding available for this project. But future redevelopment of Brown's Island largely dependent on this project.

**OBR-31 / WVBR-12 New Ohio River Bridge from Market Street in Steubenville, OH to WV-2 in Brooke County, WV, replacing closed Bridge.**

In September of 2023, during a quarterly inspection of the bridge due to the poor rating of the structure, the 5-ton weight limit was reduced to 3-ton. This was only temporary as less than a week later, the bridge was closed to traffic. The reasoning being that the northern cable on the Ohio side was deteriorating and could not be determined the true scope of damage until further inspection. The outer windings of the cable were removed and large areas of section loss were present. In the next month structural analysis was performed and the cable reinspected. Upon further investigation the cable was showing more signs of deterioration and stress even without vehicles present.

The WVDOH has submitted an application to the FHWA Bridge Investment Program that would cover 50% of the costs to replace the structure as repairing it would be cost prohibitive. The governor, transportation secretary, and DOH do not have plans to replace or repair the bridge unless federal funds are available, but will commit the funding if the application is successful. The results of the application process will be known sometime in 2024.

Since the Market Street bridge has closed, there has been overwhelming support from the local leaders and individuals that live and travel through the area to reconstruct a bridge at the Market Street location. This bridge provides economic and equitable access to the cities on each side of the river. It is also a concern that when work is done to the Veterans Bridge like in 2023 and that structure is closed to traffic, that a travel time and safety concern arises without the Market Street Bridge as a backup for passenger vehicles. There is also an opportunity for a walking and biking shared use path to increase the accessibility to those who do not or cannot drive. A new bridge would also allow the access of public transit connectivity for those passengers opening new opportunities for employment as well as health care and recreation.

## MAJOR/NEW HIGHWAY PROJECTS

Project classified as Major/New Highway Projects include construction programs that: (1) add capacity to the highway network, (2) have extraordinary costs, (3) a relocation of an existing highway or bridge, and/or (4) a major reconstruction of a functional transportation facility. These projects may represent the preservation of the existing transportation system or reconstruction of facilities to meet federal standards.

### Ohio Project Considerations

#### **OH-36 Improvements to Lovers Lane from Fernwood Road to State Route 43 (Sunset Boulevard); Steubenville, OH**

Lovers Lane has insufficient roadway capacity due to narrow width. In addition, left turn movements to various driveways and minor cross streets as well as daily mail delivery vehicles block or delay daily through traffic throughout the entire corridor. Currently, Lovers Lane from Sunset Boulevard to Fort Steuben Drive is operating at LOS E and in the future may function at LOS F.

Due to construction costs and available funds, the City of Steubenville is planning to construct this project in four construction phases.

- Phase 1 – (Completed)Fort Steuben Drive and Lovers Lane Intersection Improvement
- Phase 2 – (Completed)Lovers Lane and SR43 (Sunset Blvd) Intersection Improvement
- Phase 3 – (Started)Fort Steuben Drive to SR43 (Sunset Blvd)
- Phase 4 - Sinclair Ave to Fort Steuben Drive
- Phase 5 – Fernwood Rd to Sinclair Ave

Consideration for the continued improvements of Lovers Lane should consist of the following alternatives:

- From Sinclair Avenue to Fort Steuben Drive reconstruct the existing roadway by full-depth pavement replacement and widen to permit two 12-foot lanes. Construction will also include curbs, walkways and curb ramps, as well as increased turn radii on certain intersecting streets.
- From Fort Steuben Drive to Sunset Boulevard reconstruct the existing roadway by full-depth pavement replacement and widen to permit two 12-foot lanes. Construction will also include curbs, walkways and curb ramps, as well as increased turn radii on certain intersecting streets.
- From Fernwood Rd to Sinclair Ave reconstruct the existing roadway by full depth pavement replacement and widen to permit two 12-foot lanes. Construction will also include curbs, walkways, and curb ramps, as well as increased turn radii on certain intersecting streets.

#### **OH-36 Lovers Lane from Fernwood Rd to Sinclair Ave; Steubenville, OH**

Phase 5 of Lovers Lane Improvements. This section of Lovers Lane has a roadway width of 19 feet, while left turn movements to various driveways and minor cross streets as well as the daily postal service delivering mail via truck (since there is no sidewalk for foot delivery) in the project area block or delay the through traffic. Project improvement should consist of reconstructing the existing roadway by full-depth pavement replacement; widen to permit two 12-foot lanes and also include curbs, walkways and curb ramps, as well as increased turn radii on certain intersecting streets.

**OH-07 Reconstruct Ft. Steuben Drive/Mall Drive from Lovers Lane to John Scott Highway; Steubenville, OH**

A narrow 40-foot wide, four-lane urban collector street, Ft Steuben Drive/Mall Drive directs traffic through the region's major commercial shopping area in the west end of Steubenville, OH. More than 13,420 vehicles travel on this city street to work or shop daily. In many instances, left turning vehicles block the through lane, there are no pedestrian walkways within the entire length of Ft Steuben Drive/Mall Drive, and finally, the route is a rapidly deteriorating concrete surface.

Considerations to improve Ft Steuben Drive/Mall Drive should consist of the following alternatives:

- Widen the entire length of the study area to 48-feet wide.
- Reconstruct the entire route at its current width and delineate median turn lanes at commercial driveways for left turn movements.
- Formulate a pedestrian and traffic calming plan to increase the attractiveness of the entire commercial shopping area.
- Addition of walking and biking facilities for increased access to active transportation alternatives.

Emphasis will be placed on increasing the pedestrian and traffic flow and safety in this area. With the past and upcoming improvements to Lovers Lane and John Scott Highway, as well as renewed interest in adding new business to the Fort Steuben Mall area, improving this section of roadway is crucial.

**OH-08 County Highway 34 (Two Ridge Road) from County Highway 22A (Cadiz Road) to State Route 43 (Canton Road); west of Wintersville, OH**

County Highway 34 (Two Ridge Road) is a collector highway that links two principle arterial highways, Canton Road to Cadiz Road, west of Wintersville, OH. The County Route has realized a significant increase in traffic (2,800 in 1992 to 4,910 in 1997) since the completion of the U.S.22 bypass in 1994. Built on a rolling terrain resulting in a poor alignment, the roadway has many sharp curves and restrictive line-of-sight problems at many intersections along the route.

Consideration for improving Two Ridge Road should consist of the following alternatives:

- Widen the entire county route to at least 24-feet with adequate shoulder width and drainage.
- Improve the overall alignment and grade of the existing route especially the two sharp s-curves 0.80 miles north of Cadiz Road.

The preferred alternative is reconstructing the entire roadway to satisfy the above considerations. In addition, possibly consider installing bike lanes and/or pedestrian lanes adjacent to the entire route. This last concern could be part of an overall bicycle/pedestrian plan for Jefferson County, OH.

**OH-25 CR77 (Sinclair Ave) from Lincoln Ave to Lovers Lane**

This project is the joint responsibility of both the Jefferson County Engineer and the City of Steubenville. Sinclair Avenue is a two-lane roadway winding its way along a watershed valley known locally as Permars Run. The roadway width is less than 24 feet wide with few shoulder recovery areas. The project would improve horizontal and vertical curves where needed, widen the pavement to full 24 feet, add paved

shoulders, replace culverts where needed, replace guardrail where needed and install new traffic control signs.

**OH-26 SR7 from Mingo Junction North Corp to Steubenville South Corp**

The existing roadway, built in early 1960s, is “cut” into the hillside that follows along the Ohio River Valley between Steubenville and Mingo Junction. The existing rock cut face is experiencing deterioration resulting in intermittent rock falls. The project would address the rock fall conditions by cutting back the slope of the rock face and providing a rock-fall recovery area at the toe of the slope.

An emergency slide that occurred in 2022 led to an emergency project to cutback hillside just north of the Logan Ave exit in Mingo Jct. The remaining section of the hillside in question is still needing to be addressed in the future.

**OH-46 Lincoln Ave and Wilson Ave Intersection Improvement**

The signalized intersection of Lincoln Avenue and Wilson Avenue is in the southeastern part of the City of Steubenville. There is a tight curve “jog” in the alignment for east-west traffic. This jog is the result of a large power pole on the north side of Lincoln Avenue. The proposed improvement would address the poor east-west roadway alignment by relocating the power pole at an estimated cost in excess of \$100,000. The City of Steubenville is encouraged to pursue innovative ways to possibly avoid this cost and still provide an alignment for traffic that meets acceptable standards. This plan projects project construction in fiscal year 2025. A possible solution for this area is the installation of a roundabout to provide smoother flowing traffic and to reduce the amount of injury causing traffic accidents at this location. This plan projects construction in fiscal year 2025.

**OH-50 Franklin St Nebo Dr Dennis Way Intersection Improvement, Toronto, Ohio**

This project is proposing the addition of traffic signals or a roundabout intersection to relieve the peak traffic congestion do to the traffic caused by Toronto Schools, Timet Titanium, housing, and other businesses along Franklin St. The subdivision on Nebo Dr is currently expanding with more expansion planned in the future. Currently there is no funding available for this project.

**West Virginia Project Considerations**

**WVH-01 CR 13 (Three Springs Drive) from US Route 22 to CR 507 (Cove Road); Weirton, WV**

Three Springs Drive is an urban collector street that directs traffic through a regionally significant commercial activity center in Weirton, WV. The excessive number of commercial driveways along this route severely restricts street capacity. Capacity calculations estimate that the intersections at County Route 13 and St. Thomas Drive and Potomac Avenue are operating at LOS D while the intersection at Cove Road functions at LOS F. Traffic model projections indicate vehicle miles traveled on Three Springs Drive will increase by roughly 1.2% annually over the next twenty-five years. At this rate, projected traffic volumes will be severely compromised all capacity on Three Springs Drive within the next ten years and the entire route will be operating at LOS F. A recent influx of new businesses to this area have only compounded the existing problem.

Several suggestions that should improve capacity problems on Three Springs Drive are:

- Formulate an access-management plan throughout the entire corridor to minimize the number of commercial driveways and reduce the number of left turn conflict along the entire route.

- Develop a pedestrian plan to interconnect all the commercial centers along Three Springs Drive to reduce automobile dependency within the retail district.
- In conjunction with the pedestrian plan, encourage shared parking lots among all the individual business centers by creating frontage roads parallel to Three Springs Drive.
- In conjunction with an access management plan, perform a study on the necessity of the amount of signalized traffic intersections and determine if the amount of signals and the timing of those signals is sufficient, or if timing and/or number of signals can be changed. Less signals at less intersections with updated timing could be a solution to the traffic problem.

**WVH-03 US Route 30 from 0.80 miles east of the Ohio State Line to Pennsylvania State Line; Hancock County, WV**

US Route 30 is a principle arterial highway that runs roughly 3.50 miles through the most northern end of Hancock County, WV connecting Pennsylvania to the east bridging the Ohio River to East Liverpool, OH to the west. Starting at the Jennings Randolph Bridge over the Ohio River and ending just east of Chester, WV, about 0.90 miles of US Route 30 is a four-lane limited-access highway. Then, for the remaining 2.60 miles, the US Route is a winding two-lane highway with a 24-foot road surface and 8-foot shoulders. Further speaking, this route experiences a high accident rate, in particular, the intersection with WV State Route 8 0.90 miles west of the Pennsylvania State Line.

Daily traffic on US Route 30 ranges from 7,600 vehicles at the Pennsylvania State Line to 17,000 vehicles over the Ohio River Bridge between Chester, WV and East Liverpool, OH. At present, the four-lane section of US Route operates at LOS A with very little traffic congestion. The remaining two-lane section is operating at LOS C. Twenty-five year traffic projections taken from the Travel Forecast Model show that traffic volume on US Route 30 will increase by approximately 3.0% annually. At this rate, the entire section of US Route 30 through Hancock County may begin operating at LOS D in 12 years when traffic volumes begin to exceed the route’s capacity. By 2025, US Route most likely will operate at LOS E and begin to experience moderate to severe congestion problems.

Two factors contribute to the anticipated increase in vehicle miles on US Route 30 over the next twenty-five years. First, is the anticipated completion of US Route 30 as four-lane limited access highway in Ohio from Canton to East Liverpool, and second, the projected growth of Mountaineer Casino Racetrack and Resort in Hancock County. Mountaineer anticipates becoming a major regional attraction to patrons in Pennsylvania as well as Ohio and West Virginia.

At a minimum, the West Virginia Division of Highways should consider relocating US Route 30 on a new alignment to eliminate the winding downhill section between State Route 8 and the four-lane portion. Then, rebuild the route as two-lane facility starting at the Pennsylvania State Line and ending at 0.25 miles east of Chester, WV where the four-lane highway begins, on an alignment that for future expansion to a four-lane limited access highway when needed.

**WVH-05 Relocate State Route 2 from New Cumberland South Corporate Limits to Chestnut Street; New Cumberland, WV**

Beginning at the south corporate limits of New Cumberland, State Route 2 (Ridge Avenue) is a confining two-lane street with a surface width that varies between 19 and 22 feet. Moving further north, the alignment from Clay Street to Jefferson Street, a section of State Route 2 known locally as “Station Hill,” State Route 2 begins to descend, down a steep grade. The road then bends sharply ninety-degrees (90°) to the west near the bottom of the hill. An at-grade crossing of the N&S Railway at Madison Street follows this quickly.

Finally, State Route 2 continues back to the north with another close ninety-degree (90°) turn right at the intersection of Madison Street and North Chester Street. Large trucks with a length of 50 feet or more often block the two cramped intersections and the rail crossing at the bottom of the hill causing traffic delays and thereby creating a dangerous situation.

West Virginia Department of Highways recently prepared alternative exhibits for a public information meeting that held May 29, 2014. The Department presented five alternatives plus the no-build. Because of that public meeting, Alternative 5, as shown in Figure 4, has gained momentum with Village government officials as well as local businesses. That alternative re-aligns SR2 to the west beginning near the southern end of the Village and connects with existing SR2 at the intersection where SR2 currently approaches from the east. The estimated cost of Alternative 5 is over \$10 million.

Recently a slip has occurred along the existing corridor which has prompted this project to be moved ahead to prevent safety concerns. Construction on the project is expected to begin within FY2024-2025.



**Proposed SR 2 Relocation through New Cumberland, WV Alternative 5**

**WVH-06/15 Relocate State Route 2 (Main Street) from County Route 7 (Bruin Drive) to County Route 8 (Archer Heights Road); Follansbee, WV**

Main Street in Follansbee is the most congested highway in the BHJ Region. Traffic congestion occurs in Follansbee for a variety of reasons. The Regional Travel Patterns document listed five intersections in Follansbee on State Route 2 as high accident locations in Brooke and Hancock counties. These intersections are at the Brooke Shopping Plaza, Mark Avenue, Allegheny Street, Raymond Street, and State Street. Several solutions for future discussion to relieve traffic woes on State Route 2 in Follansbee are as follows:

- The most expensive solution would be a complete 4-lane limited-access bypass around

Follansbee. The proposed route includes three interchanges, two at each terminus and one at Alternate State Route 27 (Allegheny Street).

- Continue construction of a 4-lane road with at-grade intersections on the existing alignment of State Route 2 through Follansbee.
- Eliminate on-street parking on State Route 2 through Follansbee and construct new off-street parking facilities. This would create surface width to delineate Main Street with a median lane for left turn movements. The project would also include an access- management and pedestrian plan to reduce the number of commercial driveways on Main Street and re-evaluate the traffic control patterns.

This corridor is still one of the highest areas where crashes are concentrated in the county. A simple solution may be to look at the traffic signals. Reducing the number of signals and also replacing them with modern signals with better adaptive timing capabilities may be the fastest and most cost effective solution at this time.

**WVH-07 State Route 2 (Commerce Street) from State Route 67 (Bethany Pike) to 12th Street; Wellsburg, WV**

This 0.80-mile segment of State Route 2 has a surface width of 30 feet for about 0.50 miles from 12<sup>th</sup> Street to 2<sup>nd</sup> Street that then widens to 44 feet near the intersection at State Route 67. The beginning of the 30-foot wide section of Commerce Street at the 12<sup>th</sup> Street intersection and ending just south of State Route 27 (Washington Pike) is three 10-foot lanes, allowing for a center left turn lane from southbound State Route 2 to eastbound State Route 27. The highway width is functionally obsolete creating unsafe and cramped traffic conditions that have led to numerous traffic crashes at or near this intersection. Continuing just south from the Washington Pike intersection, on-street parking is permitted on the northbound side of State Route 2 and the southbound side is lined by several commercial driveways segment south, further compromising capacity on Commerce Street in the south end of Wellsburg.

The prime solution to correct traffic problems in the south end of Wellsburg is, at a minimum; widen Commerce Street from 12<sup>th</sup> Street to Bethany Pike to 40 feet with 3-lanes and adequate space for pedestrian traffic and proper drainage. Another consideration is purchase adequate right-of-way to expand this section of highway to at least 60 feet wide for 5-lanes of highway and eliminate on-street parking as warranted by increases in future traffic volumes.

With the new Wellsburg Bridge currently under construction, this area could see an increase to the problems that already occur. The future increase that the new bridge may cause will place added priority to addressing the issues on this corridor to make sure they do not worsen.

**WVH-08/09 State Route 2 from Ohio County Line to State Route 67; Brooke County, WV**

This project is a continuation of current expansion of State Route 2 in Ohio County and south Brooke County. Constructing this segment of State Route 2 to a 4-lane highway from Ohio County Line to Wellsburg would be the natural progression of expanding the state highway. The project's intent is to eliminate several dangerous rock fall and mudslide areas near Beech Bottom, by stabilizing the hillside on the east perimeter of the road. Furthermore, improvements to widen the existing route can provide better and direct access to Wheeling, WV, and expand industrial opportunities in south Brooke County along the Ohio River.

**WVH-10 Improvements to State Route 105 (Pennsylvania Avenue) from State Route 2 (Main Street) to Pennsylvania State Line; Weirton, WV**

Projects to improve Pennsylvania Avenue are in several stages of development. Overall, WVDOT has developed this project in several phases, divided into three stages of construction beginning with: (1) Cove Road to the Pennsylvania State Line, (2) Cove Road to 12<sup>th</sup> Street, and (3) 12<sup>th</sup> Street to Main Street. Each construction phase should improve drainage, traffic flow, and pedestrian safety. The first two projects include the addition of a center lane for left turn movements, while the third project eliminates a dangerous sharp curve 0.15 miles east of Weir Avenue.

A new frontier of major economic development is underway on the Ohio river in the city of Weirton, West Virginia. The Frontier Group of Companies has acquired 1100 acres of former Weirton Steel/Arcelor-Mittal Steel Complex and currently in the process of redeveloping this area that can house up to 10 industrial buildings, 25 new commercial & retail building which can result in a significant number of jobs and economic boost for the region. The first phase of this project involves improving the intersection in SR002, main street and Pennsylvania Ave. The frontier group identified a total linear length of 2818 ft for road improvement. Around 8000 vehicles pass this intersection every day. Between 2013-17 a total of 21 crashes recorded in this intersection with two (2) serious injuries. The possible improvement recommendation includes a roundabout, lane widening and reconfiguration, resurfacing, street lights, renovate the traffic signals, replace the interconnect cabling with fiber optic cable, install a closed loop master control system with limited traffic detection, eliminating dangerous sharp curve 0.15 miles east of Weir Ave, crosswalks, and sidewalk improvement. This is still in the planning stage and no estimate when construction would begin. This project is also included into the BDC's WARP mentioned previously.



### **WVH-14 SR2 (Commerce St) and SR27 (Washington Pk) Intersection Improvement; Wellsburg, WV**

The intersection at SR2 (Commerce St) and SR27 (Washington Pike) has very tight geometry making it very difficult for trucks to make turns. The current turn lanes become unusable during high traffic flow periods and the steep slopes of RT 27 cause a hazard to stopping traffic, especially heavy trucks coming downhill. Traffic count data shows approximately 19,000 vehicles use this intersection daily with approximately 5 percent trucks. This truck traffic increases when fracking operations are occurring in the area due to the high number of trucks hauling water. In 2018 alone, this intersection experienced 15 crashes and 41 overall when approach road crashes are considered. The project will widen the turning radii on all corners and add left turn lanes of adequate length on all approaches. Also an advanced intersection warning sign with rumble strips can slow down the vehicles and reduce crash probabilities of vehicles traveling down SR27. This with lighting, installing a closed loop master control system with limited traffic detection, crosswalk, and restriping of the intersection can improve safety of this intersection. A very preliminary cost estimate has been developed showing construction to be approximately \$3 million for construction. This plan lists this important project in the unfunded table at this time. WVDOH is pursuing alternative funding sources for construction, but have recently funded a planning study to start finding a solution to this intersection and is expected to be completed in mid-2020. Construction is currently scheduled sometime in FY 2025 to widen the intersection.



**Possible Intersection Improvements**

### **WVH-17 CR7 (Cross Creek Rd) and CR7/1 (Rockdale Rd) Intersection Improvement; Brooke Co, WV**

This proposed project will address the very poor geometry at the intersection of CR7 (Cross Creek Rd) and CR7/1 (Rockdale Rd). The geometry issues include both vertical and horizontal problems as well as very tight turning radii. A preliminary cost estimate is \$2.7 million for right of way and construction. This plan shows this project is in the unfunded table.

## **HIGHWAY SYSTEM PRESERVATION PROJECTS**

Construction programs classified as Highway System Preservation Projects preserve and maintain the current operation and safety standards of an existing transportation facility. These types of projects do not add capacity to the existing transportation network, are usually low-cost, and initiated on highway facilities that currently meet federal standards for highway construction.

## **Ohio Project Considerations**

In Ohio, village, city, township, county and state government have certain responsibilities for maintenance of their respective highway facilities as delineate by the Ohio Revised Code. To begin, the Ohio Department of Transportation (ODOT) maintains all Interstate, United States, and State Routes that are included in the National Highway System (NHS). The Ohio DOT also maintains all State and US Routes outside incorporated areas designated as a **City**, a populated area greater than 5,000. On the other hand, maintenance of all State and United States Routes that are not designated NHS Routes within an incorporated city is the responsibility each respective city government. Further, the maintenance of all designated federal-aid highways that have an Administrative Classification of a County, Township, City or Village Route, is the responsibility of each respective level of government. This plan will attempt to identify **Highway System Preservation Projects** each responsible governmental unit in Jefferson County, Ohio expects to complete on the federal-aid system.

### **OH-10 Resurface South Commercial Avenue; Mingo Jct., OH**

This project is the responsibility of the Village of Mingo Junction. The project area is a north/south minor arterial street that runs parallel to State Route 7 in the south corporate limits of Mingo Jct. Approximately 1.60 miles in length, the proposed project begins at the Village's south corporate limits and ends at the bridge over Cross Creek. This project includes milling and replacing flexible asphalt, replacement of curb, sidewalk and catch basins where needed as well as pavement markings and traffic control devices.

### **OH-29 Old SR7 from Belmont Co Line to SR150A; Rayland, Tiltonsville and Yorkville**

This project is the responsibility of the Jefferson County Engineer and the Villages shown above. The project area is a north/south collector street that serves as the main north/south local access corridor for the areas of Rayland, Tiltonsville, and Yorkville. The project includes milling and replacing asphalt concrete, replacement of curb where needed, replacement of sidewalk where needed, pavement markings and replacement of traffic control signs.

### **OH-31 Franklin Ave from Franklin Ave Extension to Trenton St; Toronto, OH**

This project is the responsibility of the City of Toronto. The project area is a north/south minor arterial street that serves as the main north/south local access corridor for the City. The project includes milling and replacing asphalt concrete, replacement of curb where needed, replacement of sidewalk where needed, pavement markings and replacement of traffic control signs.

## **Additional Ohio System Preservation Projects**

The following are Basic System Preservation Projects that would involve milling the existing asphalt-wearing surface and replacing the wearing surface with fresh asphalt concrete. Projects would also include installation of new pavement markings. These Federal Aid System projects need resurfaced every 20 to 25 years to preserve the highway system. See the project list tables for the planned year for each project.

OH-01 SR43 (Washington St) from SR7 to 5<sup>th</sup> St; Steubenville, OH

OH-04 SR43 (Sunset Blvd) from Belleview Blvd to Linduff Ave; Steubenville, OH

OH-06 SR43 (Frank Layman Blvd) from Wintersville E Corp to Canton Rd; Wintersville.

- OH-09 Resurface County Highway 22A (Cadiz Road/Old US 22) west of Wintersville, OH  
OH-11 Franklin St Extension from Toronto W Corp to Franklin Ave; Toronto, OH  
OH-13 Lovers Ln Connector from SR43 (Sunset Blvd to CR43; Steubenville, OH  
OH-14 CR22A (Frank Layman Blvd) from Wintersville W Corp to SR43 (Canton Rd);  
Wintersville, OH  
OH-15 SR43 (Sunset Blvd) from Brady Circle West to Steubenville W Corp; Steubenville, OH  
OH-16 SR7 (Dean Martin Blvd) from Steubenville S Corp to Steubenville N Corp; Steubenville,  
OH  
OH-27 John Scott Hwy from SR43 (Sunset Blvd) to Steubenville N Corp; Steubenville, OH  
OH-28 Alexander Ave from SR7 to 4<sup>th</sup> St; Toronto, OH  
OH-33 Fernwood Rd from CR33 (Airport Rd) to SR43 (Frank Layman Blvd); Wintersville, OH  
OH-35 Commercial Ave from Mingo Jct S Corp to Cross Creek Bridge; Mingo Jct, OH

### **West Virginia Project Considerations**

In West Virginia, the West Virginia Department of Transportation is responsible for the maintenance of all highways that have an Administrative Classification of Interstate, United States, State, or County Route. Therefore, this plan does not identify Highway System Preservation projects for Brooke County and Hancock County, West Virginia.

## CONGESTION MANAGEMENT / SAFETY PROJECTS

Planned Hazard Elimination projects resolve safety problems at roadway hazardous locations and sections, and other transportation elements that present a danger to motorists, pedestrians, or bicyclists. These projects decrease traffic crashes thereby reducing deaths, injuries, and property damage.

### Ohio Project Considerations

#### **OH-21 CBD Traffic Signal System; Steubenville, OH**

This project is the responsibility of the City of Steubenville. The traffic signals within the Steubenville central business district operate coordinated using a single timing plan and outdated interconnection cabling. Renovated over 30 years ago, the traffic signals are in need of replacement. A project to renovate the traffic signal installations, replace the interconnect cabling with fiber optic cable, install a closed loop master control system with limited traffic detection is proposed.

#### **OH-22 CBD Traffic Signal Renovations; Toronto, OH**

This project is the responsibility of the City of Toronto. The traffic signals within the Toronto central business district operate uncoordinated using a single timing plan and outdated equipment. The City of Toronto has not renovated the majority of these traffic signals since their original installation estimated to be over 50 years ago when SR7 traffic routed through the Toronto CBD. The first phase of this project would be to evaluate the necessity of the each traffic signal. The project would dispose of all signals found to be unnecessary signals and the remaining traffic signals renovated to current standards including control equipment, vehicle, and pedestrian signals. If the study finds it to be appropriate, the project would connect the remaining traffic signals into a closed loop system to provide orderly traffic flow.

#### **OH-23 SR43 (Sunset Blvd) Traffic Signal Renovations; Steubenville, OH**

This project is the responsibility of the City of Steubenville. The traffic signals along State Route 43 currently operate in a closed loop coordinated system, which the city and ODOT installed in the year 2000 and updated to use video camera detection in 2010. . Installing new lights along the entire corridor like the ones already at the new RT7-University Blvd intersection could improve safety and traffic flow.

#### **OH-24 Mall Area Traffic Signal Renovations; Steubenville, OH**

This project is the responsibility of the City of Steubenville. The traffic signals in the Fort Steuben Mall area currently operate in a closed loop coordinated system, which the city and ODOT installed in the year 2000 and updated to use video camera detection in 2014. . Installing new lights along the entire corridor like the ones already at the new RT7-University Blvd intersection could improve safety and traffic flow.

#### **OH-48 SR43 from US22 to SR646 Traffic Signal Renovations; Wintersville, OH**

This project is the responsibility of the Village of Wintersville. The traffic signals along State Route 43 currently operate coordinated in a closed loop system with loop vehicle detection that ODOT installed in the year 2008. Renovations include updating the vehicle detection using either video or microwave systems.

#### **OH-49 CR22A (Cadiz Rd) from Springdale Ave to Two Ridge Rd, Cross Creek, OH**

BHJMPC selected this urban non-freeway segment based on the crash vulnerable locations identified in the Jefferson County Local Road Safety Plan. This segment experienced the highest number of non-motorized fatalities and serious injuries. Between 2013 and 2018, 1 fatal and 2 serious injury pedestrian crashes and 20 serious injury motor vehicle crashes occurred.

A Road Safety Audit was performed with local officials as well as ODOT District 11 personal and found that speeding, disruptive sight distance, absence of defined crosswalk, and lack of lighting to be the causes of the majority of crashes. It is recommended to reduce the speed limit, clear intersection obstructions, create center median lane at intersections, incorporation of auxiliary and transverse paint markings, road diet, traffic signal upgrades, highway lighting improvement, mid-block offset pedestrian crossing with advanced crossing warning and yield sign, rectangular flashing beacon, sidewalk improvement, and evaluation of sign placement.

