

## Appendix A

### Infographics and Information for Meetings

# LET YOUR VOICE

# BE HEARD!



BHJMPC is updating the Long Range Transportation Plan for horizon year 2050. This is your chance to let us know what are your transportation concerns for the tri county area. This survey in the past has influenced the major projects and priorities for future planning. PLEASE take a few minutes and fill out a brief survey. This greatly helps us in communicating the local needs of the area from the citizens that live and travel in the area.

## LETS TALK ABOUT:

PUBLIC TRANSIT WALKING AND BIKING TRAILS CAR POOLING MARKET STREET BRIDGE ROADWAY CONDITIONS SAFETY ISSUES ELECTRIC VEHICLES	JOB ACCESS SIDEWALKS PARKING TRUCKING BROWNFIELDS ADA ACCESSIBILITY HOUSING CONCERNS	FUTURE CONSTRUCTION LIGHTING CONDITIONS DANGEROUS INTERSECTIONS CONNECTIVITY LACK OF SERVICES AIR QUALITY RIDESHARE
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All concerns will be documented and taken into consideration for future planning

## PAST PROJECTS :

## FUTURE PROJECTS?



Lovers Lane Improvements: 3 stage project for adding roundabout, improving Sunset Blvd intersection, and widening in between



Construction of Wellsburg Bridge: Improving industrial access across Ohio River and adding redundancy for crossing if Veterans on US22 is closed

Market Street Bridge: Total reconstruction or adapted into a walking and biking trail for another Ohio River crossing?



Widening of SR2: Change roadway width from 2 to 4 lanes south of Wellsburg to include hillside excavation?



## YOU CAN HELP DECIDE!

# ***ARE YOU CONCERNED ABOUT OUR TRANSPORTATION INFRASTRUCTURE?***

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West Virginia  
Department of Transportation

## ***LET YOUR VOICE BE HEARD!***

# ***PLEASE SCAN QR CODE FOR SURVEY***

# BHJ 2050 Long-Range Transportation Plan

BHJ Technical Advisory Committee and Policy Committee

March 20, 2024



# Population Forecasts

## 2020 US Census

- Brooke County : 22,559
- Hancock County : 29,095
- Jefferson County : 65,249
- Weirton-Steubenville MSA: 116,903

## 2050 Projected Populations

- Brooke County: 17,660 (-21.7%)
- Hancock County: 23,114 (-20.5%)
- Jefferson County: 49,166 (-24.6%)
- Weirton-Steubenville MSA: 91,680 (-21.6%)

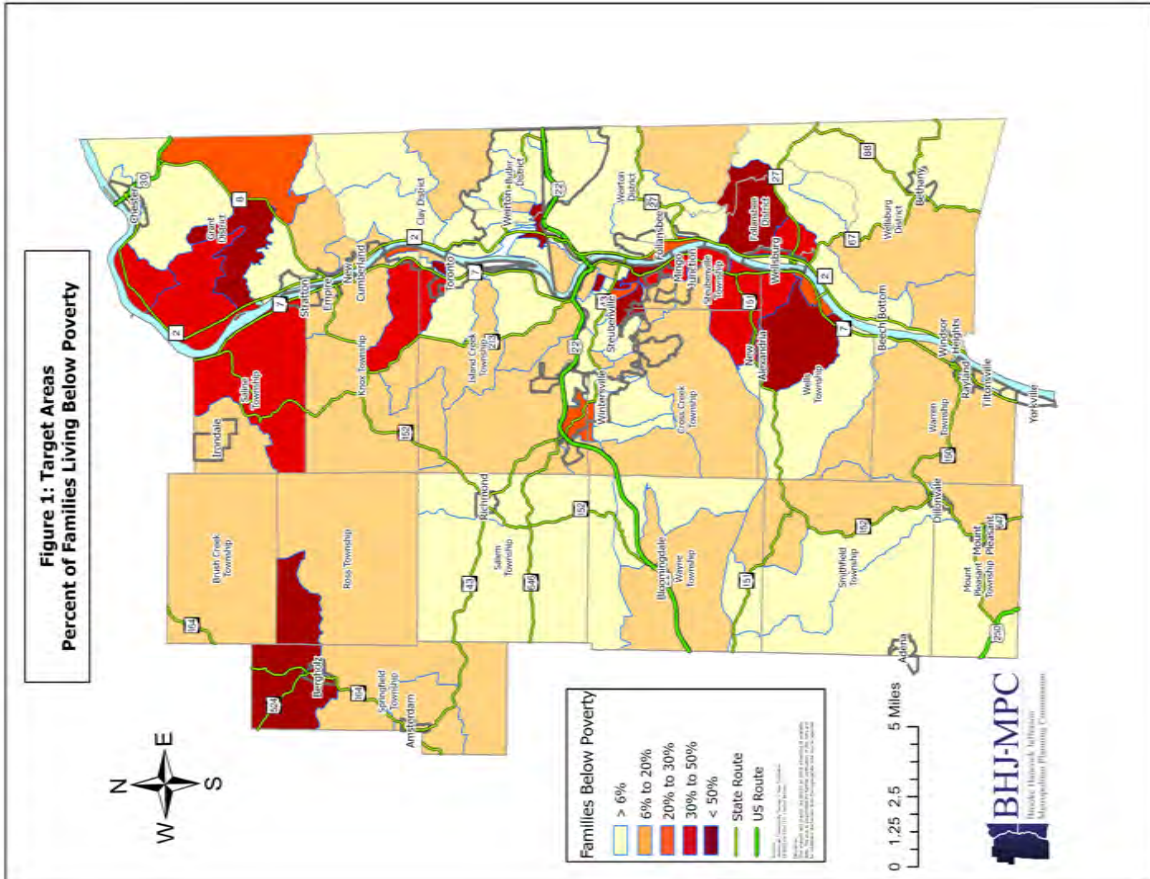
Sources: 2020 Decennial Census  
WVU Bureau of Business and Economic Research, 2022  
Ohio Development Services Agency Office of Research, 2020

County	People Living Under Poverty	Percentage of Total County Population
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: 2020 American Community Survey

# Poverty Levels

# Percent of Families Living Below Poverty Level

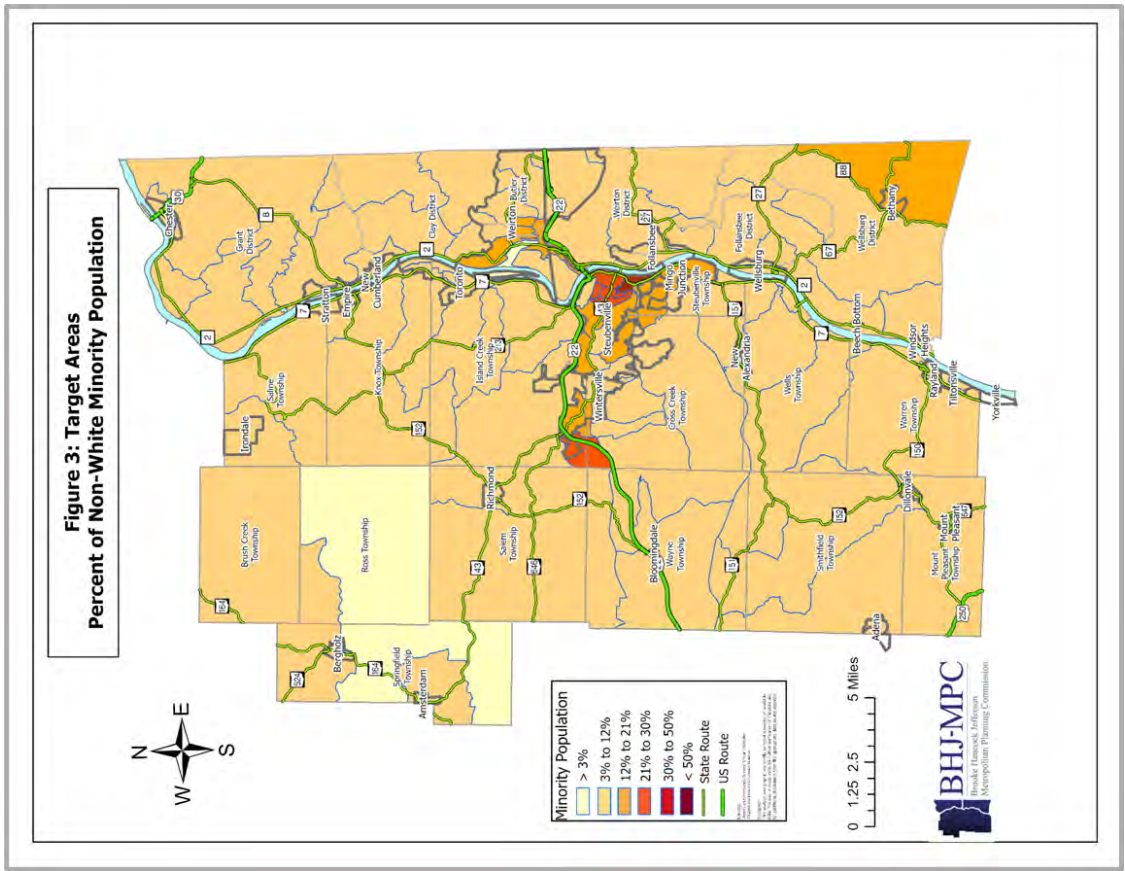


County	Minority (Non-White) Population	Percentage of Total County Population
Brooke	1,644	7.86%
Hancock	2,434	8.37%
Jefferson	8,295	12.71%
<b>Total Region</b>	<b>12,373</b>	<b>10.58%</b>

Source: 2020 American Community Survey

# Minority Population

# Minority Population



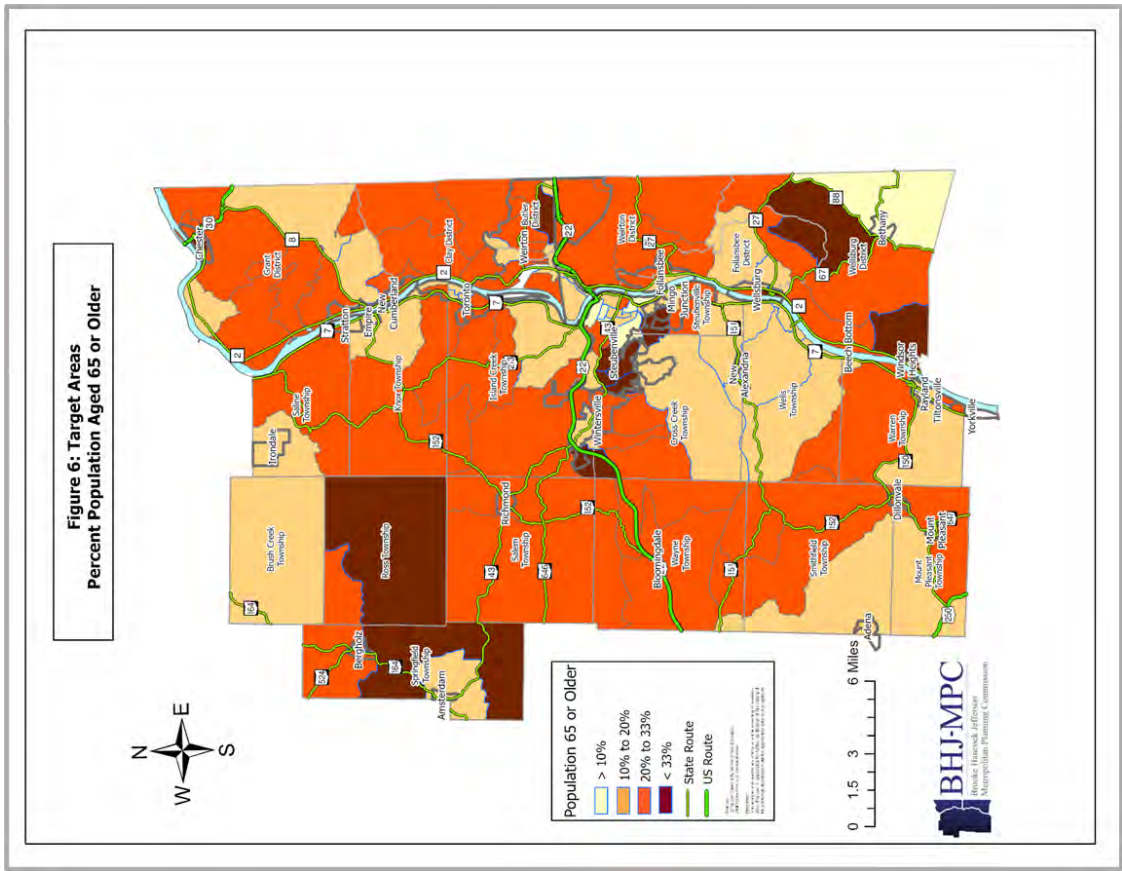


County	Persons age 65 and older	Percentage of Total County Population
Brooke	5,175	23.40%
Hancock	6,750	23.20%
Jefferson	14,174	21.50%
<b>Total Region</b>	<b>26,211</b>	<b>22.33%</b>

Source: 2020 American Community Survey

# Population Over 65

# Minority Population



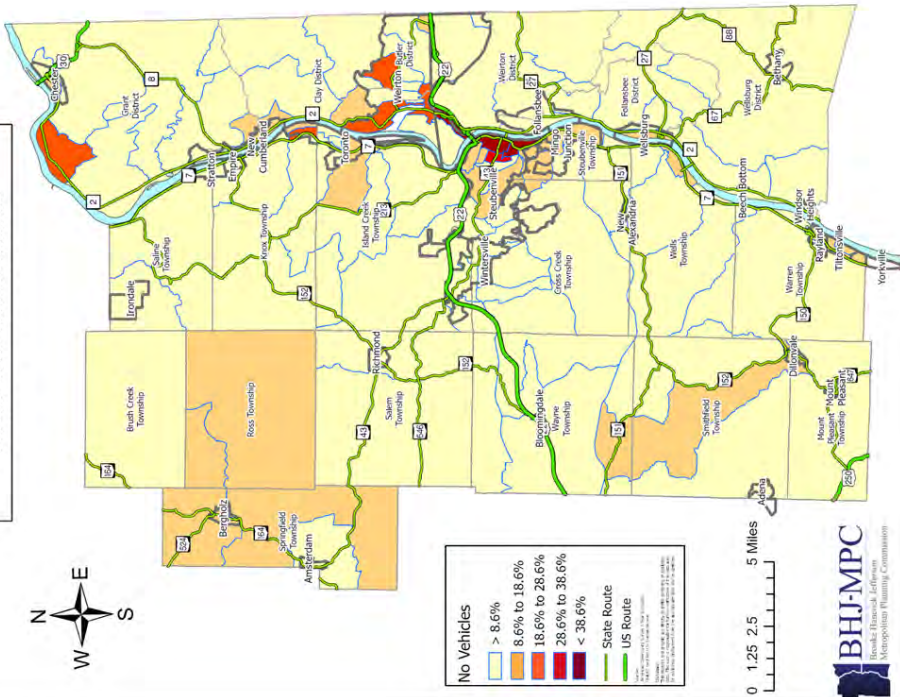
	Jefferson	Brooke	Hancock
Housing units (2020)	31,125	10,719	14,241
Total Occupied Units	27,464	9,683	12,798
Total Vacant Units	3,661	1,036	1,443
Persons per household	2.31	2.16	2.28
Total Vehicles	60,752	17,400	24,277
Household with Zero Vehicle Available (%)	2,724 (9.89%)	706 (7.21%)	1,028 (8.11%)

Source: 2020 American Community Survey

# Household Information

# No Vehicles Available

**Figure 4: Target Areas  
Percent of No Vehicle Available**



# Employment Data

## Top County Employers

- Jefferson
  - Trinity Medical Center
  - Wal-Mart (Distribution Center)
  - FirstEnergy Generation Corp
- Brooke
  - Weirton Medical Center
  - Brooke County Board of Education
  - Walmart
- Hancock
  - Cleveland Cliffs
  - Hancock County Board of Education
  - Mountaineer Park, Inc

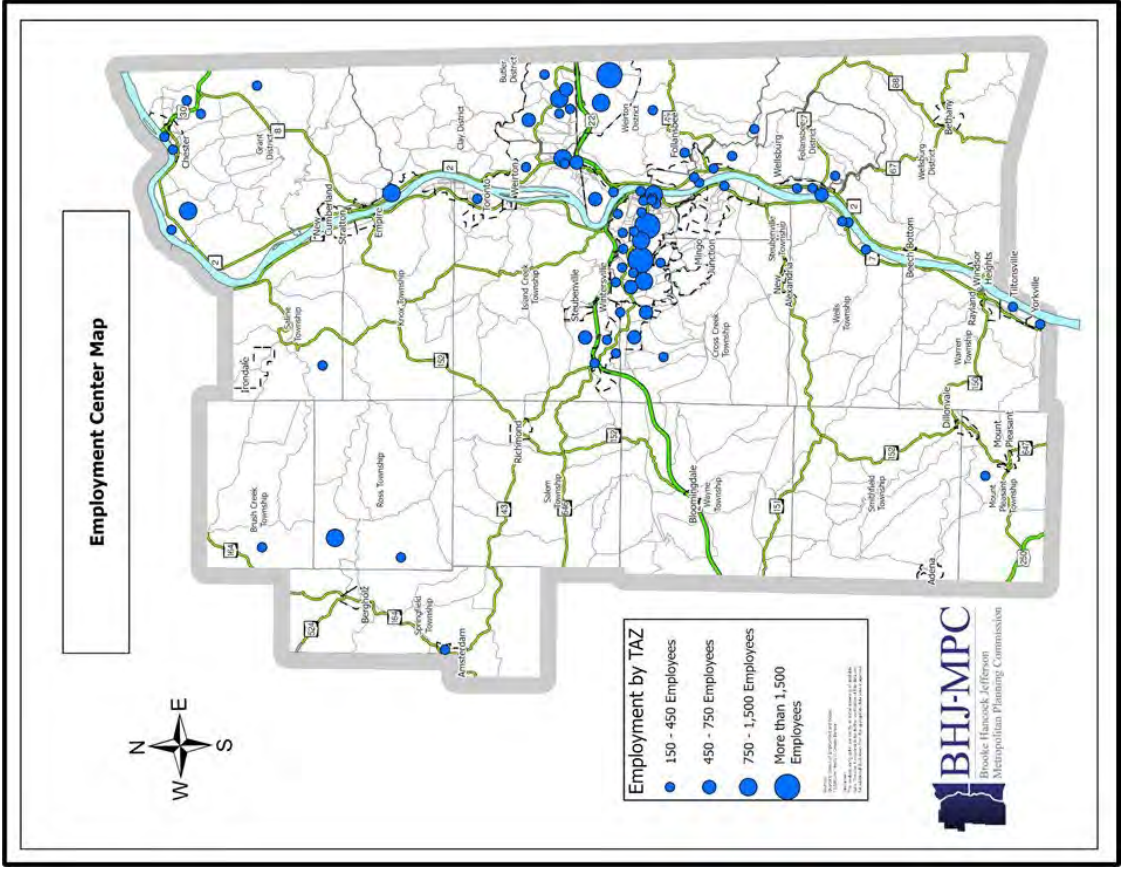
## Largest Employment Sectors

- Jefferson
  - Health care and social assistance
  - Retail
  - Transportation and warehousing
- Brooke
  - Manufacturing
  - Retail
  - Accommodation and food services
- Hancock
  - Manufacturing
  - Accommodation and food services
  - Health Care and social assistance

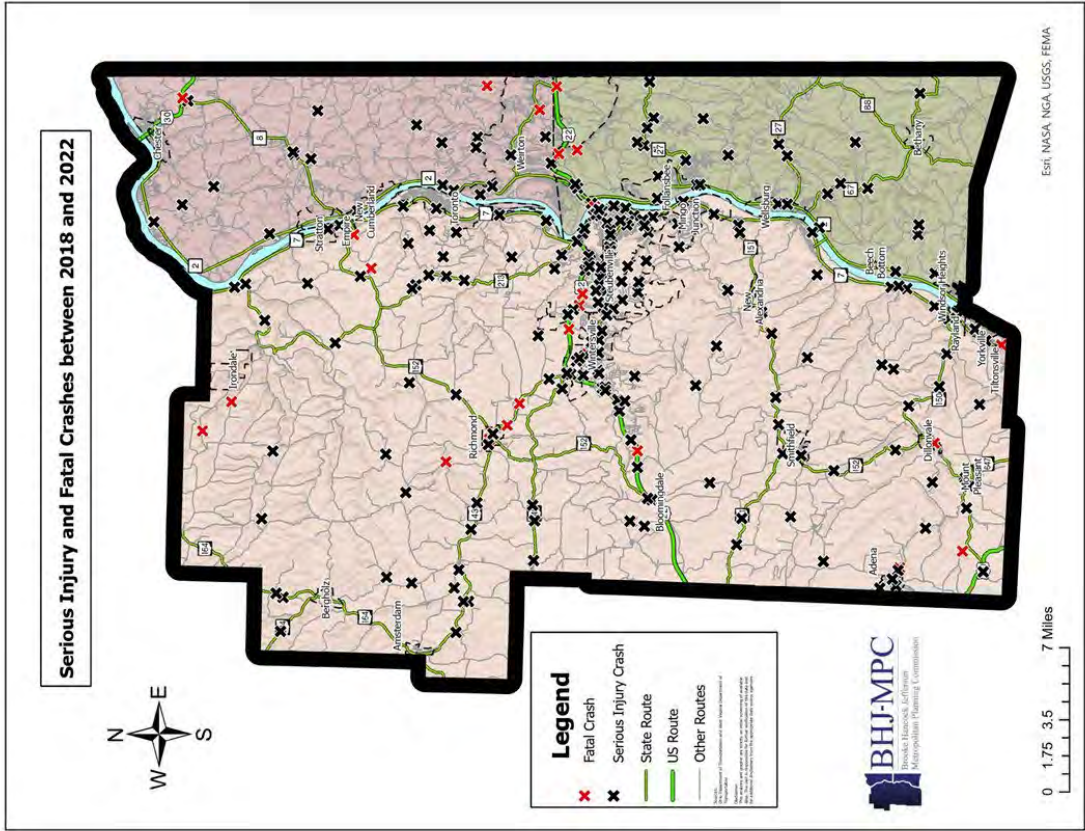
Sources: Workforce West Virginia and Quarterly Census of Employment & Wages



# Regional Employment Centers



# Crash Data

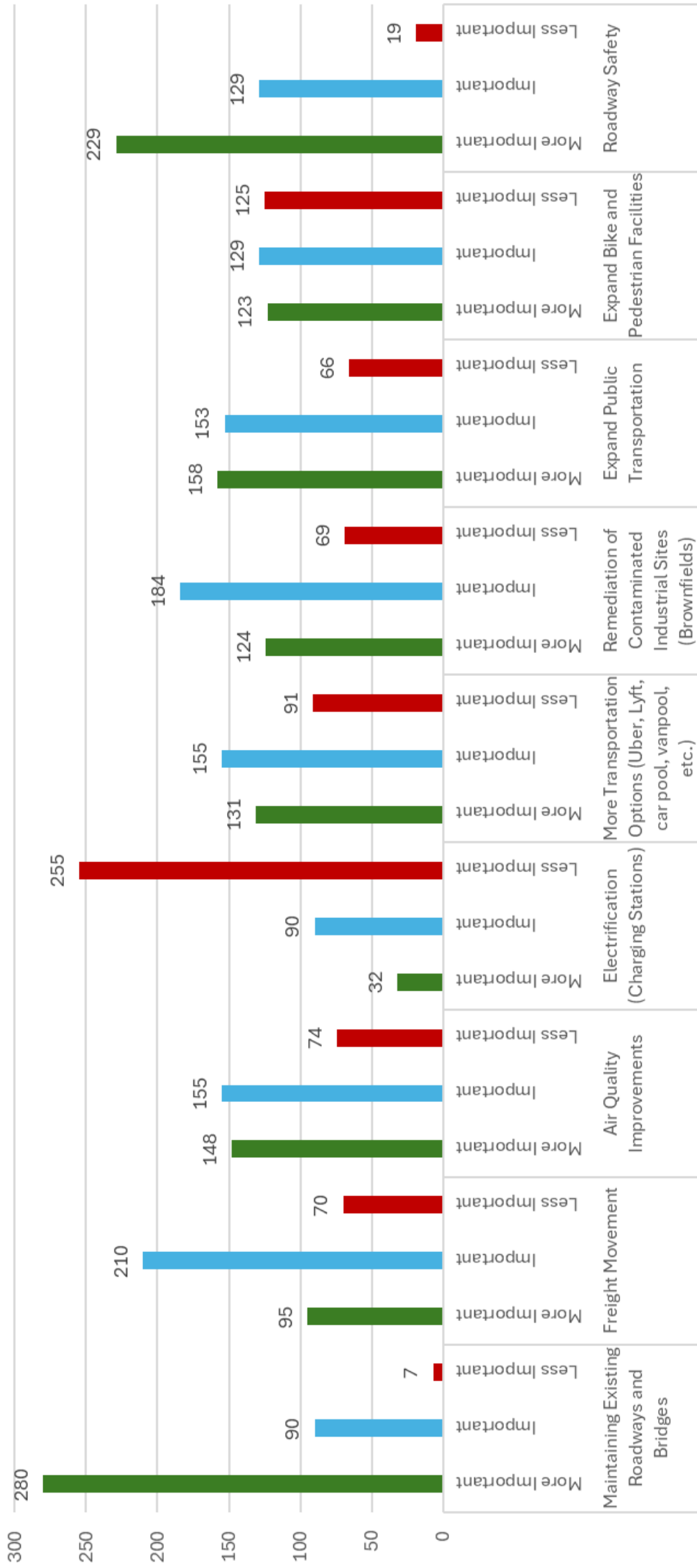


# Public Involvement

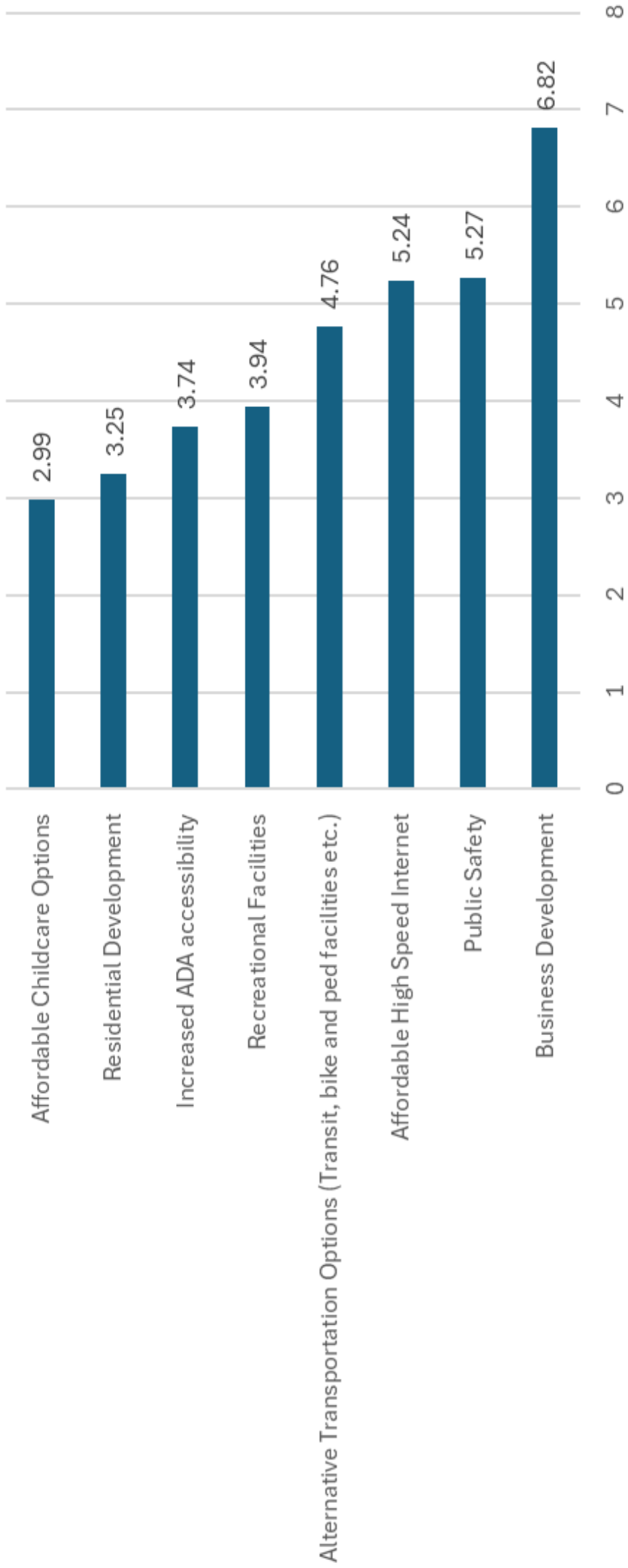
## Respondent Facts:

- Received 377 Responses
  - 243 from Jefferson County
  - 78 from Brooke County
  - 48 from Hancock County
  - 8 from other counties
- 55% of respondents were female and 45% were male
- 58% respondents were between the ages of 41 – 70
- 25% of all respondents had a household income of \$0 – \$30,000 before taxes

## Rank the following Transportation Priorities

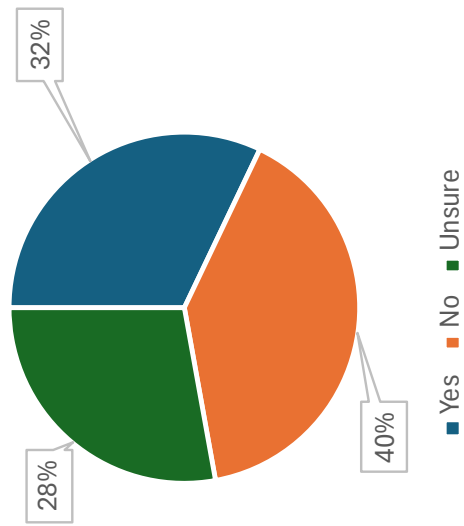


## Rank the Factors that are most important for the Growth of the Region:

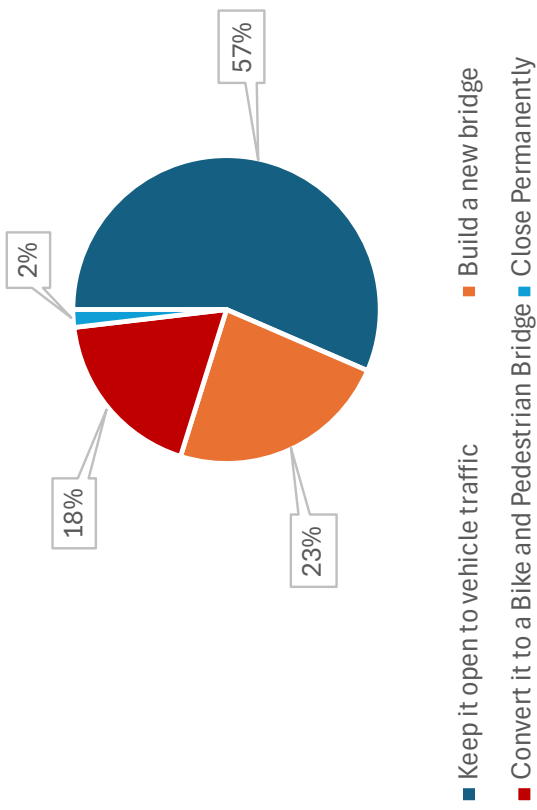




Do you think the region is equipped to deal with severe weather related problems?



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



# Project Type Priorities

## Safety:

- Rework of intersections like SR2/SR27
- Road Diets like along SR43 and CR22A

## Active Transportation:

- YTR AT Plan Projects

- New sidewalks and walking paths for recreation and travel

## Traffic Signal Renovation and Updating:

- Camera operated for increased flow
- New Pedestrian signals

## Maintaining Infrastructure:

- Resurfacing of deteriorating roadways
- Bridge restoration or new bridges (Market St of course)

# Draft Available For Public Comment

- Seeking review and comments
- Comment period to end on:  
**April 16th 2024**
- Open House at 1030am on:  
**April 17th 2024**
- Joint TAC/Policy 1200 noon and:  
• Adoption of Final Draft on:  
**April 17th 2024**



# Questions?

Matt Townsend, AICP, Transportation Engineer/Planner: [mtownsend@bhjmpc.org](mailto:mtownsend@bhjmpc.org)

Cody Cresap, Transportation Engineer/Planner: [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)

## **Appendix B**

### **Public Opinion Survey and Comments**



# 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 payment is horrible. Main travel routes need paged 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

**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

## INTERIM AD DRAFT

This is the proof of your ad scheduled to run in **Weirton Daily Times** on the dates indicated below. If changes are needed, please contact us prior to deadline at **(304) 748-0606**.

Notice ID: kwUse7Hm0YmRAquQUg6s | **Proof Updated: Mar. 19, 2024 at 11:35am EDT**  
 Notice Name: Long Range Transportation Plan Update

See Proof on Next Page

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

FILER	FILING FOR
Erin Dennis edennis@bhjmpc.org (740) 282-3685	Weirton Daily Times

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<b>Columns Wide:</b>	1	<b>Ad Class:</b> Legals
<b>Total Column Inches:</b>	7.77	
<b>Number of Lines:</b>	80	

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03/25/2024: Other	53.64
04/01/2024: Other	40.23
Affidavit Fee	10.00

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Subtotal	\$103.87
Tax	\$0.00
Processing Fee	\$10.39
<b>Total</b>	<b>\$114.26</b>

**FOUR YEAR UPDATE OF  
BROOKE HANCOCK JEFFERSON  
METROPOLITAN LONG-RANGE  
TRANSPORTATION PLAN 2050  
REVIEW AND APPRAISAL  
FOR BROOKE COUNTY, WV –  
HANCOCK COUNTY, WV – JEF-  
FERSON 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 740-282-3688, 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.

WDT Mar 25, Apr 1, 2024



## INTERIM AD DRAFT

This is the proof of your ad scheduled to run in **Herald Star** on the dates indicated below. If changes are needed, please contact us prior to deadline at **(740) 283-4711**.

Notice ID: mO5abze9sfCecVPPfgse | **Proof Updated: Mar. 19, 2024 at 11:50am EDT**  
 Notice Name: Long Range Transportation Plan 2050 Review

See Proof on Next Page

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

FILER	FILING FOR
Erin Dennis edennis@bhjmpc.org (740) 282-3685	Herald Star

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<b>Columns Wide:</b>	1	<b>Ad Class:</b> Legals
<b>Total Column Inches:</b>	10.4	
<b>Number of Lines:</b>	107	

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03/24/2024: NP - Liner Rate	131.54
03/31/2024: NP - Liner Rate	131.54
Affidavit Fee	12.00

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Subtotal	\$275.08
Tax	\$0.00
Processing Fee	\$0.00
<b>Total</b>	<b>\$275.08</b>

**FOUR YEAR UPDATE OF  
BROOKE HANCOCK  
JEFFERSON METRO-  
POLITAN 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 per-

son 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.  
HS Mar 24, 31, 2024

**AFFIDAVIT OF PUBLICATION**

**Herald Star**  
401 Herald Square  
(740) 283-4711

PUBLICATION FEE: \$83.22,

State of Texas, County of Bexar, ss:

Tatiana Dorval, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC, duly authorized agent of Herald Star, a newspaper published, and of general circulation in Jefferson County County and the city of Steubenville, and that the Ad, of which the annexed is a true copy, was published in said newspaper on the following dates:

**Herald Star:**

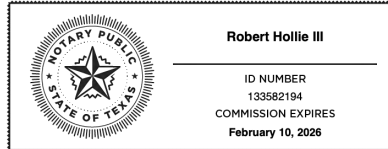
**Mar. 7, 2024**

**Mar. 14, 2024**

(Signed) Tatiana Dorval

**VERIFICATION**

State of Texas  
County of Bexar



Subscribed in my presence and sworn to before me on this: 04/04/2024

Notary Public  
Electronically signed and notarized online using the Proof platform.

**NOTICE**

Jefferson County ("County") is issuing this Request for Information ("RFI") to receive information from qualified respondents for installation of a broadband network in un/underserved areas of Jefferson County. The County will use this information to make a 2024 Appalachian Regional Commission (ARC) POWER grant application. It is the County's intent to seek up to \$2.5 million dollars from the ARC's "Broadband as a Service" grant to contract with a selected partner to provide high-speed Internet services to the residents and businesses in the Priority Areas. All submissions due April 1, 2024. The RFI can be found at [www.bhjmpc.org](http://www.bhjmpc.org).

HS Mar 7, 14, 2024

## INTERIM AD DRAFT

This is the proof of your ad scheduled to run in **Review** on the dates indicated below. If changes are needed, please contact us prior to deadline at **(330) 424-9541**.

Notice ID: oQBkH3p6NoDqMUqwzcCf | **Proof Updated: Mar. 19, 2024 at 03:20pm EDT**  
 Notice Name: Long Range Transportation Plan Update

See Proof on Next Page

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

FILER	FILING FOR
Erin Dennis	Review
edennis@bhjmpc.org	
(740) 282-3685	

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<b>Columns Wide:</b>	1	<b>Ad Class:</b> Legals
<b>Total Column Inches:</b>	12.44	
<b>Number of Lines:</b>	128	

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03/25/2024: NP - Liner Rate	207.36
04/01/2024: NP - Liner Rate	207.36
Affidavit Fee	12.00

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Subtotal	\$426.72
Tax	\$0.00
Processing Fee	\$42.67
<b>Total</b>	<b>\$469.39</b>

**LEGAL NOTICE  
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**

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An open house and meeting are to be held at the BHJ Office located at 124 North Fourth Street, 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 740-282-3668, 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 BHJMPC 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. Published in the Review, March 25, April 1, 2024

**AFFIDAVIT OF PUBLICATION**

State of Florida, County of Charlotte, ss:

Yuade Moore, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC, duly authorized agent of Review, a newspaper printed and published in the City of Lisbon, County of Columbiana, State of Ohio, and that this affidavit is Page 1 of 2 with the full text of the sworn-to notice set forth on the pages that follow, and the hereto attached:

**PUBLICATION DATES:**

Mar. 25, 2024

Apr. 1, 2024

**NOTICE ID:** oQBkH3p6NoDqMUqwzcCf

**PUBLISHER ID:** C45414

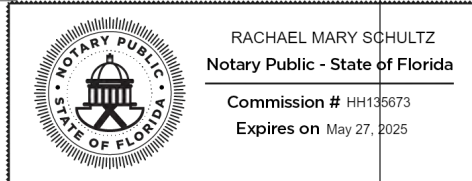
**NOTICE NAME:** Long Range Transportation Plan Update

**Publication Fee:** 469.39

(Signed) Yuade Moore

**VERIFICATION**

State of Florida  
County of Charlotte



Subscribed in my presence and sworn to before me on this: 04/02/2024

Rachael Mary Schultz

Notary Public  
Notarized remotely online using communication technology via Proof.

**LEGAL NOTICE  
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**

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# Long Range Transportation Plan

As the federally designated metropolitan planning organization (MPO) for the Weirton-Staubenville area, the Brooke Hancock Jefferson Metropolitan Planning Commission (BHJMPC) is responsible for developing and maintaining a regional, long-range transportation plan (LRTP).

The MPO's Long Range Transportation Plan (LRTP) guides the area's metropolitan transportation systems over the next 20 years. With the help of transportation planners, engineers, elected officials and the public, the plan ensures facilities and services required to support the mobility needs of the regional community and its future growth are anticipated and available.

The BHHJ-MPC Long Range Transportation Plan (LRTP) Update for horizon year 2050 1<sup>st</sup> Draft is now available for public comment and review.