County engineers are proposing to add a crosswalk to the intersection at Springdale Ave and upgrade the current traffic light. Additional sidewalks and repair to existing sidewalks may be necessary as well as adding all ADA compliant features. Funding could possibly come from ODOT's Safe Routes to Schools Program. New lighting from Springdale Ave to Two Ridge Rd is also being proposed at a later time due to high costs.

#### **OH-50 SR7/3<sup>rd</sup> St/4<sup>th</sup> St Intersection Improvement (Pilot)**

This intersection has become increasingly hazardous due to the alignment of existing SR7, 3<sup>rd</sup> St, and 4<sup>th</sup> St. Also there has been an increase in the amount of truck traffic since the completed construction of a Pilot Truck Stop and an increase in industrial traffic to various businesses along the Ohio River due to increased Gas and Oil production in the area. A rework of these intersections is recommended to ease traffic flow, reduce the chances of vehicle accidents, and create a new pedestrian crosswalk. There is currently no funding available for this project.

#### **OH-52 BHJ MPC Township Safety Signage Grant Program**

Every year as a part of Surface Transportation Improvement program (TIP), BHJ will allocate up to \$25000 from their MPO Sub allocation fund to a township for their safety signage, posts and hardware replacement. BHJ will select one township each year from their Jefferson county member communities and will ensure to cover all the member communities by yearly rotation irrespective of the crash vulnerability and crash counts of that locality. Materials provided under this grant are covered at 100%. The Township must commit to install the signs with Township labor. Signs must be installed within one year of the Federal Authorization Date of the approval of the project. Township may choose to include the signage needs for Villages which are partially or wholly located within Township's boundaries but BHJ holds the township responsible for the installation. Signs must be installed per the guidelines in the Ohio Manual of Uniform Traffic Control Devices. BHJ will follow the same application process developed by Ohio Department of Transportation for their "ODOT Township Safety Sign Grant Program".

#### **OH-54 SR43 Signage Replacement – Replace Fading Traffic Signs**

Replace fading signs along SR43 (Sunset Blvd/Main St) through Wintersville and Steubenville. Some signs of a yellow color are fading to the point of being unreadable.

## West Virginia Project Considerations

### **WVH-16 Redesign of Intersection at Freedom Way and Birch Drive in Weirton, WV**

With the Fort Steuben Bridge removed from the traffic network, traffic has significantly declined on Freedom Way in Weirton west of the Birch Drive intersection. In addition, recent traffic studies have revealed that the traffic signal at the intersection is unwarranted requiring that the signal be removed. Before removing the signal, the West Virginia DOH needs to reconfigure the intersection to accommodate the heavy traffic flow travelling onto Birch Drive into the Half Moon Industrial Park to the west. Figure 6 displays a possible reconfiguration. The project estimated is \$527,000, which includes design and minor right-of-way.



**Possible Reconfiguration of Freedom Way & Birch Drive Intersection**

### **WVH-21 Follansbee Traffic Signal System Renovations; Follansbee, WV**

This project is the responsibility of West Virginia Department of Highways. The traffic signals along State Route 2 in Follansbee, installed over fifteen years ago, currently operate in a “closed loop” coordinated system. The corridor through Follansbee has been identified as a high crash location. New signals could be a solution to alleviate the congestion and reduce crashes in this area. In 2024, signals were evaluated and removed in certain locations due to warrants done on the need of signals. Local residents and officials have argued that they are necessary from a safety aspect and would like them replaced.

### **WVH-22 Wellsburg Traffic Signal System Renovations; Wellsburg, WV**

This project is the responsibility of West Virginia Department of Highways. The traffic signals along State Route 2 in Wellsburg, installed over fifteen years ago, currently operate in a “closed loop” coordinated system.

### **WVH-38 Chester Traffic Signal System Renovations; Chester, WV**

The traffic signals through Chester on State Route 2 currently do not operate as a system. WVDOT should consider replacing the existing signals with a new coordinated “closed loop” type traffic signal system.

### **WVH-39 Weirton Traffic Signal System Renovations; Weirton, WV**

The traffic signals through Weirton on State Route 2 from Cove Rd to Pennsylvania Ave currently do not operate as a system. WVDOT should consider replacing the existing signals with a new coordinated “closed loop” type traffic signal system.

## **BRIDGE PRESERVATION PROJECTS**

Identified bridge projects provide funding to replace or rehabilitate deficient highway bridges located on any public road in the BHJ Region. Through an intensive inspection and management programs, each respective state highway agency, ODOT and WVDOT, identify such projects. In Ohio, the County Engineers Association administers a local bridge program for structures that are not on the Interstate, United States, or State Route Federal-Aid System. The Ohio Department of Transportation is responsible for the maintenance and rehabilitation for all other bridge structures in Ohio. On the other hand, the West Virginia Department of Transportation assumes responsibility for all bridge structures in West Virginia. This plan attempts to identify a limited number of bridge projects that are essential to the integrity of the region’s highway network.

### **Ohio Project Considerations**

#### **OBR-09 Trenton Ave Bridge; Toronto, OH**

The project is the responsibility of the City of Toronto. This is a Bridge System Preservation project programmed to address normal repair and rehabilitation concerns. Constructed in the mid 1990’s with a projected lifetime of 50 years, this bridge will be in service for over 35 years during the life of this plan.

#### **OBR-12 Bridge Replacement: CR75A over Yellow Creek, Springfield Twp, Jefferson County Engineer**

The replacement of this bridge is the responsibility of the Jefferson County Engineer. Design work is proceeding with environmental and right-of-way acquisition. The engineer anticipates construction to occur in fiscal year 2017.

#### **OBR-13 Bridge Replacement: CR1 over Little Short Creek, Warren Twp, Jefferson County Engineer**

The replacement of this bridge is the responsibility of the Jefferson County Engineer. The county has bid the project and construction is proceeding.

#### **OBR-20 Rehabilitate Bridge KNO-T289-0.06 - Knox Township – Jefferson County Engineer**

Rehabilitate truss bridge by removing truss, disassembling and repairing it, and then reinstalling on existing abutments after minor repairs to abutments. No right-of-way work needed. This project is currently planned for construction in 2024 and 2025.

### **West Virginia Project Considerations**

*BHJ-MPC Long Range Transportation Plan  
DRAFT March 2024*

In West Virginia, the West Virginia Department of Transportation is responsible for the maintenance of all bridges that have an Administrative Classification of Interstate, United States, State, or County Route. Therefore, this plan does not identify Bridge System Preservation projects for Brooke County and Hancock County, West Virginia.

## REGIONAL RIDESHARE OPPORTUNITIES

*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. With the growing number of single occupancy commuters starting in the Weirton-Steubenville, OH-WV Metropolitan Area and ending in Southwest, PA, the BHJMPO desires to continue its Vanpool/Rideshare Program in partnership with *CommuteInfo*. Existing Park and Ride Facilities in the BHJ area are inadequate to handle increased interest in shared options. Therefore, BHJ is reviewing suitable locations in Jefferson and Brooke counties to site new Park and Ride locations to expand ridesharing opportunities. To date four locations are under review: Toronto, OH at the SR 7 and Franklin Street Interchange, north of Steubenville, OH adjacent to an existing Park and Ride lot at SR 7 & 213, and two in Weirton, WV the US 22 and Harmon Creek Interchange and the US 22 and Colliers Way Interchange. Since the COVID-19 pandemic, rideshare interests have dropped but renewed interest has been shown.

### **ORS-05                      Park and Ride: Wellsburg Bridge, Brilliant, Ohio Along SR 7**

After completion of the Wellsburg Bridge, a need for parking in and around the bridge for carpooling and trail use purposes is expected. The current conceptual drawings place 12 regular parking spaces and 1 handicap accessible parking space on a lot adjacent to the Bridge on the Ohio side. BHJ along with ODOT District 11 personnel have developed this project in anticipation of carpooling and trail use from the shared use path connecting the Ohio side across the bridge to the trails on the West Virginia side to prevent crowded street parking from becoming overwhelmed in Brilliant. This project is currently scheduled for construction in FY2025.

## REGIONAL BIKE & PEDESTRIAN DEVELOPMENT

### **Ohio Project Considerations**

#### **OTA-02    Ohio River Front Trail**

The City of Steubenville has proposed the development of a bicycle / pedestrian trail along the Ohio River. The full length of the trail would stretch 1.4 miles from Washington St to the Steubenville Marina. Currently a shared use path that runs from the Steubenville Marina to the North end of 4<sup>th</sup> street is currently in the planning phases and has an estimated completion date of September 2021. This would cover a portion of this River Front Trail and connects the Marina to the main downtown area of Steubenville.



### **OTA-03    Converted Rail Trail from Jefferson/Harrison County Line to Dillonvale**

If the owner of the railroad corridor between the Jefferson/Harrison County Line to Dillonvale ever proposes to abandon the rail line, it should be rail banked and converted for use as a rail/trail. This rail trail is a potential connection link between the Ohio & Erie Canal Bikeway in Cleveland, Ohio and the Brooke Pioneer Trail in West Virginia crossing the Ohio River at the new Wellsburg Bridge.

### **OTA-04    Converted Rail Trail from Dillonvale to Rayland**

An extension of **OB-03**, this project proposes to rail bank the existing rail corridor between Dillonvale and Rayland if the active rail line is abandoned. This rail trail is a potential connection link between the Ohio & Erie Canal Bikeway in Cleveland, Ohio and the Brooke Pioneer Trail in West Virginia crossing the Ohio River at the new Wellsburg Bridge.

### **OTA-05    Converted Rail Trail and On-Road Trail from Yorkville to Toronto**

If the owner of the existing railroad between Yorkville and Toronto ever abandons this rail line, the corridor should be rail banked and converted to a rail/trail. The trail would use existing roadways where rail lines are still active. This rail trail would provide north-south connection links to US Bike Route 50 in Steubenville as well as the Brooke Pioneer Trail and the Panhandle Trail in West Virginia.

### **OTA-06                    US Bike Route 50**

In connecting Ohio with West Virginia Trails, US Bike Route 50 is an on road corridor that stretches from Harrison County, Ohio, to the west and continues along CR22A, SR152, and SR43 to the east where it crosses the Ohio River via the Market Street Bridge to connect to West Virginia and Pennsylvania.

### **OTA-13                    Streetscape in Steubenville – 4<sup>th</sup> St from Washington St to Market St**

For the last couple of years, North 4<sup>th</sup> street of historical downtown Steubenville is the focal point of some very popular social gatherings named “First Fridays on Fourth”, The Nutcracker Village, and Advent market. It is also in a close proximity to the Historic Fort Steuben and home of some architecturally significant old structures that are listed in National Register of Historic Places. It is considered to perform a Streetscape on this section of roadway to improve the sidewalks, curbs, and intersections to accommodate festivals and improve overall looks and safety of the area. Proposed work to include filling in basement access doors and repairing/replacing sidewalks, replacing curbs while burying utilities, new lighting, and improve intersections with new crosswalks, curb bump outs, and streetlights and traffic lights.

Currently there is no funding available for this project, but estimates are being performed. Future revitalization of Downtown Steubenville largely dependent on this project.

### **OTA-15                    Beatty Park Bridge – Replacement/Repurpose**

A small 8-10’ span bridge inside Beatty Park is currently closed due to being unsafe for vehicle travel. It was constructed in the late 1800s. This bridge is needed to reach the far end of the park. Since it is historical, there are two options: Replace the bridge for vehicle traffic use or repurpose current bridge to allow for pedestrian/bike use only. This would allow access to a shelter house at the far end of the park

and also allow it to be repaired from recent fire damage. Project is currently in the planning phases and scheduled for construction in FY2025-2026.

### **West Virginia Project Considerations**

#### **WVTA-01 Panhandle Trail; Weirton, WV**

The Panhandle Trail in Weirton, WV is a 4-mile rail trail running under U.S. 22 Harmon Creek Exit to the Pennsylvania State line near Colliers WV. This rail trail will link Weirton WV to the National Network of trails. The Panhandle rail Trail is a planned 29-mile pathway linking two states, three counties, and 14 municipalities. The trail connects with the Montour Trail in McDonald, PA and brings the Panhandle into a network of trails that lead to Washington, D.C. that includes the Great Allegheny Passage.

#### **WVTA-05 Ohio River Trail from Weirton to Tomlinson Run; Hancock County, WV**

This proposal uses the existing railroad corridor between Weirton and Tomlinson Run should the operator ever abandon parts of the active rail line. The trail would use existing roadways where rail lines are still active. This rail trail would provide north-south connection links to US Bike Route 50 in Weirton and points north along the West Virginia side of the Ohio River.

#### **WVTA-06 Converted Rail Trail from Follansbee to Weirton; Brooke County, WV**

If the operators of the existing railroad between Follansbee and Weirton ever abandon portions of the active rail line, the corridor should be rail banked and converted to a rail to trail. The trail would use existing roadways where rail lines may continue to be active. This rail trail would provide north-south connection link to US Bike Route 50 in Weirton and points south along the West Virginia side of the Ohio River.

#### **WVTA-09 Beech Bottom Sidewalk Improvements, Beech Bottom, WV**

This is a project to improve sidewalks along SR2 in Beech Bottom to address ADA accessibility and connectivity.

#### **WVTA-10 Charles St Streetscape; Wellsburg, WV**

This is a project to improve sidewalks along Charles Street in Wellsburg to address ADA accessibility, connectivity and to enhance the historic aspects of Wellsburg.

#### **WVTA-12 Tomlinson Run State Park to Chester, WV Trails; Hancock County, WV**

Tomlinson Run Park is a State owned and maintained park facility. Currently there is a network of trails covering the entire park. As more people within the area become active in biking and recreational hiking/pedestrian activities, park operators anticipated expanding the existing trail facilities. Another consideration is developing trails connecting the Cities of Chester and New Cumberland to Tomlinson Run State Park. However, due to the topography and the limited right of way available this trail facility would be difficult to construct.

## REGIONAL PUBLIC TRANSPORTATION DEVELOPMENT

Public transportation within the BHJ region has been an important form of transportation for many years. It provides a source of mobility for many individuals, particularly the elderly and disabled community, which would otherwise not have access to dependable transportation. As such, it is an integral part of the entire transportation system and must be maintained and modified to meet the changing demands of the region's public transportation dependent residents.

### Ohio Considerations

#### **OT-01/02/03 Steel Valley Regional Transit Authority (SVRTA)**

Funding is shown for annual operating, maintenance, capital (vehicle replacements), and planning.

### West Virginia Considerations

#### **WVT-05/06/07 Weirton Department of Transit (WDOT)**

Funding is shown for annual operating, maintenance, capital (vehicle replacements), and planning.

## REGIONAL ELECTRIC VEHICLE INFRASTRUCTURE DEVELOPMENT

In the past 5-10 years, there has been increasing push and demand for the nations vehicle fleet to become more efficient and produce less pollution. Efficiency requirements by the federal government on gasoline and diesel powered cars and trucks plus the demand from consumers for fuel and cost efficient vehicles have assisted in the development of electric vehicles. Coupled with the federal transportation bills like the IIJA including requirements to increase efficiency and become net zero for emissions in the future, electric vehicles are here to stay and are becoming more widely used. From this a demand has been shown for infrastructure for charging stations for these vehicles. The Biden administration has also placed a goal of 500,000 chargers nationwide by 2030, which has been coupled with the \$7.5 billion dollars for formula and competitive grants.

There is currently only 1 EV charger in the BHJMPC region, located in Weirton, WV. The below projects are for the installation of Level 1-3 chargers in the urban area boundaries of the BHJMPC region.

#### **OEV-01 EV Chargers inside Jefferson County Ohio**

#### **WVEV-01 EV Chargers inside Brooke and Hancock Counties West Virginia**

## CONCLUSIONS

Although each project proposed is important and necessary to enhance, maintain, and expand the existing transportation system, the planning and construction of the entire program is costly. Construction costs are continually rising, and revenue sources are difficult to predict. These facts make it difficult to fund and program high-cost projects. Even though federal, state, and local governments can reasonably fund many low-cost projects, virtually every project requires a significant level of state and/or federal government participation and cooperation.

As part of the federal requirements of this transportation plan, it is first necessary to evaluate funding sources and forecast potential revenue sources to determine each project's feasibility. A separate financial forecast document summarizes project cost estimates by the year of expenditure and the distribution of anticipated federal, state, and local government funds. The next step is developing a staged "fiscally constraint" long-range transportation improvement program for the lifetime of this plan based on a sound financial plan demonstrating how each project is reasonably funded. Then, each "fiscally constraint" project must demonstrate that it will not adversely affect the environment by exceeding the ambient air quality standards set forth by the United State Environmental Protection Agency (USEPA).

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# **SECTION 8: FINANCIAL FORECASTING PLAN**

## **TABLE OF CONTENTS**

FINANCIAL FORECAST ANALYSIS .....	152
WEST VIRGINIA REVENUE ANALYSIS.....	152
OHIO REVENUE ANALYSIS .....	156
EXTREME WEATHER/CLIMATE CHANGE VULNERABILITY .....	165

## SECTION 8 – FINANCIAL FORECASTING PLAN

The financial analysis for estimating resources for implementation and construction of transportation projects involves both estimating project costs and developing reasonable forecasts of federal, state, and local resources. Typically, there are funding shortfalls between available financial resources and anticipated projects demands for preservation and expansion of a region’s transportation network. In many circumstances, a project’s proposed scope must be limited to the amount of financial resources available, or revenue sources expanded to fit the project needs. Financial planning including creative financial strategies to move the project forward through the program development process is as important as engineering and constructing a project. The financial plan will serve as a tool to estimate the region’s project demand in terms of dollars and to identify the fiscal resources needed to carry out the project demand.

Major elements discussed in the analysis will be:

- A forecast of federal, state, and local transportation funds expected to be available for project demand considered over the lifetime (FY 2025 through 2050) of the LRTP in nominal dollars that reflect aggregate cost ranges/cost bands (FY 2024-2027; 2028-2038; and 2039-2050) that reasonably supports projected project costs as well as system maintenance and preservation based on “year of expenditure dollars”;
- An estimate of project demand based on the preservation and of the existing transportation system and the construction of capacity and safety improvement projects.
- A comparison of funding level estimates versus funding needs.
- A listing of transportation projects and strategies divided into three program stages (FY 2024 through 2027; FY 2028 through 2038; and FY 2039 through 2050) that Project Sponsors (State and Local) could be reasonably fund over the lifetime of the LRTP based on projected transportation revenues.

### FINANCIAL FORECAST ANALYSIS

#### *Estimated Financial Projections by Revenue Source*

Through a variety of sources, West Virginia and Ohio transportation departments each provided BJJ with reasonable financial forecasts by year of expenditures, or data that can be used to calculate an estimate of expenditures.

### WEST VIRGINIA REVENUE ANALYSIS

West Virginia DOT provided Long Range Revenue Estimates for Use in MPO Long Range Transportation Plans via a letter dated February 2016. On page 2 of their “*Long Range Revenue Estimates for use in MPO Long Range Transportation Plans – March 2015*” document, WVDOH outlines the method used for developing the long-range revenue estimates as follows:

#### *“METHOD:*

*In order to update the MPO long-range revenue estimates, BJJ MPO in consultation with West Virginia DOT took the following steps:*

*BJJ-MPC Long Range Transportation Plan  
DRAFT March 2024*

1. *Determine if any modifications to the existing method are necessary and if so, implement the necessary changes.*
2. *Obtain indexed cost data to estimate long-term inflation rates and for converting financial information from nominal values to constant 2014-dollar values.*
3. *Gather historical statewide revenue and expenditure data for Fiscal years 2002 through 2014.*
4. *Gather project program data for Calendar Years 2002 through 2014 on a statewide basis for all phases and types of work, as well as for select construction codes (1, 2, 3, 4, 5, 30, 33, and 66) on a statewide and individual MPO basis.*
5. *Gather bridge project data programmed under construction codes 31 and 32 during FY 2002 through 2014 and identify which projects qualify as "improvements".*
6. *Update the VMT, Highway Mileage, Population and Historical Funding percentages to reflect current information and calculate new percentile averages for each MPO and the non-MPO regions of the State.*
7. *Gather the most recent "official" revenue estimates for the State Road Fund.*
8. *Calculate per year and aggregate 25-year revenue forecasts for each MPO."*

WVDOT prepared BHI LRTP 25-Year Improvement Funding Forecasts for fiscal years 2016 through 2040. The estimates provided were statewide and factored specifically for the BHI transportation planning area in both 2016 dollars as well as nominal dollars factored to the year of expense. This data was used to extrapolate out to 2050. This plan reflects expenditures in nominal dollars factored to the year of expense as shown in Table 1. Table 2 presents the West Virginia 25-year estimates for Major/New Construction in 2020 dollars factored to nominal "year of expenditure" dollars. For Transportation Enhancement Activities, BHI set aside 10% of the 2024 to 2050 total allocation.

Since highway improvement needs exceed the funding forecast, traditional highway and bridge funding sources cannot finance major new transportation projects such as the New Ohio River Bridge south of Wellsburg, SR2 (Commerce St) and SR27 (Washington Pike) Intersection Improvement in Wellsburg and the SR2 Relocation through New Cumberland.

Two "special" sources of funding WVDOH has pursued for some projects is the Transportation Investment Generating Economic Recovery or "TIGER Discretionary Grants" and FASTLANE Grants or credit assistance for regionally significant freight projects. WVDOH remains committed to finding innovative methods to fund transportation needs in the region.

One example is WVDOH moving forward with the Wellsburg (New Ohio River) Bridge using the Public Private Partnership (P3) process. In general, this is a contractual arrangement formed between a public agency and a private sector entity that allows for greater private sector participation in the delivery and financing of transportation projects. In this case, the private sector entity will be the successful designer-constructor team submitting the best overall bid to design and construct the project. WVDOH has established a "short list" of contractors and has set a July 2016 date for the selected contractors to submit bids. The DOH completed construction in September 2023.



**BHJ LRTP 25 YEAR IMPROVEMENT FUNDING FORECAST (IN NOMINAL DOLLARS)  
VALUES AS OF 2024 and PRESENTED IN THOUSANDS, WEST VIRGINIA**

<b>Year</b>	<b>Total State Revenue</b>	<b>Non Improvement Expenditures</b>	<b>Statewide Improvement Funds</b>	<b>Eliminated Improvement Funds</b>	<b>Statewide Improvement Funds for MPO LRTP's</b>	<b>BHJ LRTP Improvement Funding @ 2.07%</b>
2024	\$1,519,743	\$776,944	\$742,799	\$609,095	\$133,704	\$2,768
2025	\$1,585,227	\$810,933	\$775,294	\$635,741	\$139,553	\$2,889
2026	\$1,655,620	\$846,409	\$809,211	\$663,553	\$145,658	\$3,015
2027	\$1,728,048	\$883,437	\$844,611	\$692,581	\$152,030	\$3,147
2028	\$1,803,645	\$922,084	\$881,560	\$722,879	\$158,681	\$3,285
2029	\$1,882,549	\$862,423	\$920,126	\$754,503	\$165,623	\$3,428
2030	\$1,964,904	\$1,004,526	\$960,378	\$787,510	\$172,868	\$3,578
2031	\$2,050,863	\$1,048,471	\$1,002,392	\$821,961	\$180,431	\$3,735
2032	\$2,140,582	\$1,094,338	\$1,046,244	\$857,920	\$188,324	\$3,898
2033	\$2,234,226	\$1,142,212	\$1,092,014	\$895,451	\$196,562	\$4,069
2034	\$2,331,966	\$1,192,180	\$1,139,786	\$934,624	\$205,161	\$4,247
2035	\$2,433,982	\$1,244,335	\$1,189,648	\$975,511	\$214,137	\$4,433
2036	\$2,540,462	\$1,298,770	\$1,241,691	\$1,018,187	\$223,504	\$4,627
2037	\$2,651,599	\$1,355,588	\$1,296,012	\$1,062,729	\$233,282	\$4,829
2038	\$2,767,598	\$1,414,890	\$1,352,708	\$1,109,221	\$243,487	\$5,040
2039	\$2,888,672	\$1,476,787	\$1,411,885	\$1,157,746	\$254,139	\$5,261
2040	\$3,015,043	\$1,541,392	\$1,473,651	\$1,208,393	\$265,257	\$5,491
2041	\$3,146,942	\$1,608,823	\$1,538,119	\$1,261,257	\$276,861	\$5,731
2042	\$3,284,612	\$1,679,205	\$1,605,407	\$1,316,433	\$288,973	\$5,982
2043	\$3,428,304	\$1,752,665	\$1,675,639	\$1,374,023	\$301,615	\$6,243
2044	\$3,578,283	\$1,829,339	\$1,748,943	\$1,434,133	\$314,810	\$6,517
2045	\$3,734,822	\$1,909,367	\$1,825,455	\$1,496,872	\$328,582	\$6,802
2046	\$3,898,210	\$1,992,897	\$1,905,313	\$1,562,356	\$342,956	\$7,099
2047	\$4,068,745	\$2,080,080	\$1,988,665	\$1,630,704	\$357,959	\$7,410
2048	\$4,246,741	\$2,171,078	\$2,075,663	\$1,702,043	\$373,619	\$7,734
2049	\$4,432,523	\$2,266,056	\$2,166,467	\$1,776,502	\$389,964	\$8,072
2050	\$4,626,433	\$2,365,189	\$2,261,244	\$1,854,219	\$407,024	\$8,425
<b>25-Year Totals</b>	<b>\$72,535,373</b>	<b>\$36,982,541</b>	<b>\$35,452,832</b>	<b>\$29,071,309</b>	<b>\$6,381,506</b>	<b>\$132,097</b>

**BHJ LRTP 25-YR FUNDING FORECAST WITH FEDERAL /STATE SPLIT WV (\$1000)**

	Funding Estimate			TA estimate	Remaining Balance	
Year	Funding	80%	20%	10%	80%	10%
2024	\$2,770	\$2,216	\$554	\$277	\$1,994	\$499
2025	\$2,891	\$2,313	\$578	\$289	\$2,082	\$520
2026	\$3,018	\$2,414	\$604	\$302	\$2,173	\$543
2027	\$3,150	\$2,520	\$630	\$315	\$2,268	\$567
<b>2024-2027</b>	<b>\$11,829</b>	<b>\$9,463</b>	<b>\$2,366</b>	<b>\$1,183</b>	<b>\$8,517</b>	<b>\$2,129</b>
2028	\$3,287	\$2,630	\$657	\$329	\$2,366	\$592
2029	\$3,431	\$2,745	\$686	\$343	\$2,470	\$618
2030	\$3,581	\$2,865	\$716	\$358	\$2,578	\$645
2031	\$3,738	\$2,990	\$748	\$374	\$2,691	\$673
2032	\$3,902	\$3,122	\$780	\$390	\$2,810	\$702
2033	\$4,072	\$3,258	\$814	\$407	\$2,932	\$733
2034	\$4,250	\$3,400	\$850	\$425	\$3,060	\$765
2035	\$4,436	\$3,549	\$887	\$444	\$3,194	\$798
2036	\$4,630	\$3,704	\$926	\$463	\$3,334	\$833
2037	\$4,833	\$3,866	\$967	\$483	\$3,480	\$870
2038	\$5,044	\$4,035	\$1,009	\$504	\$3,632	\$908
<b>2028-2038</b>	<b>\$45,204</b>	<b>\$36,164</b>	<b>\$9,040</b>	<b>\$4,520</b>	<b>\$32,547</b>	<b>\$8,137</b>
2039	\$5,265	\$4,212	\$1,053	\$527	\$3,790	\$948
2040	\$5,495	\$4,396	\$1,099	\$550	\$3,956	\$989
2041	\$5,495	\$4,396	\$1,099	\$550	\$3,956	\$989
2042	\$5,495	\$4,396	\$1,099	\$550	\$3,956	\$989
2043	\$5,495	\$4,396	\$1,099	\$550	\$3,956	\$989
2044	\$5,495	\$4,396	\$1,099	\$550	\$3,956	\$989
2045	\$5,495	\$4,396	\$1,099	\$550	\$3,956	\$989
2046	\$5,735	\$4,588	\$1,147	\$574	\$4,129	\$1,032
2047	\$5,986	\$4,789	\$1,197	\$599	\$4,310	\$1,078
2048	\$6,248	\$4,999	\$1,250	\$625	\$4,499	\$1,125
2049	\$6,522	\$5,217	\$1,304	\$652	\$4,695	\$1,174
2050	\$6,807	\$5,445	\$1,361	\$681	\$4,901	\$1,225
<b>2039-2050</b>	<b>\$69,533</b>	<b>\$55,627</b>	<b>\$13,907</b>	<b>\$6,957</b>	<b>\$50,061</b>	<b>\$12,516</b>
<b>Total 2024-2050</b>	<b>\$126,566</b>	<b>\$101,254</b>	<b>\$25,313</b>	<b>\$12,660</b>	<b>\$91,125</b>	<b>\$22,782</b>
<b>In Millions</b>	<b>\$126.57</b>	<b>\$101.25</b>	<b>\$25.31</b>	<b>\$12.66</b>	<b>\$91.12</b>	<b>\$22.78</b>

*Source: Other Financial Revenue Analysis for West Virginia Projects*

## OHIO REVENUE ANALYSIS

The Ohio Department of Transportation, in an effort to be more involved in the MPO financial planning process, has developed a standard methodology to project funding levels for Metropolitan Long-Range Transportation Plans. The Ohio DOT has developed a methodology as an approach for an MPO such as BHJ, may follow to establish Long Range revenue assumptions. Table 3 is a summary of the Jefferson County, Ohio fund estimates for years 2024 through 2050 from ODOT Office of Statewide Planning and Research from the 2024-2027 TIP and carried on until 2050 at the same rate. For years 2024 through 2027, these are fund estimates based on projects listed in the most recent FY 2024-2027 Transportation Improvement Program.

### *Established Revenue Sources*

A number of federal, state, and local revenue sources make up the Ohio Revenue analysis. The first source of federal revenue considered for transportation improvement planning and construction in Jefferson County is the MPO Sub-Allocation Program. The Ohio Department of Transportation has established a Sub-Allocation Program that distributes by formula, federal transportation improvement funding to small metropolitan areas with population less than 200,000. The allocation to Jefferson County consists of four funding categories:

1. Surface Transportation Block Grant (STBG)
2. Congestion Mitigation Air Quality (CMAQ)
3. Transportation Alternatives (TA)
4. Carbon Reduction (CRP)

The next list of revenue sources considered in this analysis report includes the following ODOT federal and state Capital Programs as found in Ellis, ODOT's project management system:

- District Preservation
- Major/New Construction,
- County Engineers Association of Ohio (CEAO) Bridge, STP Pavement, and Highway Safety Improvement (HSIP), and
- Other Federal Programs including Appalachian Program Development (APD), Safety Upgrade, and Small Municipal Bridge

Table 4 shows the estimated overall obligation authority by year and revenue source for transportation improvements in Jefferson County, Ohio. The total available (Federal and State) include all categories discussed in the previous paragraph as well as BHJ's sub-allocations.

BHJ obtained ODOT's MPO Funding Summary Report dated March 14th, 2024, to estimate the annual MPO Sub-Allocations, sub-allocations for STBG, CMAQ, TA, and CRP. The projected allocations appear flat for 2024 through 2050 as reflected in Table 3 below.

- Surface Transportation Block Grant (STBG) - \$19.5 Million.
- Congestion Management Air Quality (CMAQ) - \$15.5 Million.
- Transportation Alternatives (TA) - \$1.95 Million.
- Carbon Reduction (CRP) - \$2.32 Million.

BHJ's methodology was to subtract the MPO sub-allocations above by year, from the overall (Total Available) Federal dollars leaving the yearly "ODOT Balance" amounts for the region.

**BHJ LRTP 25 YEAR FUNDING FORECAST OHIO**

<b>SFY</b>	<b>Federal</b>	<b>Growth Rate</b>	<b>State</b>	<b>Growth Rate</b>
2024	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2025	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2026	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2027	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2028	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2029	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2030	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2031	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2032	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2033	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2034	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2035	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2036	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2037	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2038	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2039	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2040	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2041	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2042	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2043	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2044	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2045	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2046	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2047	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2048	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2049	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
2050	\$ 60,091,797.00	0%	\$ 26,600,067.00	0%
<b>TOTAL</b>	<b>\$ 1,622,478,519.00</b>		<b>\$ 718,201,809.00</b>	

**BHJ LRTP 25-YR FUNDING FORECAST WITH FEDERAL /STATE SPLIT OHIO**

Year	Total Available		BHJ Sub Allocations				ODOT Balance		
	Federal	State	STBG	CMAQ	TA	CRP	Federal	State	Total
2024	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2025	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2026	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2027	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2024-2027	\$240,367,188	\$106,400,268	\$2,892,464	\$2,292,572	\$289,244	\$343,308	\$234,549,600	\$106,400,268	\$340,949,868
2028	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2029	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2030	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2031	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2032	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2033	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2034	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2035	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2036	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2037	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2038	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2028-2038	\$661,009,767	\$292,600,737	\$7,954,276	\$6,304,573	\$795,421	\$944,097	\$645,011,400	\$292,600,737	\$937,612,137
2039	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2040	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2041	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2042	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2043	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2044	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2045	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2046	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2047	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467

2048	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2049	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2050	\$60,091,797	\$26,600,067	\$723,116	\$573,143	\$72,311	\$85,827	\$58,637,400	\$26,600,067	\$85,237,467
2039-2050	\$721,101,564	\$319,200,804	\$8,677,392	\$6,877,716	\$867,732	\$1,029,924	\$703,648,800	\$319,200,804	\$1,022,849,604
<b>Total 2024-2050</b>	\$1,622,478,519	\$718,201,809	\$19,524,132	\$15,474,861	\$1,952,397	\$2,317,329	\$1,583,209,800	\$718,201,809	\$2,301,411,609
<b>Total in Millions</b>	\$1,622.48	\$718.20	\$19.52	\$15.47	\$1.95	\$2.32	\$1,583.21	\$718.20	\$2,301.41

A detailed list of fiscally constrained project list (2025-2050) has been included here. This list excluded 2024-2027 projects that has already been selected, budgeted, and adopted in the BHJ 2024-2027 TIP program. The future costs are estimated considering .5% inflation and estimates are calculated from the previous similar projects of this region. This is an estimate list and subject to change based on the future demand and need of the region. This budget is also a primary estimate and subject to change along time.

**FISCALLY CONSTRAINED LIST OF TRANSPORTATION PROJECTS PLANNED FOR JEFFERSON COUNTY, OH  
STATE FISCAL YEARS 2028 THROUGH 2050**

Jefferson County, OH Fiscally Constrained Project List		Estimate (2025-2045)					
ID	Project Description	Projected Fiscal Year	Project Type	CMAQ	STP	TA	Responsible Agency
OH-36	Phase 4- Improvements to Lovers Lane from Fernwood Road to State Route 43 (Sinclair Ave to Fort Steuben Drive); Steubenville, OH	2035	Highway System Preservation		723,000		CITY
	Phase 5- Improvements to Lovers Lane from Fernwood Road to State Route 43 (Fernwood Rd to Sinclair Ave); Steubenville, OH	2045	Highway System Preservation		723,000		CITY
OH-08	County Highway 34 (Two Ridge Road) from County Highway 22A (Cadiz	2040	Highway System Preservation		366,000		COUNTY ENGR.

Jefferson County, OH Fiscally Constrained Project List		Estimate (2025-2045)					
ID	Project Description	Projected Fiscal Year	Project Type	CMAQ	STP	TA	Responsible Agency
	Road) to State Route 43 (Canton Road); west of Wintersville, OH						
OH-07	Reconstruct Ft. Steuben Drive/Mall Drive from Lovers Lane to John Scott Highway; Steubenville, OH	2030	Highway System Preservation	125,000	500,000		CITY
OH-25	CR77 (Sinclair Ave) from Lincoln Ave to Lovers Lane	2040	Highway System Preservation		865,000		CITY-COUNTY ENGR.
OH-26	SR7 from Mingo Junction North Corp to Steubenville South Corp	2030	Highway System Preservation		748,000		ODOT
OH-46	Lincoln Ave and Wilson Ave Intersection Improvement	2035	Highway System Preservation	500,000	780,000		CITY
OH-10	Resurface South Commercial Avenue; Mingo Jct., OH	2040	Highway System Preservation		350,000		VILLAGE
OH-29	Old SR7 from Belmont Co Line to SR150A; Rayland, Tiltonsville and Yorkville	2035	Highway System Preservation		450,000		COUNTY ENGR-VILLAGE
OH-31	Franklin Ave from Franklin Ave Extension to Trenton St; Toronto, OH	2028	Highway System Preservation		430,000		CITY
OH-27	John Scott Hwy from SR43 (Sunset Blvd) to Steubenville N Corp; Steubenville, OH	2029	Highway System Preservation		1,130,000		ODOT
OH-35	Commercial Ave from Mingo Jct S Corp to Cross Creek Bridge; Mingo Jct, OH	2028	Highway System Preservation		500,000		ODOT-VILLAGE

Jefferson County, OH Fiscally Constrained Project List		Estimate (2025-2045)					
ID	Project Description	Projected Fiscal Year	Project Type	CMAQ	STP	TA	Responsible Agency
OBR-3 / WVBR-03	New Ohio River Bridge from OH-43 (Washington Street) in Steubenville, OH to WV-2 in Brooke County, WV	2042	Highway System Preservation	750,000	2,000,000	50,000	ODOT-WVDOT
OBR-19/WVBR-04	New Ohio River Bridge from OH-7 Jefferson/Columbiana County to WV-2 Hancock County South of Chester, WV	2045	Major/New Project		500,000		ODOT-WVDOT-CITY
OH-49		<b>WV Total Expected Expenditure Budget (2028-2050)</b>			<b>90,978,000</b>	<b>78,392,400</b>	<b>18,575,600</b>
OH-50	SR7/3 <sup>rd</sup> St/4 <sup>th</sup> St Intersection Improvement	2032	CMAQ/SAFETY	456,000			ODOT-BHJ MPC
OH-52	BHJ MPC Township Safety Signage Grant Program	2030	CMAQ/SAFETY	400,000			BHJ MPC
OH-54	SR43 Signage Replacement – Replace Fading Traffic Signs	2025	SAFETY	470,000			CITY-BHJMPC
OH-48	SR43 from US22 to SR646 Traffic Signal Renovations; Wintersville, OH	2031	SAFETY	400,000			VILLAGE
OH-22	CBD Traffic Signal Renovations; Toronto, OH	2030	CMAQ/SAFETY	900,000			CITY
OH-24	Mall Area Traffic Signal Renovations; Steubenville, OH	2033	CMAQ/SAFETY	445,000			CITY
OH-21	CBD Traffic Signal System; Steubenville, OH	2032	CMAQ/SAFETY	1,900,000			CITY
OBR-17	Bridge Replacement: CR53 over Brush Creek, Ross Twp.	2033	BRIDGE PRESERVATION		1,937,490		COUNTY ENGR.
OTA-02	Ohio River Front Trail	2027	CMAQ	599,984			CITY-BHJ MPC

Fiscally  
Balance



Jefferson County, OH Fiscally Constrained Project List		Estimate (2025-2045)					
ID	Project Description	Projected Fiscal Year	Project Type	CMAQ	STP	TA	Responsible Agency
OTA-13	Streetscape in Steubenville – 4 <sup>th</sup> St from Washington St to Market St	2029	TA			500,000	CITY
OTA-05	Converted Rail Trail and On-Road Trail from Yorkville to Toronto	2045	TA			130,000	CITY-VILLAGE
OTA-03	Converted Rail Trail from Jefferson/Harrison County Line to Dillonvale	2040	TA			135,149	COUNTY ENGR.
	<b>Total Expected Expenditures (2028-2050)</b>			<b>6,945,984</b>	<b>14,352,490</b>	<b>680,000</b>	<b>Fiscally Balanced</b>

**FISCALLY CONSTRAINED LIST OF TRANSPORTATION PROJECTS PLANNED FOR BROOKE & HANCOCK COUNTY, WV**  
**STATE FISCAL YEARS 2025 THROUGH 2045**

<b>Brooke &amp; Hancock County, WV Fiscally Constrained Project List</b>		<b>Estimate (2025-2045)</b>					
<b>ID</b>	<b>Project Description</b>	<b>Projected Fiscal Year</b>	<b>Project Type</b>	<b>Estimate Total</b>	<b>Federal 80%</b>	<b>State 20%</b>	<b>Responsible Agency</b>
WVH-03	US Route 30 from 0.80 miles east of the Ohio State Line to Pennsylvania State Line; Hancock County, WV	2040	Major Highway Project	4,500,000	3,600,000	900,000	WVDOH
WVH-07	State Route 2 (Commerce Street) from State Route 67 (Bethany Pike) to 12th Street; Wellsburg, WV	2040	Major Highway Project	15,000,000	12,000,000	3,000,000	WVDOH
WVH-17	CR7 (Cross Creek Rd) and CR7/1 (Rockdale Rd) Intersection Improvement; Brooke Co, WV	2045	Major Highway Project	7,600,000	9,500,000	1,900,000	WVDOH
WVH-06/15	Relocate State Route 2 (Main Street) from County Route 7 (Bruin Drive) to County Route 8 (Archer Heights Road); Follansbee, WV	2040	Major Highway Project	2,500,000	2,000,000	500,000	WVDOH
WVH-20	Projected funding available to WVDOH to adequately maintain and inspect bridges and roads not identified in the plan	2028-2050	Maintenance	57,021,000	45,616,800	11,404,200	WVDOH
WVH-16	Redesign of Intersection at Freedom Way and Birch Drive in Weirton, WV	2033	CMAQ/SAFETY	527,000	421,600	105,400	WVDOH
WVH-22	Wellsburg Traffic Signal System Renovations	2027	CMAQ	800,000	640,000	160,000	WVDOH
WVH-39	Weirton Traffic Signal System Renovations; Weirton, WV	2037	CMAQ	830,000	664,000	166,000	WVDOH

<b>Brooke &amp; Hancock County, WV Fiscally Constrained Project List</b>		<b>Estimate (2025-2045)</b>					
<b>ID</b>	<b>Project Description</b>	<b>Projected Fiscal Year</b>	<b>Project Type</b>	<b>Estimate Total</b>	<b>Federal 80%</b>	<b>State 20%</b>	<b>Responsible Agency</b>
WVTA-01	Panhandle Trail; Weirton, WV	2034	TA	250,000	200,000	50,000	WVDOH
WVTA-02	Brooke Pioneer Trail; Brooke County, WV	2040	TA	400,000	320,000	80,000	WVDOH
WVTA-05	Ohio River Trail from Weirton to Tomlinson Run; Hancock County, WV	2045	TA	1,250,000	1,000,000	250,000	WVDOH
WVTA-03	Wellsburg Yankee Trail; Wellsburg, WV	2045	TA	300,000	2,400,000	60,000	WVDOH

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## EXTREME WEATHER/CLIMATE CHANGE VULNERABILITY

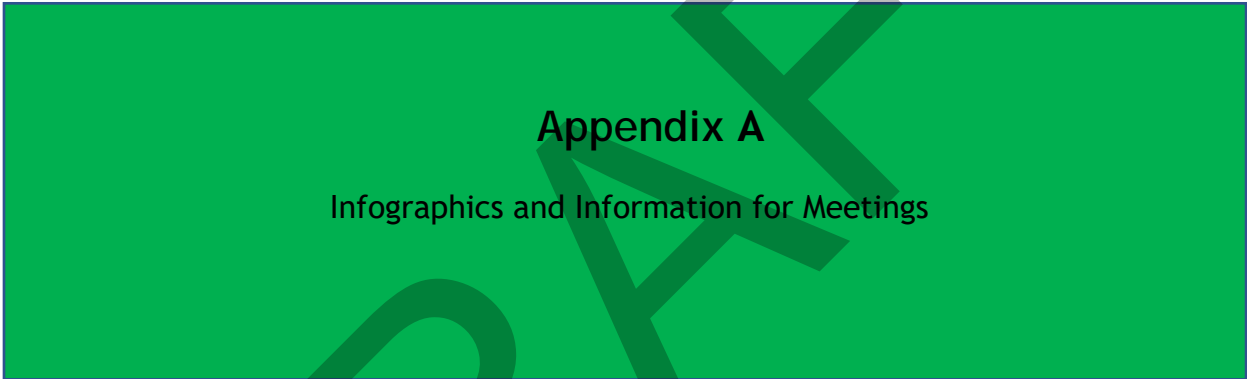
Climate change and assessing the vulnerability of the transportation network present many challenges. Transportation planners and engineers must plan, design, construct, operate, and maintain a surface transportation system according to climate variations and probable intensities of extreme weather events. The BHJ Region is very susceptible to events such as flooding, freeze thaw deterioration, and intense thunderstorms. Such events lead to road slippage, rock falls, landslides, weakened infrastructure, and power outages. These events lead to road closures and detours affected the area's ever-fragile economy. These negative impacts cause motorist and freight delays through detours and accidents, loss of life as well as the time and resources spent by highway crews and emergency responders to mobilize, close a road, set up detours, and clean landslides.

BHJ's objective is to increase the security of the transportation system for motorized and nonmotorized users by planning and creating a highway system that permits efficient and safe deployment of emergency services during times of accident, flooding, other natural disaster, or national emergency. At all times, highway officials should strive, at a minimum, maintain two highway and one pedestrian Ohio River Bridge crossings as contingency options for National Guard, safety, security, and emergency services between Jefferson County, Ohio and Brooke and Hancock counties, West Virginia.

### Projects for Consideration (Illustrative)

The Ohio and West Virginia typically used Federal Emergency Repair funds for project reconstruction due to damage from extreme weather events. The following is a listing of potential projects in areas vulnerable to rock falls and landslides:

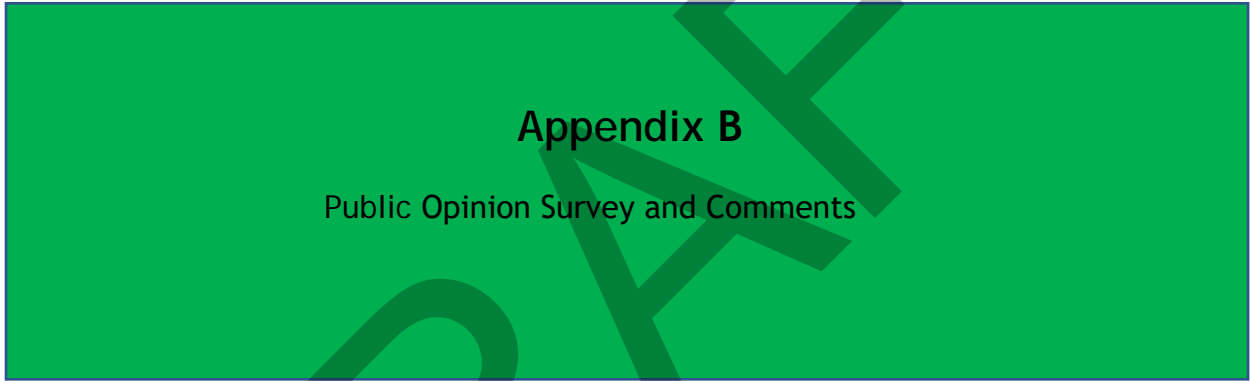
- SR7 from Mingo Junction North Corp to Steubenville South Corp
- SR2 from Wellsburg to Follansbee
- SR2 from Beech Bottom to Wellsburg
- SR2 from Weirton to New Cumberland
- SR2 from Newell to Chester.



**Appendix A**

Infographics and Information for Meetings

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## **Appendix B**

Public Opinion Survey and Comments

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# 2050 Brooke-Hancock-Jefferson

## Long Range Transportation Plan Survey

Thank you for participating in this survey. We want to hear your feedback so we can keep improving our Long-Range Plan. Please fill in this quick survey and let us know your thoughts (your answers will be anonymous). **Required\***

1. Which county do you live in currently? \*

- Jefferson
- Brooke
- Hancock
- Other \_\_\_\_\_

2. Rank the Following Transportation priorities: \*

Mark only one "X" per row.

	Less Important	Important	More Important
Maintaining existing Roadways and Bridges			
Freight Movement (Rail, River, and Trucking)			
Air Quality Improvements			
Electrification (Charging Stations)			
More Transportation Options (Uber, Lyft, car pool, vanpool, etc.)			
Remediation of Contaminated Industrial Sites (Brownfields)			
Expand Public Transportation			
Expand Bike and Pedestrian Facilities			
Roadway Safety			

3. Rank the factors that are most important for the Growth of the region: \*

Rank them in ascending order

4. In order 1 (most important) – 8 (least important):

Factors	Ranking (1 – 8)
Business Development	
Affordable High-speed Internet	
Alternative Transportation Options (Bike, pedestrian, public transit, etc.)	
Increased ADA Accessibility	
Public Safety	
Recreational Facilities	
Affordable Childcare Options	
Residential Development	

5. Do you think the region is equipped to deal with severe weather related problems (land slides, roadway slips, flooding, power outages, etc.)? \*

Yes

No

Unsure

6. In your opinion, what should be the future of the Market Street Bridge? \*

Keep it open to Vehicle Traffic

Convert it to a Bike and Pedestrian Bridge

Close Permanently

Build a New Bridge



7. Additional Comments, Concerns, Suggestions, Experiences, etc:

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**The following questions are for classification purposes only. Answering is not required but appreciated.**

8. What is your age group?

- 18 – 22
- 23 – 30
- 31 -40
- 41 – 50
- 51 – 60
- 61 – 70
- 70+

9. What is your gender?

- Male
- Female

Other \_\_\_\_\_

10. Are you of Hispanic, Latino, or Spanish origin?

Yes

No

I prefer not to say

11. How would you describe yourself?

American Indian or Alaska Native

Asian

Black or African America

Native Hawaiian or Other Pacific Islander

White

I prefer not to say

12. What is your annual household income before taxes?

\$0 - \$30,000

\$31,000 - \$60,000

\$61,000 - \$90,000

\$91,000 - \$120,000

\$120,000 - \$150,000

\$150,000+

## All Comments from Survey for 2050 LRTP

- Ww will be left behind if we don't develop and offer a available viable bike trail through Jefferson County and Steubenville and the market street Bridge would be a great way to be included in the nationwide "Great American bike and rail trail" across America. Don't miss the boat !
- Without much of a job market outside of a hospital and higher ed (which is a failing economy nation-wide) our area will never thrive because no one will want to be here. Business development is the key to moving and keeping folks here. If there are no jobs, we'll continue to raise and educate the next generation of our community to take their skills and money elsewhere.
- With a largely pedestrian and lower income population, Steubenville would benefit from an increase in pedestrian and public transport options.
- Why does everyone want to tear down history, meaning the Market Street Bridge? Our fathers and brothers in the mill built stuff back then with pride and sweat. I trust older buildings and bridges because of the construction, then the newer ones. Look at the Veteran's Memorial Bridge. How many wrecks and road work been done on it already ? I can't recall any wrecks or speeding on the Market Street Bridge. Can you?
- While I wish that the Market Street bridge could be open to pedestrian and bike traffic and know this is a popular idea in the area, I have too many concerns about pedestrian and bike safety, especially on the West Virginia side. Those walking and biking would be left to walk along the highway with no protection against oncoming traffic.
- When the Veteran's bridge was down to one lane and market street bridge was closed at the same time it was awful. For as much traffic and the population we have, we need two bridges to support the community.
- What would be the purpose of somebody wanting to walk across the bridge from Brooke County. No where to park?!? Also, if a bridge can only hold bikes, etc. then can't it collapse under its own weight?
- We've already lost a key bridge in the Fort Steuben Bridge. The majority of people travel to Weirton to get to Pittsburgh and to Follansbee to get to PA. The bridge in Wellsburg is basically the bridge to nowhere. Fix or rebuild Market Street Bridge that is key to future growth.
- We use the Market St Bridge 2 or 3 times per week. Definitely need to build a New bridge, especially since there are so many problems, accidents, repairs & closings with Veterans bridge
- We need to have more affordable options for broadband other than Xfinity. Unfortunately, Xfinity is extremely expensive and most residents, especially seniors, will not be able to afford the prices Xfinity charges for usage. Hopefully we can have more options.
- We need the Market Street bridge! Whether that means renovations to the existing bridge or building a new bridge, we definitely need an extra way across the river.
- We need more affordable decent housing.
- Use brownfield sites at the Coke Plant and Former Steel Mill to place a new bridge for larger traffic.
- Travel access across the river.

- Transportation is the biggest barrier for a lot of people when trying to work including those with disabilities. If you cannot get there, you cannot work.
- Traffic signal system in Follansbee/Wellsburg isn't functional. Not sure how Follansbee Downtown businesses can function at all. Public transport seems needed but not practical.
- Traffic between Steubenville and West Virginia/Pennsylvania requires at least two options. With expanding business in area another bridge will also be needed.
- Toronto Ohio needs public transportation. City Council is a joke concerning this priority.
- Toronto Ohio needs a bus service.
- Toronto needs public transit.
- To let people stay with relatives if they don't have a place to live instead of 14 days out of a year.
- This would not let me rank the factors for growth
- This is the easiest way for me to get home to Follansbee.
- This bridge needs to be rebuilt or at least remain open to vehicle traffic. The veterans bridge always seems to need something done thus reducing traffic flow With many commuters heading to Pittsburgh we need another bridge to have access to. I understand we have the new bridge but that requires Jefferson county residents to have to do go though Follansbee and Wellsburg to get to it. I am thankful for the new bridge but I use the market street bridge everyday All it takes is one accident or a truck rollover on the veterans bridge and traffic gets really backed up. I think for safety reasons, as well as economic development , we still need to have access at the market street bridge site
- This bridge came in handy so many times when the other bridge had so many accidents during construction. Not a bridge that should be removed. That would have a serious negative impact to the surrounding counties and consumers trying to get to surrounding areas to shop, go to the local hospital and other business adventures. If it isn't broke leave it alone. It is already in place you should leave well enough alone.
- There needs to be more warming and cooling shelters in the areas. There are too many instances of heat waves and very cold spells originating from climate change. Also, there is always the risk of powers or other utility outages on a mass scale. Road safety due to out of state traffic is a grave concern especially on three springs drive and on north main street due to Form Energy plant.
- There is a need for more than one bridge in the Steubenville area. For years the Market Street Bridge has served that role, making it easier for people on both sides of the river commute back and forth between Ohio and West Virginia. If the Veterans Bridge is the only bridge in the area to cross the river, it will be harder for people to travel to Steubenville and Weirton and instead go to places further away like Pittsburgh or Wheeling. I believe the Market Street Bridge should stay open to traffic as long as it is safe. There is a lot of history with that Bridge and it would be a shame to demolish it if it can be saved. It's understandable if it is not savable since it was built over 100 years ago. In the long run we do need to have 2 bridges in the area for people to travel on to benefit communities on both sides of the river.
- the roads in Hancock County are horrible condition and it seems like Charleston does not care or do any work to improve them. The smoothness of the pavement is horrible. Main travel routes need paved badly and ditches need cleared. Even lower travel roads are horrible with huge potholes. Seems like the DOH does not care about the county. There are many roads falling into

the creek and not being fixed. Road into Tomlinson Run Park is falling into the creek and narrow and makes the park less attractive.

- The region needs better overall connectivity. We need more trails, especially in Hancock County. We need public transport to Pittsburgh, Columbus, Youngstown and Cleveland. It seems like businesses are coming. Now we need to attract and keep people here.
- The ongoing construction fiasco with the Veterans Memorial Bridge which has cost people's lives should be proof enough that the Market Street Bridge needs to be maintained to vehicular traffic. Route 22 sees such a high volume of traffic and the road work is performed so ineptly that an alternate route is needed.
- The Market Street Bridge should ideally be closed to car traffic in the long run, but only if it's part of a wider bike network or improvements to make it into a tourist attraction. Other cities (such as Louisville's Big Four Bridge) have shown that pedestrianized bridges can make great tourist attractions if done right. This is a big opportunity for the area.
- The Market Street Bridge should have been top priority when the location was decided, not south of Wellsburg. If the Veteran's Bridge gets damaged and can't be used, the Brilliant bridge is NOT an option. Follansbee and Wellsburg cannot handle that amount of traffic as a detour. Replacing the Market St Bridge now needs to be a high priority and not 25 years from now. It's no longer a safe alternative.
- The Market Street Bridge should be torn down, The veterans Memorial Bridge needs to be safer. Route 2 should be 4 lanes all the way from Beech Bottom through to Weirton and up to Newell, get rid of bottle-necked traffic. Put more big-name businesses in wellsburg and Follansbee, a plaza in Beech Bottom and a gas station in Beech Bottom.
- The market street bridge is not just a bridge. It is a historic landmark that adds to the skyline and ambience of downtown Steubenville. Even though it is West Virginia owned it is far more important to the city of Steubenville. It gives easy access to downtown and increases business for downtown. It also is a wonderful backdrop for Fort Steuben and all of the Christmas festivities the city has been growing over the past few years. The bridge should be repaired and maintained as a national historic landmark at any cost necessary. The bridge should be recognized as a key to city of Steubenvilles' downtown success and a commitment made to it's everlasting preservation as a vehicle accessible bridge.
- The Market Street Bridge is necessary if for some unforeseen reason the Veterans Memorial Bridge is shutdown. It is also more convenient to do the downtown Steubenville area. However, it can no longer be used as is by continuing to lower height regulations. I believe a newer, modern bridge should be built to sustain years of use. Please do not shut it down to pedestrian use only or completely remove it. I use that bridge often.
- The Market Street bridge is convenient to reach downtown Steubenville, Ohio; it is a valuable landmark, a relic of a bygone era, an integral part of this area,, and it should be left standing. Blue lights were put on it several years ago, so it would be easier to see at night, and I'm not sure about the other reasons for the blue lights, but the bridge should remain. Money was spent on the project, so why spend more money to change the bridge again.
- The Market Street bridge is a staple of Brooke County and very convenient to us residents of Brooke County. We have spent allot of tax dollars fitting it with lights new paint and updates. It must stay a part of our County.