Please review and send all comments to: [Cody Cresap at cccresap@bhjmipc.org](mailto:Cody.Cresap@bhjmipc.org)

## 2050 Long Range Plan Draft For Comment

1st Draft 2050 BHHJ-MPC Long Range Transportation Plan

## 2045 Long Range Plan

FINAL 2045 BHHJ-MPC Long Range Transportation Plan



## Appendix D

Air Quality Conformity and Interagency Consultation Documentation

# 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

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

## Correspondences

**From:** [ccresap@bhjnpc.org](mailto:ccresap@bhjnpc.org)  
**To:** "[Wallace, Samuel \(FHWA\)](mailto:Wallace.Samuel@FHWA.gov)"; "[jeffrey.blanton@dot.gov](mailto:jeffrey.blanton@dot.gov)"; "[Greathouse, Kara \(FHWA\)](mailto:Greathouse.Kara@FHWA.gov)"; "[deidre.wesley@dot.gov](mailto:deidre.wesley@dot.gov)"; "[chelsea.beytas@dot.gov](mailto:chelsea.beytas@dot.gov)"; "[mark.kane@dot.gov](mailto:mark.kane@dot.gov)"; "[maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov)"; "[paul.braun@epa.ohio.gov](mailto:paul.braun@epa.ohio.gov)"; "[Becoat, Gregory](mailto:Becoat.Gregory@epa.gov)"; "[Matt Kemper](mailto:Matt.Kemper@wv.gov)"; "[laura.m.jennings@wv.gov](mailto:laura.m.jennings@wv.gov)"; "[Randy.Lane@dot.ohio.gov](mailto:Randy.Lane@dot.ohio.gov)"; [Sam Granato](mailto:Sam.Granato@dot.ohio.gov); "[ANTHONY.HILL@dot.ohio.gov](mailto:ANTHONY.HILL@dot.ohio.gov)"; [Elwood Penn](mailto:Elwood.Penn@wv.gov); [Brian Carr \(Brian.E.Carr@wv.gov\)](mailto:Brian.E.Carr@wv.gov); "[timothy.long@dot.gov](mailto:timothy.long@dot.gov)"; "[robert.moore@dot.gov](mailto:robert.moore@dot.gov)"  
**Cc:** "[Michael Paprocki](mailto:Michael.Paprocki@dot.gov)"  
**Subject:** RE: BHJ MPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis  
**Date:** Wednesday, March 13, 2024 8:42:00 AM  
**Attachments:** [US DOT 1997 Ozone Areas Conformity - 2050 LRTP BHJ 20230214.pdf](#)  
[BHJ Conformity Summary 2050 LRTP 20230214.pdf](#)

---

Good Morning,

Just a reminder that today is the last day to add comments or give concurrence for the Interagency Consultation for BHJ's 2050 LRTP update. After today no comment will be considered concurrence.

Thanks,

**Cody Cresap**

Transportation Engineer



**BHI Metropolitan Planning Commission**

124 N 4<sup>th</sup> Street, 2<sup>nd</sup> Floor  
Steubenville, OH 43952-4498  
Phone: 740-282-3685 x 210  
Fax: 740-282-1821  
Email: [ccresap@bhjnpc.org](mailto:ccresap@bhjnpc.org)  
Web: [www.bhjnpc.org](http://www.bhjnpc.org)

---

**From:** [ccresap@bhjnpc.org](mailto:ccresap@bhjnpc.org) <[ccresap@bhjnpc.org](mailto:ccresap@bhjnpc.org)>  
**Sent:** Wednesday, February 14, 2024 10:23 AM  
**To:** 'Wallace, Samuel (FHWA)' <[samuel.wallace@dot.gov](mailto:samuel.wallace@dot.gov)>; 'dina.lopez@dot.gov' <[dina.lopez@dot.gov](mailto:dina.lopez@dot.gov)>; 'andy.johns@dot.gov' <[andy.johns@dot.gov](mailto:andy.johns@dot.gov)>; 'jeffrey.blanton@dot.gov' <[jeffrey.blanton@dot.gov](mailto:jeffrey.blanton@dot.gov)>; 'Greathouse, Kara (FHWA)' <[kara.greathouse@dot.gov](mailto:kara.greathouse@dot.gov)>; 'deidre.wesley@dot.gov' <[deidre.wesley@dot.gov](mailto:deidre.wesley@dot.gov)>; 'chelsea.beytas@dot.gov' <[chelsea.beytas@dot.gov](mailto:chelsea.beytas@dot.gov)>; 'mark.kane@dot.gov' <[mark.kane@dot.gov](mailto:mark.kane@dot.gov)>; 'maietta.anthony@epa.gov' <[maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov)>; 'paul.braun@epa.ohio.gov' <[paul.braun@epa.ohio.gov](mailto:paul.braun@epa.ohio.gov)>; 'Becoat, Gregory' <[becoat.gregory@epa.gov](mailto:becoat.gregory@epa.gov)>; 'Matt Kemper' <[matt.a.kemper@wv.gov](mailto:matt.a.kemper@wv.gov)>; 'laura.m.jennings@wv.gov' <[laura.m.jennings@wv.gov](mailto:laura.m.jennings@wv.gov)>; 'Randy.Lane@dot.ohio.gov' <[Randy.Lane@dot.ohio.gov](mailto:Randy.Lane@dot.ohio.gov)>; Sam Granato <[Sam.Granato@dot.ohio.gov](mailto:Sam.Granato@dot.ohio.gov)>; 'ANTHONY.HILL@dot.ohio.gov' <[ANTHONY.HILL@dot.ohio.gov](mailto:ANTHONY.HILL@dot.ohio.gov)>;

Elwood Penn <Elwood.C.Penn@wv.gov>; Brian Carr (Brian.E.Carr@wv.gov) <Brian.E.Carr@wv.gov>  
**Cc:** 'Michael Paprocki' <mikepap@bhjmpc.org>  
**Subject:** BHJMPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis

Hello All,

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***Send comments or concurrence if you would like to do so by Wednesday March 13<sup>th</sup>, 2024, for inclusion of AQ IAC into the draft 2050 LRTP.***

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Please review the attached BHJ conformity summary and 1997 ozone conformity determination report and provide email comments, recommendations, and/or concurrence.

Please also feel free to forward this message and documents to anyone else who I you feel would be interested in reviewing the documentation.

Have a good day,

**Cody Cresap**

Transportation Engineer



**BHJ Metropolitan Planning Commission**

124 N 4<sup>th</sup> Street, 2<sup>nd</sup> Floor  
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Email: [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
Web: [www.bhjmpc.org](http://www.bhjmpc.org)

**From:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
**To:** "Wallace, Samuel (FHWA)"  
**Subject:** RE: BHJMP 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis  
**Date:** Thursday, February 22, 2024 12:04:00 PM

---

Thanks Sam!

I appreciate the review and will update my email contacts list for the future to include Robert and Tim and remove Dina and Andy.

Thanks again,

**Cody Cresap**

Transportation Engineer



**BHI Metropolitan Planning Commission**

124 N 4<sup>th</sup> Street, 2<sup>nd</sup> Floor  
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Email: [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
Web: [www.bhjmpc.org](http://www.bhjmpc.org)

---

**From:** Wallace, Samuel (FHWA) <samuel.wallace@dot.gov>  
**Sent:** Thursday, February 22, 2024 11:56 AM  
**To:** ccresap@bhjmpc.org; Blanton, Jeffrey (FHWA) <Jeffrey.Blanton@dot.gov>; Greathouse, Kara (FHWA) <kara.greathouse@dot.gov>; Wesley, Deidre (FTA) <deidre.wesley@dot.gov>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov>; maietta.anthony@epa.gov; paul.braun@epa.ohio.gov; 'Becoat, Gregory' <becoat.gregory@epa.gov>; 'Matt Kemper' <matt.a.kemper@wv.gov>; laura.m.jennings@wv.gov; Randy Lane <randy.lane@dot.ohio.gov>; Sam Granato <Sam.Granato@dot.ohio.gov>; ANTHONY.HILL@dot.ohio.gov; Elwood Penn <Elwood.C.Penn@wv.gov>; Brian Carr <Brian.E.Carr@wv.gov>; Johnson, Jocelyn (FTA) <jocelyn.johnson@dot.gov>; Nathaniel.Brugler@dot.ohio.gov  
**Cc:** mikepap bhjmpc.org <mikepap@bhjmpc.org>  
**Subject:** RE: BHJMP 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis

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Primary Point of Contact (POC): Sam Wallace, Community Transportation Planner, [samuel.wallace@dot.gov](mailto:samuel.wallace@dot.gov)  
Tim Long, Team Leader – Planning, Environment, and Realty, [timothy.long@dot.gov](mailto:timothy.long@dot.gov)  
Robert Moore, Director of Program Development, [robert.moore@dot.gov](mailto:robert.moore@dot.gov)

\*Andy Johns no longer needs to be included in regular communications; Dina Lopez is no longer with FHWA.

Thank you very much for your time and interagency consultation!

Best Regards,  
Sam



**Sam Wallace**

U.S. DOT | FHWA Ohio Division  
Community Transportation Planner  
200 North High St, Room 328  
Columbus, OH 43215  
(614) 280-6839  
[Samuel.Wallace@dot.gov](mailto:Samuel.Wallace@dot.gov)  
<https://www.fhwa.dot.gov/ohdiv/>

---

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**Sent:** Wednesday, February 14, 2024 10:23 AM  
**To:** Wallace, Samuel (FHWA) <[samuel.wallace@dot.gov](mailto:samuel.wallace@dot.gov)>; [dina.lopez@dot.gov](mailto:dina.lopez@dot.gov); Johns, Andy (FHWA) <[Andy.Johns@dot.gov](mailto:Andy.Johns@dot.gov)>; Blanton, Jeffrey (FHWA) <[Jeffrey.Blanton@dot.gov](mailto:Jeffrey.Blanton@dot.gov)>; Greathouse, Kara (FHWA) <[kara.greathouse@dot.gov](mailto:kara.greathouse@dot.gov)>; Wesley, Deidre (FTA) <[deidre.wesley@dot.gov](mailto:deidre.wesley@dot.gov)>; Beytas, Chelsea (FTA) <[chelsea.beytas@dot.gov](mailto:chelsea.beytas@dot.gov)>; Kane, Mark (FTA) <[Mark.Kane@dot.gov](mailto:Mark.Kane@dot.gov)>; [maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov); [paul.braun@epa.ohio.gov](mailto:paul.braun@epa.ohio.gov); 'Becoat, Gregory' <[becoat.gregory@epa.gov](mailto:becoat.gregory@epa.gov)>; 'Matt Kemper' <[matt.a.kemper@wv.gov](mailto:matt.a.kemper@wv.gov)>; [laura.m.jennings@wv.gov](mailto:laura.m.jennings@wv.gov); Randy Lane <[randy.lane@dot.ohio.gov](mailto:randy.lane@dot.ohio.gov)>; Sam Granato <[Sam.Granato@dot.ohio.gov](mailto:Sam.Granato@dot.ohio.gov)>; [ANTHONY.HILL@dot.ohio.gov](mailto:ANTHONY.HILL@dot.ohio.gov); Elwood Penn <[Elwood.C.Penn@wv.gov](mailto:Elwood.C.Penn@wv.gov)>; Brian Carr <[Brian.E.Carr@wv.gov](mailto:Brian.E.Carr@wv.gov)>  
**Cc:** [mikepap@bhjnpc.org](mailto:mikepap@bhjnpc.org) <[mikepap@bhjnpc.org](mailto:mikepap@bhjnpc.org)>  
**Subject:** BHJMPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality



Qualitative Analysis

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

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Please review the attached BHJ conformity summary and 1997 ozone conformity determination report and provide email comments, recommendations, and/or concurrence.

Please also feel free to forward this message and documents to anyone else who I you feel would be interested in reviewing the documentation.

Have a good day,

**Cody Cresap**

Transportation Engineer



**BHI Metropolitan Planning Commission**

124 N 4<sup>th</sup> Street, 2<sup>nd</sup> Floor  
Steubenville, OH 43952-4498  
Phone: 740-282-3685 x 210  
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**From:** [Wallace, Samuel \(FHWA\)](#)  
**To:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org); [Blanton, Jeffrey \(FHWA\)](#); [Greathouse, Kara \(FHWA\)](#); [Wesley, Deidre \(FTA\)](#); [Beytas, Chelsea \(FTA\)](#); [Kane, Mark \(FTA\)](#); [majetta.anthony@epa.gov](mailto:majetta.anthony@epa.gov); [paul.braun@epa.ohio.gov](mailto:paul.braun@epa.ohio.gov); "Becoat, Gregory"; "Matt Kemper"; [laura.m.jennings@wv.gov](mailto:laura.m.jennings@wv.gov); [Randy Lane](#); [Sam Granato](#); [ANTHONY.HILL@dot.ohio.gov](mailto:ANTHONY.HILL@dot.ohio.gov); [Elwood Penn](#); [Brian Carr](#); [Johnson, Jocelyn \(FTA\)](#); [Nathaniel.Brugler@dot.ohio.gov](mailto:Nathaniel.Brugler@dot.ohio.gov)  
**Cc:** [mikepap@bhjmpc.org](mailto:mikepap@bhjmpc.org)  
**Subject:** RE: BHJ MPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis  
**Date:** Thursday, February 22, 2024 11:56:28 AM

---

Hi Cody,

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Primary Point of Contact (POC): Sam Wallace, Community Transportation Planner, [samuel.wallace@dot.gov](mailto:samuel.wallace@dot.gov)

Tim Long, Team Leader – Planning, Environment, and Realty, [timothy.long@dot.gov](mailto:timothy.long@dot.gov)

Robert Moore, Director of Program Development, [robert.moore@dot.gov](mailto:robert.moore@dot.gov)

\*Andy Johns no longer needs to be included in regular communications; Dina Lopez is no longer with FHWA.

Thank you very much for your time and interagency consultation!

Best Regards,  
Sam



**Sam Wallace**

U.S. DOT | FHWA Ohio Division  
Community Transportation Planner  
200 North High St, Room 328  
Columbus, OH 43215  
(614) 280-6839  
[Samuel.Wallace@dot.gov](mailto:Samuel.Wallace@dot.gov)  
<https://www.fhwa.dot.gov/ohdiv/>

---

**From:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org) <[ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)>  
**Sent:** Wednesday, February 14, 2024 10:23 AM  
**To:** [Wallace, Samuel \(FHWA\)](#) <[samuel.wallace@dot.gov](mailto:samuel.wallace@dot.gov)>; [dina.lopez@dot.gov](mailto:dina.lopez@dot.gov); [Johns, Andy \(FHWA\)](#)

<Andy.Johns@dot.gov>; Blanton, Jeffrey (FHWA) <Jeffrey.Blanton@dot.gov>; Greathouse, Kara (FHWA) <kara.greathouse@dot.gov>; Wesley, Deidre (FTA) <deidre.wesley@dot.gov>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov>; maietta.anthony@epa.gov; paul.braun@epa.ohio.gov; 'Becoat, Gregory' <becoat.gregory@epa.gov>; 'Matt Kemper' <matt.a.kemper@wv.gov>; laura.m.jennings@wv.gov; Randy Lane <randy.lane@dot.ohio.gov>; Sam Granato <Sam.Granato@dot.ohio.gov>; ANTHONY.HILL@dot.ohio.gov; Elwood Penn <Elwood.C.Penn@wv.gov>; Brian Carr <Brian.E.Carr@wv.gov>

**Cc:** mikepap bhjmpc.org <mikepap@bhjmpc.org>

**Subject:** BHJMP 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

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**Cody Cresap**

Transportation Engineer



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Email: [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
Web: [www.bhjmpc.org](http://www.bhjmpc.org)

**From:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
**To:** "Maietta, Anthony (he/him/his)"; "Wallace, Samuel (FHWA)"; "dina.lopez@dot.gov"; "andy.johns@dot.gov"; "jeffrey.blanton@dot.gov"; "Greathouse, Kara (FHWA)"; "deidre.wesley@dot.gov"; "chelsea.beytas@dot.gov"; "mark.kane@dot.gov"; "paul.braun@epa.ohio.gov"; "Becoat, Gregory"; "Matt Kemper"; "laura.m.jennings@wv.gov"; "Randy.Lane@dot.ohio.gov"; "Sam Granato"; "ANTHONY.HILL@dot.ohio.gov"; "Elwood Penn"; "Brian Carr"  
**Cc:** "Michael Paprocki"  
**Subject:** RE: BHJ MPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis  
**Date:** Tuesday, February 20, 2024 2:45:00 PM  
**Attachments:** [BHJ 2050 LRTP Projects Workbook DRAFT as of 20240220.xlsx](#)  
[20240108 Draft Projects List for LRTP 2050 for Jan TAC Full Comm.pdf](#)

---

Good Afternoon Tony,

I have attached the preliminary projects draft to this email, this is not the final list of projects as a few changes may be made to it before the official draft for public comment is complete on March 17, 2024.

I have attached a long version as an excel spreadsheet as it is difficult to read if printed as a PDF, this is a new tracking workbook ODOT put out and we are moving into that format for future use, and a short version as a PDF with the bare bones info for quick searching.

Thanks,

**Cody Cresap**

Transportation Engineer



**BHJ Metropolitan Planning Commission**

124 N 4<sup>th</sup> Street, 2<sup>nd</sup> Floor  
Steubenville, OH 43952-4498  
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Email: [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
Web: [www.bhjmpc.org](http://www.bhjmpc.org)

---

**From:** Maietta, Anthony (he/him/his) <maietta.anthony@epa.gov>  
**Sent:** Tuesday, February 20, 2024 1:13 PM  
**To:** ccresap@bhjmpc.org; 'Wallace, Samuel (FHWA)' <samuel.wallace@dot.gov>; dina.lopez@dot.gov; andy.johns@dot.gov; jeffrey.blanton@dot.gov; 'Greathouse, Kara (FHWA)' <kara.greathouse@dot.gov>; deidre.wesley@dot.gov; chelsea.beytas@dot.gov; mark.kane@dot.gov; paul.braun@epa.ohio.gov; Becoat, Gregory <becoat.gregory@epa.gov>; 'Matt Kemper' <matt.a.kemper@wv.gov>; laura.m.jennings@wv.gov; Randy.Lane@dot.ohio.gov; Sam Granato <Sam.Granato@dot.ohio.gov>; ANTHONY.HILL@dot.ohio.gov; Elwood Penn

<Elwood.C.Penn@wv.gov>; Brian Carr <Brian.E.Carr@wv.gov>

**Cc:** 'Michael Paprocki' <mikepap@bhjmpc.org>

**Subject:** RE: BHJ MPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis

Hey Cody,

Just a question, is there an associated project list with this amendment?

Thanks,

-Tony

Anthony Maietta | he/him |

EPA Region 5

[maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov)

(312) 353-8777

---

**From:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org) <[ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)>

**Sent:** Wednesday, February 14, 2024 9:23 AM

**To:** 'Wallace, Samuel (FHWA)' <[samuel.wallace@dot.gov](mailto:samuel.wallace@dot.gov)>; [dina.lopez@dot.gov](mailto:dina.lopez@dot.gov); [andy.johns@dot.gov](mailto:andy.johns@dot.gov); [jeffrey.blanton@dot.gov](mailto:jeffrey.blanton@dot.gov); 'Greathouse, Kara (FHWA)' <[kara.greathouse@dot.gov](mailto:kara.greathouse@dot.gov)>; [deidre.wesley@dot.gov](mailto:deidre.wesley@dot.gov); [chelsea.beytas@dot.gov](mailto:chelsea.beytas@dot.gov); [mark.kane@dot.gov](mailto:mark.kane@dot.gov); Maietta, Anthony (he/him/his) <[maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov)>; [paul.braun@epa.ohio.gov](mailto:paul.braun@epa.ohio.gov); Becoat, Gregory <[becoat.gregory@epa.gov](mailto:becoat.gregory@epa.gov)>; 'Matt Kemper' <[matt.a.kemper@wv.gov](mailto:matt.a.kemper@wv.gov)>; [laura.m.jennings@wv.gov](mailto:laura.m.jennings@wv.gov); [Randy.Lane@dot.ohio.gov](mailto:Randy.Lane@dot.ohio.gov); Sam Granato <[Sam.Granato@dot.ohio.gov](mailto:Sam.Granato@dot.ohio.gov)>; [ANTHONY.HILL@dot.ohio.gov](mailto:ANTHONY.HILL@dot.ohio.gov); Elwood Penn <[Elwood.C.Penn@wv.gov](mailto:Elwood.C.Penn@wv.gov)>; Brian Carr <[Brian.E.Carr@wv.gov](mailto:Brian.E.Carr@wv.gov)>

**Cc:** 'Michael Paprocki' <[mikepap@bhjmpc.org](mailto:mikepap@bhjmpc.org)>

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Have a good day,

**Cody Cresap**

Transportation Engineer



**BHI Metropolitan Planning Commission**

124 N 4<sup>th</sup> Street, 2<sup>nd</sup> Floor  
Steubenville, OH 43952-4498  
Phone: 740-282-3685 x 210  
Fax: 740-282-1821  
Email: [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
Web: [www.bhjmpc.org](http://www.bhjmpc.org)

**From:** [Maietta, Anthony \(he/him/his\)](mailto:Maietta, Anthony (he/him/his)@epa.gov)  
**To:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org); "Wallace, Samuel (FHWA)"; [dina.lopez@dot.gov](mailto:dina.lopez@dot.gov); [andy.johns@dot.gov](mailto:andy.johns@dot.gov); [jeffrey.blanton@dot.gov](mailto:jeffrey.blanton@dot.gov); "Greathouse, Kara (FHWA)"; [deidre.wesley@dot.gov](mailto:deidre.wesley@dot.gov); [chelsea.beytas@dot.gov](mailto:chelsea.beytas@dot.gov); [mark.kane@dot.gov](mailto:mark.kane@dot.gov); [paul.braun@epa.ohio.gov](mailto:paul.braun@epa.ohio.gov); Becoat, Gregory; "Matt Kemper"; [laura.m.jennings@wv.gov](mailto:laura.m.jennings@wv.gov); [Randy.Lane@dot.ohio.gov](mailto:Randy.Lane@dot.ohio.gov); [Sam Granato](mailto:Sam.Granato@dot.ohio.gov); [ANTHONY.HILL@dot.ohio.gov](mailto:ANTHONY.HILL@dot.ohio.gov); Elwood Penn; [Brian Carr](mailto:Brian.Carr@wv.gov)  
**Cc:** "Michael Paprocki"  
**Subject:** RE: BHJ MPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis  
**Date:** Tuesday, February 20, 2024 1:13:09 PM

---

Hey Cody,

Just a question, is there an associated project list with this amendment?

Thanks,

-Tony

Anthony Maietta | he/him |  
EPA Region 5  
[maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov)  
(312) 353-8777

---

**From:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org) <[ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)>  
**Sent:** Wednesday, February 14, 2024 9:23 AM  
**To:** 'Wallace, Samuel (FHWA)' <[samuel.wallace@dot.gov](mailto:samuel.wallace@dot.gov)>; [dina.lopez@dot.gov](mailto:dina.lopez@dot.gov); [andy.johns@dot.gov](mailto:andy.johns@dot.gov); [jeffrey.blanton@dot.gov](mailto:jeffrey.blanton@dot.gov); 'Greathouse, Kara (FHWA)' <[kara.greathouse@dot.gov](mailto:kara.greathouse@dot.gov)>; [deidre.wesley@dot.gov](mailto:deidre.wesley@dot.gov); [chelsea.beytas@dot.gov](mailto:chelsea.beytas@dot.gov); [mark.kane@dot.gov](mailto:mark.kane@dot.gov); Maietta, Anthony (he/him/his) <[maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov)>; [paul.braun@epa.ohio.gov](mailto:paul.braun@epa.ohio.gov); Becoat, Gregory <[becoat.gregory@epa.gov](mailto:becoat.gregory@epa.gov)>; 'Matt Kemper' <[matt.a.kemper@wv.gov](mailto:matt.a.kemper@wv.gov)>; [laura.m.jennings@wv.gov](mailto:laura.m.jennings@wv.gov); [Randy.Lane@dot.ohio.gov](mailto:Randy.Lane@dot.ohio.gov); [Sam Granato](mailto:Sam.Granato@dot.ohio.gov) <[Sam.Granato@dot.ohio.gov](mailto:Sam.Granato@dot.ohio.gov)>; [ANTHONY.HILL@dot.ohio.gov](mailto:ANTHONY.HILL@dot.ohio.gov); Elwood Penn <[Elwood.C.Penn@wv.gov](mailto:Elwood.C.Penn@wv.gov)>; [Brian Carr](mailto:Brian.E.Carr@wv.gov) <[Brian.E.Carr@wv.gov](mailto:Brian.E.Carr@wv.gov)>  
**Cc:** 'Michael Paprocki' <[mikepap@bhjmpc.org](mailto:mikepap@bhjmpc.org)>  
**Subject:** BHJ MPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis

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Have a good day,

**Cody Cresap**

Transportation Engineer



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Email: [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
Web: [www.bhjmpc.org](http://www.bhjmpc.org)

**From:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
**To:** "Greathouse, Kara (FHWA)"  
**Subject:** RE: BHJ MPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis  
**Date:** Thursday, February 15, 2024 8:08:00 AM

---

Kara,

We are currently working on the Draft 2050 LRTP, we are planning on having our public comment and review period from 3/17 to 4/17 and then adopting the final plan at our 4/17 Policy Board meeting. We will be however sending out the draft of the plan to our contacts as soon as it is finished.

Thanks,

**Cody Cresap**

Transportation Engineer



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Web: [www.bhjmpc.org](http://www.bhjmpc.org)

---

**From:** Greathouse, Kara (FHWA) <kara.greathouse@dot.gov>  
**Sent:** Thursday, February 15, 2024 8:04 AM  
**To:** ccresap@bhjmpc.org  
**Subject:** RE: BHJ MPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis

Good Morning Cody,  
Do you have a draft 2050 LRTP ready for review? If not, what is your timeline for completion?

Kara Greathouse  
Transportation Community Planner  
304-531-4991

---

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**Sent:** Wednesday, February 14, 2024 10:23 AM

**To:** Wallace, Samuel (FHWA) <[samuel.wallace@dot.gov](mailto:samuel.wallace@dot.gov)>; [dina.lopez@dot.gov](mailto:dina.lopez@dot.gov); Johns, Andy (FHWA) <[Andy.Johns@dot.gov](mailto:Andy.Johns@dot.gov)>; Blanton, Jeffrey (FHWA) <[Jeffrey.Blanton@dot.gov](mailto:Jeffrey.Blanton@dot.gov)>; Greathouse, Kara (FHWA) <[kara.greathouse@dot.gov](mailto:kara.greathouse@dot.gov)>; Wesley, Deidre (FTA) <[deidre.wesley@dot.gov](mailto:deidre.wesley@dot.gov)>; Beytas, Chelsea (FTA) <[chelsea.beytas@dot.gov](mailto:chelsea.beytas@dot.gov)>; Kane, Mark (FTA) <[Mark.Kane@dot.gov](mailto:Mark.Kane@dot.gov)>; [maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov); [paul.braun@epa.ohio.gov](mailto:paul.braun@epa.ohio.gov); 'Becoat, Gregory' <[becoat.gregory@epa.gov](mailto:becoat.gregory@epa.gov)>; 'Matt Kemper' <[matt.a.kemper@wv.gov](mailto:matt.a.kemper@wv.gov)>; [laura.m.jennings@wv.gov](mailto:laura.m.jennings@wv.gov); Randy Lane <[randy.lane@dot.ohio.gov](mailto:randy.lane@dot.ohio.gov)>; Sam Granato <[Sam.Granato@dot.ohio.gov](mailto:Sam.Granato@dot.ohio.gov)>; [ANTHONY.HILL@dot.ohio.gov](mailto:ANTHONY.HILL@dot.ohio.gov); Elwood Penn <[Elwood.C.Penn@wv.gov](mailto:Elwood.C.Penn@wv.gov)>; Brian Carr <[Brian.E.Carr@wv.gov](mailto:Brian.E.Carr@wv.gov)>

**Cc:** mikepap bhjmpc.org <[mikepap@bhjmpc.org](mailto:mikepap@bhjmpc.org)>

**Subject:** BHJMPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis

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Transportation Engineer



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**From:** [Greathouse, Kara \(FHWA\)](#)  
**To:** [ccresap@bhjnpc.org](mailto:ccresap@bhjnpc.org)  
**Subject:** RE: BHJMPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis  
**Date:** Thursday, February 15, 2024 8:04:18 AM

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Good Morning Cody,  
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Kara Greathouse  
Transportation Community Planner  
304-531-4991

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**Sent:** Wednesday, February 14, 2024 10:23 AM  
**To:** Wallace, Samuel (FHWA) <[samuel.wallace@dot.gov](mailto:samuel.wallace@dot.gov)>; dina.lopez@dot.gov; Johns, Andy (FHWA) <[Andy.Johns@dot.gov](mailto:Andy.Johns@dot.gov)>; Blanton, Jeffrey (FHWA) <[Jeffrey.Blanton@dot.gov](mailto:Jeffrey.Blanton@dot.gov)>; Greathouse, Kara (FHWA) <[kara.greathouse@dot.gov](mailto:kara.greathouse@dot.gov)>; Wesley, Deidre (FTA) <[deidre.wesley@dot.gov](mailto:deidre.wesley@dot.gov)>; Beytas, Chelsea (FTA) <[chelsea.beytas@dot.gov](mailto:chelsea.beytas@dot.gov)>; Kane, Mark (FTA) <[Mark.Kane@dot.gov](mailto:Mark.Kane@dot.gov)>; maietta.anthony@epa.gov; paul.braun@epa.ohio.gov; 'Becoat, Gregory' <[becoat.gregory@epa.gov](mailto:becoat.gregory@epa.gov)>; 'Matt Kemper' <[matt.a.kemper@wv.gov](mailto:matt.a.kemper@wv.gov)>; laura.m.jennings@wv.gov; Randy Lane <[randy.lane@dot.ohio.gov](mailto:randy.lane@dot.ohio.gov)>; Sam Granato <[Sam.Granato@dot.ohio.gov](mailto:Sam.Granato@dot.ohio.gov)>; ANTHONY.HILL@dot.ohio.gov; Elwood Penn <[Elwood.C.Penn@wv.gov](mailto:Elwood.C.Penn@wv.gov)>; Brian Carr <[Brian.E.Carr@wv.gov](mailto:Brian.E.Carr@wv.gov)>  
**Cc:** [mikepap@bhjnpc.org](mailto:mikepap@bhjnpc.org) <[mikepap@bhjnpc.org](mailto:mikepap@bhjnpc.org)>  
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**From:** [Sam.Granato@dot.ohio.gov](mailto:Sam.Granato@dot.ohio.gov)  
**To:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
**Cc:** [Nathaniel.Brugler@dot.ohio.gov](mailto:Nathaniel.Brugler@dot.ohio.gov)  
**Subject:** RE: BHJ MPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis  
**Date:** Wednesday, February 14, 2024 12:54:39 PM  
**Attachments:** [image002.png](#)

---

Ok, thanks!

[Sam Granato](#) , P.E. *Transportation Engineer*  
ODOT Office of Statewide Planning and Research  
1980 W. Broad Street, MS 3280, Columbus, Ohio 43223  
614.644.6796     [transportation.ohio.gov](http://transportation.ohio.gov)



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**Sent:** Wednesday, February 14, 2024 11:09 AM  
**To:** Granato, Samuel <[Sam.Granato@dot.ohio.gov](mailto:Sam.Granato@dot.ohio.gov)>  
**Cc:** Brugler, Nathaniel <[Nathaniel.Brugler@dot.ohio.gov](mailto:Nathaniel.Brugler@dot.ohio.gov)>  
**Subject:** RE: BHJ MPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis

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---

**From:** [Sam.Granato@dot.ohio.gov](mailto:Sam.Granato@dot.ohio.gov) <[Sam.Granato@dot.ohio.gov](mailto:Sam.Granato@dot.ohio.gov)>  
**Sent:** Wednesday, February 14, 2024 10:53 AM  
**To:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
**Cc:** [Nathaniel.Brugler@dot.ohio.gov](mailto:Nathaniel.Brugler@dot.ohio.gov)  
**Subject:** RE: BHJ MPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis

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**Cc:** [mikepap@bhjmpc.org](mailto:mikepap@bhjmpc.org)  
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**To:** "Sam.Granato@dot.ohio.gov"  
**Cc:** "Nathaniel.Brugler@dot.ohio.gov"  
**Subject:** RE: BHJ MPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis  
**Date:** Wednesday, February 14, 2024 11:08:00 AM  
**Attachments:** [image002.png](#)

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**From:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org) <[ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)>

**Sent:** Wednesday, February 14, 2024 10:23 AM

**To:** 'Wallace, Samuel (FHWA)' <[samuel.wallace@dot.gov](mailto:samuel.wallace@dot.gov)>; [dina.lopez@dot.gov](mailto:dina.lopez@dot.gov); Johns, Andy (FHWA) <[andy.johns@dot.gov](mailto:andy.johns@dot.gov)>; Blanton, Jeffrey <[Jeffrey.Blanton@dot.gov](mailto:Jeffrey.Blanton@dot.gov)>; 'Greathouse, Kara (FHWA)' <[kara.greathouse@dot.gov](mailto:kara.greathouse@dot.gov)>; [deidre.wesley@dot.gov](mailto:deidre.wesley@dot.gov); [chelsea.beytas@dot.gov](mailto:chelsea.beytas@dot.gov); [mark.kane@dot.gov](mailto:mark.kane@dot.gov); [maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov); Braun, Paul <[paul.braun@epa.ohio.gov](mailto:paul.braun@epa.ohio.gov)>; 'Becoat, Gregory' <[becoat.gregory@epa.gov](mailto:becoat.gregory@epa.gov)>; 'Matt Kemper' <[matt.a.kemper@wv.gov](mailto:matt.a.kemper@wv.gov)>; [laura.m.jennings@wv.gov](mailto:laura.m.jennings@wv.gov); Lane, Randy <[Randy.Lane@dot.ohio.gov](mailto:Randy.Lane@dot.ohio.gov)>; Granato, Samuel <[Sam.Granato@dot.ohio.gov](mailto:Sam.Granato@dot.ohio.gov)>; Hill, Anthony <[ANTHONY.HILL@dot.ohio.gov](mailto:ANTHONY.HILL@dot.ohio.gov)>; Elwood Penn <[Elwood.C.Penn@wv.gov](mailto:Elwood.C.Penn@wv.gov)>; Brian Carr <[Brian.E.Carr@wv.gov](mailto:Brian.E.Carr@wv.gov)>

**Cc:** [mikepap@bhjmpc.org](mailto:mikepap@bhjmpc.org)

**Subject:** BHJMP 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis

Hello All,

BHJMP 2050 intends to bring its Long Range Transportation Plan for horizon year 2050, to our Joint TAC/Full Commission meeting on **April 17<sup>th</sup>, 2024 at noon**. This means that Interagency Consultation (IAC) will need to take place.

***Send comments or concurrence if you would like to do so by Wednesday March 13<sup>th</sup>, 2024, for inclusion of AQ IAC into the draft 2050 LRTP.***

As with previous conformity determinations, BHJMP 2050 will work with ODOT to model the emissions for the Steubenville-Weirton, OH-WV area if a quantitative emissions analysis is needed. The plan is to use the MOVES4 to complete that analysis.

The IAC will be conducted via email unless there is a request for a conference call in which case one would be set up and a convenient time for all.

Please review the attached BHJ conformity summary and 1997 ozone conformity determination report and provide email comments, recommendations, and/or concurrence.

Please also feel free to forward this message and documents to anyone else who I you feel would be interested in reviewing the documentation.

Have a good day,

**Cody Cresap**

Transportation Engineer



**BHX Metropolitan Planning Commission**

124 N 4<sup>th</sup> Street, 2<sup>nd</sup> Floor  
Steubenville, OH 43952-4498  
Phone: 740-282-3685 x 210  
Fax: 740-282-1821  
Email: [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
Web: [www.bhjmpc.org](http://www.bhjmpc.org)

**CAUTION:** This is an external email and may not be safe. If the email looks suspicious, please do not click links or open attachments and forward the email to [csc@ohio.gov](mailto:csc@ohio.gov) or click the Phish Alert Button if available.

**From:** [Sam.Granato@dot.ohio.gov](mailto:Sam.Granato@dot.ohio.gov)  
**To:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
**Cc:** [Nathaniel.Brugler@dot.ohio.gov](mailto:Nathaniel.Brugler@dot.ohio.gov)  
**Subject:** RE: BHJMP 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis  
**Date:** Wednesday, February 14, 2024 10:53:29 AM  
**Attachments:** [image002.png](#)

---

Cody,

Is there a draft report for this 2050 LRTP update yet? (I couldn't locate it on either our extranet site or your website.) Thanks!

[Sam Granato](#), P.E. *Transportation Engineer*  
ODOT Office of Statewide Planning and Research  
1980 W. Broad Street, MS 3280, Columbus, Ohio 43223  
614.644.6796     [transportation.ohio.gov](http://transportation.ohio.gov)



“If I had to do it over, I’d do it again.” – Yogi Berra

---

**From:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org) <[ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)>  
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**To:** 'Wallace, Samuel (FHWA)' <[samuel.wallace@dot.gov](mailto:samuel.wallace@dot.gov)>; [dina.lopez@dot.gov](mailto:dina.lopez@dot.gov); Johns, Andy (FHWA) <[andy.johns@dot.gov](mailto:andy.johns@dot.gov)>; Blanton, Jeffrey <[Jeffrey.Blanton@dot.gov](mailto:Jeffrey.Blanton@dot.gov)>; 'Greathouse, Kara (FHWA)' <[kara.greathouse@dot.gov](mailto:kara.greathouse@dot.gov)>; [deidre.wesley@dot.gov](mailto:deidre.wesley@dot.gov); [chelsea.beytas@dot.gov](mailto:chelsea.beytas@dot.gov); [mark.kane@dot.gov](mailto:mark.kane@dot.gov); [maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov); Braun, Paul <[paul.braun@epa.ohio.gov](mailto:paul.braun@epa.ohio.gov)>; 'Becoat, Gregory' <[becoat.gregory@epa.gov](mailto:becoat.gregory@epa.gov)>; 'Matt Kemper' <[matt.a.kemper@wv.gov](mailto:matt.a.kemper@wv.gov)>; [laura.m.jennings@wv.gov](mailto:laura.m.jennings@wv.gov); Lane, Randy <[Randy.Lane@dot.ohio.gov](mailto:Randy.Lane@dot.ohio.gov)>; Granato, Samuel <[Sam.Granato@dot.ohio.gov](mailto:Sam.Granato@dot.ohio.gov)>; Hill, Anthony <[ANTHONY.HILL@dot.ohio.gov](mailto:ANTHONY.HILL@dot.ohio.gov)>; Elwood Penn <[Elwood.C.Penn@wv.gov](mailto:Elwood.C.Penn@wv.gov)>; Brian Carr <[Brian.E.Carr@wv.gov](mailto:Brian.E.Carr@wv.gov)>  
**Cc:** [mikepap@bhjmpc.org](mailto:mikepap@bhjmpc.org)  
**Subject:** BHJMP 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis

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Have a good day,

**Cody Cresap**

Transportation Engineer



**BHI Metropolitan Planning Commission**

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Steubenville, OH 43952-4498  
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**From:** [ccresap@bhjmpc.org](mailto:ccresap@bhjmpc.org)  
**To:** "[Wallace, Samuel \(FHWA\)](mailto:Wallace.Samuel@FHWA.gov)"; "[dina.lopez@dot.gov](mailto:dina.lopez@dot.gov)"; "[andy.johns@dot.gov](mailto:andy.johns@dot.gov)"; "[jeffrey.blanton@dot.gov](mailto:jeffrey.blanton@dot.gov)"; "[Greathouse, Kara \(FHWA\)](mailto:Greathouse.Kara@FHWA.gov)"; "[deidre.wesley@dot.gov](mailto:deidre.wesley@dot.gov)"; "[chelsea.beytas@dot.gov](mailto:chelsea.beytas@dot.gov)"; "[mark.kane@dot.gov](mailto:mark.kane@dot.gov)"; "[maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov)"; "[paul.braun@epa.ohio.gov](mailto:paul.braun@epa.ohio.gov)"; "[Becoat, Gregory](mailto:Becoat.Gregory)"; "[Matt Kemper](mailto:Matt.Kemper)"; "[laura.m.jennings@wv.gov](mailto:laura.m.jennings@wv.gov)"; "[Randy.Lane@dot.ohio.gov](mailto:Randy.Lane@dot.ohio.gov)"; [Sam Granato](mailto:Sam.Granato); "[ANTHONY.HILL@dot.ohio.gov](mailto:ANTHONY.HILL@dot.ohio.gov)"; [Elwood Penn](mailto:ElwoodPenn); [Brian Carr \(Brian.E.Carr@wv.gov\)](mailto:Brian.Carr@wv.gov)  
**Cc:** "[Michael Paprocki](mailto:Michael.Paprocki)"  
**Subject:** BHJMPC 2050 Long Range Transportation Plan Interagency Consultation for Air Quality Qualitative Analysis  
**Date:** Wednesday, February 14, 2024 10:22:00 AM  
**Attachments:** [BHJ Conformity Summary 2050 LRTP 20230214.pdf](#)  
[US DOT 1997 Ozone Areas Conformity - 2050 LRTP BHJ 20230214.pdf](#)

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Hello All,

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Have a good day,

**Cody Cresap**

Transportation Engineer



**BHJ Metropolitan Planning Commission**

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# Brooke Hancock Jefferson Metropolitan Planning Commission

## 2050 Long Range Transportation Plan

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February 2024

# 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**

---

## 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

---

# 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

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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

---

<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.