- The Market Street Bridge is a priceless piece of local history and a landmark to our community, it deserves to be upkept and designated as a historical landmark. The state of our bridge is deplorable - covered in filth, lights that do not work - this is SAD and I hope that others will stand together to fight to preserve this treasure of the Ohio Valley!
- The bridge is not safe for vehicles, and the city and state officials are irresponsible for allowing a bridge that has been deemed unsafe at inspections to remain open.
- Tfs do njj
- Stop patching roads and start replacing them
- Steubenville Ohio is very racist. If you're not Franciscian, you don't matter. Time to clean house, city manager, mayor of the fort and the rest of those franciscians. We need affordable housing and recreation and a grocery store off the hill.
- So many people use this bridge on a daily basis. It's going to cause so many problems. I don't feel like the other bridges are safe. This is the only bridge that's close to my job. There are so many accidents on the other bridge. Closing the Market St bridge will be a disservice to the community.
- Smaller communities need to be encouraged to develop long term plans to building the area. Most if the townships and villages don't even have a 5 year plan.. they just go from one meeting to the next hoping things will change.
- Should also build a new bridge where the Fort Steuben Bridge was.
- Services such as transportation and high speed internet, water and sewage systems are locking in the rural areas of Jefferson County. Should be evaluated and expanded on to service population in these areas.
- Route 2 development and improvement between Chester and Weirton
- Restore the bridge, shut it down, do a full rehab. Fix potholes on residential streets and side streets. Install absorbent concrete to help reduce flood risk and damages Create more community opportunities to help improve and support their local areas. Make businesses responsible for providing adequate roads for commuters. Potholes left to grow, such as Walmart do more damage to consumers vehicles and make the area an unattractive destination for new businesses wanting to aspire to come thrive here.
- Rank the factors response above not vaid... survey broken, could not modify order of full list. Intended: BD RD AHSIA PS RF ACO ATO IADAA
- Public transportation options would be widely beneficial to this county. Many are without transport and have the need and right to be able to obtain basic needs. Also, being able to travel to another city may help mental health of those currently without transportation.
- Public safety is number one!
- Please keep Market Street Bridge open - either secure and fix the current or replace it. But we need two bridges into Steubenville - that was more than evident when Market was closed and Veterans reduced to one lane. We need two! And the Wellsburg Bridge is not a replacement for one!!
- PLEASE KEEP IT OPEN ! Emergency vehicles need this avenue
- Please get the traffic light at 43 and Two Ridge Road fixed. The left turn onto Two Ridge from 43 should be a caution light to "yield to oncoming traffic". To much time is wasted setting at the traffic light when there is absolutely no oncoming traffic.

- Plan for more and better health care options. Put pressure on existing hospitals to improve patient care. I'm tired of traveling to Pittsburgh. Encourage mental health and drug rehab facilities to locate here. Let's help fix our suffering citizens instead of jailing or burying them.
- Not only do I think we need to keep the Market Street Bridge, I think we should add another bridge around Toronto.
- New Cumberland needs a bridge
- New bridges are expensive, but the Market Street Bridge is old and last time I drove over it seemed a bit scary. That said, I think we need a bridge connecting Weirton to Steubenville, i.e. farther north of the new bridge.
- need outgoing mailbox
- Need Market Street Bridge to revitalize the downtown!!!!!!
- My household only uses the Market St bridge to enter Steubenville. The Veterans bridge is dangerous and the new Wellsburg bridge is out of the way and useless. Steubenville will lose business customers if the Market st bridge were to close.
- More public transportation especially to the west of town, to the vocational school, connections to smaller/ nearby towns. Repair old houses for more affordable living. More bike paths.
- more pedestrian trails
- More parking space. Revitalize downtown. Encourage businesses. Jobs.
- More inexpensive and reliable transportation for seniors and the disabled.
- More effort should be made to improve infrastructure, example: road to Trinity West. Develop things that draw in long term employment, such as taxbreaks for manufacturing jobs.
- More coal plants. Please develop the waterfront with retail and restaurants.
- More childcare for single mothers would be a great thing. It would help so much because there is very limited options around the area also very limited transportation for single working children/ while getting the child to and from daycare/school.
- Market Street is necessary to this area. We need to keep it.
- Market street bridge is vital to downtown Steubenville. We have already seen in the week market street bridge was closed that the intersection at the bottom of University couldn't handle the traffic influx. It took over an hour to get through the intersection.
- Market street bridge is very valuable to the area especially with the work that recently was performed on the veterans bridge this gives personal vehicles another option to get to their destination safely and faster.
- market street bridge is used often because the other bridge between weirton and steubenvill is always under repair for one thing or another until that bridge can become reliable market street should be open to traffice
- Many people use the Market Street bridge for vehicle traffic. With the extended renovation of the Veterans bridge, the Market Street bridge is invaluable. There are many times when having the Fort Steuben bridge back would be a blessing. Renovation makes the most sense & a possible inclusion of a bike trail + repair of the existing pedestrian walkway. New isn't always better.
- Make the bridge a safe travel vehicle bridge
- Love to see a network of bike paths.
- Local walkable groceries and fresh produce. More sidewalks.

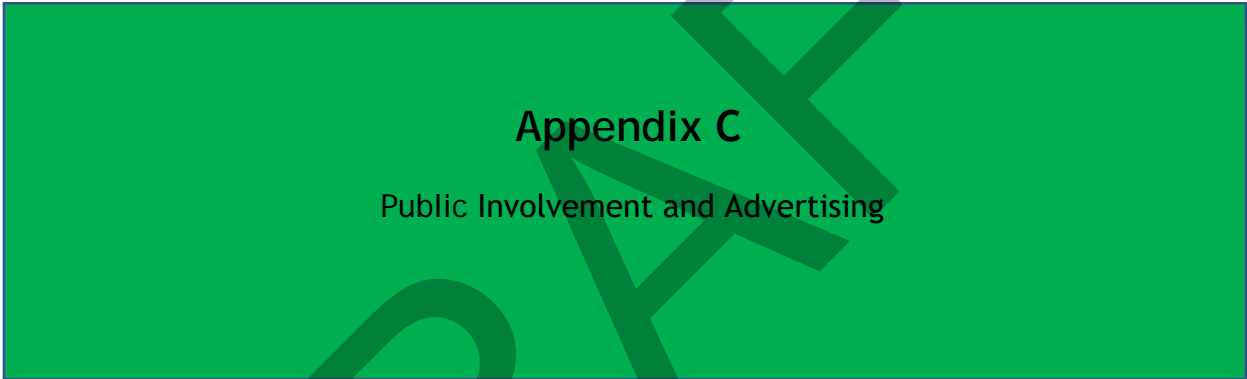
- Leave the Market Street Bridge open and continue to maintain it. It was restored several years back. It's not only a historical landmark but it's also an extremely vital business pathway for both Steubenville, Follansbee and Wellsburg.
- Keep the Market Street Bridge open or rebuild it, but keep the heavy trucks off. Put up better feet structures on each end of bridge take a look at this one all bent up mangled nobody wants to enforce it.
- keep the market street bridge open or build one in place of it. it's a super convenience for those living in follansbee wellsburg and even steubenville and mingo
- Keep the bridge! Bring in some actual businesses to the area.
- Keep road maintenance/building money in our area instead of it going downstate.
- Keep bridge open
- Keep bridge open
- Keep access to use the Market St Bridge. It needs upgraded now. Plan for future new bridge in 25+ yrs. Alternative transportation to Weirton-Steub important for citizen access to growth.
- Jefferson County needs more outdoor recreation they have a 100 acre park and a forest in Fernwood and they do nothing with either
- I've heard someone say that the new Wellsburg Bridge is a "bridge to nowhere," meaning that neither approach is connected to a city. I would like to see the Market Street Bridge remain open (considering its safety, of course), as it is a wonderful gateway to Steubenville (what a view of the city when you approach!). Just as people in Wellsburg complained about needing to drive to the Market Street Bridge to cross the river, I would then complain about needing to drive to the new bridge to cross the river. I suppose we cannot keep everyone happy!
- It would have been better to rate the Market Street bridge options. The viability of getting a new bridge in any reasonable time frame seems extremely unlikely.
- It is very important to provide free or cost efficient modes of transportation to government housing occupants. We also need nearby stores to offer necessities at discount prices so that government housing occupants have easy and reliable access to groceries and local transport.
- Is there a way this bridge can be brought into the 21st century? Is it possible to make it look "vintage" with upgrading it to modern day specifications?
- In regards to market street bridge, it should be demolished and a new one built with additions like a path to walk to ride a bike on.
- Immediate need for the roads and parking lots to be fixed!
- If this bridge is closed it would cause traffic to go to up to the next bridge and would cause additional traffic problems. I also feel this is a connection from our downtown to West Virginia.
- If there is a problem with the Veterans Bridge, the Market Street Bridge becomes life saving.
- If the bridge can be properly maintained for safe travel I think it should be. It is a vital artery in my opinion. Makes travel faster rather than having to travel to the veterans memorial bridge just to go to Follansbee or Wellsburg. If the bridge is too far gone to maintain for long-term use then please build a new bridge.
- I would really love improved walkability/bikability. We are proximate to many things, but feel nervous walking or biking there with our young family because of lack of sidewalks, uneven sidewalks, unprotected areas, and very distracted drivers. Specifically would love more safe options along Sunset Blvd (Steubenville), from Kroger area in Steubenville to downtown, and along University Blvd/Brady Ave headed towards Belleview Park/pool. Also, it would be amazing



to be able to connect to local rail trails without having to pack up all the bikes and drive (or risk riding on roads!)

- I would like to see a new bridge versus keeping it open only because I would like there always to be a bridge available between Follansbee and Steubenville. If a new bridge is out of the question, then keep the existing bridge open to cars/pedestrians. Large and overweight vehicles should be kept off the bridge. By the way, I see oversized vehicles crashing through the signs that are there to allow only vehicles of a certain size to cross. Perhaps a traffic camera and significant fine could deter this.
- I will not travel to Steubenville very much if the bridge is closed. It has less traffic challenges and puts me directly downtown. PLEASE DO NOT CLOSE!!
- I use the Market Street Bridge everytime I need to go east. The nutcrackers are very distracting when driving. I keep thinking someone is standing or getting ready to go into the street. They make it hard to distinguish between real people and statues and its hard to drive in those areas.
- I travel up Route 7 from Rayland every day for work and cross the Market Street Bridge on my way to either Follansbee or Weirton. If the Market Street Bridge can be structurally maintained/upgraded for the long-term, then great. If not, perhaps a new bridge could be built in the Market Street Bridge's current location. I encounter many more vehicles daily on the Market Street Bridge than I see traveling across the new Wellsburg/Brilliant Bridge. Traffic in Wellsburg and Follansbee does not make it practical for me to cross the new Wellsburg/Brilliant Bridge and travel up Route 2 to Weirton. It is faster to continue on Route 7 and cross the Market Street Bridge. Plus, the Market Street Bridge offers an alternative to Veterans Bridge commuters if the Veterans Bridge is restricted for repairs/accident/etc.
- I think there should be more public transportation routes.
- I say that because we suffered last year with bridge closures, and restricted traffic flow because of maintenance, the bridge should be reinforced to support heavier flow but not for truck traffic. A third bridge will always be welcomed to the area, with the new waterfront area coming to Follansbee. Daily business could benefit from it. thats my opinion. 1
- I love Market St bridge for convenience. But, if a new bridge was built in the same location it would be awesome. (Safety aspect)
- I live on Middle Run Rd. and it's just a disgrace. My husband flipped his truck a few months back due to the road just being ate away. He landed completely flipped over down a steep hill. Something MUST be done..
- I like to see the market street stay open till ot can be converted to bike walk tail with another bridge build that can handle all traffic
- I couldn't move the choices around in "ranking the factors" □
- I am very interested in using and/or helping with transportation when individuals need to go somewhere and have no transportation.
- I am not sure because I am not completely sure of the details about the bridge.
- Get all the traffic lights in Follansbee operational. Let's get access for a boat ramp, kayak, canoe access onto the Ohio River and have a pier to fish from along Follansbee shore line. The Brooke county natural landscape is conducive to making a motocross track and dirt bike riding areas feasible. Re-establish Cross Creek for trout fishing.
- Either keep the Market St bridge open or build a new one. We NEED two bridges in the immediate Steubenville/Weirton area that can handle daily car volume.

- Easy access to downtown Steubenville from WV especially since projects are happening to revitalize downtown. Easy access to WV from downtown Repair or rebuild this bridge
- Drug addiction issues impacting workforce. Workforce development.
- Don't build new roads, maintain what we have. Slow speeds down through better street design.
- Development of local business. Restoration of existing residential neighborhoods. Increased pedestrian bike accessibility that makes sense.
- Could not list priorities above as I wanted. Wellsburg bridge too far down to use. Major parking areas are in terrible conditions with no one responsible.
- Consider more options to fix existing roads that are in dire need of repair that have been neglected far too long. Potential River cross between Chester and Weirton to allow for easy access to Ohio towns and restaurants than having to drive out of the way to get across the river.
- Consider dramatic traffic problems if fewer bridges were to exist.
- Connect the colleges to downtown using bike and pedestrian to increase student traffic to shopping district.
- Cleaning up and good security in our parks would be a great improvement. We also need a place for the homeless to go, i.e. the old united way building on 4th. Let them work to fix it for rent, a lot of them have skills that are untapped.
- Children have to go 25 miles for entertainment. Transportation is a huge factor for Chester, WV. No public transportation but plenty of the cafe's / gambling - 21 in Chester alone. Why do teachers have to take money out of their pockets for school supplies.
- Can not complete the Growth of the region survey.
- Build a second bridge with green energy heating to melt the snow so we don't have to go through hell maintaining them.
- Build a new bridge from Weirton to Steubenville before closing the market street bridge. An alternate bridge to the vets bridge is critical in the same general area. In case of emergencies
- Bridge should stay open to small vehicles until a new one is in its near future.
- Bike trail should be on new bridge in Brilliant. Steubenville is a dead end.
- Attach new equipment to hold higher and heavier cars, trucks. Times are changing, cars and trucks are much bigger and wider.
- Aside from Franciscian University, Steubenville lacks stable industry to sustain its economy.
- Also make improvements and repairs on it to keep it safe for traffic
- A walkable, transit-rich downtown core is the only fiscally viable city. Far-flying suburban development ultimately costs more in city maintenance than it can generate in property taxes. The only way to end a spiral of development that creates debt is the revitalization of downtowns. Pedestrians on market street bridge is part of the revitalization.
- A new market street bridge is currently the best option. Converting it to a pedestrian/bike bridge would make sense but the bridge goes from Steubenville to... no where. Converting to a bike/pedestrian bridge AND building a river front trail on each side would be great.
- A bridge should be built between New Cumberland and Empire. If connected where Route 8 ends on 2, you would connect 4 State Highways with one single bridge (2, 7, 8, and 152). This would improve logistics, provide better intercommunal access, allow for mutual aid in 911 calls, and make Mountaineer more accessible from a freeway (7). Stores in New Cumberland would also benefit from increased patrons.



**Appendix C**

Public Involvement and Advertising

DRAFT

# Public Notice

Brooke-Hancock-Jefferson Metropolitan Planning Commission • 124 N. Fourth Street, Second Floor • Steubenville, OH 43952 • (740)282-3685 • Fax: (740)282-1821 • web site: www.bhjmpc.org

## For Immediate Publication

Date: March 19, 2024  
Contact: Michael Paprocki  
Phone: (740)282-3685  
Fax: (740)282-1821

### FOUR YEAR UPDATE OF BROOKE HANCOCK JEFFERSON METROPOLITAN LONG-RANGE TRANSPORTATION PLAN 2050 REVIEW AND APPRAISAL FOR BROOKE COUNTY, WV – HANCOCK COUNTY, WV – JEFFERSON COUNTY, OH

The Brooke-Hancock-Jefferson Metropolitan Planning Commission hereby informs the Public that the Metropolitan Long-Range Transportation 2050 Plan, for the Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJMPC) Region, is available for review. The BHJMPC is requesting Public comment to evaluate the continued validity of the projects presented in the current Long-Range Transportation Plan and identify any new transportation projects for inclusion in the Long-Range Transportation Plan Update. In addition, the BHJMPC seeks to identify specific transportation corridors in the three-county region needing detailed study and review. The Long Range Transportation Plan supports economic development, security, environmental conservation, and conformity to applicable state and federal air quality standards.

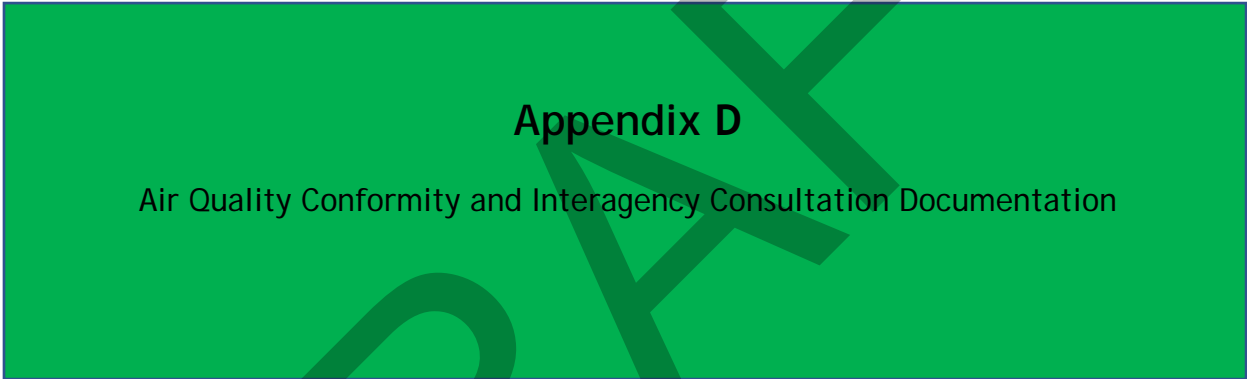
An open house and meeting are to be held at the BHJ Office located at 124 North Fourth Street, Second Floor, Steubenville at 10:30am and 12:00 noon respectively. The document will be available on our website [www.bhjmpc.org](http://www.bhjmpc.org) and also the link and announcement will be made public through E mail Blast and Social Media site @Facebook ( <https://www.facebook.com/BHJMetroPlanning>) for the Public review.

The BHJMPC Technical Advisory and Policy Committees will consider adoption of the Long-Range Plan during a joint meeting convening 12:00 noon on April 17, 2024 following the open house. The BHJMPC will conduct the meeting at the Brooke-Hancock-Jefferson Metropolitan Planning Commission Offices located at 124 North Fourth Street, Second Floor, Steubenville, Ohio.

A reproduced copy of the BHJ Long Range Transportation 2050 Plan is available to any individual or organization for a nominal fee by contacting the BHJ Offices 740-282-368, or e-mailing to [mikepap@bhjmpc.org](mailto:mikepap@bhjmpc.org). Persons may request a copy by contacting the BHJTS office at (740) 282-3685 or in person at 124 North Fourth Street, Second Floor, Steubenville, OH 43952. Business contact hours are 9:00 a.m. to 4:00 p.m. Direct any questions to Mr. Michael J. Paprocki, Executive Director, or Ms. Erin Dennis, Office Manager. The BHMPC accepts and responds to written and signed requests by mail, website, social media, in person, or e-mail received no later than 12:00 Noon on April 16, 2024.

## Publish:

Weirton Daily Times	Sunday, March 24, 2024; Sunday, March 31st, 2024
East Liverpool Review	Sunday, March 24, 2024; Sunday, March 31st, 2024
Steubenville Herald Star	Sunday, March 24, 2024; Sunday, March 31st, 2024



**Appendix D**

Air Quality Conformity and Interagency Consultation Documentation

DRAFT

# Brooke-Hancock-Jefferson Metropolitan Planning Commission 2050 Long Range Transportation Plan Update Conformity Analysis Summary

## Overview:

The BHJ Metropolitan Planning Commission (BHJ) is initiating a new transportation conformity determination for its new 2050 Long Range Transportation Plan (LRTP).

The BHJ region is a US EPA designated 1997 Ozone Standard "Orphan" area and a 2006 PM<sub>2.5</sub> Standard Maintenance area with a *mobile source insignificance* finding. As a 1997 Ozone Standard "orphan area" and consistent with US EPA's November 29, 2018 guidance resulting from the South Coast II Court Case, BHJ will advance a qualitative 2050 LRTP conformity determination.

As a 2006 PM<sub>2.5</sub> Standard Maintenance area with a *mobile source insignificance* finding, a regional emissions analysis is not required - 40 CFR 93.109(f). BHJ will make a qualitative 2006 PM<sub>2.5</sub> Standard Maintenance area 2050 LRTP conformity determination.

As a 1987 PM<sub>10</sub> Standard Maintenance Area Jefferson County on December 11, 2000 (65 FR 77313) a finding that "transportation-related emissions do not contribute to PM<sub>10</sub> concentrations". As a 1987 PM<sub>10</sub> Standard, the Hancock and Brooke counties (part)-the City of Weirton as amended on September 12, 2006 (71 FR 40023) and Brooke County (part)-the City of Follansbee on August 27, 2003 (68 FR 51459) a finding that mobile sources as insignificant cause of nonattainment emissions in both areas.

## Interagency consultation topics:

1. Latest planning assumptions -
  - a. Latest planning assumptions - BHJTS maintains current travel demand model socio-economic variables and highway/transit networks used to develop the BHJTS 2045 Transportation Plan.
2. Latest emission modeling -
  - a. Should a future quantitative emission analysis be needed, BHJTS and ODOT will use MOVES4.
3. SIP TCM Status -
  - a. The Ohio and West Virginia SIP does not include any TCMs.
4. Conformity process schedule -
  - a. 2050 LRTP TIP Public Involvement Schedule
    - i. Public involvement period - March 17, 2024 - April 17, 2024.
    - ii. BHJTS LRTP Public Involvement effort will include information regarding the 1997 Ozone Standard qualitative transportation conformity determination.
  - b. BHJTS 2050 LRTP Approval and Conformity Determination Schedule
    - i. BHJ Policy Board will adopt the 2050 LRTP approval and conformity determination resolution on April 17, 2024.

5. Conformity data/information included in TIP and MTP? -
  - a. Yes
  
6. All projects in the MTP are in the TIP and do not need a new conformity determination?
  - a. Yes
  
7. Conformity Tests:

<b>PM<sub>10</sub> 1987 Standard</b>	
<b>Attainment status:</b>	Federal Register /Vol. 65, No. 77313/December 11, 2000; Vol.68, No. 51459/August 27, 2003; and Vol. 71, No. 40023/September 12, 2006 - Mobile Source Insignificance finding
<b>Geography:</b>	Jefferson County, Ohio, Brooke County (part, Follansbee, West Virginia Brooke and Hancock counties), Weirton, West Virginia
<b>Conformity status:</b>	Yes
<b>Conformity Tests:</b>	Mobile Source Insignificance finding - Regional emissions analysis not required
<b>SIP Commitments:</b>	No Comments
<b>Analysis Years:</b>	N/A

<b>1997 8-Hour Ozone Standard</b>	
<b>Attainment status:</b>	1997 8-Hour Ozone Standard - Maintenance Area
<b>Geography:</b>	Jefferson County, Ohio, Brooke and Hancock Counties, West Virginia
<b>Conformity status:</b>	Yes
<b>Conformity Tests:</b>	Qualitative Conformity Determination consistent with US EPA's November 29, 2018 guidance resulting from the South Coast II Court Decision.
<b>SIP Commitments:</b>	No Comments
<b>Analysis Years:</b>	N/A

PM <sub>2.5</sub> 2006 Standard	
Attainment status:	Federal Register /Vol. 78, No. 181 /Tuesday, September 18, 2013 - Mobile Source Insignificance finding
Geography:	Jefferson County, Ohio, Brooke and Hancock Counties, West Virginia
Conformity status:	Yes
Conformity Tests:	Mobile Source Insignificance finding - Regional emissions analysis not required - 40 CFR 93.109 f
SIP Commitments:	2006 PM <sub>2.5</sub> Maintenance Area
Analysis Years:	N/A

## Correspondences



# Brooke Hancock Jefferson Metropolitan Planning Commission

## 2050 Long Range Transportation Plan

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February 2024

DRAFT

# Table of Contents

**ACKNOWLEDGEMENTS..... 3**

**EXECUTIVE SUMMARY ..... 4**

**1.0 BACKGROUND..... 4**

**2.0 METROPOLITAN TRANSPORTATION PLAN (MTP) ..... 4**

**3.0 TRANSPORTATION CONFORMITY DETERMINATION: GENERAL PROCESS..... 5**

**4.0 REQUIREMENTS ..... 6**

**CONCLUSION ..... 7**

**APPENDIX .....8**

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## Acknowledgements

This *Transportation Conformity Report* for the 2050 Long Range Transportation Plan or Metropolitan Transportation Plan (MTP) and was prepared by the Brooke Hancock Jefferson Metropolitan Planning Commission. Individuals from the following agencies were involved with Transportation Conformity Determination Report. They include:

- OH FHWA – Sam Wallace
- OH FHWA – Dina Lopez
- OH FHWA – Andy Johns
- WV FHWA – Jeffrey Blanton
- WV FHWA – Kara Greathouse
- FTA – Deidre Wesley
- FTA – Chelsea Beytas
- FTA – Mark Kane
- US EPA – Maietta Anthony
- OH EPA – Paul Braun
- WV EPA – Gregory Becoat
- WVDEP – Matt Kemper
- WVDEP – Laura Jennings
- ODOT – Randy Lane
- ODOT – Sam Granato
- ODOT – Anthony Hill
- WVDOH – Elwood Penn
- WVDOH – Brian Carr
- BHJMPC – Mike Paprocki
- BHJMPC – Cody Cresap

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# Executive Summary

The Brooke Hancock Jefferson Metropolitan Planning Commission (BHJMPC), a US EPA designated 1997 Ozone Standard “Orphan” area, completed the transportation conformity process for the 2050 Long Range Transportation Plan. In accordance to US DOT guidance 1997 Ozone Standard “Orphan” area, the conformity determination is based on a qualitative conformity demonstration.

This report documents that the 2050 Long Range Transportation Plan conformity determination was completed consistent with CAA Section 176(c) requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the South Coast II decision, according to EPA’s Transportation Conformity Guidance for the South Coast II Court Decision issued on November 29, 2018.

## **1.0 Transportation Conformity Process**

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with the purpose of a State implementation plan (SIP) and improve air quality. Conformity is used by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for funding and approvals that are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality, or delay timely attainment of the air quality standard or any interim milestone.

The 1997 ozone area geography consists of Jefferson County in Ohio and Brooke and Hancock Counties in West Virginia making up the Steubenville-Weirton, OH-WV Metropolitan Area. This area was redesignated to maintenance on 6/15/2007 in Jefferson County Ohio and on 6/13/2007 in Brooke and Hancock Counties in West Virginia.

The Steubenville-Weirton OH-WV metropolitan area is a 2008 and 2015 ozone standard attainment area.

## **2.0 Metropolitan Transportation Plan**

The first step in a traditional planning process is to establish goals and objectives for the metropolitan area. The goals and objectives of a Long-Range Transportation Plan (MTP) establish a vision of what the region’s transportation network may be, based on past or current transportation issues, in a selected horizon year, typically 20-25 years into the future. Strategies on how to implement the objectives are then developed to direct transportation management policies and actions needed to achieve the goals. These strategies reflect a course of action that is realistic and regionally acceptable.

BHJMPC is currently working on adopting a new Long Range Transportation Plan for the Horizon year 2050.

### 3.0 Transportation Conformity Determination: General Process

Per the court’s decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA<sup>1</sup> for certain transportation activities, including updated or amended metropolitan MTPs and TIPS. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years.

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<sup>1</sup> The areas identified can be found in EPA’s “Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: [www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation](http://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation) .

## 4.0 Transportation Conformity Requirements

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### 4.1 Overview

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision<sup>2</sup> (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for can be demonstrated by showing the remaining requirements:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

### 4.2 Latest Planning Assumptions

In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. The Ohio SIP does not include any TCMs (see Section 5.4).

### 4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

Interagency consultation was conducted, consistent with the Ohio Conformity SIP, with Ohio Dot, West Virginia DOH, USDOT, FHWA, FTA, and EPA.

An Interagency Consultation (IAC) Document for air quality along with this document through an email chain and included into the public involvement of the 2050 LRPT was conducted via email in order to reach as many partners as possible while also being able to document the comments and concurrence that was given. The documents pertaining to IAC as well as the correspondence pertaining to the IAC is included in Appendix A3.0.

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450.

Public involvement consisted of starting with a public outreach survey that was handed out in physical forms at local festivals, as well as all public libraries and with local housing authorities in the Metropolitan area. Surveys were also available online via BHJMPC's website and were also sent out to our contacts via email. These concerns and comments were used in developing the contents of the 2050 LRTP Draft that is available for public comment in March 2024. Those comments will be

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<sup>2</sup> Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

addressed to the final document that is planned to be adopted on April 17<sup>th</sup>, 2024, following a public open house and meeting. Records of this is available in appendix A2.0.

#### **44 Timely Implementation of TCMs**

The Ohio SIP does not include any TCMs.

#### **45 Fiscal Constraint**

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The 2050 Long Range Transportation Plan is fiscally constrained, as demonstrated in Chapter 8 – Financial Forecast and Fiscal Plan.