---

## **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:

Resolution 2024-7, adopting the update to the Long Range Transportation Plan and Demonstrating Conformity to Applicable National Ambient Air Quality Standards can be found at the beginning of this document before the table of contents (pdf version pages 8-9).



## A2.0 Public Involvement Documents

The Public Involvement documentation can be found in Appendix C - Public Involvement and Advertising - pages 222-233. The public survey and comments received for the data collected and compiled in Section 4 can be found in Appendix B - Public Opinion Survey and Comments - pages 209-221.

## A3.0 Interagency Consultation Documents

The Interagency Consultation Documents can be found above in this document in Appendix D, pages 238-265.

## Appendix E

Title VI/ADA Policy Document

# 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 BHI 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.

### **BHI MPC Language Interpretation Plan**

BHI 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.

- BHI MPC staff will refer any inquiries to the Executive Manager.
- Census Bureau’s “I Speak Cards” are to be localized at the BHI office at 124 North Fourth Street 2<sup>nd</sup> floor at all times.
- Strategic BHI 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 BHI 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.

BHI 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 BHI 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 BHI MPC programs? Are there other programs that should be included?
- Has BHI MPC’s available resources, such as technology, staff, and financial cost changed?
- Has BHI MPC fulfilled the goals of the LEP Plan? And;
- Were any complaints received?

# 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>				

<b>Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?</b>	
<input type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, check all that apply:	
<input type="checkbox"/> Federal Agency: _____	
<input type="checkbox"/> Federal Court _____	<input type="checkbox"/> State Agency _____
<input type="checkbox"/> State Court _____	<input type="checkbox"/> Local Agency _____
<b>Please provide information about a contact person at the agency/court where the complaint was filed:</b>	
<b>Name:</b>	
<b>Title:</b>	
<b>Agency:</b>	
<b>Address:</b>	
<b>Telephone:</b>	
<b>Section VI</b>	
<b>Name of agency complaint is against:</b>	
<b>Contact person:</b>	
<b>Title:</b>	
<b>Telephone number:</b>	

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



# ATTACHMENT B

## 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 BHHJ 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.



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

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 BHJMPC. 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, BHJMPC 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 BHJMPC 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, BHJMPC 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,*



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

*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/eeo/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*

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

*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.*

# ***APPENDIX A***



## **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 .



### **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.*

### **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.

# ATTACHMENT C



Figure 5-1

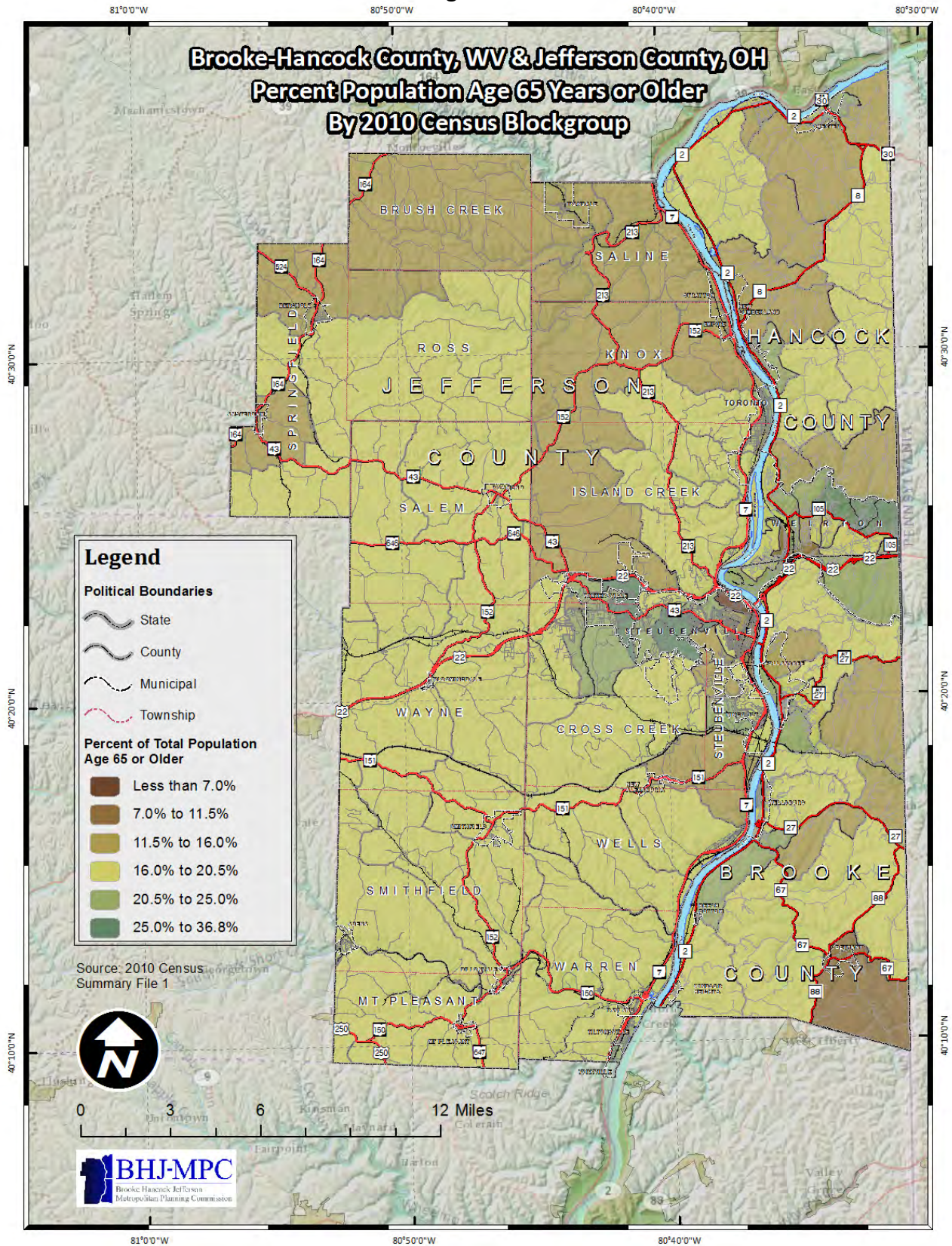




Figure 5-2

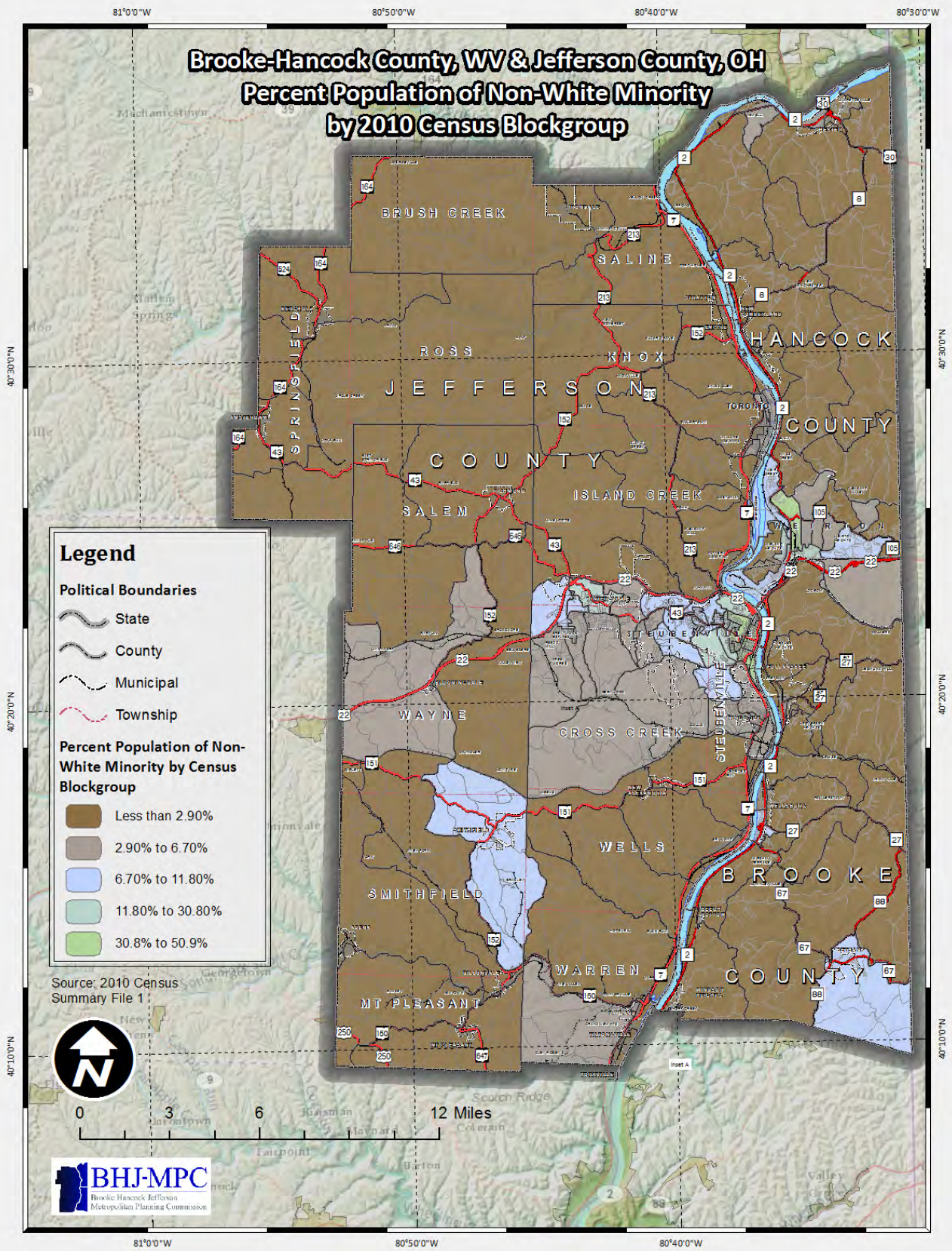




Figure 5-3

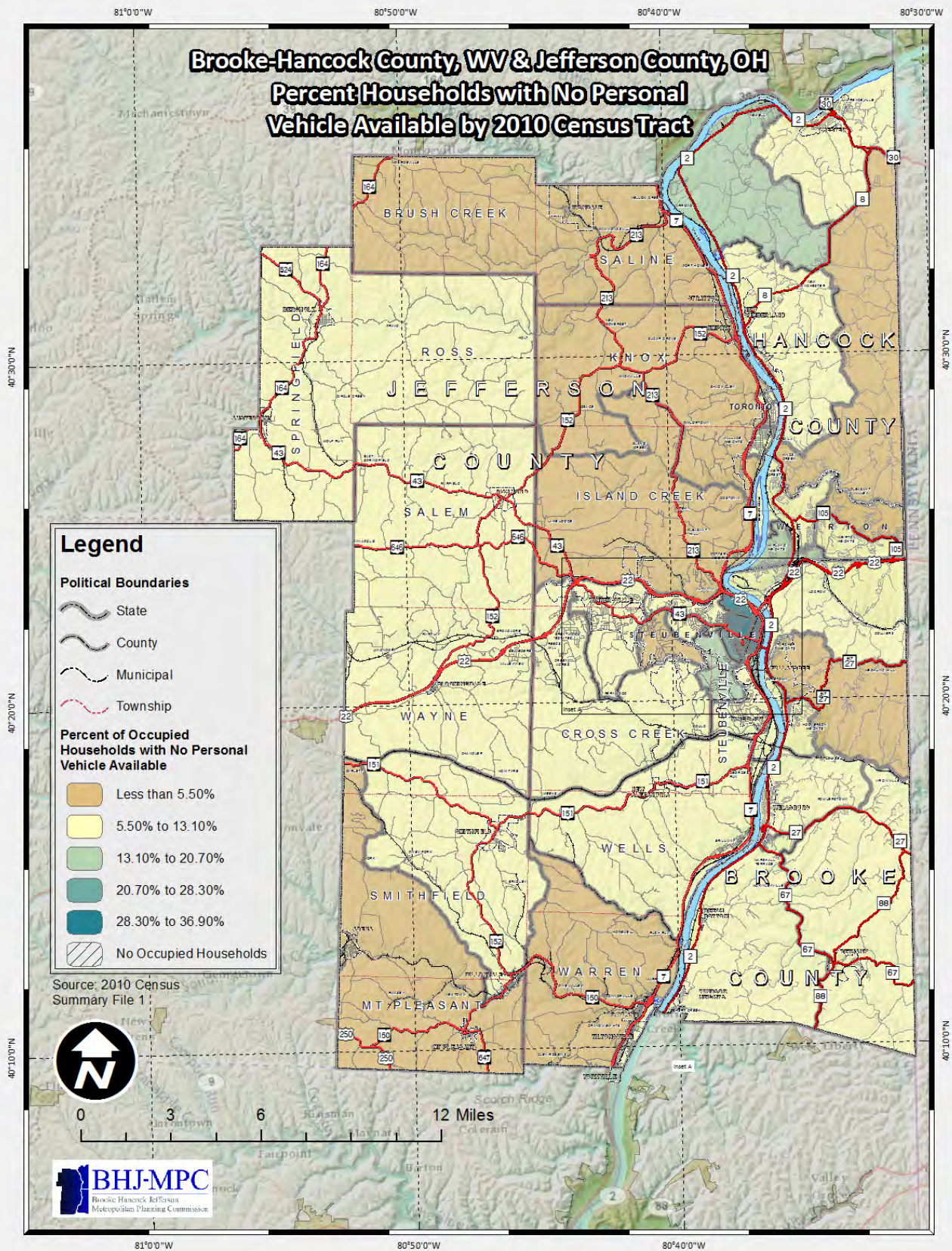
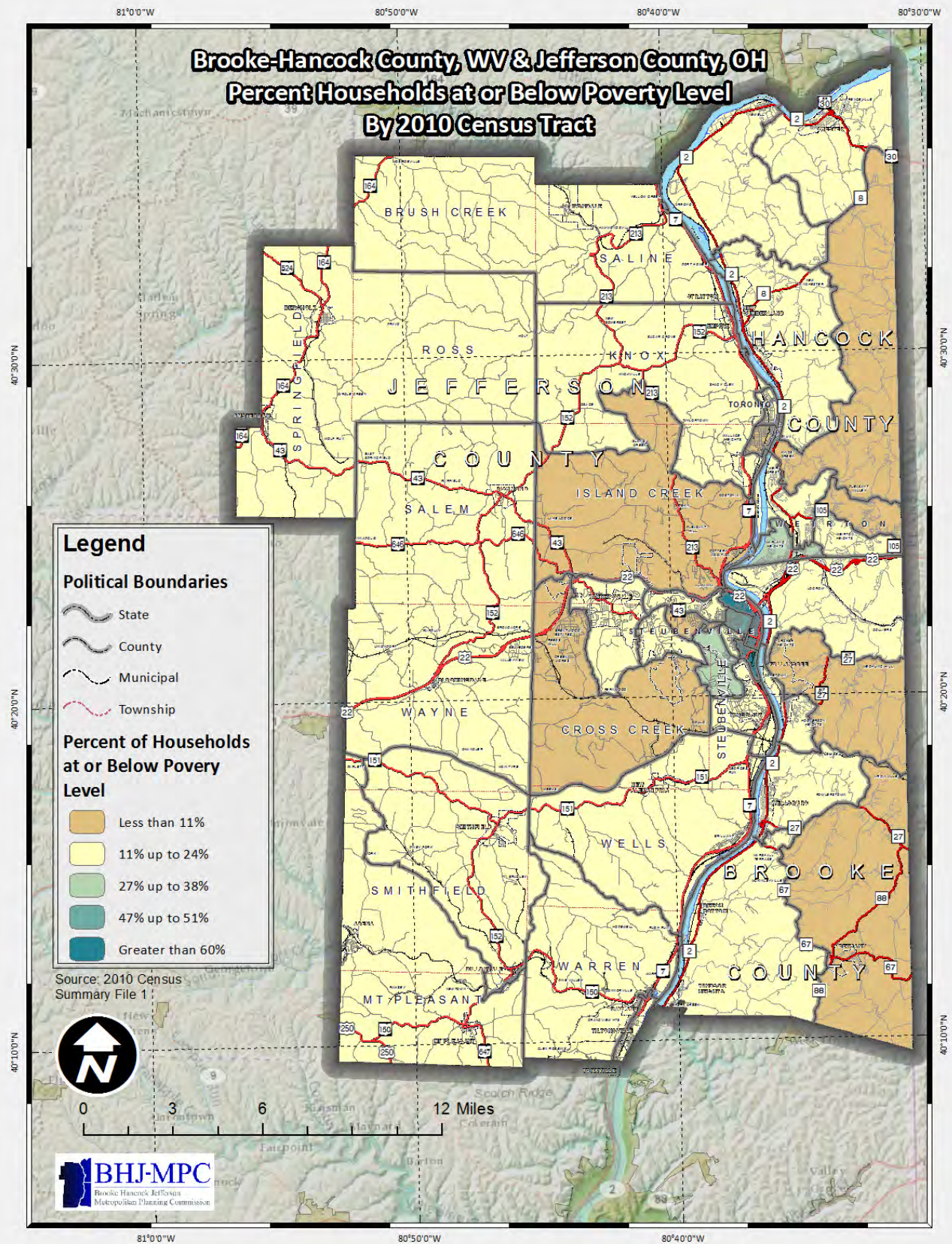




Figure 5-4



# ATTACHMENT D

**BROOKE-HANCOCK-JEFFERSON  
TRANSPORTATION STUDY**

*TECHNICAL MEMORANDUM 2007-1*

**PUBLIC PARTICIPATION PLAN**

**Effective January 2007**



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:**

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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

# 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  
BHJ-MPC Long Range Transportation Plan 2050  
Adopted April 17th 2024

<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>
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.