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### **Conclusion**

The conformity determination process completed for the 2050 Long Range Transportation Plan demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

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# Appendix:

A1.0 MTP Approval and conformity determinations:

*[Add MPO MTP approval and conformity determination Resolution(s)]*

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## A2.0 Public Involvement Documents

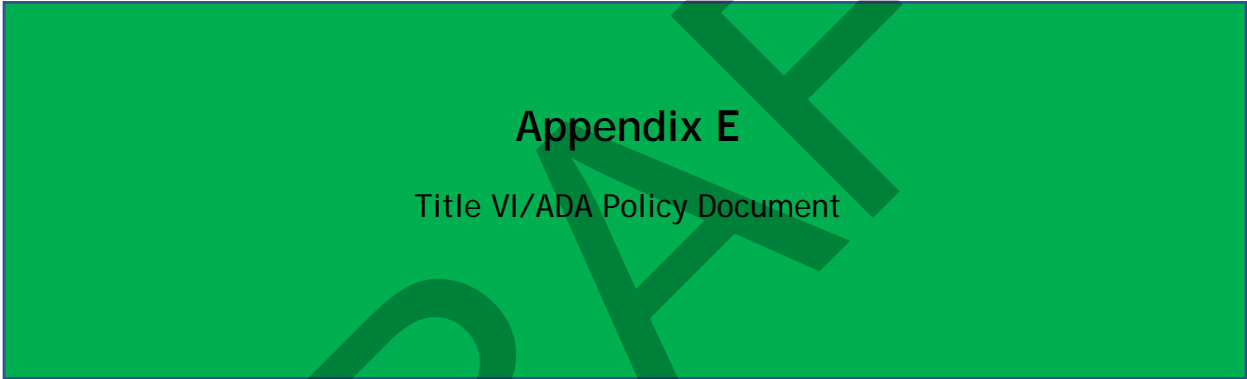
*[Add any public involvement documents and comments here.]*

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## A3.0 Interagency Consultation Documents

*[Add IAC correspondences]*

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**Appendix E**

Title VI/ADA Policy Document

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# Brooke Hancock Jefferson Metropolitan Planning Commission Title VI Program Policy & Procedure

*2018 Title VI Program*

## **Table of Contents**

### **Section 1 Introduction**

Policy Statement.....	2
Purpose of this document.....	3
Document Background.....	3

### **Section 2 Title VI Assurances**

Non-Discrimination Policy.....	4
Title VI Complaint Process.....	4
DBE Goals.....	5

### **Section 3 DBE Program Coordination**

Title VI/DBE Program Responsibilities.....	6
Title VI/DBE Coordinator Duties.....	7

### **Section 4 Incorporating Title VI into the Planning Process**

BHJ MPC Planning Area Demographic Profile.....	8
Demographic and Environmental Justice Assessment.....	8
Public Participation Procedures.....	8

### **Section 5 Limited English Proficiency** 8

### **Section 6 Attachments**

**Attachment A** -Title VI Complaint Procedure & Complaint Form

**Attachment B** - Procurement Policy and Procedures

**Attachment C** - TIP Maps

**Attachment D** - Publication Participation Plan (PPP)

**Attachment E** - Language Identification Cards

**Attachment F** - Self Certification

# Brooke Hancock Jefferson Metropolitan Planning Commission

## Title VI Program

### Policy Statement

BHJ MPC assures the Ohio Department of Transportation (ODOT) that no person shall, on the basis of race, color, national origin, sex, age, disability, or low-income status, as provided by the Title VI of the Civil Rights Act of 1964 be excluded from the participation in, be denied the benefits of, or the otherwise subjected to the discrimination or the retaliation under any program or activity.

The Ohio Department of Transportation (ODOT) has required BHJ MPC, as a recipient of Federal funds, to establish a Title VI Program. BHJ MPC hereby agrees to the follow these responsibilities with respect to its programs and activities:

1. Designates a Title VI Program Coordinator that maintains a position within the organization and has access to the Transportation Director and/or the Executive Committee.
2. Issue a Title VI Program approved by the BHJ MPC Board and Signed by the Board Chairman which expresses its commitment to the nondiscrimination provisions of Title VI. This Policy Statement shall be circulated throughout the organization and the general public. Such information shall be published, where appropriate, in languages other than English.
3. Develop a complaint process and attempt to resolve complaints of discrimination. Complaints shall be handled in accordance with the Title VI Complaint Procedure.
4. Participate in Title VI training opportunities offered by ODOT, Federal Transit Administration (FTA), and/or Federal Highway Administration (FHWA)

This assurance is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts or other federal financial assistance under all programs and activities.



Michael Paprocki  
Executive Director



Date

# Section 1 - Introduction

## Purpose of this Document

Chartered in 1968, the Brooke Hancock Jefferson Metropolitan Planning Commission (BHJ MPC) is made up of two sub-agencies, the Brooke-Hancock-Jefferson Metropolitan Planning Organization (BHJ MPO) and the Brooke-Hancock Regional Planning and Development Council (BH-Region XI). Federally mandated and funded through the U.S. Department of Transportation, the BHJ MPO is a policy-making organization made up of representatives from local governments and transportation authorities. Region XI is a Local Development District designated in West Virginia, whose role through the Appalachian Regional Commission (ARC) and the US Economic Development Administration (EDA) is to identify and prioritize the community infrastructure needs in Brooke and Hancock counties.

The Ohio Department of Transportation (ODOT) has required BHJ MPO, as a recipient of Federal funds, to establish a Title VI Program.

Title VI of the Civil Rights Act of 1964 states that no person in the United States of America shall, on the basis of race, color, religion, national origin, sex, disability, or low-income status be excluded from participation in, be denied the benefits of, or subject to discrimination under any program or activity receiving Federal financial assistance. The law also makes it illegal to retaliate against a person because he or she complained about discrimination, filed a charge of discrimination or participated in a discrimination investigation or lawsuit. Title VI prohibits intentional discrimination as well as disparate impact on protected groups.

BHJ MPC staff are responsible for ensuring that the organization's programs, policies and services, are developed, conducted and implemented without regard to a person's race, color, national origin, sex, disability, age, low-income status. Staff must ensure that ethnic minorities and low-income populations are not adversely impacted and strive to achieve full participation by these groups in BHJ MPC programs, policies and activities.

Any person who declares a denial of benefits or exclusion from participation in the services of any program or activity administered by BHJ MPC or its sub-recipients, consultants or contractors may file a complaint pursuant to Title VI or related statutes.

## Document Background

Federal law requires that the metropolitan planning process provide, for consideration of projects and strategies, that:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for motorized and

- non-motorized users;
- Increase the accessibility and mobility;
- Protect and enhance the environment, promote energy conservation, improve quality; of life and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes:
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

## **Section 2 - Title VI Assurances**

### **BHJ MPC Non-discrimination Policy Statement**

It is the policy of BHJ MPC to provide an environment of non-discrimination and equal opportunity in employment as well as in the development of Weirton-Steubenville Metropolitan Statistical Area (MSA) transportation policies, plans and programs included in the Long-Range Transportation Plan, Transportation Improvement Program, Overall Work Program and all plans, policies and programs contained within.

Annually, BHJ MPC assures the planning process is carried out in accordance with Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d1) and 49 CFR, part 21. Self-certification will be achieved with Policy Board acceptance of the Title VI Plan and each subsequent Plan update.

### **Title VI Complaint Process**

Complaints filed must be in regard to a BHJ MPC Transportation Study Committee decision; a planning process currently followed by BHJ MPC; or the current version of a BHJ MPC work product, procurement or document.

Additionally, the procedure proper handling of Title VI complaints shall be:

- Any person(s), or legally authorized representative, claiming to be aggrieved by an alleged discriminatory act or practice may complete and sign a Title VI Complaint form.
- The BHJ MPC Executive Director, acting also as Title VI Coordinator, will review the complaint to determine its applicability to Policy Board decisions, planning process, or work products of BHJ MPC.
- If the complaint is determined applicable, copies of the complaint, will be forwarded to the appropriate State and/or Federal agencies within ten (10) business days. These agencies may include, Ohio Department of Transportation (ODOT), Federal Highway

Administration (FHWA), and Federal Transit Administration (FTA). The complainant shall be notified in writing that the complaint is being processed. Complainant notification shall include copies of correspondence with ODOT, FHWA, and/or FTA.

- The BHJ MPC Transportation Study Committee will be notified of the complaint at the next regularly scheduled meeting. During the meeting the BHJ MPC Title VI Coordinator discuss the complaint, facts, and findings with the Policy Board.
- The BHJ MPC staff will provide assistance to ODOT, FHWA, and FTA in resolving the complaint. Every attempt will be made to resolve the complaint at the state level prior to involving federal agencies.
- Within five (5) business days of receiving a response from ODOT, FHWA, or FTA, the complainant will be notified in writing regarding the resolution of the complaint.
- The BHJ MPC Transportation Study Committee will be notified of the complaint resolution at the next regularly scheduled meeting after the response is received.
- FHWA Office of Civil Rights will be the final decision-making agency as it pertains to complaint issues and compliance in all civil rights related areas.
- The complaint procedure and form are located in Section 6, Attachment A of this document.

### **Disadvantaged Business Enterprises (DBE) Goals**

Based on guidance provided in 49CFR26.21, it is the United States Department of Transportation's (USDOT) position that only State Transportation Agencies, such as ODOT, and WVDOT can set program goals, sub-recipients will be required to implement the established goal. Based on this decision, BHJ MPC, a sub-recipient, does not set DBE goals and is currently awaiting further guidance from Ohio and West Virginia Department of Transportation regarding DBE Policy.

### **Consultant Contracts**

Occasionally, projects arise that may require the services of independent consultants and/or consulting firms. Depending on the location of projects within the dual-state MSA, BHJ MPC selects consultants according to the Ohio Department of Transportation's Quality Based Selection and/or the West Virginia Code Chapter 5G Procurement process. All consultant contracts include Title VI Non-Discrimination provisions. Compliance with Title VI contracts provisions are monitored by the Executive Director, designated Title VI Program Coordinator.



## Section 3 - Title VI / DBE Program Responsibilities and Coordination

### General Title VI Program Responsibilities

Listed in this subsection are general Title VI responsibilities of the BHJ MPC applicable to all five (5) Title VI Program Areas. The Title VI Program Coordinator, with involvement and assistance from other members of the BHJ MPC staff, is responsible for ensuring these elements of the Plan are appropriately implemented and maintained.

1. **Data Collection** - Statistical data on race, color, national origin, income level, language spoken, disability, and sex of participants in, and beneficiaries of, federally funded programs are to be gathered and maintained. The data gathering process will be reviewed regularly to ensure sufficiency of the data in meeting the requirements of the Title VI Program.
2. **Baseline Assessment Report and Updates** - An annual assessment and update will be submitted to ODOT. The Title VI Coordinator is responsible for gathering information from appropriate staff members and consolidating this information into the final document. The final document will:
  - A. Report the previous year's Title VI related activities and efforts, including accomplishments and program changes; and
  - B. Update on Title VI related goals and objectives for the upcoming year.
3. **Annual Review of the Title VI Program** - In preparing for the Annual Report and Update, the Title VI Coordinator will review BHJ MPC's Title VI Program to assure compliance with Title VI. In addition, the Coordinator will review operational guidelines and publications, including those established for contractors, to ensure that Title VI language and provisions are incorporated, as appropriate.
4. **Dissemination of Information Related to the Title VI Program** - Information on BHJ MPC's Title VI Program is to be disseminated to BHJ MPC staff, contractors, and beneficiaries, as well as the general public, and in other languages when applicable.
5. **Resolution of Complaints** - Any individual may exercise his or her right to file a complaint with BHJ MPC, if that person believes he or she or any other program beneficiaries have been subjected to unequal treatment or discrimination, in their receipt of benefits/services or on the grounds of race, color, sex, national origin, sex, disability or low-income status. BHJ MPC will make a concerted effort to resolve complaints as put forth in the title VI Complaint Procedure, located in Attachment A.

### **Responsibilities of the Title VI Program Coordinator**

The Title VI Program Coordinator is responsible for supervising staff activities pertaining to Title VI regulations and procedures set forth in federal and state guidance and according to BJJ MPC's Title VI Plan. In support of this, the Title VI Program Coordinator will:

1. Identify, investigate, and work to eliminate discrimination when found to exist;
2. Process Title VI complaints received by BJJ MPC, as described in *Attachment A*.
3. Meet with appropriate BJJ MPC staff members to monitor and discuss progress, implementation, and compliance issues related to BJJ MPC's Title VI Program.
4. Periodically review BJJ MPC's Title VI Program to assess if administrative procedures are effective, staffing is appropriate, and adequate resources are available to ensure proper compliance.
5. If a contractor/consultant is found to not be in compliance with the BJJ MPC Title VI Program, work with BJJ MPC staff involved with the contractor/consultant to resolve the deficiency status and construct a remedial action if necessary.
6. Review important Title VI-related issues with the Transportation Director. If the Transportation Director is also acting as Title VI Program Coordinator, important Title VI related issues will be addressed with the BJJ MPC Executive Committee.
7. Assess communications and public involvement strategies to ensure adequate participation of impacted Title VI protected groups and address additional language needs when necessary.

### **Responsibilities of BJJ MPC Staff**

Other BJJ MPC staff members, under guidance of the Title VI Program Coordinator, will at times be asked to accept or share responsibility for day-to-day administration of the Title VI Program, including implementation of the Plan and Title VI compliance, program monitoring, reporting, and education within an applicable program area as described in Section 4 "Program Area Responsibilities" of this document. In addition, some staff members may be asked to accept responsibility for drafting text for an assigned section of the Annual Title VI Report and Update, and maintaining the data and documentation necessary for the report. These responsibilities may include reviewing guidelines and procedures for the assigned Title VI Program Area, and incorporating Title VI-related language and provisions into BJJ MPC Documents, as appropriate.

### **BJJ MPC Title VI / DBE Program Coordinator**

Staff Contact: Michael Paprocki

Brook Hancock Jefferson Metropolitan Planning Commission

124 North Fourth Street

Second Floor

Steubenville, OH 43952

Phone: 740-282-3685

Fax: 740-282-1821

email: [mikepap@bhjmpc.org](mailto:mikepap@bhjmpc.org)

## **Section 4 - Incorporating Title VI into the Planning Process**

### **Planning Area Demographic Profile**

The BHJ MPC Planning area is made up of three counties with 27 municipalities. Demographic data is utilized in identifying areas by concentrations of population and for the purpose of measuring accessibility and gauging the most appropriate locations for public outreach. The map and charts in the appendices of this document demonstrate locations and population concentrations of protected classes throughout Brooke, Hancock, and Jefferson counties.

### **Demographics and Environmental Justice Assessment**

Demographic data from US Census are utilized in identifying concentrations of minority and low-income populations. Through review of BHJ MPC's Environmental Justice document, areas of population concentration in individual categories are considered in the transportation planning process. Environmental Justice Analysis is utilized throughout the entire planning process. Additionally, Section 5 of this document defines and addresses Limited English Proficiency populations.

Census data, special surveys, public meetings, and transportation surveillance all provide valuable information that is ultimately used in BHJ MPC's planning process. The BHJ MPC Environmental Justice Analysis identifies protected populations in our planning area. The current plan was updated in 2016, with a plan update planned for SFY2021. The data is used to determine the impact of alternative routes, multimodal transportation opportunities, facilities, and improvements in all neighborhoods. The planning program is oriented to providing equal mobility options to all residents of the planning area. Physical and socio-economic factors are placed on a base map and various alternative routes, facilities, and improvements are imposed on existing characteristics.

### **Public Participation Procedures**

Federal regulation requires BHJ MPC to develop and follow a Public Participation Plan (PPP). The PPP serves as a guide for the participation process to ensure ongoing public involvement in the development and review of transportation plans, programs, and projects. The Plan should be developed in consultation with interested parties and provide reasonable opportunities for all citizens to comment.

Public meetings are planned in areas that ensure accessibility to individuals who may normally have difficulty due to disability, economic challenges, etc. Public meeting times are established to meet the needs of the population(s) affected by the project or plan being reviewed. Public meetings are held during evening hours in multiple locations within the planning area. Transit access and ADA mobility access are also considered when making location selections for public meetings. Daytime meetings are also offered in a central location, along the public transit service line.

For greater detail on BHJ MPC's public participation process please refer to the current Public Participation Plan.

## **Section 5 - Limited English Proficiency**

### **Identified Populations**

Based on demographics data obtained by the ACS 5-year estimates, Table S1601 "Language Spoken at Home", it has been determined that, secondary to English, Spanish is the language

most likely to be encountered by BHJ MPC staff in the course of daily operations and in public meetings. Most recent US Census data reflects 0.58% of Brooke Hancock, and Jefferson residents speak Spanish as their primary language in their home.

### **BHJ MPC Language Interpretation Plan**

BHJ MPC has or will implement the following LEP procedures. The creation of these steps is based on the very low percentage of persons speaking other languages or not speaking English at least “well” and the lack of resources available in the Brooke, Hancock, and Jefferson counties.

- BHJ MPC staff will refer any inquiries to the Executive Manager.
- Census Bureau’s “I Speak Cards” are to be localized at the BHJ office at 124 North Fourth Street 2<sup>nd</sup> floor at all times.
- Strategic BHJ staff, including the Executive Director, will be made aware of the Yahoo Babel Fish and suggest the addition of this to the favorites listing on their computer for easy access via Explorer for the translations of blocks of text. This will aid the BHJ staff in the interpretation of services on a one on one basis for LEP individuals.
- When an interpreter is needed, in person or on the telephone, and the attempt to determine what language is required. Staff shall use the telephone interpreter service – Language Line Services at <http://www.language.com>. On the Language Line home page, the staff will select the Need an Interpreter Now link and follow the directions to receive an access code.

BHJ MPC staff training – All staff will be provided with the LEP Plan and will be educated on procedures to follow. This information will also be part of the BHJ MPC staff orientation process for new hires. Training topics are listed below:

- Understanding the Title VI policy and LEP responsibilities;
- What language assistance services the Brooke, Hancock, Jefferson counties offer;
- Use the LEP “I Speak Cards”;
- Designated staff members who are trained to handle LEP related issues;
- Documentation for language assistance request;
- Has there been a change in the types of languages where translation services are needed?
- Is there still a need for continued language assistance for previously identified BHJ MPC programs? Are there other programs that should be included?
- Has BHJ MPC’s available resources, such as technology, staff, and financial cost changed?
- Has BHJ MPC fulfilled the goals of the LEP Plan? And;
- Were any complaints received?

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**ATTACHMENT A**

## **Title VI Complaint Procedure**

Complaints filed must be in regard to a BHJ MPC Policy Board decision; a planning process currently followed by BHJ MPC; or the current version of a BHJ MPC work product, procurement or document. Additionally, the procedure proper handling of Title VI complaints shall be:

- Any person(s), or legally authorized representative claiming to be aggrieved by an alleged discriminatory act or practice may complete and sign a Title VI Complaint form.
- The BHJ MPC Executive Director, acting also as Title VI Coordinator, will review the complaint to determine its applicability to Policy Board decisions, planning process, or work products of BHJ MPC.
- If the complaint is determined applicable, copies of the complaint, will be forwarded to the appropriate State and/or Federal agencies within ten (10) business days. These agencies may include, Ohio Department of Transportation (ODOT), West Virginia Department of Transportation (WVDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). The complainant shall be notified in writing that the complaint is being processed. Complainant notification shall include copies of correspondence with ODOT, WVDOT, FHWA, and/or FTA.
- The BHJ MPC Policy Board will be notified of the complaint at the next scheduled Policy Board meeting. During the meeting the BHJ MPC Title VI Coordinator discuss the complaint, facts, and findings with the Policy Board.
- The BHJ MPC staff will provide assistance to ODOT, WVDOT, FHWA, and FTA in resolving the complaint. Every attempt will be made to resolve the complaint at the State level prior to involving Federal agencies.
- Within Five (5) business days of receiving a response from ODOT, WVDOT, FHWA, or FTA, the complainant will be notified in writing regarding the resolution of the complaint.
- The BHJ MPC Policy Board will be notified of the complaint resolution at their next scheduled meeting after the response is received.
- FHWA, Office of Civil Rights will be the final decision-making agency as it pertains to complaint issues and compliance in all civil rights related areas.

<b>Section I</b>				
<b>Name:</b>				
<b>Address:</b>				
<b>Telephone (Home):</b>			<b>Telephone (Work):</b>	
<b>Electronic Mail (E-Mail) Address:</b>				
<b>Accessible Format Requirements?</b>	<b>Large Print</b>		<b>Audio Tape</b>	
	<b>TDD</b>		<b>Other</b>	
<b>Section II</b>				
<b>Are you filing this complaint on your own behalf?</b>			<b>Yes*</b>	<b>No</b>
<b>*If you answered "yes" to this question, go to Section III.</b>				
<b>If not, please supply the name and relationship of the person for whom you are complaining:</b>				
<b>Please explain why you have filed for a third party:</b>				
<hr/>				
<b>Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.</b>			<b>Yes</b>	<b>No</b>
<b>Section III</b>				
<b>I believe the discrimination I experienced was based on (check all that apply):</b>				
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin				
<b>Date of Alleged Discrimination (Month, Day, Year):</b> _____				
<b>Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.</b>				
<hr/>				
<hr/>				
<hr/>				
<hr/>				
<hr/>				
<hr/>				
<b>Section IV</b>				
<b>Have you previously filed a Title VI complaint with this agency?</b>			<b>Yes</b>	<b>No</b>
<b>Section V</b>				

**Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?**

Yes  No

If yes, check all that apply:

Federal Agency: \_\_\_\_\_

Federal Court \_\_\_\_\_

State Agency \_\_\_\_\_

State Court \_\_\_\_\_

Local Agency \_\_\_\_\_

**Please provide information about a contact person at the agency/court where the complaint was filed:**

**Name:**

**Title:**

**Agency:**

**Address:**

**Telephone:**

**Section VI**

**Name of agency complaint is against:**

**Contact person:**

**Title:**

**Telephone number:**

You may attach any written materials or other information that you think is relevant to your complaint.

**Signature and date required:**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

**Please submit this form in person at the address below, or mail this form to:**

Michael Paprocki

Executive Director

Brooke Hancock Jefferson Metropolitan Planning Commission

124 North Fourth Street Second Floor

Steubenville, OH 43952-4498



DRAFT

**ATTACHMENT B**



**PROCUREMENT POLICY AND PROCEDURES**  
**REVISED: MAY 31, 2017**  
**EFFECTIVE; JULY 1, 2017**

**Table of Contents**

Section	Description	Page
I	GENERAL PROVISIONS	2
II	ETHICS IN PUBLIC CONTRACTING	4
III	PROCUREMENT PLANNING	5
IV	PROCUREMENT METHODS	6
IV.A	PETTY CASH PURCHASES	6
IV.B	CREDIT CARDS	6
IV.C	MICRO PURCHASES (\$3,500 OR LESS)	6
IV.D	SMALL PURCHASES (\$3,501 TO \$50,000)	7
IV.E	SMALL PURCHASES (\$50,001 TO \$150,000)	8
IV.F	SEALED BIDS (OVER \$150,000)	9
IV.G	COMPETITIVE PROPOSALS	10
IV.H	NON-COMPETITIVE PROPOSALS (SINGLE SOURCE)	13
IV.I	COOPERATIVE PURCHASES AGREEMENTS	14
V	SOLICITATION AND ADVERTISING	15
VI	BONDING REQUIREMENTS	17
VII	CONTRACTOR QUALIFICATIONS	18
VIII	CONTRACT ADMINISTRATION	19
IX	DIVERSITY AND ECONOMIC INCLUSION IN CONTRACTING	19
X	DOCUMENTATION	20
XI	DISPOSITION OF SURPLUS PROPERTY	21
XII	ADDITIONAL ITEMS OF NOTE	21
XII.A	BUY AMERICA	21
APPENDIX A	OHIO REVISED CODE 713.23	23
	OHIO REVISED CODE 307.86	23
	OHIO REVISED CODE 307.92	23

**INTRODUCTION AND PURPOSE**

The Procurement Policy and Procedure Manual is an officially adopted document by the Board of Commissioners of the Brooke-Hancock-Jefferson Metropolitan Planning Commission. It guides BHI employees and advisors in the day-to-day operations of the organization. As such, it is the reference for the conduct of business and the accounting and administration for grants with the U.S. Government and other funding sources. This Procurement Policy (Policy) complies with the Federal Regulations at 2 CFR 200, the FHWA Transportation Acquisition Register, the procurement standards of the Ohio Code 713.23, the WV Code 22-15A-21 and applicable Local laws.

**BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION**  
**Procurement Policy Revised: May 31, 2017**

I. GENERAL PROVISIONS

A. General. BHJMPC shall:

1. Provide for a procurement system of quality and integrity;
2. Provide for the fair and equitable treatment of all persons or firms involved in purchasing by BHJMPC;
3. Ensure that supplies and services (including construction) are procured efficiently, effectively, and at the most favorable and valuable prices available to BHJMPC;
4. Promote competition in contracting; and
5. Assure that BHJMPC's purchasing actions are in full compliance with applicable Federal standards, State and local laws.

B. Definition. The term "procurement," as used in this Policy, includes the procuring, purchasing, leasing, or renting of: (1) goods, supplies, equipment, and materials, (2) construction and maintenance; consultant services, (3) Architectural and Engineering services, (4) Social Services, and (5) other services.

C. Procurement information shall be a matter of public record to the extent provided in the Ohio Public Records access law; and, shall be available to the public as provided in that statute and other applicable laws.

1. The following items are exempt from public records access law and shall be treated as confidential:

a) *All cost and pricing data received by BHJMPC in negotiated procurements with exception of formally advertised RFP/IFP.*

b) *Proprietary information, trade secrets and technical data received in response to procurements, except for data contained in the awarded contract.*

c) *Individually identifiable private information that can be used for identity fraud, such as social security numbers, tax identification numbers, tax returns, etc.*

D. Changes in Laws and Regulations. In the event an applicable law or regulation is modified or eliminated, or a new law or regulation is adopted, the revised law or regulation shall, to the extent inconsistent with these Policies, automatically supersede these Policies.

**BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION**  
**Procurement Policy Revised: May 31, 2017**

- E. **Cost and Price Analysis.** BHJMPC shall require assurance that, before entering into a contract that the price is reasonable. A Price Analysis is a comparison of prices of multiple bids or information from other sources, such as established catalog or market prices, or prices for similar past purchases. A Cost Analysis is the evaluation of the separate elements that make up a contractor's total cost proposal or price to determine if they are allowable, directly related to the requirement and reasonable for the value received. Some form of cost or price analysis must be made and documented in the procurement files, in connection with every procurement action.
- F. **Funding.** Before initiating any contract, BHJMPC shall ensure that there are sufficient funds available to cover the anticipated cost of the contract or modification.
- G. **Need.** For all procurement methods below, BHJMPC employees must first determine if the purchase is necessary to the agency and/or program. There must be a need for the items being purchased.
- H. **Suppliers.** BHJMPC employees are to use local suppliers when they are able. They are also expected to "Spread the Wealth Around" and distribute those costs equitably among qualified suppliers.
- I. **Purchase Requisition.** A purchase requisition will be filled out for all items needed. This requisition is given to the Executive Director for his authorization. Any purchase requisitions for items costing over \$750 are to be taken to the Executive Board for authorization.
- J. **Recyclables.** BHJMPC may purchase recycled products when available and when they meet the performance specifications of the agency; as long as the cost does not exceed 10% of the cost of a comparable non-recycled product. A priority should be given to paper products with the highest post-consumer content. (Ohio Code 125.082 and West Virginia Code 22-15A-21)
- K. **Oversight.** BHJMPC must maintain oversight to ensure that contractors perform in accordance with the terms, conditions and specifications of their contracts or purchase orders.
- L. **Federal Awards.** BHJMPC employees must review the federal award to ensure that the goods and services to be purchased or contracted are allowable. The award should also be examined for additional procurement conditions.

M. Disadvantaged Business Enterprises. Positive efforts should be made to utilize small businesses, veteran-owned businesses, women-owned businesses and/or minority-owned businesses.

II. ETHICS IN PUBLIC CONTRACTING

A. General. BHJMPC hereby establishes this code of conduct regarding procurement issues and actions and shall implement a system of sanctions for violations. This code of conduct, etc., is consistent with applicable Federal, State, or local law.

B. Employees of BHJMPC are expected to be principled in their business interactions and act in good faith with individuals both inside and outside the agency.

C. Conflicts of Interest. To ensure that the public's interest is protected, BHJMPC must demonstrate that its business relationships are free from improper influence and bias that might otherwise result from external interests and relationships. Therefore, no employee, officer, Board member, or agent of BHJMPC shall participate directly or indirectly in the selection, award, or administration of any contract if a conflict of interest, either real or apparent, would be involved. This type of conflict would be when one of the persons listed below has a financial or any other type of interest in any company competing for the award:

1. An employee, officer, Board member, or agent involved in making the award;
2. His/her relative (including father, mother, son, daughter, brother, sister, uncle, aunt, first cousin, nephew, niece, husband, wife, father-in-law, mother-in-law, son-in-law, daughter-in-law, brother-in-law, sister-in-law, stepfather, stepmother, stepson, stepdaughter, stepbrother, stepsister, half-brother, or half-sister);
3. His/her partner;
4. His/her professional partner; or
5. An organization which employs or is negotiating to employ, or has an arrangement concerning prospective employment of any of the above.

**BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION**  
**Procurement Policy Revised: May 31, 2017**

D. Gratuities, Kickbacks, and Use of Confidential Information. No officer, employee, Board member, or agent of BHJMPC shall ask for or accept gratuities, favors, or items of more than nominal value (i.e. \$100 or more) from any contractor, potential contractor, or party to any subcontract, and shall not knowingly use confidential information for actual or anticipated personal gain.

E. Prohibition Against Contingent Fees. Contractors wanting to do business with BHJMPC must not hire a person to solicit or secure a contract for a commission, percentage, brokerage, or contingent fee, except for bona fide established commercial selling agencies.

F. Delivery of Material Goods and Equipment. No BHJMPC officer, employee, Board Member, or agent of BHJMPC shall purchase material goods or equipment on behalf of the Agency and have them delivered to anywhere but a BHJMPC owned property, regardless of efficiency and/or cost savings.

III. PROCUREMENT PLANNING

A. General. Planning is essential to managing the procurement function properly. Hence, BHJMPC will periodically review its record of prior purchases, as well as future needs, to:

1. Find patterns of procurement actions that could be performed more efficiently or economically;
2. Maximize competition and competitive pricing among contracts and decrease BHJMPC's procurement costs;
3. Reduce BHJMPC administrative costs;
4. Ensure that supplies and services are obtained without any need for re-procurement (i.e., resolving bid protests) and
5. Minimize errors that occur when there is inadequate lead time.
6. Consideration shall be given to storage, security, and handling requirements when planning the most appropriate purchasing actions.
7. Avoid acquisition of unnecessary or duplicative items.

B. BHJMPC is encouraged to enter into state and local intergovernmental agreements or inter-agency agreements where appropriate for procurement or use of common or shared goods and services.

**BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION**  
**Procurement Policy Revised: May 31, 2017**

C. Authority. The Board appoints and delegates procurement authority to the Executive Director in the amount not to exceed \$750 and is responsible for ensuring that any procurement policies and procedures adopted are appropriate for BHJ MPC. All procurements that exceed \$750 must have approval from the Board prior to purchase, award and/or contract execution.

D. Change Orders. Any change order, or the cumulative thereof, as a result of necessary additions or changes to a previously approved purchase order amount over \$750 that is 20% or higher of the original amount (regardless of cost) must receive Board Approval.

**IV. PROCUREMENT METHODS**

A. Petty Cash Purchases. A minimal amount of purchases may be handled through the use of a petty cash account. The Petty Cash Account is established in an amount of \$100, a sufficient amount to cover small purchases:

1. For all Petty Cash Accounts, BHJ MPC shall ensure that security is maintained and only authorized individuals have access to the account. The account shall be reconciled and replenished at the end of each month.
2. For Petty Cash No formal cost or price analysis (comparing quality and price) is required. Rather, the Finance Staff and/or the Executive Director's determination that the price obtained is reasonable, which may be based on their prior experience or other factors.

B. Credit Cards. Credit card usage should follow the rules for all other purchases and BHJ MPC shall ensure that security is maintained and only authorized individuals and/or their designees have access to the use of the Credit Cards. These accounts shall be reconciled periodically to ensure timely payment to the Provider. When using credit cards, BHJ MPC shall adopt reasonable safeguards to ensure that they are used only for intended purposes.

C. Micro Purchases. Purchases for supplies and/or services involving an expenditure of \$3,500 or less may be made after obtaining one price quotation, if the price is considered reasonable. Vendor catalogs, as well as previous purchases, where applicable, of the same or similar item should be considered in determining price reasonableness. To the extent practicable, such micro-purchases must be distributed equitably among qualified sources and if practical, a quotation shall be solicited from other than the previous source before placing a repeat order. (CFR 200.67)

**BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION**  
**Procurement Policy Revised: May 31, 2017**

1. For Micro Purchases No formal cost or price analysis is required. Rather, the execution of a contract by the Executive Director (through a Purchase Order or other means) shall serve as the Executive Director's determination that the price obtained is reasonable, which may be based on the Executive Director's prior experience or other factors.

D. Small Purchase Procedures. \$3,501 to \$50,000 - For simple and informal purchases of services, supplies and other property that cost more than amounts above the Micro Purchase threshold, but not exceeding \$50,000, BHJMPC may use small purchase procedures. For all purchases BHJMPC shall prepare an "Independent Cost Estimate" prior to solicitation. The level of detail shall be commensurate with the cost and complexity of the item to be purchased.

1. Under small purchase procedures, BHJMPC should solicit a minimum of three written quotes from qualified sources. Written documentation shall include, at a minimum, the company name, phone number or e-mail address and amount of quote. To the greatest extent feasible, and to promote competition, small purchases should be distributed among qualified sources. Quotations for Small Purchases (QSP), or quotes, may be obtained orally (either in person or by phone), by fax, in writing, or through e-procurement. Web price listings or catalog listings can be considered an acceptable form of bid. Award shall be made to the responsive and responsible vendor that submits the best value to BHJMPC.

2. Small Purchases. A comparison with other offers shall generally be sufficient determination of the reasonableness of price and no further analysis is required. If a reasonable number of quotes are not obtained to establish reasonableness through price competition, the Executive Director shall document price reasonableness through other means, such as prior purchases of this nature, catalog prices, the Executive Director's personal knowledge at the time of purchase, comparison to the Independent Cost Estimate, or any other reasonable basis.

3. If award is to be made for reasons other than lowest price, documentation shall be included with the other documentation. BHJMPC shall not break down requirements aggregating more than the small purchase threshold (or the Micro Purchase threshold) into several purchases that are less than the applicable threshold merely to: (1) permit use of the small purchase procedures or (2) avoid any requirements that applies to purchases that exceed the Micro Purchase threshold.



**BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION**  
**Procurement Policy Revised: May 31, 2017**

4. BHJMPC must actively attempt to verify that a vendor is not debarred, suspended or otherwise excluded from or ineligible for participation in Federal assistance programs or activities. Before any contract is made, BHJMPC must verify the contractors' eligibility to receive federal funds through SAM.GOV and through the Ohio and West Virginia websites listed below:

a)

<http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Pages/Prequalification.aspx>

b)

<http://www.transportation.wv.gov/highways/contractadmin/prequalifications/Pages/PrequalifiedContractorsList.aspx>

E. Small Purchases \$50,001 to \$150,000. In addition to the Small Purchase Procedures listed in previous section, the following Ohio Revised Codes apply. Pursuant to Ohio Revised Code 713.23, Section D, "A regional planning commission, when entering into a purchase contract on behalf of a political subdivision as provided in this division, shall follow the competitive bidding procedures specified in sections 307.86 to 307.92 of the Revised Code."

1. Ohio Revised Code Section **307.86 [Effective 7/1/2017] Competitive bidding required - exceptions**, states that "Anything to be purchased, leased, leased with an option or agreement to purchase, or constructed, including, but not limited to, any product, structure, construction, reconstruction, improvement, maintenance, repair, or service, except the services of an accountant, architect, attorney at law, physician, professional engineer, construction project manager, consultant, surveyor, or appraiser, by or on behalf of the county or contracting authority, as defined in section 307.92 of the Revised Code, at a cost in excess of fifty thousand dollars, except as otherwise provided in division (D) of section 713.23 and in sections 9.48, 125.04, 125.60 to 125.6012, 307.022, 307.041, 307.861, 339.05, 340.036, 4115.31 to 4115.35, 5119.44, 5513.01, 5543.19, 5713.01, and 6137.05 of the Revised Code, shall be obtained through **competitive bidding**. However, competitive bidding is not required when any of the following applies:..." To see exceptions and complete codes refer to Appendix A.

2. Ohio Rev. Code: 153.50, 153.51 and 153.52 requires that any contracts for work on buildings, institutions, bridges, culverts or improvements with a cost greater than \$50,000, shall have separate and distinct bids made for each branch or class of work to be performed. A review of the Code should be made for specifics.

**BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION**  
**Procurement Policy Revised: May 31, 2017**

F. Sealed Bids; A formal advertisement to a publically solicited firm for a fixed price contract. Sealed bidding, also known as an Invitation For Bid (IFB) or Request for Proposal (RFP) shall be used for all contracts that exceed the small purchase threshold and that are not competitive proposals or non-competitive proposals, as these terms are defined in this Policy. For all purchases BHJMPC shall prepare an “Independent Cost Estimate” prior to solicitation Under sealed bids, BHJMPC publicly solicits bids and awards a firm fixed-price contract (lump sum or unit price) to the responsive and responsible bidder whose bid, conforming with all the material terms and conditions of the IFB, is the lowest in price. Sealed bidding is the preferred method for procuring construction, supply, and non-complex service contracts that are expected to exceed \$150,000.

1. Sealed Bids. The presence of adequate competition should generally be sufficient to establish price reasonableness. Where sufficient bids are not received, and when the bid received is substantially more than the Independent Cost Estimate, and where BHJMPC cannot reasonably determine price reasonableness, BHJMPC must conduct a cost analysis, consistent with federal guidelines, to ensure that the price paid is reasonable.
2. Conditions for Using Sealed Bids. BHJMPC shall use the sealed bid method when the following conditions are present: a complete, adequate, and realistic statement of work, specification, or purchase description is available; two or more responsible bidders are willing and able to compete effectively for the work; the contract can be awarded based on a firm fixed price; and the selection of the successful bidder can be made principally on the lowest price.
3. Solicitation and Receipt of Bids. An IFB is issued which includes the specifications and all contractual terms and conditions applicable to the procurement, and a statement that award will be made to the lowest responsible and responsive bidder whose bid meets the requirements of the solicitation. The IFB must state the time and place for both receiving the bids and the public bid opening. All bids received will be date and time-stamped and stored unopened in a secure place until the public bid opening. A bidder may withdraw the bid at any time prior to the bid opening.
4. Bid Opening and Award. Bids shall be opened publicly. A minimum of three written bids is required. All bids received shall be recorded on an abstract (tabulation) of bids, which shall then be made available for public inspection. If equal low bids are received from responsible bidders,

**BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION**  
**Procurement Policy Revised: May 31, 2017**

selection shall be made by drawing lots or other similar random method. The method for doing this shall be stated in the IFB/RFP. If only one responsive bid is received from a responsible bidder, award shall not be made unless the price can be determined to be reasonable, based on a cost or price analysis.

5. Mistakes in Bids. Correction or withdrawal of bids may be permitted, where appropriate, before bid opening by written or telegraphic notice received in the office designated in the IFB prior to the time set for bid opening. After bid opening, corrections in bids may be permitted only if the bidder can show by clear and convincing evidence that a mistake of a nonjudgmental character was made, the nature of the mistake, and the bid price actually intended.

*a) A low bidder alleging a nonjudgmental mistake may be permitted to withdraw its bid if the mistake is clearly evident on the face of the bid document but the intended bid is unclear or the bidder submits convincing evidence that a mistake was made. All decisions to allow correction or withdrawal of a bid shall be supported by a written determination signed by the Executive Director. After bid opening, changes in bid prices or other provisions of bids prejudicial to the interest of BHJMPC or fair competition shall not be permitted.*

G. Competitive Proposals. Unlike sealed bidding, the competitive proposal method, also known as Request For Proposals (RFP), permits: consideration of technical factors other than price; discussion with vendors concerning offers submitted; negotiation of contract price or estimated cost and other contract terms and conditions; revision of proposals before the final contractor selection; and the withdrawal of an offer at any time up until the point of award. For all purchases BHJMPC shall prepare an "Independent Cost Estimate" prior to solicitation. Award is normally made on the basis of the proposal that represents the best overall value to BHJMPC, considering price and other factors, e.g., technical expertise, past experience, quality of proposed staffing, etc., set forth in the solicitation and not solely the lowest price.

1. Competitive Proposals. The presence of adequate competition should generally be sufficient to establish price reasonableness. Where sufficient proposals are not received, BHJMPC must compare the price with the Independent Cost Estimate. For competitive proposals where prices cannot be easily compared among vendors, where there is not adequate competition, or where the price is substantially greater than the

**BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION**  
**Procurement Policy Revised: May 31, 2017**

Independent Cost Estimate, BHJMPC must conduct a cost analysis, consistent with Federal guidelines, to ensure that the price paid is reasonable.

2. Conditions for Use. Where conditions are not appropriate for the use of sealed bidding, competitive proposals may be used. Competitive proposals are the preferred method for procuring professional services that will exceed the small purchase threshold.

3. Form of Solicitation. Other than Architectural and Engineering services, developer-related services and energy performance contracting, competitive proposals shall be solicited through the issuance of an RFP. The RFP shall clearly identify the importance and relative value of each of the evaluation factors as well as any sub factors and price. A mechanism for fairly and thoroughly evaluating the technical and price proposals shall be established before the solicitation is issued. Proposals shall be handled so as to prevent disclosure of the number of vendors, identity of the vendors, and the contents of their proposals until after award. BHJMPC may assign a specific weight in the evaluation factors for price or BHJMPC may consider price in conjunction with technical factors; in either case, the method for evaluating price shall be established in the RFP.

4. Evaluation. The proposals shall be evaluated only on the factors stated in the RFP. Where not apparent from the evaluation factors, BHJMPC shall establish an Evaluation Plan for each RFP. Generally, all RFPs shall be evaluated by an appropriately appointed Evaluation Committee. The Evaluation Committee shall be required to disclose any potential conflicts of interest and to sign a Non-Disclosure statement. An Evaluation Report, summarizing the results of the evaluation, shall be prepared prior to award of a contract.

5. Negotiations shall be conducted with all vendors who submit a proposal determined to have a reasonable chance of being selected for award, unless it is determined that negotiations are not needed with any of the vendors. For all purchases BHJMPC shall prepare an "Independent Cost Estimate" prior to solicitation. This determination is based on the relative score of the proposals as they are evaluated and rated in accordance with the technical and price factors specified in the RFP.

*a) These vendors shall be treated fairly and equally with respect to any opportunity for negotiation and revision of their proposals. No vendor shall be given any information about any other*

*vendor's proposal, and no vendor shall be assisted in bringing its proposal up to the level of any other proposal. A common deadline shall be established for receipt of proposal revisions based on negotiations. Negotiations are exchanges (in either competitive or sole source environment) between BHJMPC and vendors that are undertaken with the intent of allowing the vendor to revise its proposal.*

*b) These negotiations may include bargaining. Bargaining includes persuasion, alteration of assumptions and positions, give-and-take, and may apply to price, schedule, technical requirements, type of contract or other terms of a proposed contract. When negotiations are conducted in a competitive acquisition, they take place after establishment of the competitive range and are called discussions.*

*c) Discussions are tailored to each vendor's proposal, and shall be conducted by the contracting officer with each vendor within the competitive range. The primary object of discussions is to maximize BHJMPC's ability to obtain best value, based on the requirements and the evaluation factors set forth in the solicitation.*

*d) The Executive Director shall indicate to, or discuss with, each vendor still being considered for award, significant weaknesses, deficiencies, and other aspects of its proposal (such as technical approach, past performance, and terms and conditions) that could, in the opinion of the Executive Director, be altered or explained to enhance materially the proposer's potential for award. The scope and extent of discussions are a matter of the Executive Director's judgment. The Executive Director may inform a vendor that its price is considered by BHJMPC to be too high, or too low, and reveal the results of the analysis supporting that conclusion. It is also permissible to indicate to all vendors the cost or price that BHJMPC's price analysis, market research, and other reviews have identified as reasonable. "Auctioning" (revealing one vendor's price in an attempt to get another vendor to lower their price) is prohibited.*

6. Award. After evaluation of the revised proposals, if any, and Board Approval of contracts more than \$150,000, the contract shall be awarded to the responsible firm whose technical approach to the project, qualifications, price and/or any other factors considered, are most

advantageous to BHJMPC. For all purchases BHJMPC shall prepare an “Independent Cost Estimate” prior to solicitation. The determining dollar threshold for the contract award shall be based on the total amount of the contract period inclusive of any option years. The contract price must be within the maximum total project budgeted amount established for the specific property or activity.

7. Architectural and Engineering Services. BHJMPC shall contract for Architectural and Engineering Services using Qualifications- Based Selection (QBS) procedures, utilizing a Request For Qualifications (RFQ). For all purchases BHJMPC shall prepare an “Independent Cost Estimate” prior to solicitation. Sealed bidding shall not be used for Architectural and Engineering solicitations. Under QBS procedures, competitors’ qualifications are evaluated and the most qualified competitor is selected, subject to negotiation of fair and reasonable compensation. Price is not used as a selection factor under this method. QBS procedures shall not be used to purchase other types of services, other than Developer services, though architectural/engineering firms are potential sources.

H. Noncompetitive Proposals. (Sole Source)

1. Conditions for Use. Procurement by noncompetitive proposals (sole- or single-source) may be used only when the award of a contract is not feasible using small purchase procedures, sealed bids, cooperative purchasing, or competitive proposals, and if one of the following applies:

a) *The item is available only from a single source, based on a good faith review of available sources. For all purchases BHJMPC shall prepare an “Independent Cost Estimate” prior to solicitation*

b) *An emergency exists that seriously threatens the public health, welfare, or safety, or endangers property, or would otherwise cause serious injury to BHJMPC, as may arise by reason of a flood, earthquake, epidemic, riot, equipment failure, or similar event. In such cases, there must be an immediate and serious need for supplies, services, or construction such that the need cannot be met through any of the other procurement methods, and the emergency procurement shall be limited to those supplies, services, or construction necessary simply to meet the emergency;*

c) *After solicitation of a number of sources, competition is determined inadequate.*

**BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION**  
**Procurement Policy Revised: May 31, 2017**

2. Justification. Each procurement, based on noncompetitive proposals, shall be supported by a written justification for the selection of this method. The justification shall be approved in writing by the responsible Executive Director. Poor planning or lack of planning is not justification for emergency or sole-source procurements. The justification, to be included in the procurement file, should include the following information:

- a) *Description of the requirement;*
- b) *History of prior purchases and their nature (competitive vs. noncompetitive);*
- c) *The specific exception in “2 CFR 200 (§200.320) (f) 1 through 4 which applies”;*
- d) *Statement as to the unique circumstances that require award by noncompetitive proposals;*
- e) *Description of the efforts made to find competitive sources (advertisement in trade journals or local publications, phone calls to local suppliers, issuance of a written solicitation, etc.);*
- f) *Statement as to efforts that will be taken in the future to promote competition for the requirement;*
- g) *Price Reasonableness. The reasonableness of the price for all procurements based on noncompetitive proposals shall be determined by performing an analysis, as described in this Policy.*

I. Cooperative Purchasing/Intergovernmental Agreements. BHJMPC may enter into State and/or local cooperative or intergovernmental agreements to purchase or use common supplies, equipment, or services. The decision to use an interagency agreement instead of conducting a direct procurement shall be based on economy and efficiency. If used, the interagency agreement shall stipulate who is authorized to purchase on behalf of the participating parties and shall specify inspection, acceptance, termination, payment, and other relevant terms and conditions. BHJMPC may use Federal or State excess and surplus property instead of purchasing new equipment and property if feasible and if it will result in a reduction of project costs. The goods and services obtained under a cooperative purchasing agreement must have been procured in accordance with 2 CFR.

1. Contract Modifications. A cost analysis, consistent with federal guidelines, shall be conducted for all contract modifications for projects that were procured through Sealed Bids, Competitive Proposals, or Non-Competitive Proposals, or for projects originally procured through Small Purchase procedures and the amount of the contract modification will result in a total contract price in excess of \$150,000.

V. SOLICITATION AND ADVERTISING

A. Method of Solicitation.

1. Petty Cash and Micro Purchases. BHJMPC may contact only one source if the price is considered reasonable.

2. Small Purchases. Quotes may be solicited orally, through fax, E-Procurement, or by any other reasonable method.

3. Sealed Bids and Competitive Proposals. Solicitation must be done publicly.

*a) BHJMPC must use one or more following solicitation methods, provided that the method employed provides for meaningful competition.*

*b) Advertising in newspapers or other print mediums of local or general circulations.*

*c) Advertising in various trade journals or publications.*

*d) BHJMPC may conduct its public procurements through the Internet using e-procurement systems. However, all e-procurements must otherwise be in compliance with 2 CFR 200, State and local requirements, and BHJMPC's procurement policy.*

B. Time Frame. For purchases of more than \$150,000, the public notice should run not less than once each week for two consecutive weeks.

C. Form. Notices/advertisements should state, at a minimum, the place, date, and time that the bids or proposals are due, the solicitation number, a contact that can provide a copy of, and information about, the solicitation, and a brief description of the needed item(s).



**BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION**  
**Procurement Policy Revised: May 31, 2017**

D. Time Period for Submission of Bids. A minimum of 30 days shall generally be provided for preparation and submission of sealed bids and 15 days for competitive proposals after the first advertised date. However, the Executive Director may allow for a shorter period under extraordinary circumstances.

E. Cancellation of Solicitations.

1. An IFB, RFP, or other solicitation may be cancelled before bids/offers are due if:
2. The supplies, services or construction is no longer required;
3. The funds are no longer available;
4. Proposed amendments to the solicitation are of such magnitude that a new solicitation would be best; or
5. Other similar reasons.
6. A solicitation may be cancelled and all bids or proposals that have already been received may be rejected if:
  - a) *The supplies or services (including construction) are no longer required;*
  - b) *Ambiguous or otherwise inadequate specifications were part of the solicitation;*
  - c) *All factors of significance to BHJMPC were not considered;*
  - d) *Prices exceed available funds and it would not be appropriate to adjust quantities to come within available funds;*
  - e) *There is reason to believe that bids or proposals may not have been independently determined in open competition, may have been collusive, or may have been submitted in bad faith; or*
  - f) *For good cause of a similar nature when it is in the best interest of BHJMPC.*
7. The reasons for cancellation shall be documented in the paperwork and the reasons for cancellation and/or rejection shall be provided upon request.

8. A notice of cancellation shall be sent to all bidders/vendors solicited and, if appropriate, shall explain that they will be given an opportunity to compete on any re-solicitation or future procurement of similar items.
9. If all otherwise acceptable bids received in response to an IFB are at unreasonable prices an analysis should be conducted to see if there is a problem in either the specifications or BHJMPC's cost estimate. If both are determined adequate and if only one bid is received and the price is unreasonable, the Contracting Officer may cancel the solicitation and either:
  - a) *Re-solicit using an RFP; or*
  - b) *Complete the procurement by using the competitive proposal method. The Executive Director must determine, in writing, that such action is appropriate, must inform all bidders of BHJMPC's intent to negotiate, and must give each bidder a reasonable opportunity to negotiate.*
10. If problems are found with the specifications, BHJMPC should cancel the solicitation, revise the specifications and re-solicit using an IFB.

## VI. BONDING REQUIREMENTS

- A. General. The standards under this section apply to construction contracts that exceed
  1. \$150,000. There are no bonding requirements for small purchases or for competitive proposals. BHJMPC may require bonds in these latter circumstances when deemed appropriate; however, non-construction contracts should generally not require bid bonds.
  2. Bid Guarantee. For construction contracts exceeding \$150,000, vendors shall be required to submit a bid guarantee from each bidder equivalent to 10% of the bid price.
  3. Payment Bonds. For construction contracts exceeding \$150,000, the successful bidder shall furnish an assurance of completion. This assurance may be any one of the following four:
    - a) *A performance and payment bond in a penal sum of 100% of the contract price; or*

- b) Separate performance and payment bonds, each for 50% or more of the contract price; or*
- c) A 20 % cash escrow; or*
- d) A 25% irrevocable letter of credit.*

4. These bonds must be obtained from guarantee or surety companies acceptable to the U. S. Government and authorized to do business in the State of Ohio and/or West Virginia. Individual sureties shall not be considered. U. S. Treasury Circular Number 570 lists companies approved to act as sureties on bonds securing Government contracts, the maximum underwriting limits on each contract bonded, and the States in which the company is licensed to do business. Use of companies on this circular is mandatory.

## VII. CONTRACTOR QUALIFICATIONS

### A. Contractor Qualifications

1. BHJMPC shall not award any contract until the prospective contractor, i.e., low responsive bidder, or successful vendor, has been determined to be responsible. A responsible bidder/vendor must:

- a) Have adequate financial resources to perform the contract, or the ability to obtain them;*
- b) Be able to comply with the required or proposed delivery or performance schedule, taking into consideration all of the bidder's/vendor's existing commercial and governmental business commitments;*
- c) Have a satisfactory performance record;*
- d) Have a satisfactory record of integrity and business ethics;*
- e) Have the necessary organization, experience, accounting and operational controls, and technical skills, or the ability to obtain them;*
- f) Have the necessary production, construction, and technical equipment and facilities, or the ability to obtain them; and,*

*g) Be otherwise qualified and eligible to receive an award under applicable laws and regulations, including not be suspended, and/or debarred.*

2. If a prospective contractor is found to be non-responsible, a written determination of non-responsibility shall be prepared and included in the official contract file, and the prospective contractor shall be advised of the reasons for the determination.

B. Suspension and Debarment. Contracts shall not be awarded to debarred, suspended, or ineligible contractors.

C. Vendor Lists. All interested businesses shall be given the opportunity to be included on vendor mailing lists. Any lists of persons, firms, or products which are used in the purchase of supplies and services (including construction) shall be kept current and include enough sources to ensure competition.

#### VIII. CONTRACT ADMINISTRATION

A. General. BHJMPC shall maintain a system of contract administration designed to ensure that Contractors perform in accordance with their contracts. These systems shall provide for inspection of supplies, services, or construction, as well as monitoring contractor performance, status reporting on major projects including construction contracts, and similar matters.

#### IX. DIVERSITY & ECONOMIC INCLUSION IN CONTRACTING

A. Required Efforts. Consistent with Presidential Executive Orders 11625, 12138, and minority-owned business enterprises, women-owned business enterprises, to locate approved DBE companies; go to the following websites:

1. <http://www.transportation.wv.gov/eo/DBE/Pages/default.aspx>

2. <http://www.dot.state.oh.us/Divisions/ODI/SDBE/Pages/default.aspx>

**BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION**  
**Procurement Policy Revised: May 31, 2017**

B. Goals. Shall be established periodically for participation by minority-owned business enterprises, women-owned business enterprises, BHJMPC's economic inclusion goal is to meet and/or surpass using 15.6% of "Disadvantaged Business Enterprises for contracts for the period of 2017-2019. The agency should ensure that the rates are current by going to the following websites:

1. <http://www.dot.state.oh.us/divisions/odi/dbegoals/Pages/default.aspx>
2. <http://www.transportation.wv.gov/eeo/DBE/Documents/DBE-Goal-Overall-2015.pdf>

C. Diversity and Economic Inclusion Non-Compliance Sanctions

X. DOCUMENTATION

A. Required Records. BHJMPC must maintain records sufficient to detail the significant history of each procurement action. All procurement documents and contracts, including documents that are incorporated into the terms thereof, will be maintained in the Finance Department, in accordance with the BHJMPC's Records Retention Policy. These records shall include, but shall not necessarily be limited to, the following:

1. Purchase order
2. Cost and Analysis Work papers
3. Need for the items
4. Reason for Vendor Selection
5. All correspondence with vendors and/or contractors
6. Rationale for the method of procurement (if not self-evident);
7. Rationale of contract pricing arrangement (also if not self-evident);
8. Reason for accepting or rejecting the bids or offers;
9. Basis for the contract price (as prescribed in this handbook);
10. A copy of the contract documents awarded or issued and signed by the Executive Director;
11. Basis for contract modifications; and

12. Related contract administration actions;
  13. Along with any other documentation listed below with the procurement method used
- B. Level of Documentation. The level of documentation should be commensurate with the value of the procurement.
  - C. Record Retention Records are to be retained for a period as is defined by the BHJMPC Record Retention Policy.
- XI. DISPOSITION OF SURPLUS PROPERTY
- A. General. Property no longer necessary for BHJMPC's purposes (non-real property) shall be transferred, sold, or disposed of in accordance with applicable Federal, state, and local laws and regulations.
- XII. ADDITIONAL ITEMS OF NOTE
- A. Buy America Act CFR › Title 49 › Subtitle B › Chapter VI › Part 661 › Section 661.5
    1. § 661.5 General requirements.
      - a) *Except as provided in § 661.7 and § 661.11 of this part, no funds may be obligated by FTA for a grantee project unless all iron, steel, and manufactured products used in the project are produced in the United States.*
      - b) *All steel and iron manufacturing processes must take place in the United States, except metallurgical processes involving refinement of steel additives.*
      - c) *The steel and iron requirements apply to all construction materials made primarily of steel or iron and used in infrastructure projects such as transit or maintenance facilities, rail lines, and bridges. These items include, but are not limited to, structural steel or iron, steel or iron beams and columns, running rail and contact rail. These requirements do not apply to steel or iron used as components or sub components of other manufactured products*

*or rolling stock, or to bimetallic power rail incorporating steel or iron components.*

*d) For a manufactured product to be considered produced in the United States:*

*e) All of the manufacturing processes for the product must take place in the United States; and*

*f) All of the components of the product must be of U.S. origin. A component is considered of U.S. origin if it is manufactured in the United States, regardless of the origin of its subcomponents.*

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# ***APPENDIX A***

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## **713.23 Regional or county planning commission - powers and duties.**

(A) The regional or county planning commission may make studies, maps, plans, recommendations and reports concerning the physical, environmental, social, economic, and governmental characteristics, functions, services, and other aspects of the region or county, respectively. The commission may make such studies, maps, plans, recommendations, and other reports as to areas outside the region or county concerning the physical, environmental, social, economic, and governmental characteristics, functions, services, and other aspects which affect the development and welfare of the region or county respectively, as a whole or as more than one political unit within the region or county.