# ATTACHMENT E

Language Identification Flashcard ✓

<input type="checkbox"/> Arabic	أنا أتحدث اللغة العربية
<input type="checkbox"/> Armenian	Ես խոսում եմ հայերեն
<input type="checkbox"/> Bengali	আমী বাংলা কথা বোলতে পারী।
<input type="checkbox"/> Cambodian	ខ្ញុំនិយាយភាសាខ្មែរ
<input type="checkbox"/> Chamorro	Motka i kahhon ya yangin untungnu' manitai pat untungnu' kumentos Chamorro
<input type="checkbox"/> Dinka	Rinṗ ekēnē yic tē yijam nē thunjäy ye tök, ku kor raan Bī yī geer thok.
<input type="checkbox"/> Simplified Chinese	如果你能读中文或讲中文，请选择此框。
<input type="checkbox"/> Traditional Chinese	如果你能讀中文或講中文，請選擇此框。
<input type="checkbox"/> Croatian	Govorim hrvatski
<input type="checkbox"/> Czech	Mluvím česky
<input type="checkbox"/> Dutch	Ik spreek het Nederlands
<input type="checkbox"/> 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

# 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



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

## **PUBLIC PARTICIPATION PLAN**

**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:**

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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

# 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>
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>
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>

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

### Coordinated Public Transit and Human Services Transportation Plans



# Jefferson County Coordinated Public Transit/Human Services Transportation Plan

2024-2027

## **Brooke Hancock Jefferson – Metropolitan Planning Commission (BHJ-MPC)**

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Primary Contact Phone: 740-282-3685

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Funding for the development of this plan was provided by



# TABLE OF CONTENTS

## Contents

Executive Summary .....	4
Population Trend and Projection for Every Five Years Until 2050.....	5
Total Population by Age Group.....	6
Total Population Projection by Age Group .....	7
Total Population by Race .....	8
Number and Percentage of People with Disabilities .....	10
Number and Percentage of Families with Incomes Below the Federal Poverty Level .....	13
Number and Percentage of Individuals with Incomes Below the Federal Poverty Level .....	15
Percent of Population with Limited English Proficiency .....	16
Vehicles Available per Owner Occupied House .....	17
Vehicles Available per Rental Occupied House.....	18
Jefferson County Commuting to Work .....	20
Place of Work .....	21
Employment Status .....	22
Inventory of Transportation Providers .....	23
Existing Transportation Services .....	24
List of Transportation Service Providers .....	24
Assessment of Community Support for Transit.....	33
Safety .....	33
Vehicles .....	34
Summary of Existing Resources .....	40
Local Demographic and Socio-Economic Data.....	41
Analysis of Demographic Data .....	47
General Public and Stakeholder Meetings/Focus Groups .....	49
Surveys .....	50
Challenges to Coordinated Transportation.....	58
Summary of Unmet Mobility Needs .....	59
Developing Strategies to Address Gaps and Needs.....	60
Goal #1: .....	60

Goal #2: ..... 62  
Goal #3: ..... 63  
Goal #4: ..... 64  
Goal #5: ..... 65  
Appendix ..... 67

## Executive Summary

The Coordinated Public Transit Human Services Transportation Plan for Jefferson County, Ohio was initially developed in 2007 and is updated every 3 years. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Fixing America's Surface Transportation (FAST) Act. The Infrastructure Investment and Jobs Act (IIJA) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2026. According to requirements of the FAST Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act legislation. The FAST Act applies new programs and rules for all Fiscal Year 2023 funds and authorizes transit programs for five (5) years.

Transportation is a critical component of the communities in Jefferson County. Transportation provides access to jobs, education, health care, human services and allows all community members, including older adults and people with disabilities, to live independently and engage in community life. It is the purpose of this plan for local stakeholders to work collaboratively to do the following activities:

### 1. AVAILABLE COMMUNITY RESOURCES FOR TRANSPORTATION

Several organizations provide transportation services in Jefferson County to persons with a disability, senior citizens, veterans, Medicaid-eligible individuals, and other members of the public. These organizations include:

#### PRIMARY TRANSPORTATION PROVIDERS

- **PrimeTime Office on Aging** provides coverage for both the senior population and people with disabilities. However, you must be 60 years of age or over to be eligible to use their services. They operate 7am – 3pm, Monday- Friday. They currently have a fleet of 14 vehicles, four of which are wheelchair accessible.
- **TranSmart USA LLC** is a non-emergency medical transport provider, area and local courier services, and airport transportation. They have 36 vehicles in their fleet, all in good condition, and only seven are wheelchair accessible. They operate Monday through Friday, 5am – 7pm and on Saturday 5am-5pm.
- **Steel Valley Regional Transit Authority (SVRTA)** is the primary public transportation authority in Jefferson County. They serve the local area of Steubenville, Wintersville, Rayland and Mingo Junction. They operate Monday through Friday from 3:30 am – 8:05 pm and on Saturday from 4:30 am – 7:30 pm. They have 18 vehicles in their fleet, one being a maintenance vehicle for all transportation service vehicles. Sixteen vehicles are in good condition. Of their entire fleet, including the maintenance vehicle, 13 vehicles have the capacity for two wheelchairs, and three vehicles have the capacity for one wheelchair.
- **PALS Chrysalis Health** is a non-medical transportation (NMT) service and provides Medicaid eligible trips.

#### CONTRACTED AGENCIES

- **Jefferson County Board of Developmental Disabilities (JCBDD)** is an agency to establish quality support focused on the individual which will provide opportunities for informed choices and achievements of the choices. These choices will provide an opportunity for individuals to plan their futures in where they live, work, learn and develop social

relationships. Transportation services are handled by JCBDD for all school age youth. For all adults that use their services, all transportation is contracted with Jeffco Services Inc.

- **Jefferson County Department of Jobs and Family Services (JCDJFS)** is an agency that enhances the quality of life for the residents of Jefferson County, by supporting the delivery of health and human services. JCDJFS contracts with TranSmart for most of their transportation services. They also may use SVRTA, gas vouchers, and one self-employed private driver when necessary.

## **2. COMMUNITY TRANSPORTATION NEEDS AND CHALLENGES**

Several challenges to coordinated transportation and unmet transportation needs have been identified by the Jefferson County Transportation Planning Committee and the public. These challenges and unmet transportation needs include:

### **CHALLENGES TO COORDINATED TRANSPORTATION**

- Very limited options outside Steubenville
- No connections between cities and towns
- Few vehicles accommodate elderly & disabled
  - Easier access entering & exiting buses/vans
- Gap between Prime Time & Medicaid patients
- Insufficient weekend service
- Transportation for veterans
- Affordability – sliding Scale
- Efficient medical transportation
  - On-Time Appointments
- Number of vehicles and low frequency of trips by public transit and other transportation providers



## UNMET TRANSPORTATION NEEDS

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

### 3. PLAN FOR ACHIEVING SHARED GOALS

Five goals were established to guide the Jefferson County Coordinated Transportation Plan and to identify strategies that can be used to achieve the Coordinated Transportation Plan goals. These are the five goals developed by the Planning Committee:

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

The following strategies were identified to achieve the goals of this Plan:

1. *Explore the Opportunities for bridging the gap between public and private transportation service providers and expanding services.*
2. *Research and adopt best practices from other states using the “Best Practices in Rural Regional Mobility” Report*
3. *Continue bi-monthly transportation providers and stakeholders’ meetings*
4. *Assess a uniform scheduling software for all transportation service providers*
5. *Handicap Accessible Van for Veterans (DAV)*
6. *Provide travel training for veterans, elderly, and persons with disabilities (agencies TBD)*
7. *Conduct Employer Survey for transportation service needs*
8. *Conduct Employee Survey for transportation service needs*

9. *Sub-committee to target connections between employers, transportation service providers, and persons with disabilities*
10. *Involve transportation service providers and stakeholders to assist with marketing*
11. *Work with public and private transportation providers to seek funding opportunities*

Fundamental to the Coordinated Transportation Plan process is the active and meaningful involvement of stakeholders. For projects selected for funding under the Section 5310 program, participation in planning activities must include participation and/or representation of the following, at minimum:

- Seniors
- Individuals with disabilities
- People with low incomes
- Veterans
- People that do not own vehicles
- People in areas with no transportation to connect them to services
- Students and students with disabilities with transportation challenges
- Public, private, and non-profit transportation providers
- Human services providers
- The public

To ensure participation from the above groups the following stakeholder involvement activities were performed in 2023:

- Jefferson County Coordinated Plan – Initial Stakeholders Planning Meeting – June 13, 2023
- Jefferson County Coordinated Plan – Second Stakeholders Meeting – July 12, 2023
- Jefferson County Coordinated Plan – Final Stakeholders Meeting – November 8, 2023
- Jefferson County Coordinated Plan – Public Survey Closed – July 27, 2023

This plan was developed and approved by a planning committee. More information about the planning committee can be found in Appendix.

## I. Geographic Area

Jefferson County was established by proclamation in 1797 was named in honor of the third president of the United States, Thomas Jefferson. The county seat of Jefferson County is Steubenville. According to the 2020 Census, The City of Steubenville has a total population of 18,161, and Jefferson County has a total population of 65,249. Jefferson County is approximately 409.6 square miles in area and is located 46 miles west of Pittsburgh, PA, 132 miles southeast of Cleveland, OH, and 136 miles east of Columbus, OH.

Jefferson County is located in eastern Ohio and is located within the boundaries of the Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ), the region's Metropolitan Planning Organization (MPO). A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. BHJ is the MPO for the Weirton-Steubenville Metropolitan Statistical Area, and also serves Brooke County and Hancock County in West Virginia.

Additionally, Jefferson County is a member of the Ohio Mid-Eastern Governments Association (OMEGA), a Local Development District designated by the Appalachian Regional Commission. OMEGA was designated by the Governor of Ohio as a Regional Transportation Planning Organization in 2016 and selected by the Ohio Department of Transportation (ODOT) as the rural region for the Regional Coordinated Human Services Transportation Pilot Program in 2017. Jefferson County shares borders with Columbiana County to the north, Carroll County to the northwest, Harrison County to the west, Belmont County to the south, and to the east are Brooke and Hancock Counties in northern West Virginia.

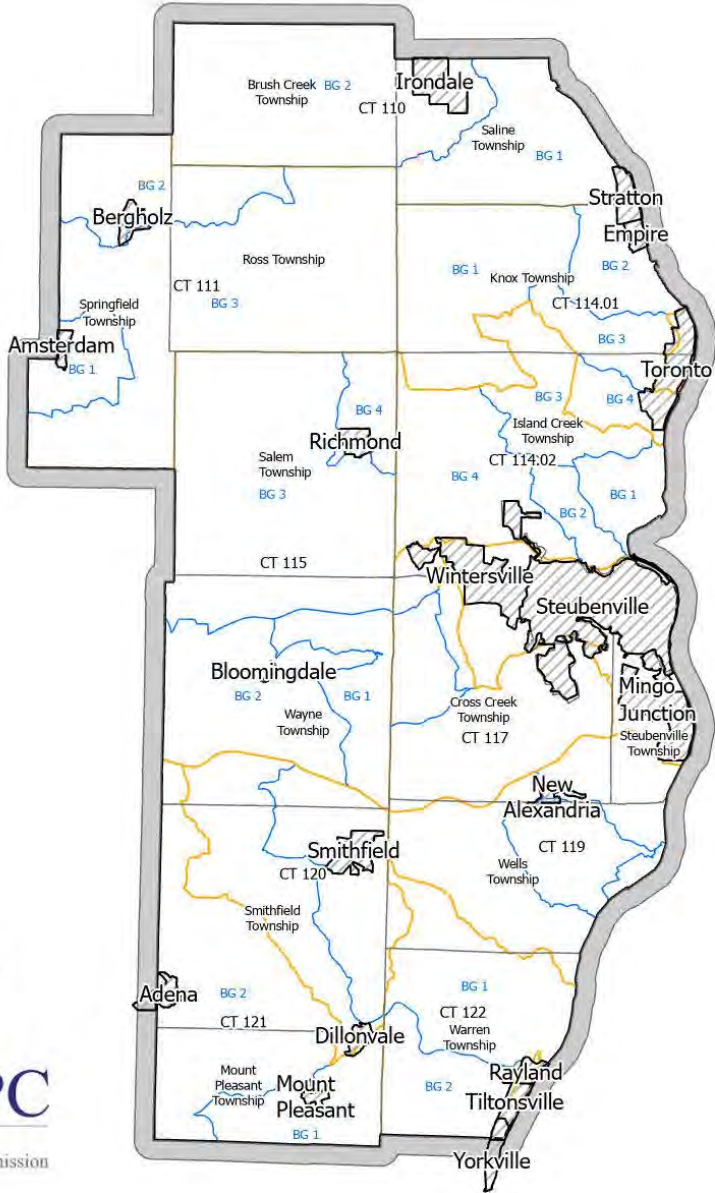
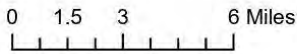
A map of the Metropolitan Statistical Area can be found in the appendix.

**Figure 1: Jefferson County Boundaries**



**Legend**

- County Boundary
- TWP and VTDs
- Census Tracts
- Block Groups
- Incorporated Areas

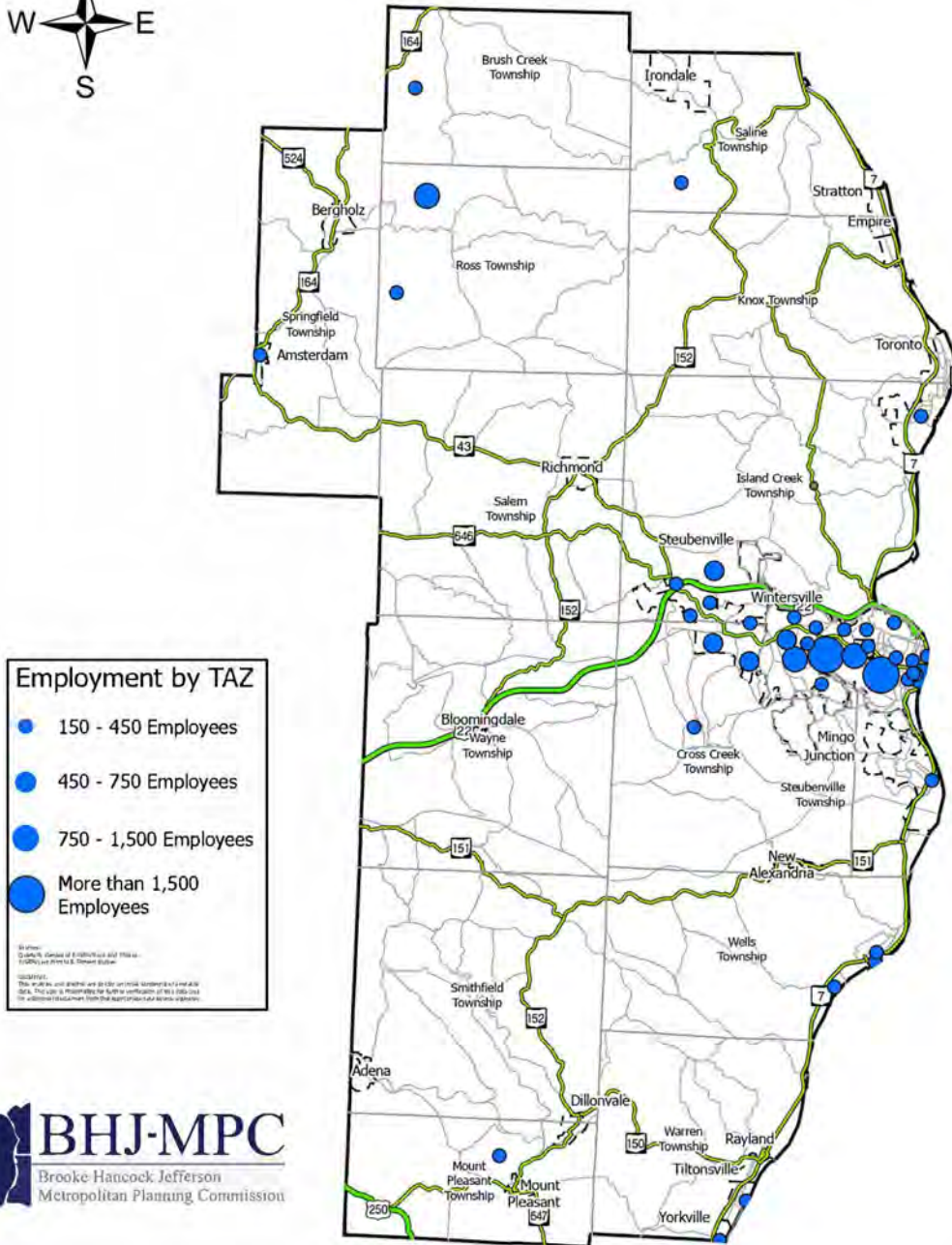


**MAP 1: BASIC MAP OF THE GEOGRAPHIC AREA COVERED BY THE PLAN**

The location of major trip generators within Jefferson County is vital to understanding the transportation needs and services in the area. The major trip generators used in this analysis use Quarterly Census of Employment and Wages data to reveal the number of Employees in the county's transportation analysis zones (TAZs). The highest concentration of trip generators is in Steubenville. Other trip generator areas are in the City of Toronto, Mingo Junction, Yorkville, Tiltonsville, Ross Township, and Wells Township. Most employment centers are found within the largest City (Steubenville) and along the Ohio River.



**Figure 2:  
Trip Generators**



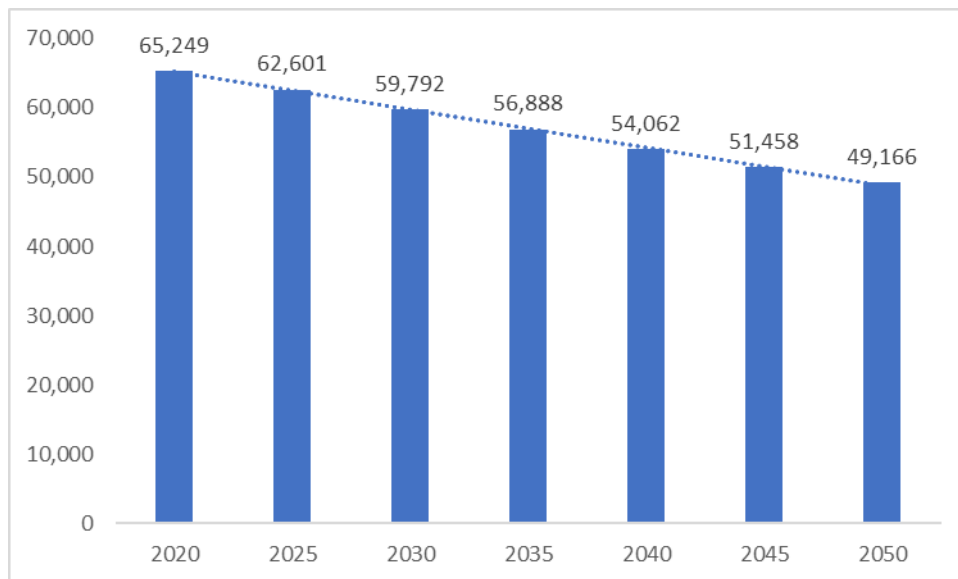
**MAP 2: MAJOR TRIP GENERATORS IN THE GEOGRAPHIC AREA**

## II. Population Demographics

In Jefferson County, there are several cities, villages, and townships of varying populations. These include the largest city, Steubenville (2020 population: 18,161), which is the county seat; Island Creek Township (2020 population: 10,173); Cross Creek Township (2020 population: 7,870); city of Toronto (2020 population: 5,303); the village of Wintersville (2020 population: 3,765); and the village of Mingo Junction (2016 population: 3,347).

### Population Trend and Projection for Every Five Years Until 2050

The Ohio Department of Development predicts steady and continual decline between now and 2050. On average the population is projected to decrease by .82% (536 persons) per year. From 2020 to 2050, it is projected the population will decrease by 24.6% (16,083 persons).