(B) The duties of the planning commission include, but are not limited to:

(1) Preparing the plans, including studies, maps, recommendations, and reports on:

(a) Regional goals, objectives, opportunities, and needs, and standards, priorities, and policies to realize such goals and objectives;

(b) Economic and social conditions;

(c) The general pattern and intensity of land use and open space;

(d) The general land, water, and air transportation systems, and utility and communication systems;

(e) General locations and extent of public and private works, facilities, and services;

(f) General locations and extent of areas for conservation and development of natural resources and the control of the environment;

(g) Long-range programming and financing of capital projects and facilities.

(2) Promoting understanding of and recommending administrative and regulatory measures to implement the plans of the region;

(3) Collecting, processing, and analyzing social and economic data, undertaking continuing studies of natural and human resources, coordinating such research with other government agencies, educational institutions, and private organizations;

(4) Contracting with and providing planning assistance to other units of local government, councils of governments, planning commissions, and joint planning councils; coordinating the planning with neighboring planning areas; cooperating with the state and federal governments in coordinating planning activities and programs in the region;

(5) Reviewing, evaluating, and making comments and recommendations on proposed and amended comprehensive land use, open space, transportation, and public facilities plans, projects, and implementing measures of local units of government; and making recommendations to achieve compatibility in the region;

(6) Reviewing, evaluating, and making comments and recommendations on the planning, programming, location, financing, and scheduling of public facility projects within the region and affecting the development of the area;

(7) Undertaking other studies, planning, programming, conducting experimental or demonstration projects found necessary in the development of plans for the region or county, and coordinating work and exercising all other powers necessary and proper for discharging its duties;

(8) Carrying out all of the functions and duties of a director of economic development under division (B) of section 307.07 of the Revised Code pursuant to any agreement with a county under division (A)(1) of that section.

(C) Wherever a regional planning commission has been established within the area of the jurisdiction of a county planning commission, the regional planning commission or the county planning commission may, by mutual agreement, transfer or delegate to the other, all, or part, of the functions, powers, and duties which either may perform.

(D) A regional planning commission may perform, by contract, the purchasing of supplies, services, materials, and equipment on behalf of any political subdivision participating in the commission or on behalf of any other political subdivision. For purposes of this division, the purchase of services includes, among other things, the purchase of insurance coverage for a political subdivision and its officials and employees against the legal liability of the insured in a civil action for injury, death, or loss to persons or property caused by or claimed to be caused by the negligence of the political subdivision or its officials or employees. Any political subdivision desiring to participate in a purchase contract with a regional planning commission shall file with the commission a certified copy of an ordinance or resolution of the political subdivision. The ordinance or resolution shall request that the political subdivision be authorized to participate in such a contract and shall agree that the political subdivision will be bound by such terms and conditions as the commission prescribes and that it will directly pay the vendor under each purchase contract. The commission may charge a political subdivision a reasonable fee to cover the administrative costs the commission incurs as a result of the political subdivision's participation in the purchase contract. Purchases made by a political subdivision participating with a regional planning commission under this division are exempt from any competitive bidding required by law for the purchase of supplies, services, materials, and equipment. No political subdivision shall make any purchase under this division when bids have been received for such purchase by the political subdivision, unless such purchase can be made upon the same terms, conditions, and specifications at a lower price under this division.

A regional planning commission, when entering into a purchase contract on behalf of a political subdivision as provided in this division, shall follow the competitive bidding procedures specified in sections 307.86 to 307.92 of the Revised Code.

Effective Date: 04-13-1990 .

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### **307.86 [Effective 7/1/2017] Competitive bidding required - exceptions.**

Anything to be purchased, leased, leased with an option or agreement to purchase, or constructed, including, but not limited to, any product, structure, construction, reconstruction, improvement, maintenance, repair, or service, except the services of an accountant, architect, attorney at law, physician, professional engineer, construction project manager, consultant, surveyor, or appraiser, by or on behalf of the county or contracting authority, as defined in section 307.92 of the Revised Code, at a cost in excess of fifty thousand dollars, except as otherwise provided in division (D) of section 713.23 and in sections 9.48, 125.04, 125.60 to 125.6012, 307.022, 307.041, 307.861, 339.05, 340.036, 4115.31 to 4115.35, 5119.44, 5513.01, 5543.19, 5713.01, and 6137.05 of the Revised Code, shall be obtained through competitive bidding. However, competitive bidding is not required when any of the following applies:

(A) The board of county commissioners, by a unanimous vote of its members, makes a determination that a real and present emergency exists, and that determination and the reasons for it are entered in the minutes of the proceedings of the board, when either of the following applies:

- (1) The estimated cost is less than one hundred thousand dollars.
- (2) There is actual physical disaster to structures, radio communications equipment, or computers.

For purposes of this division, "unanimous vote" means all three members of a board of county commissioners when all three members are present, or two members of the board if only two members, constituting a quorum, are present.

Whenever a contract of purchase, lease, or construction is exempted from competitive bidding under division (A)(1) of this section because the estimated cost is less than one hundred thousand dollars, but the estimated cost is fifty thousand dollars or more, the county or contracting authority shall solicit informal estimates from no fewer than three persons who could perform the contract, before awarding the contract. With regard to each such contract, the county or contracting authority shall maintain a record of such estimates, including the name of each person from whom an estimate is solicited. The county or contracting authority shall maintain the record for the longer of at least one year after the contract is awarded or the amount of time the federal government requires.

(B)

- (1) The purchase consists of supplies or a replacement or supplemental part or parts for a product or equipment owned or leased by the county, and the only source of supply for the supplies, part, or parts is limited to a single supplier.
- (2) The purchase consists of services related to information technology, such as programming services, that are proprietary or limited to a single source.

(C) The purchase is from the federal government, the state, another county or contracting authority of another county, or a board of education, educational service center, township, or municipal corporation.

(D) The purchase is made by a county department of job and family services under section 329.04 of the Revised Code and consists of family services duties or workforce development activities or is made by a county board of developmental disabilities under section 5126.05 of the Revised Code and consists of program services, such as direct and ancillary client services, child care, case management services, residential services, and family resource services.

(E) The purchase consists of criminal justice services, social services programs, family services, or workforce development activities by the board of county commissioners from nonprofit corporations or associations under programs funded by the federal government or by state grants.

(F) The purchase consists of any form of an insurance policy or contract authorized to be issued under Title XXXIX of the Revised Code or any form of health care plan authorized to be issued under Chapter 1751. of the Revised Code, or any combination of such policies, contracts, plans, or services that the contracting authority is authorized to purchase, and the contracting authority does all of the following:

- (1) Determines that compliance with the requirements of this section would increase, rather than decrease, the cost of the purchase;
  - (2) Requests issuers of the policies, contracts, plans, or services to submit proposals to the contracting authority, in a form prescribed by the contracting authority, setting forth the coverage and cost of the policies, contracts, plans, or services as the contracting authority desires to purchase;
  - (3) Negotiates with the issuers for the purpose of purchasing the policies, contracts, plans, or services at the best and lowest price reasonably possible.
- (G) The purchase consists of computer hardware, software, or consulting services that are necessary to implement a computerized case management automation project administered by the Ohio prosecuting attorneys association and funded by a grant from the federal government.
- (H) Child care services are purchased for provision to county employees.
- (I)
- (1) Property, including land, buildings, and other real property, is leased for offices, storage, parking, or other purposes, and all of the following apply:
    - (a) The contracting authority is authorized by the Revised Code to lease the property.
    - (b) The contracting authority develops requests for proposals for leasing the property, specifying the criteria that will be considered prior to leasing the property, including the desired size and geographic location of the property.
    - (c) The contracting authority receives responses from prospective lessors with property meeting the criteria specified in the requests for proposals by giving notice in a manner substantially similar to the procedures established for giving notice under section [307.87](#) of the Revised Code.
    - (d) The contracting authority negotiates with the prospective lessors to obtain a lease at the best and lowest price reasonably possible considering the fair market value of the property and any relocation and operational costs that may be incurred during the period the lease is in effect.
  - (2) The contracting authority may use the services of a real estate appraiser to obtain advice, consultations, or other recommendations regarding the lease of property under this division.
  - (J) The purchase is made pursuant to section [5139.34](#) or sections [5139.41](#) to [5139.46](#) of the Revised Code and is of programs or services that provide case management, treatment, or prevention services to any felony or misdemeanor delinquent, unruly youth, or status offender under the supervision of the juvenile court, including, but not limited to, community residential care, day treatment, services to children in their home, or electronic monitoring.
  - (K) The purchase is made by a public children services agency pursuant to section [307.92](#) or [5153.16](#) of the Revised Code and consists of family services, programs, or ancillary services that provide case management, prevention, or treatment services for children at risk of being or alleged to be abused, neglected, or dependent children.
  - (L) The purchase is to obtain the services of emergency medical service organizations under a contract made by the board of county commissioners pursuant to section [307.05](#) of the Revised Code with a joint emergency medical services district.
  - (M) The county contracting authority determines that the use of competitive sealed proposals would be advantageous to the county and the contracting authority complies with section [307.862](#) of the Revised Code.

Any issuer of policies, contracts, plans, or services listed in division (F) of this section and any prospective lessor under division (I) of this section may have the issuer's or prospective lessor's name and address, or the name and address of an agent, placed on a special notification list to be kept by the contracting authority, by sending the contracting authority that name and address. The contracting authority shall send notice to all persons listed on the special notification list. Notices shall state the deadline and place for submitting proposals. The contracting authority shall mail the notices at least six weeks prior to the deadline set by the contracting authority for submitting

proposals. Every five years the contracting authority may review this list and remove any person from the list after mailing the person notification of that action.

Any contracting authority that negotiates a contract under division (F) of this section shall request proposals and negotiate with issuers in accordance with that division at least every three years from the date of the signing of such a contract, unless the parties agree upon terms for extensions or renewals of the contract. Such extension or renewal periods shall not exceed six years from the date the initial contract is signed.

Any real estate appraiser employed pursuant to division (I) of this section shall disclose any fees or compensation received from any source in connection with that employment.

Amended by 131st General Assembly File No. TBD, SB 319, §1, eff. 7/1/2017.

Amended by 130th General Assembly File No. 25, HB 59, §101.01, eff. 9/29/2013.

Amended by 129th General Assembly File No. 141, HB 509, §1, eff. 9/28/2012.

Amended by 129th General Assembly File No. 28, HB 153, §101.01, eff. 9/29/2011.

Amended by 128th General Assembly ch. 28, SB 79, §1, eff. 10/6/2009.

Effective Date: 09-26-2003; 09-16-2004; 05-18-2005; 06-30-2005; 2008 SB268 09-12-2008.

**Note:** This section is set out twice. See also § 307.86, effective until 7/1/2017.

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### **307.92 Contracting authority defined.**

As used in sections 307.86 to 307.91, inclusive, of the Revised Code, "contracting authority" means any board, department, commission, authority, trustee, official, administrator, agent, or individual which has authority to contract for or on behalf of the county or any agency, department, authority, commission, office, or board thereof.

Effective Date: 12-09-1967.

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**ATTACHMENT C**

Figure 5-1

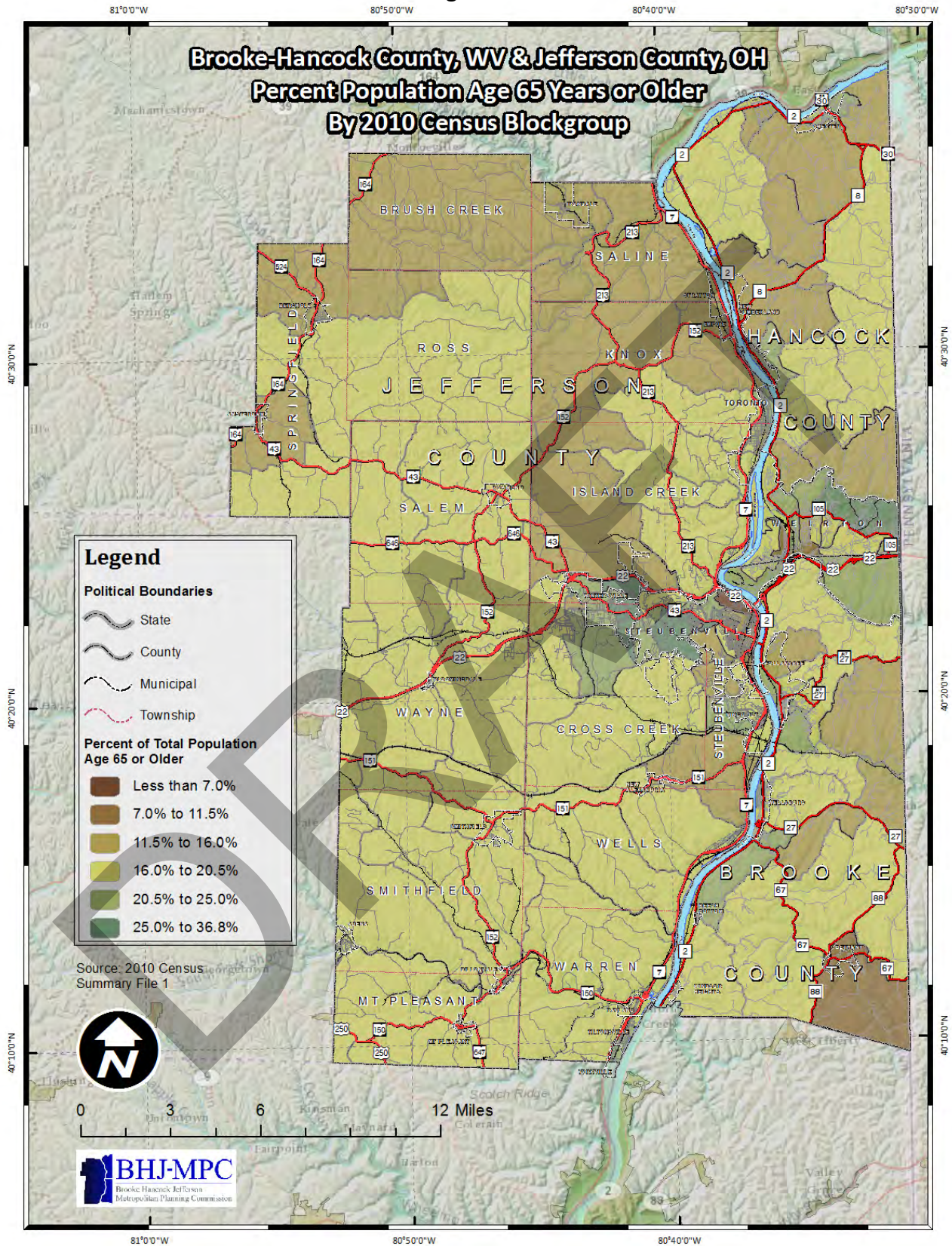




Figure 5-2

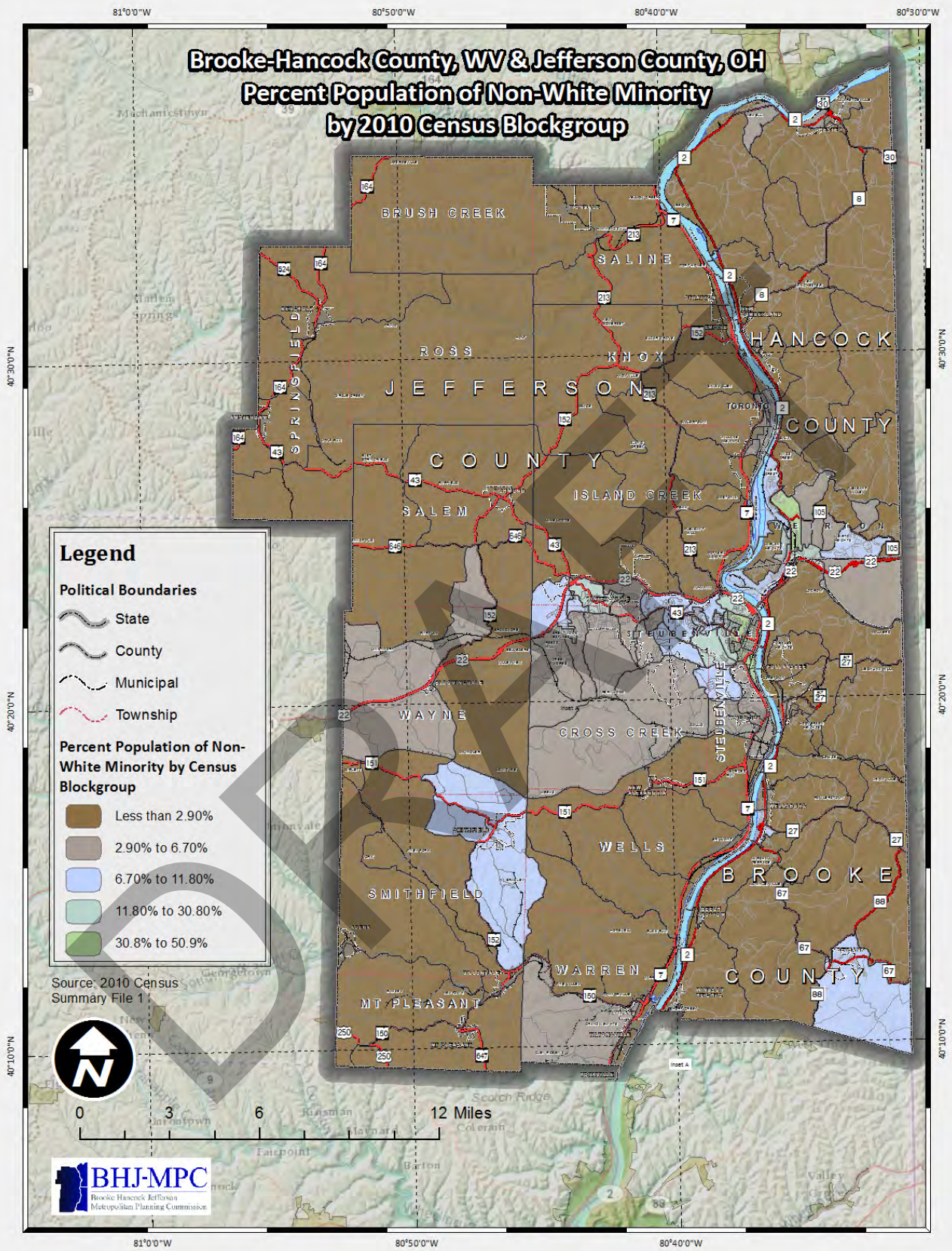


Figure 5-3

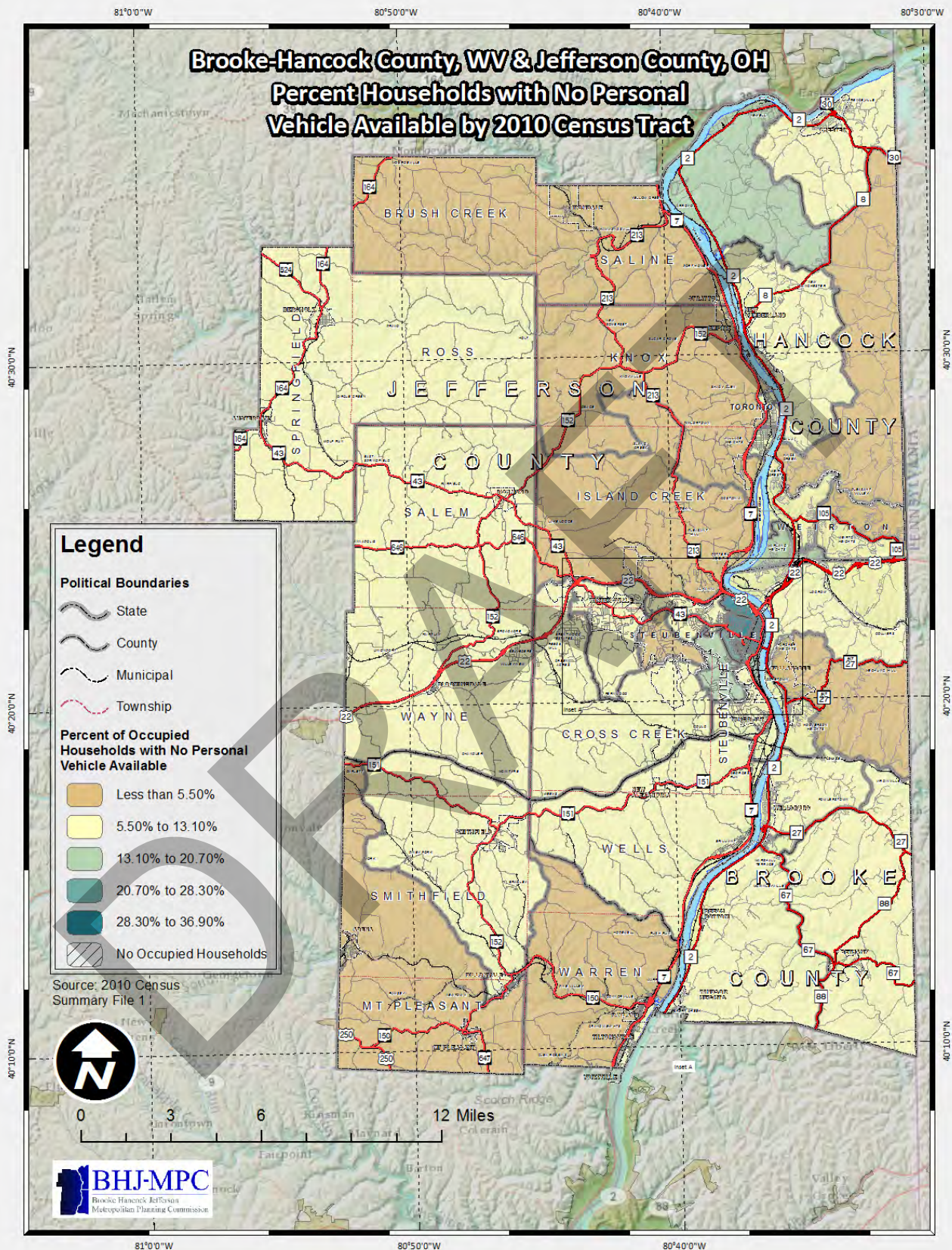
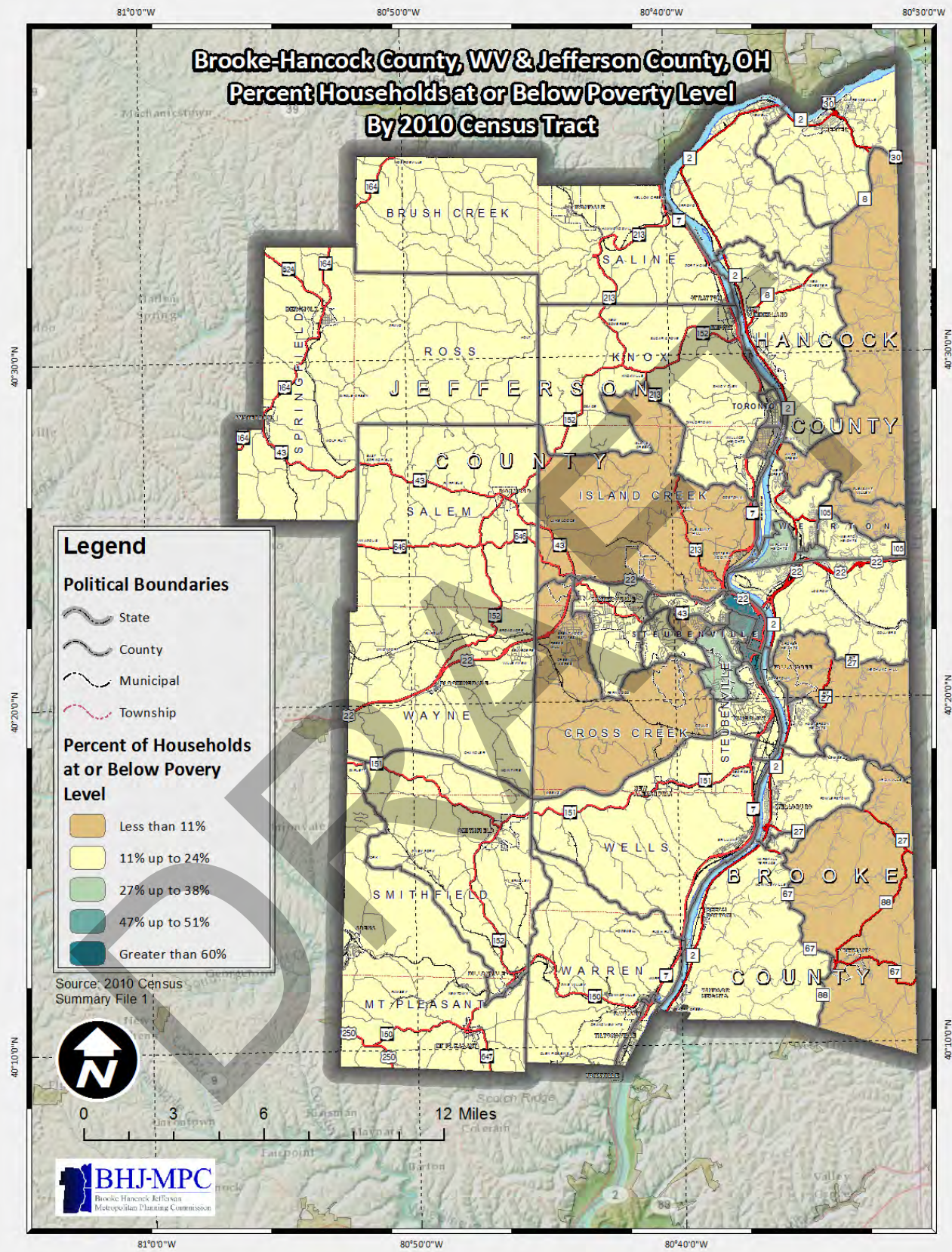


Figure 5-4



**ATTACHMENT D**

**BROOKE-HANCOCK-JEFFERSON  
TRANSPORTATION STUDY**

*TECHNICAL MEMORANDUM 2007-1*

**PUBLIC PARTICIPATION PLAN**

**DRAFT**

**Effective January 2007**

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# TABLE OF CONTENTS

INTRODUCTION.....	1
POLICY PROCEDURES .....	1
PUBLIC PARTICIPATION PLAN .....	1
TRANSPORTATION IMPROVEMENT PROGRAM.....	2
LONG RANGE TRANSPORTATION PLAN .....	4
OTHER TRANSPORTATION ACTIVITIES, PUBLIC SERVICE, MEETINGS, NEWSLETTER .....	5

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# PUBLIC PARTICIPATION PLAN

## INTRODUCTION

The Brooke-Hancock-Jefferson Metropolitan Planning Commission is an association of governmental units in Brooke and Hancock counties, West Virginia and Jefferson County, Ohio. The BHJ fosters intergovernmental cooperation by providing a public forum in which local elected officials and interested citizens may coordinate planning and decision making on issues that cross local jurisdictional boundaries. Since 1969, by joint agreement of the governors in Ohio and West Virginia, the BHJ has been the designated Metropolitan Planning Organization (BHJMPO) for the Greater Steubenville, OH – Weirton, WV Metropolitan Area.

*The Public Participation Plan (PPP) is also a representative document for public involvement procedures for the metropolitan area's two designated Federal Transit Administration §5307 recipients, the Steel Valley Regional Transit Authority (SVRTA - Ohio recipient) and the City of Weirton (West Virginia recipient) and its contracted sub-recipient the Weirton Transit Corporation (WTC). In particular, the PPP entails activities and techniques each public transportation service advertises their respective Program of Projects through the BHJMPO four-year Transportation Improvement Program (TIP) and twenty-year Long Range Transportation Plan.<sup>1</sup>*

Over past years, the BHJMPO has directed past public participation efforts towards the development of the four-year Transportation Improvement Program (TIP) and the twenty-year Long Range Transportation Plan (LRTP) with varying levels of success. With reauthorize of federal transportation bill SAFETEA-LU, an MPO such as BHJ is encouraged to improve public outreach. The new legislation now includes addition language that directs an MPO to publish its transportation plans and activities in electronic format (e.g., on a website), employ visualization techniques to depict plans and studies, and confirm consultation with land use management, natural resource, historic, and other local and state agencies while developing transportation plans. These additions in the metropolitan planning process reaffirm and strengthen continuing consultation with local, state, and federal partners. Public participation techniques should give stakeholders and interested citizens, adequate opportunity to comment on transportation plan activities.

## POLICY PROCEDURES

### *PUBLIC PARTICIPATION PLAN*

The Public Participation Plan outlines strategies and techniques to engage local constituency. The plan not only provides a format to provide information, but also receive comment from the public regarding transportation planning and programming activities.