**CHART 1: Jefferson County Total Population Trends from 2020 to 2050**

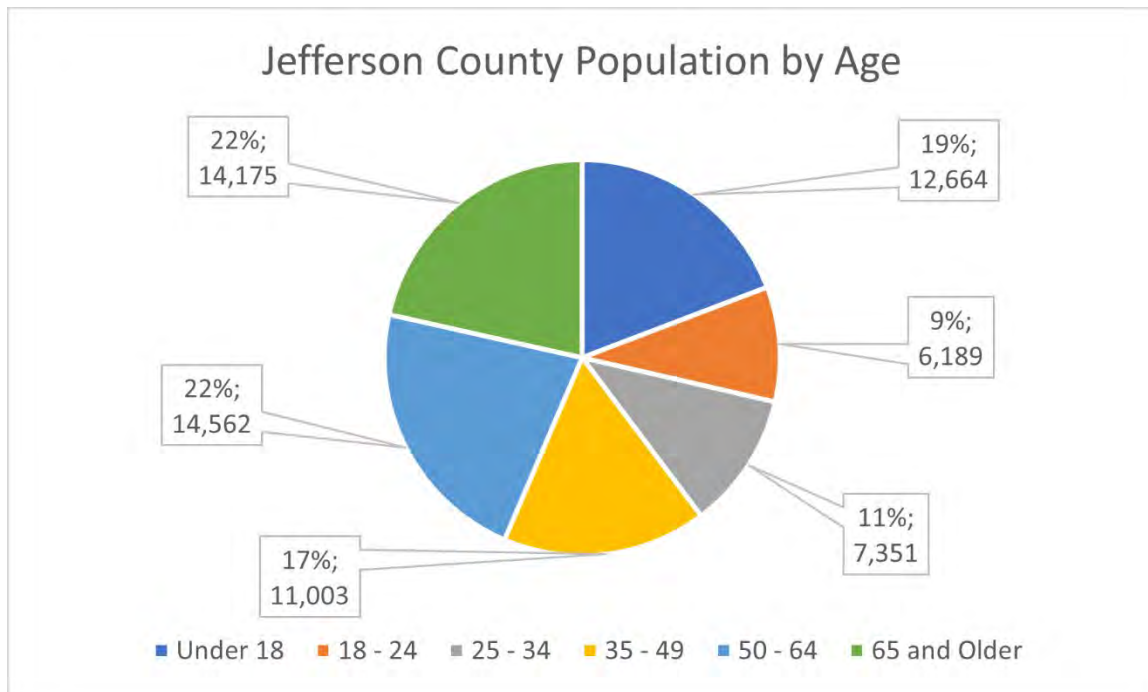
*Source: Ohio Department of Development, Office of Strategic Research – April 2023*

## Total Population by Age Group

The largest segment of the county's population, 22% (14,465), is 65 or older and half the population is older than 45. This is important to consider for transportation services since in the next 10-20 years, the senior population will be one of the larger age groups requiring more senior services. The third largest age group, the Under 18 at 19% (12,664), is also one of the fastest-growing age groups which is a positive indicator on the future of Jefferson County. This age group can offset the growing elderly population provided that the youth remain in the county. A further analysis of age group projection is provided in Chart 2B.

**CHART 2: TOTAL POPULATION BY AGE GROUP**

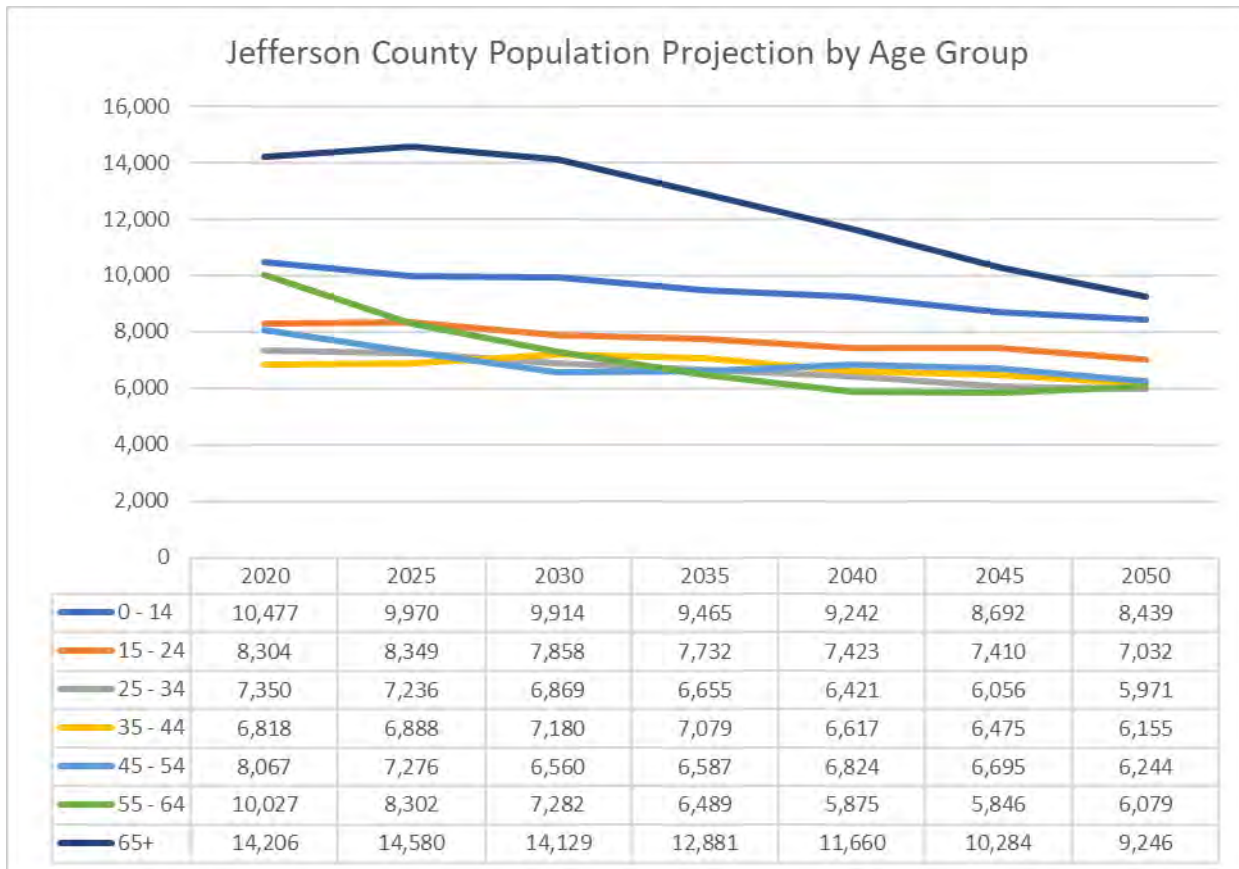
Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates



## Total Population Projection by Age Group

As shown in Chart 2B, in the next 10-20 years, the largest age group in population will continue to be the senior population. There is projected to be a decline in all age groups over the next few decades.

To reverse this decline, Jefferson County would benefit by bringing in strong employment centers, increase overall quality of life, and basic human services to attracted peoples into the region.

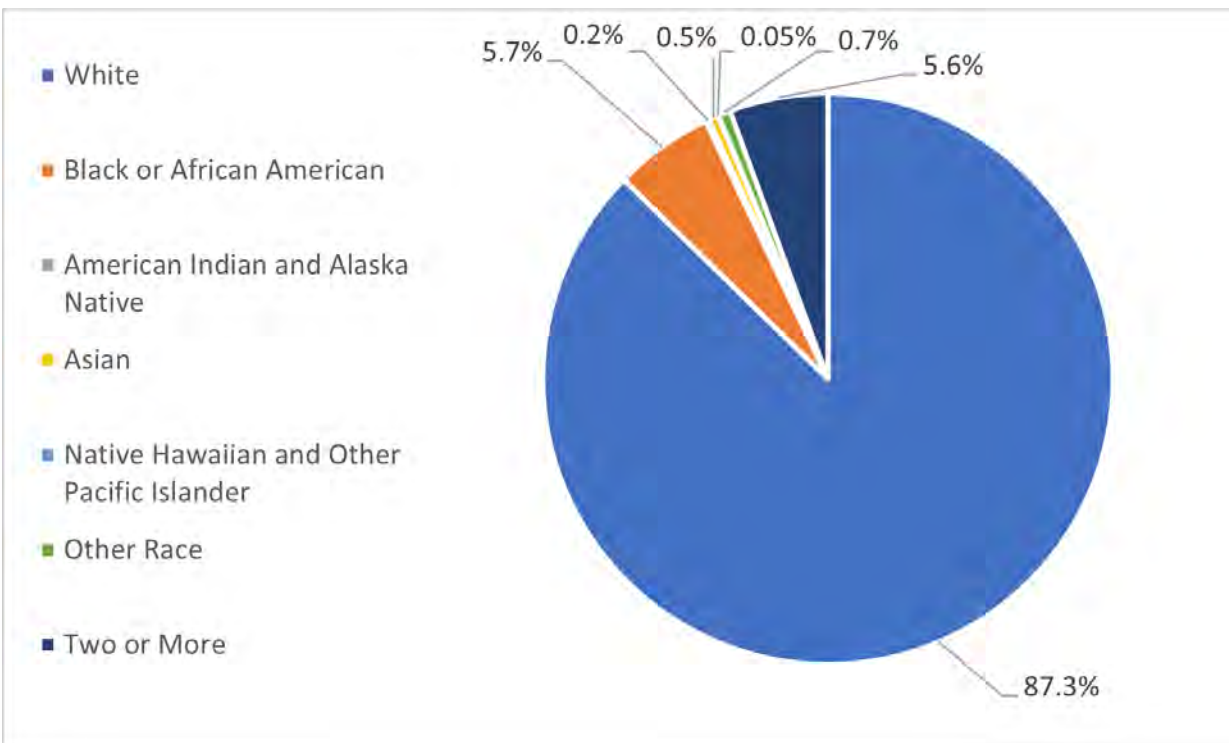


**CHART 2B - AGE GROUP POPULATION PROJECTION**

*Source: Office of Research, Population Projections by Age 2020-2050 – 2022*

## Total Population by Race

According to the 2020 Census, Jefferson county has a total population of 65,249. The racial demographics break down as follows: White population of 56,954 (87.3%), Black or African American population of 3,687 (5.6%), American Indian and Alaska Native population of 136 (0.2%), Asian population of 344 (0.5%), Native Hawaiian and Other Pacific Islander population of 33 (0.05%), Some other race population of 454 (0.6%), and two or more races population of 3,641 (5.6%).



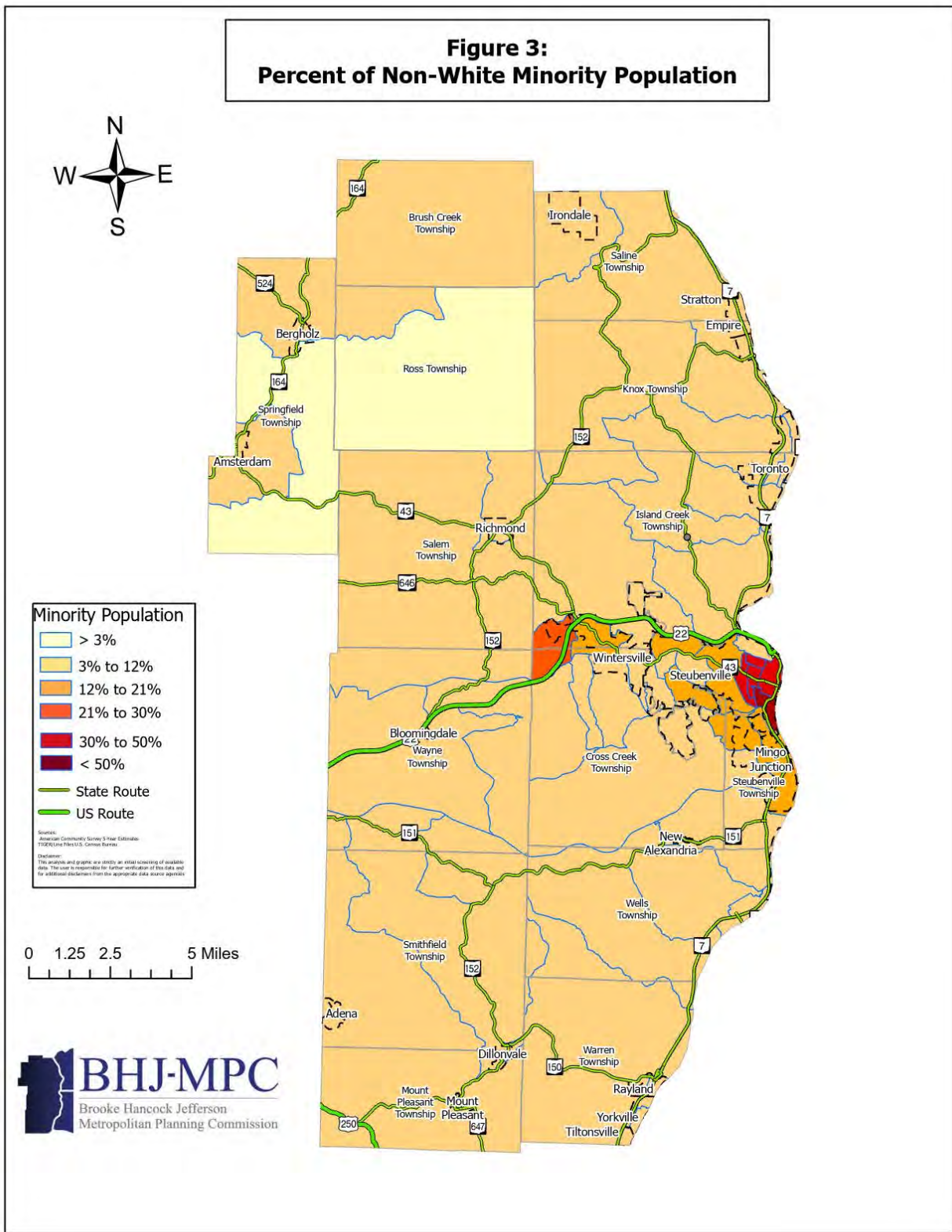
**CHART 3: TOTAL POPULATION BY RACE**

*Source: U.S. Census Bureau, 2020 Census*

Figure 3 represents the locations in Jefferson County of the concentration of minority populations by block group. Most minorities are concentrated in eastern Steubenville and Mingo Junction. Additionally, Wintersville and the block group west of Wintersville have minority populations of 21-30%. There is overall a higher percentage of minority populations in Jefferson County since the last update.



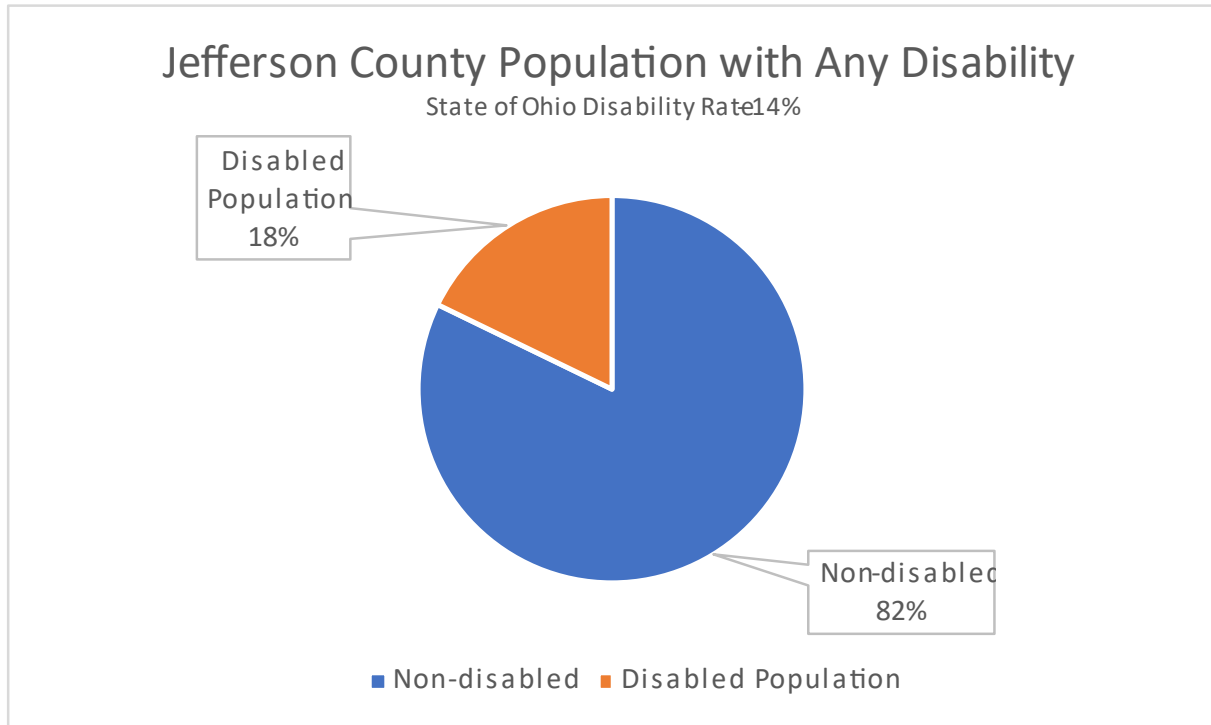
**Figure 3:  
Percent of Non-White Minority Population**



**Figure 3: JEFFERSON COUNTY MINORITY POPULATION MAP**

## Number and Percentage of People with Disabilities

The disability rate is an important characteristic relating to transit use and human services transportation. Many persons with a disability may have limited transportation options available to them and often rely on transportation services that offer handicap assistance or are dependent upon others for transportation. The present rate of disability in the state of Ohio is 14% of the total population. Currently, the disability rate in Jefferson County is 17.8% of the overall population, equating to 11,619 people. Persons with disabilities may require assistance with transportation on a regular basis for daily activities and services.

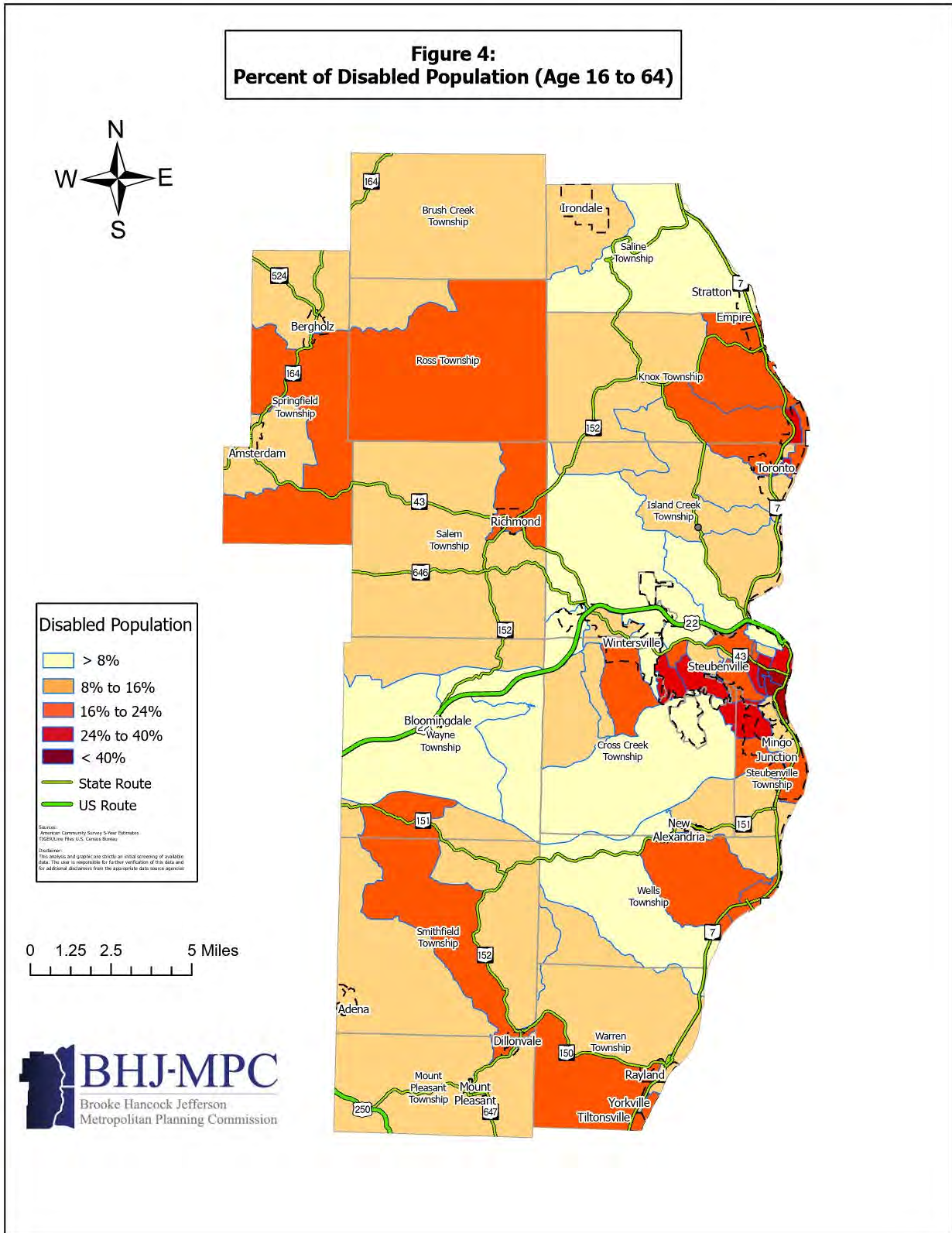


**CHART 4: PERCENTAGE OF PEOPLE WITH DISABILITIES**

*Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates*

Figure 4 shows the population with disabilities by block group located within Jefferson County. The Highest rate of disabilities are in eastern Steubenville. Additionally, Wintersville, Toronto, Mingo Junction, Dillonvale, Knox Twp, Ross Twp, Springfield Twp, Wells Twp, Wayne Twp, Warren Twp have disabled populations between 16-24%.