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<sup>1</sup> Proposed revision requiring a 45-day Public Involvement Comment period



<u>Activity</u>	<u>Technique</u>
Draft or Revised Document	<ul style="list-style-type: none"> <li>• Make available at the BHJ Offices and World Wide Web site at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> </ul>
Comment Opportunity	<ul style="list-style-type: none"> <li>• Written comments accepted by way of e-mail, fax, or mail; Transportation Study Policy and Technical Advisory Committee meetings</li> </ul>
Public Meeting	<ul style="list-style-type: none"> <li>• Held concurrent with Transportation Study Policy meetings</li> </ul>
Public Notification	<ul style="list-style-type: none"> <li>• Publish a Public Notice in no less than the two (2) local newspapers at least one (1) week before the public comment period is scheduled to begin, and then republished approximately every two (2) weeks thereafter</li> <li>• Post Public Notice at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> <li>• Alert constituency by e-mail announcement</li> <li>• Added techniques may include any of the following: announcement posters/letters, press release, newsletter article/announcement, or public service announcement</li> </ul>
Public Comment Period	<ul style="list-style-type: none"> <li>• No less than forty-five (45) days before adoption or revision</li> </ul>
Summary of Comments Received	<ul style="list-style-type: none"> <li>• Make available a summary of written comments prior to adoption by the Transportation Study Policy</li> <li>• Acknowledge receipt of written comments only by no less than five (5) working days</li> <li>• All written comments and responses summarized and incorporated into adopted document</li> </ul>
Final, Adopted Document	<ul style="list-style-type: none"> <li>• Accessible in electronic format at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> <li>• Upon completion of final document, available by request at BHJMPO office</li> </ul>
Evaluation Techniques	<ul style="list-style-type: none"> <li>• Update e-mail notification list quarterly</li> <li>• Survey number and source of comments received</li> <li>• Review coverage or exposure from various media sources</li> <li>• Establish a committee comprised of various media representatives</li> </ul>

#### *TRANSPORTATION IMPROVEMENT PROGRAM*

The TIP is a four-year listing of transportation projects (i.e., highway, bridge, pedestrian, and transit projects) scheduled for implementation in a metropolitan area funded by some combination of federal, state, and/or local resources. A fiscally balanced program, the TIP also identifies all funding mechanisms for completing each programmed project and/or strategy. The BHJMPO periodically revises the TIP during the year by adding and/or deleting specific projects from the program or amending a project's specific scope or funding source. Typically, either a state or local transportation stakeholder (ODOT, WVDOT, county or municipal government, or public authority) requests the BHJMPO to consider adopting a TIP amendment by resolution of the Transportation Study Policy Committee. After adoption, the BHJMPO forwards the request to the appropriate state agency (typically ODOT or WVDOT) for inclusion in the State TIP (STIP). The appropriate federal agency (i.e. FHWA, FTA, or FAA) then reviews the amendment for adequacy to public law, and then issues authorization to proceed with constructing or implementing the project.

<u>Activity</u>	<u>Technique</u>
Draft Document	<ul style="list-style-type: none"> <li>• Make available at the BHJ Offices and World Wide Web site at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> </ul>

Comment Opportunity	<ul style="list-style-type: none"> <li>• Written comments are accepted by way of e-mail, fax, or mail; Verbal comments are accepted at the Transportation Study Policy and Technical Advisory Committee meetings</li> </ul>
Public Meeting	<ul style="list-style-type: none"> <li>• Public meeting for draft and final document as well as amendments are held concurrent with the Transportation Study Policy meeting at the end of the public comment period</li> <li>• Public meeting for draft document is organized and scheduled with the ODOT District 11 Office during the public comment period</li> <li>• Visualization techniques for public meetings may include maps, aerial photography, pictures, or simplified plans depicting a program of projects or a specific project of regional interest</li> </ul>
Public Notification	<ul style="list-style-type: none"> <li>• Publish a Public Notice in no less than the two (2) local newspapers at least twice, once at the beginning of the public comment period and then republished approximately one (1) week thereafter</li> <li>• Post Public Notice at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> <li>• Alert constituency by e-mail announcement</li> <li>• Added techniques may include any of the following: announcement posters/letters, press release, newsletter article/announcement, or public service announcement</li> </ul>
Public Comment Period	<ul style="list-style-type: none"> <li>• No less than fifteen (15) days before adoption or revision</li> </ul>
Summary of Comments Received	<ul style="list-style-type: none"> <li>• Make available a summary of written comments prior to adoption by the Transportation Study Policy</li> <li>• Acknowledge receipt of written comments only by no less than five (5) working days</li> <li>• All written comments and responses summarized and incorporated into adopted document</li> </ul>
Final, Adopted Document	<ul style="list-style-type: none"> <li>• Accessible in electronic format at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> <li>• Upon completion of final document, available by request at BHJMPO office</li> <li>• Reproduced copies of final document are available at a standard fee no greater than the schedule found at <a href="#">CFR 49 CFR 7.43</a></li> </ul>
Document Amendments	<ul style="list-style-type: none"> <li>• Publish a Public Notice in no less than the two (2) local newspapers (if possible with a circulation in the vicinity of the added project) at least twice, once at the beginning of the public comment period and then republished approximately one (1) week thereafter</li> <li>• Added techniques may include any of the following: announcement posters/letters, press release, newsletter article/announcement, or public service announcement</li> <li>• Those requesting amendments are encouraged to apply for requests no less than fifteen (15) days before the public comment period begins</li> <li>• Public comment period begins fifteen days prior to scheduled Transportation Study Policy meetings</li> <li>• Publish a schedule for revision notifications and submissions at the beginning of the calendar year concurrent with organization of the Transportation Study Policy Committee</li> <li>• A special meeting to consider revisions may be considered in emergency circumstances</li> </ul>
Annual Listing of Projects	<ul style="list-style-type: none"> <li>• Consult with ODOT, WVDOT, and Public Transit Agencies six (6) weeks before end of State Fiscal Year (June 30) and request list of obligated projects (July 1 – June 30) of Sate Fiscal Year</li> </ul>

	<ul style="list-style-type: none"> <li>• Accessible in electronic format at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> <li>• Alert constituency by e-mail announcement and publish listing in agency newsletter</li> </ul>
Evaluation Techniques	<ul style="list-style-type: none"> <li>• Update e-mail notification list quarterly</li> <li>• Survey number and source of comments received</li> <li>• Review coverage or exposure from various media sources</li> <li>• Establish a committee comprised of various media representatives</li> </ul>

*LONG RANGE TRANSPORTATION PLAN*

The LRTP is both a long-range (no less than 20 years) and short-range listing of multimodal strategies, actions, and/or projects that facilitates the efficient movement of people and goods. The SAFETEA-LU requires an MPO to review and update its LRTP every four (4) years to confirm its validity, consistency with current and forecasted transportation and land use conditions and trends, and conform to applicable air quality standards. This includes a financial plan that reasonably demonstrates how each project or program is constructed or implemented over the lifetime of the LRTP. Therefore, the LRTP should not contain any “wish list” projects. The MPO may amend its LRTP as a result updated investment strategies in projected federal, state, and local funding sources; completion of pertinent transportation studies; or changes in relevant federal, state or local laws.

The purpose of the LRTP is to guide regional long-range transportation goals and objectives for orderly social and economic growth, and identify adequate resources to accomplish the needs. In the past, the LRTP metropolitan planning process required a public involvement period for consultation and cooperation with not only local planners, engineers, and public officials, but also interested citizens and civic organizations. The public involvement period should allow opportunity for all citizens and groups to provide input and subsequent comments into the development of the LRTP. The SAFETEA-LU legislation expanded the consultation and cooperation requirement to include non-metropolitan local officials and Tribal governments, as well as other local and state land-use management, natural resource, and historic planning agencies. In this way, all affected agencies including the MPO can compare the LRTP with available conservation plans and maps including available inventories of historic and natural resources.

<u>Activity</u>	<u>Technique</u>
Draft Document	<ul style="list-style-type: none"> <li>• Make available at the BHJ Offices and World Wide Web site at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> </ul>
Comment Opportunity	<ul style="list-style-type: none"> <li>• Written comments are accepted by way of e-mail, fax, or mail; Verbal comments are accepted at the Transportation Study Policy and Technical Advisory Committee meetings</li> </ul>
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Evaluation Techniques	<ul style="list-style-type: none"> <li>• Update e-mail notification and planning agency consultation lists quarterly</li> <li>• Survey number and source of comments received</li> <li>• Review media coverage or exposure from various media sources</li> <li>• Establish a committee comprised of various media representatives</li> </ul>

*OTHER TRANSPORTATION ACTIVITIES, PUBLIC SERVICE, MEETINGS, NEWSLETTER*

In addition to the development and preparation of the annual TIP and periodic update of the LRTP, BHJ may be involved in various activities and programs for which public involvement efforts may be appropriate. Such activities may include studies such as, safety reports and project recommendations, major corridor studies and their alternatives, public transportation development plans, annual public transit program of projects, and other non-specific transportation projects (as determined on a case-by-case basis). As deemed whichever is appropriate, BHJ will use the general public involvement process described for the preparation of the TIP or LRTP. However, in lieu of public notices, BHJ may substitute announcement posters/letters, press release, newsletter article/announcement, or public service announcement if the approach appears to be the most effective public notification approach.

BHJ will continue its transportation related public service activities that generally respond to requests for information and data. Historically, such requests have been associated with traffic count data, miscellaneous social and economic demographics (typically available from the US Census Bureau), mapping and aerial photography generated by the Geographic Information System (GIS), and project status information. The BHJ will strive to fulfill all reasonable requests for service or information in a timely manner, and include this provision of such service in the annual work program. In addition, the BHJ will evaluate its fee schedule for generating information and data product requests on a case-by-case basis. A fee schedule for producing maps and aerial photography is available for public inspection. Typically, BHJ does not charge Participating member governments (whose paid dues are up to date) a fee for minimal requests.

Transportation related meetings are open to the public and held at accessible locations. BHJ will provide meeting notices and agenda packages to local newspapers, radio stations, and television stations. In addition, when warranted, BHJ may send public notices and service announcements to social service and community-oriented organizations (i.e. Jefferson County Department of Job and Family Services, Community Action Agencies serving Jefferson, Brooke and Hancock counties, senior citizen group homes and local colleges and universities).

As noted on the first page of this document, BHJ periodically reviews its public involvement procedures. Revising basic procedures contained herein requires a public comment period before the Brooke-Hancock-Jefferson Transportation Study Policy Committee adopts such revisions. Examples include, but are not limited to, the conduct of any meeting, formal or informal, which enhances the opportunity for public comment, and the creation of any transportation related ad-hoc committees that may provide input for planning and programming activities. On the other hand, adding and deleting individuals and organizations from the contact list or e-mail notification list does not trigger a public comment period nor require Policy Committee adoption.

DRAFT

**ATTACHMENT E**

Language Identification Flashcard ✓

Arabic

أنا أتحدث اللغة العربية

Armenian

Ես խոսում եմ հայերեն

Bengali

আমি বাংলা কথা বলতে পারি।

Cambodian

ខ្ញុំនិយាយភាសាខ្មែរ

Chamorro

Motka i kahhon ya yangin untungnu' manitai pat  
untungnu' kumentos Chamorro

Dinka

Rinṗ ekënë yic të yijam në thunjäy ye tök, ku kor raan  
Bī yī geer thok.

Simplified Chinese

如果你能读中文或讲中文，请选择此框。

Traditional Chinese

如果你能讀中文或講中文，請選擇此框。

Croatian

Govorim hrvatski

Czech

Mluvím česky

Dutch

Ik spreek het Nederlands

English

I speak English

Language Identification Flashcard ✓

Farsi

من فارسی صحبت می کنم

French

Je parle français|

German

Ich spreche Deutsch|

Greek

Μιλώ τα ελληνικά

Haitian Creole

M pale kreyòl ayisyen

Hindi

मैं हिंदी बोलता हूँ ।

Hmong

Kuv has lug Moob

Hungarian

Beszélek magyarul|

Ilocano

Agsaonak ti Ilokano

Italian

Parlo italiano|

Japanese

私は日本語を話す

Korean

한국어 합니다



Language Identification Flashcard ✓

Laotian

ຂ້ອຍປາກພາສາລາວ

Polish

Mówię po polsku

Portuguese

Eu falo português do Brasil  
*(for Brazil)*

Portuguese

Eu falo português de Portugal  
*(for Portugal)*

Romanian

Vorbesc românește

Russian

Я говорю по-русски

Serbian

Ja govorim српски

Slovak

Hovorím po slovensky

Spanish

Yo hablo español

Somali

Waxaan ku hadlaa af-Soomaali

Tagalog

Marunong akong mag-Tagalog

Thai

พูดภาษาไทย

Language Identification Flashcard ✓

Tongan

Maaka 'i he puha ni kapau 'oku ke lau  
pe lea fakatonga

Ukrainian

Я розмовляю українською мовою

Urdu

میں اردو بولتا ہوں

Vietnamese

Tôi nói tiếng Việt

Yiddish

איך רעד יידיש

American Sign Language



I, ME



SIGN, SIGN LANGUAGE

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**ATTACHMENT F**

## RESOLUTION 2018-10

### THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE IN THE MATTER OF SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

**WHEREAS,** the Brooke-Hancock-Jefferson Transportation Study (BHJTS), as the designated Metropolitan Planning Organization (MPO) for the Weirton, WV-Steubenville, OH-PA urbanized area, has entered into a three-party agreement with the West Virginia Department of Transportation (WVDOT) and the Ohio Department of Transportation (ODOT), to carry out the urban transportation planning process consistent with 23 CFR Part 450.310(d); and

**WHEREAS,** the federal regulations pertaining to the purpose of the transportation planning process complies with Metropolitan Transportation Planning requirements of Fixing America's Surface Transportation Act (FAST Act; Pub. L. No. 114-94 December 4, 2015); and

**WHEREAS,** the federal rules and regulations require that the MPO shall annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that the transportation planning process is in conformance with regulations; in accordance with 23 CFR 450.220 is addresses the major issues facing the Brooke-Hancock-Jefferson Metropolitan Planning Area and is conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**WHEREAS,** the Metropolitan Planning Process for a Metropolitan Planning Area shall provide for consideration of projects and strategies that will:

- a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency,
- b. increase the safety of the transportation system for motorized and nonmotorized users,
- c. increase the security of the transportation system for motorized and nonmotorized users,
- d. increase the accessibility and mobility options available to people and for freight,
- e. protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns,
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,
- g. promote efficient system management and operation,
- h. emphasize the preservation of the existing transportation system,
- i. improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- j. enhance travel and tourism.

**NOW THEREFORE BE IT RESOLVED:** that the Brooke-Hancock-Jefferson Transportation Study Policy Committee certifies, in consideration of the requirements listed herein, and to the degree appropriate for the size of the BHJ planning area and the complexity of its transportation problems that the MPO carries out the Urban Transportation Planning Process in conformance with all the applicable federal requirements.

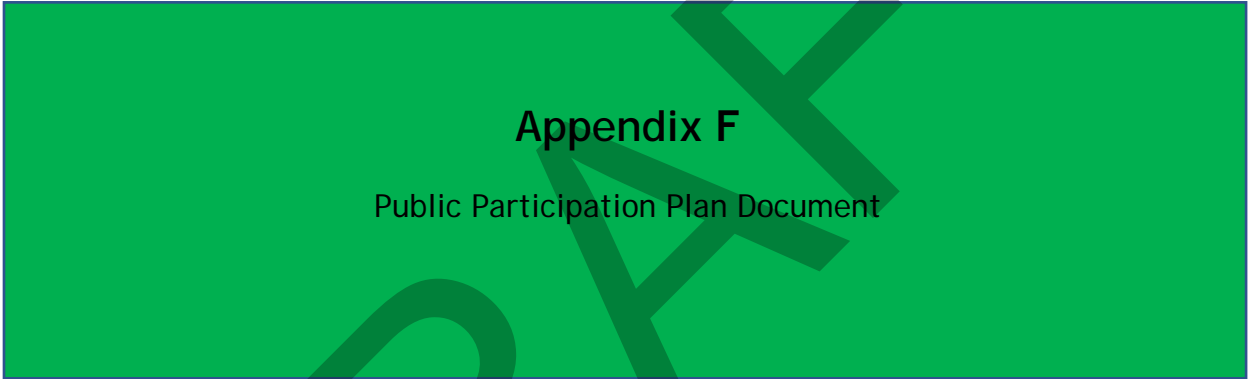
**ADOPTED,** this 16<sup>th</sup> day of May, 2018, at the regularly scheduled meeting of the Brooke-Hancock-Jefferson Transportation Study Policy Committee.

  
\_\_\_\_\_  
Sue Simonetti Chairman

ATTEST:

  
\_\_\_\_\_

Michael Paprocki  
Executive Director



**Appendix F**

Public Participation Plan Document

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**BROOKE-HANCOCK-JEFFERSON  
TRANSPORTATION STUDY**

**PUBLIC PARTICIPATION PLAN**

**DRAFT**

**Effective January 2007  
Update November 2021**

Production of this Document paid for by funds from the U.S. Federal Highway Administration, Federal Transit Administration, Ohio Department of Transportation, West Virginia Department of Transportation and dues from BHI member governments.

**Prepared By:**

Brooke-Hancock-Jefferson Metropolitan Planning Commission  
The Metropolitan Planning Organization for  
Steubenville, Ohio-Weirton, WV Area  
124 North Fourth Street, 2<sup>nd</sup> Floor  
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**TABLE OF CONTENTS**

INTRODUCTION..... 1

POLICY PROCEDURES ..... 1

    PUBLIC PARTICIPATION PLAN ..... 1

    TRANSPORTATION IMPROVEMENT PROGRAM..... 2

    LONG RANGE TRANSPORTATION PLAN ..... 4

    OTHER TRANSPORTATION ACTIVITIES, PUBLIC SERVICE, MEETINGS, NEWSLETTER ..... 5

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# PUBLIC PARTICIPATION PLAN

## INTRODUCTION

The Brooke-Hancock-Jefferson Metropolitan Planning Commission is an association of governmental units in Brooke and Hancock counties, West Virginia and Jefferson County, Ohio. The BHJ fosters intergovernmental cooperation by providing a public forum in which local elected officials and interested citizens may coordinate planning and decision making on issues that cross local jurisdictional boundaries. Since 1969, by joint agreement of the governors in Ohio and West Virginia, the BHJ has been the designated Metropolitan Planning Organization (BHJMPO) for the Greater Steubenville, OH – Weirton, WV Metropolitan Area.

The Public Participation Plan (PPP) is also a representative document for public involvement procedures for the metropolitan area's two designated Federal Transit Administration §5307 recipients, the Steel Valley Regional Transit Authority (SVRTA - Ohio recipient) and the City of Weirton (West Virginia recipient) and its contracted sub-recipient the Weirton Transit Corporation (WTC). The MPO's public participation process developed for the TIP will serve as the public participation process for SVRTA's and WTC's program of projects, meeting the requirements of Section 5307 (b) as prescribed in FTA C 9030.1E (DATE 1/16/2014).

Over past years, the BHJMPO has directed past public participation efforts towards the development of the four-year Transportation Improvement Program (TIP) and the twenty-year Long Range Transportation Plan (LRTP) with varying levels of success. With reauthorize of federal transportation bill SAFETEA-LU, an MPO such as BHJ is encouraged to improve public outreach. The new legislation now includes addition language that directs an MPO to publish its transportation plans and activities in electronic format (e.g., on a website), employ visualization techniques to depict plans and studies, and confirm consultation with land use management, natural resource, historic, and other local and state agencies while developing transportation plans. These additions in the metropolitan planning process reaffirm and strengthen continuing consultation with local, state, and federal partners. Public participation techniques should give stakeholders and interested citizens, adequate opportunity to comment on transportation plan activities.

## POLICY PROCEDURES

### *PUBLIC PARTICIPATION PLAN*

The Public Participation Plan outlines strategies and techniques to engage local constituency. The plan not only provides a format to provide information, but also receive comment from the public regarding transportation planning and programming activities.

<u>Activity</u>	<u>Technique</u>
Draft or Revised Document	<ul style="list-style-type: none"> <li>• Make available at the BHJ Offices and World Wide Web site at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> </ul>
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Document Amendments	<ul style="list-style-type: none"> <li>Publish a Public Notice in no less than the two (2) local newspapers (if possible with a circulation in the vicinity of the added project) at least twice, once at the beginning of the public comment period and then republished approximately one (1) week thereafter</li> <li>Added techniques may include any of the following: announcement posters/letters, press release, newsletter article/announcement, or public service announcement</li> <li>Those requesting amendments are encouraged to apply for requests no less than fifteen (15) days before the public comment period begins</li> <li>Public comment period begins fifteen days prior to scheduled Transportation Study Policy meetings</li> <li>Publish a schedule for revision notifications and submissions at the beginning of the calendar year concurrent with organization of the Transportation Study Policy Committee</li> <li>A special meeting to consider revisions may be considered in emergency circumstances</li> </ul>
Annual Listing of Projects	<ul style="list-style-type: none"> <li>Consult with ODOT, WVDOT, and Public Transit Agencies six (6) weeks before end of State Fiscal Year (June 30) and request list of obligated projects (July 1 – June 30) of Sate Fiscal Year</li> </ul>

	<ul style="list-style-type: none"> <li>• Accessible in electronic format at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> <li>• Alert constituency by e-mail announcement and publish listing in agency newsletter</li> </ul>
Evaluation Techniques	<ul style="list-style-type: none"> <li>• Update e-mail notification list quarterly</li> <li>• Survey number and source of comments received</li> <li>• Review coverage or exposure from various media sources</li> <li>• Establish a committee comprised of various media representatives</li> </ul>

*LONG RANGE TRANSPORTATION PLAN*

The LRTP is both a long-range (no less than 20 years) and short-range listing of multimodal strategies, actions, and/or projects that facilitates the efficient movement of people and goods. The SAFETEA-LU requires an MPO to review and update its LRTP every four (4) years to confirm its validity, consistency with current and forecasted transportation and land use conditions and trends, and conform to applicable air quality standards. This includes a financial plan that reasonably demonstrates how each project or program is constructed or implemented over the lifetime of the LRTP. Therefore, the LRTP should not contain any “wish list” projects. The MPO may amend its LRTP as a result updated investment strategies in projected federal, state, and local funding sources; completion of pertinent transportation studies; or changes in relevant federal, state or local laws.

The purpose of the LRTP is to guide regional long-range transportation goals and objectives for orderly social and economic growth, and identify adequate resources to accomplish the needs. In the past, the LRTP metropolitan planning process required a public involvement period for consultation and cooperation with not only local planners, engineers, and public officials, but also interested citizens and civic organizations. The public involvement period should allow opportunity for all citizens and groups to provide input and subsequent comments into the development of the LRTP. The SAFETEA-LU legislation expanded the consultation and cooperation requirement to include non-metropolitan local officials and Tribal governments, as well as other local and state land-use management, natural resource, and historic planning agencies. In this way, all affected agencies including the MPO can compare the LRTP with available conservation plans and maps including available inventories of historic and natural resources.

<u>Activity</u>	<u>Technique</u>
Draft Document	<ul style="list-style-type: none"> <li>• Make available at the BHJ Offices and World Wide Web site at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> </ul>
Comment Opportunity	<ul style="list-style-type: none"> <li>• Written comments are accepted by way of e-mail, fax, or mail; Verbal comments are accepted at the Transportation Study Policy and Technical Advisory Committee meetings</li> </ul>
Public Meeting	<ul style="list-style-type: none"> <li>• Public meeting for draft and final document as well as amendments are held concurrent with the Transportation Study Policy meeting at the end of the public comment period</li> <li>• Visualization techniques for public meetings may include maps, aerial photography, pictures, or simplified plans depicting a program of projects or a specific project of regional interest</li> </ul>
Public Notification	<ul style="list-style-type: none"> <li>• Publish a Public Notice in no less than the two (2) local newspapers at least twice, once at the beginning of the public comment period and then republished approximately one (1) week thereafter</li> <li>• Post Public Notice at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> <li>• Alert constituency by e-mail announcement</li> <li>• Consult with local and state land-use management, natural resource, and historic planning agencies by direct mailing of draft and final documents or by e-mail notification of documents available in electronic format for download or e-mail attachment</li> <li>• Added techniques may include any of the following: announcement posters/letters, press release, newsletter article/announcement, or public service announcement</li> </ul>
Public Comment Period	<ul style="list-style-type: none"> <li>• No less than fifteen (15) days before adoption or revision</li> </ul>
Summary of Comments Received	<ul style="list-style-type: none"> <li>• Make available a summary of written comments prior to adoption by the Transportation Study Policy</li> <li>• Acknowledge receipt of written comments only by no less than five (5) working days</li> <li>• All written comments and responses summarized and incorporated into adopted document</li> </ul>
Final, Adopted Document	<ul style="list-style-type: none"> <li>• Accessible in electronic format at <a href="http://www.bhjmpc.org">www.bhjmpc.org</a></li> <li>• Upon completion of final document, available upon request at BHJMPO office</li> <li>• Reproduced copies of final document are available at a standard fee no greater than the schedule found at <a href="#">CFR 49 CFR 7.43</a></li> </ul>
Document Amendments	<ul style="list-style-type: none"> <li>• Those requesting amendments are encouraged to submit amendments fifteen (15) days before the public comment period begins</li> <li>• Public comment period begins fifteen days prior to scheduled Transportation Study Policy meetings</li> <li>• Publish a schedule for revision notifications and submissions at the beginning of the calendar year concurrent with organization of the Transportation Study Policy Committee</li> <li>• A special meeting to consider revisions may be considered in emergency circumstances</li> </ul>
Evaluation Techniques	<ul style="list-style-type: none"> <li>• Update e-mail notification and planning agency consultation lists quarterly</li> <li>• Survey number and source of comments received</li> <li>• Review media coverage or exposure from various media sources</li> <li>• Establish a committee comprised of various media representatives</li> </ul>

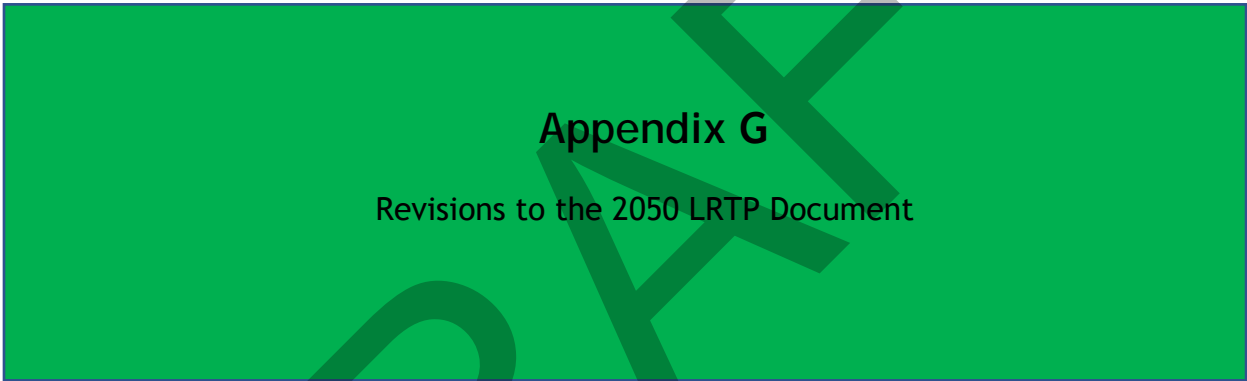
*OTHER TRANSPORTATION ACTIVITIES, PUBLIC SERVICE, MEETINGS, NEWSLETTER*

In addition to the development and preparation of the annual TIP and periodic update of the LRTP, BHJ may be involved in various activities and programs for which public involvement efforts may be appropriate. Such activities may include studies such as, safety reports and project recommendations, major corridor studies and their alternatives, public transportation development plans, annual public transit program of projects, and other non-specific transportation projects (as determined on a case-by-case basis). As deemed whichever is appropriate, BHJ will use the general public involvement process described for the preparation of the TIP or LRTP. However, in lieu of public notices, BHJ may substitute announcement posters/letters, press release, newsletter article/announcement, or public service announcement if the approach appears to be the most effective public notification approach.

BHJ will continue its transportation related public service activities that generally respond to requests for information and data. Historically, such requests have been associated with traffic count data, miscellaneous social and economic demographics (typically available from the US Census Bureau), mapping and aerial photography generated by the Geographic Information System (GIS), and project status information. The BHJ will strive to fulfill all reasonable requests for service or information in a timely manner, and include this provision of such service in the annual work program. In addition, the BHJ will evaluate its fee schedule for generating information and data product requests on a case-by-case basis. A fee schedule for producing maps and aerial photography is available for public inspection. Typically, BHJ does not charge Participating member governments (whose paid dues are up to date) a fee for minimal requests.

Transportation related meetings are open to the public and held at accessible locations. BHJ will provide meeting notices and agenda packages to local newspapers, radio stations, and television stations. In addition, when warranted, BHJ may send public notices and service announcements to social service and community-oriented organizations (i.e. Jefferson County Department of Job and Family Services, Community Action Agencies serving Jefferson, Brooke and Hancock counties, senior citizen group homes and local colleges and universities).

As noted on the first page of this document, BHJ periodically reviews its public involvement procedures. Revising basic procedures contained herein requires a public comment period before the Brooke-Hancock-Jefferson Transportation Study Policy Committee adopts such revisions. Examples include, but are not limited to, the conduct of any meeting, formal or informal, which enhances the opportunity for public comment, and the creation of any transportation related ad-hoc committees that may provide input for planning and programming activities. On the other hand, adding and deleting individuals and organizations from the contact list or e-mail notification list does not trigger a public comment period nor require Policy Committee adoption.



**Appendix G**

Revisions to the 2050 LRTP Document

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