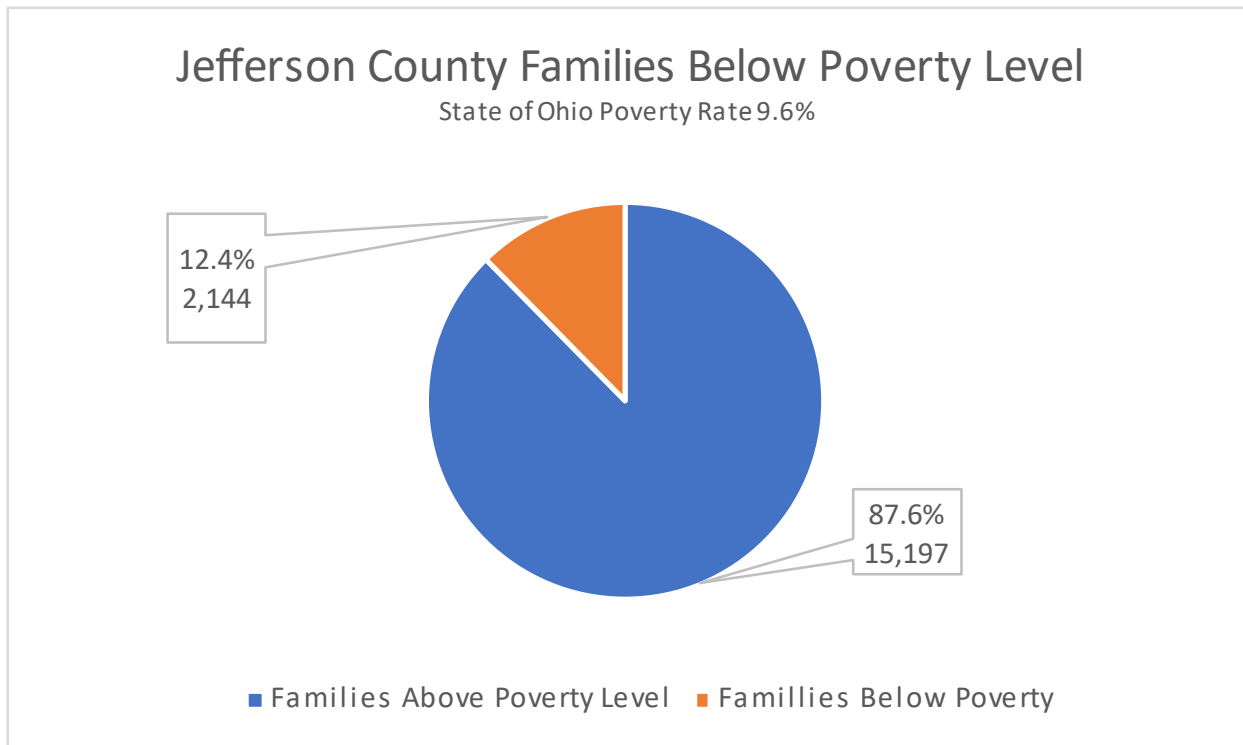
**Figure 4:  
Percent of Disabled Population (Age 16 to 64)**



**MAP 4: PERSONS WITH ANY DISABILITIES IN JEFFERSON COUNTY**

## Number and Percentage of Families with Incomes Below the Federal Poverty Level

The federal poverty level is defined as a four-member household with a combined income below \$30,000. According to the 2016-2020 ACS, the State of Ohio had 13.4% of the total families in the state are below the federal poverty level. In Jefferson County, 12.7% (2,144 families) are below the federal poverty level. More and available access to affordable transportation may be more beneficial to households with incomes below the federal poverty level.



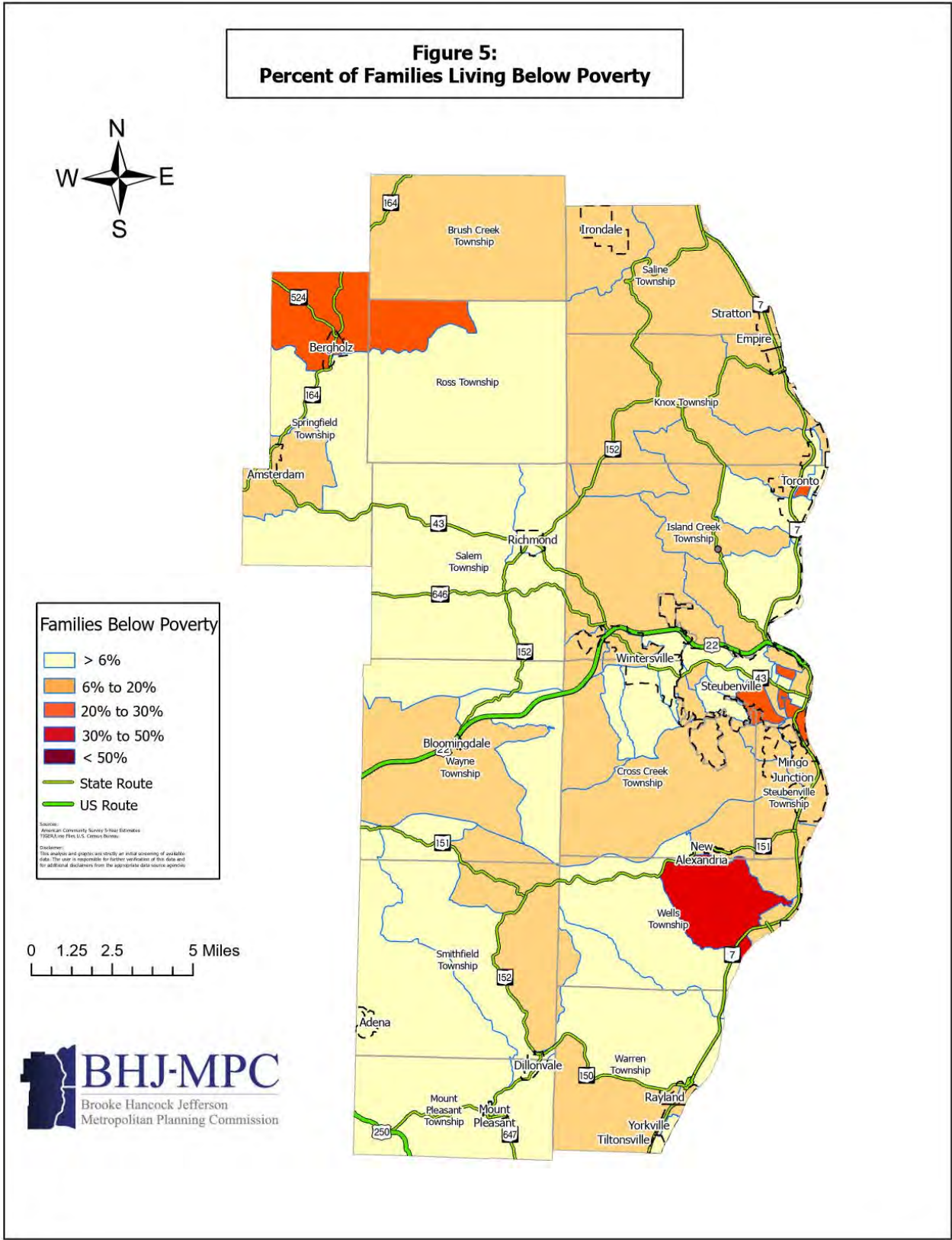
**CHART 5: NUMBER AND PERCENTAGE OF HOUSEHOLDS WITH INCOMES BELOW THE FEDERAL POVERTY LEVEL**

*Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates*

Figure 5 represents the households below poverty by block group in Jefferson County. The areas that have the highest concentration of families below poverty are east Steubenville along the Ohio River, New Alexandria (and surrounding areas) and Bergholz (and surrounding areas).



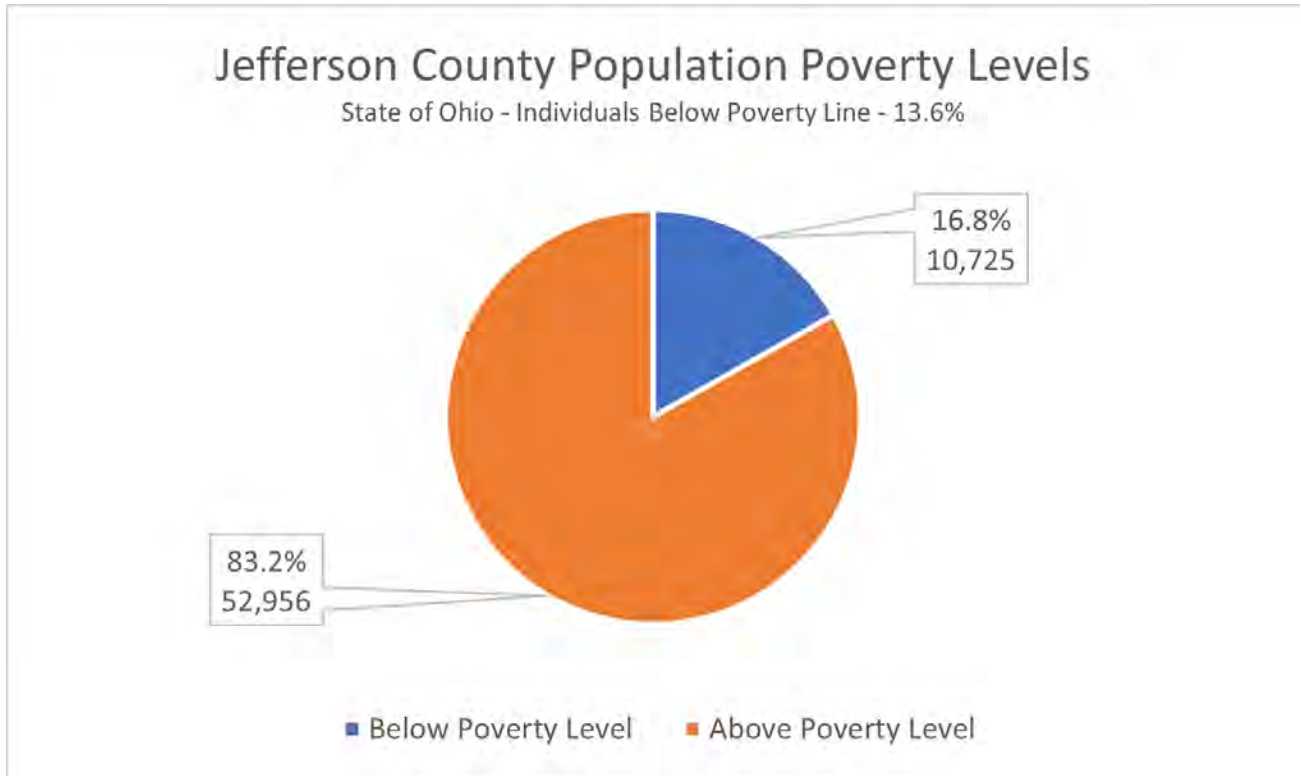
**Figure 5:  
Percent of Families Living Below Poverty**



**MAP 5: JEFFERSON COUNTY FAMILIES BELOW POVERTY**

## Number and Percentage of Individuals with Incomes Below the Federal Poverty Level

Individuals who live below the poverty level generally can't afford many basic human services. They may not own a personal vehicle which presents challenges to meeting daily transportation needs. According to the 2016-2020 ACS 5-year estimates, 13.6% of the state of Ohio's total population is below the federal poverty level. In Jefferson County, 10,725 individuals are below the poverty level, accounting for 16.8% of the population. Connecting these individuals to employment opportunities with more transportation options will help strengthen the local economy.



**CHART 6: NUMBER AND PERCENTAGE OF INDIVIDUALS WITH INCOMES BELOW THE FEDERAL POVERTY LEVEL**

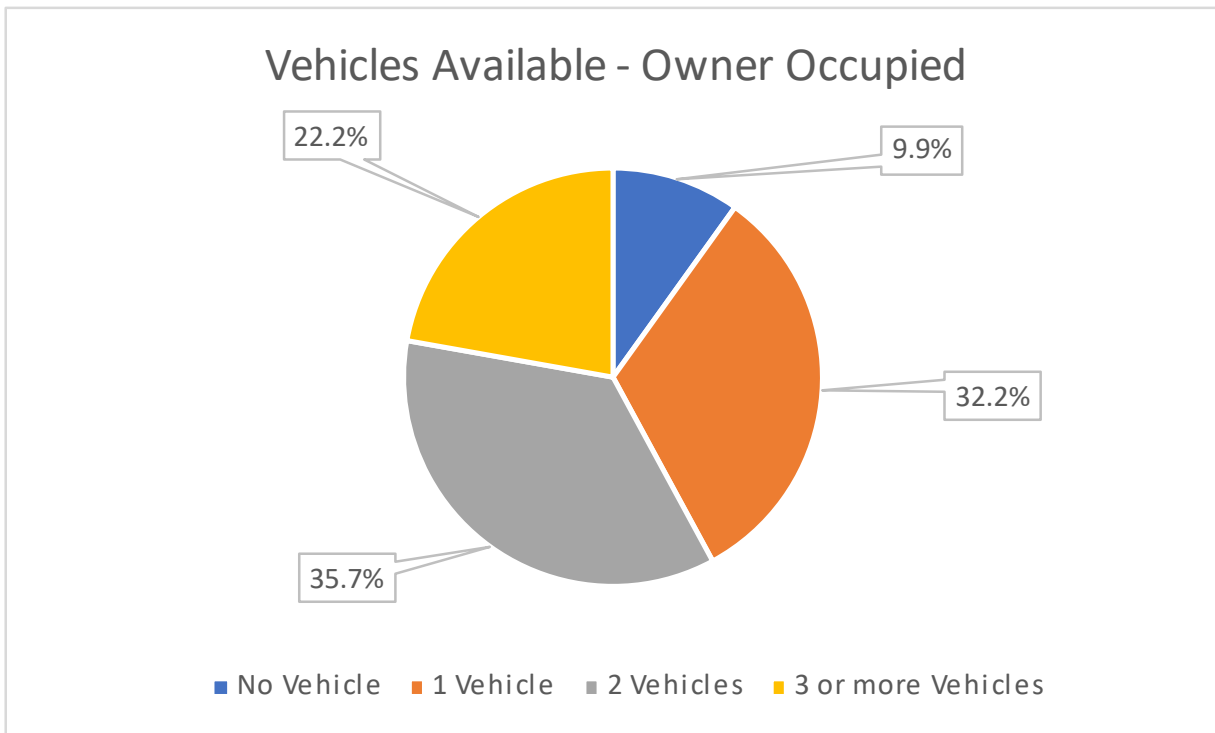
*Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates*

## Percent of Population with Limited English Proficiency

According to the 2016-2020 American Community Survey, only 0.8% (512 people) of the population aged five years or older in Jefferson County speak English “less than very well”.

## Vehicles Available per Owner Occupied House

According to the 2016-2020 ACS, Jefferson County has a total of 27,541 occupied housing units; of this total, 19,159 (69.5%) are owner-occupied. There are only 3.9%, or 967 owner-occupied housing units, that currently do not own a personal vehicle. Most of the owner-occupied homes, 41%, have at least two vehicles available. The 741 owner-occupied housing units that don't own a personal vehicle would benefit from more readily available transit and human services transportation options.

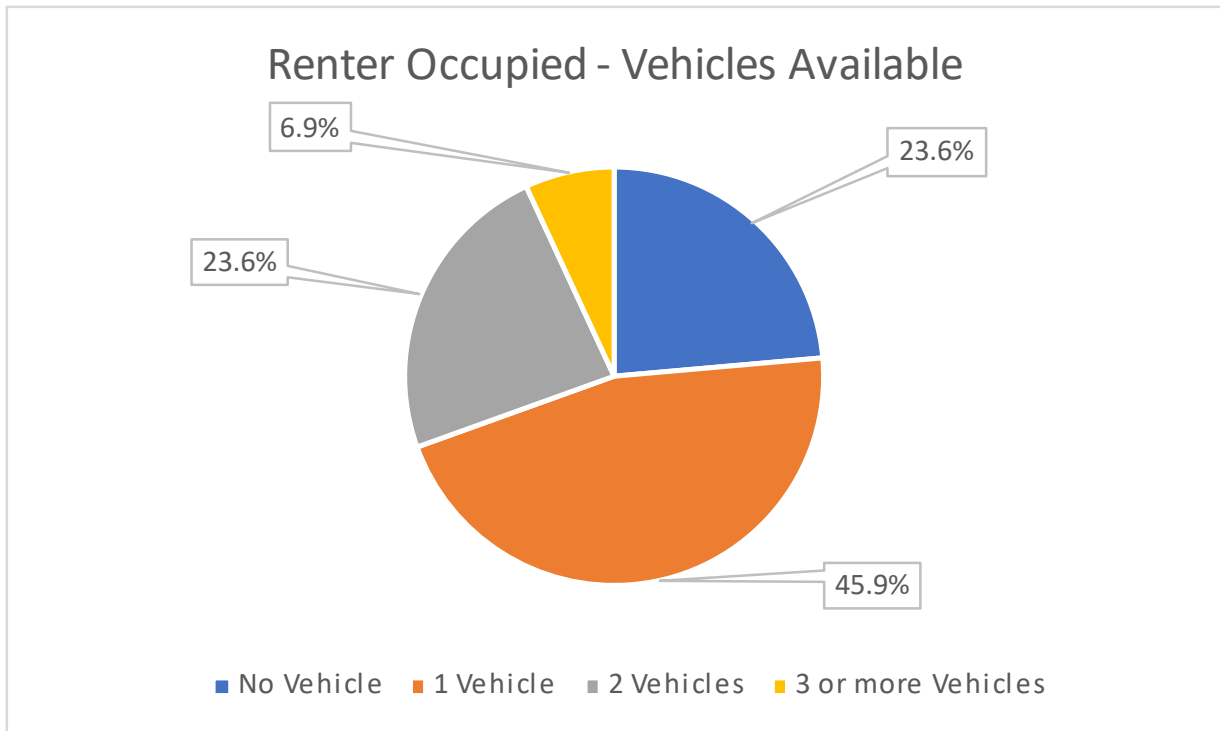


**CHART 7 - VEHICLES AVAILABLE PER OWNER OCCUPIED HOUSEHOLD**

*Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates*

### Vehicles Available per Rental Occupied House

According to the 2016-2020 ACS, there are 8,388 (30.5%) renter occupied housing units in Jefferson County. Of the renter-occupied housing units, 23.6%, or 1,983 renter-occupied housing units do not own a personal vehicle. This reveals that renters in Jefferson County are substantially less likely to own a car than owners meaning they would greatly benefit from more readily available transit and human services transportation options.



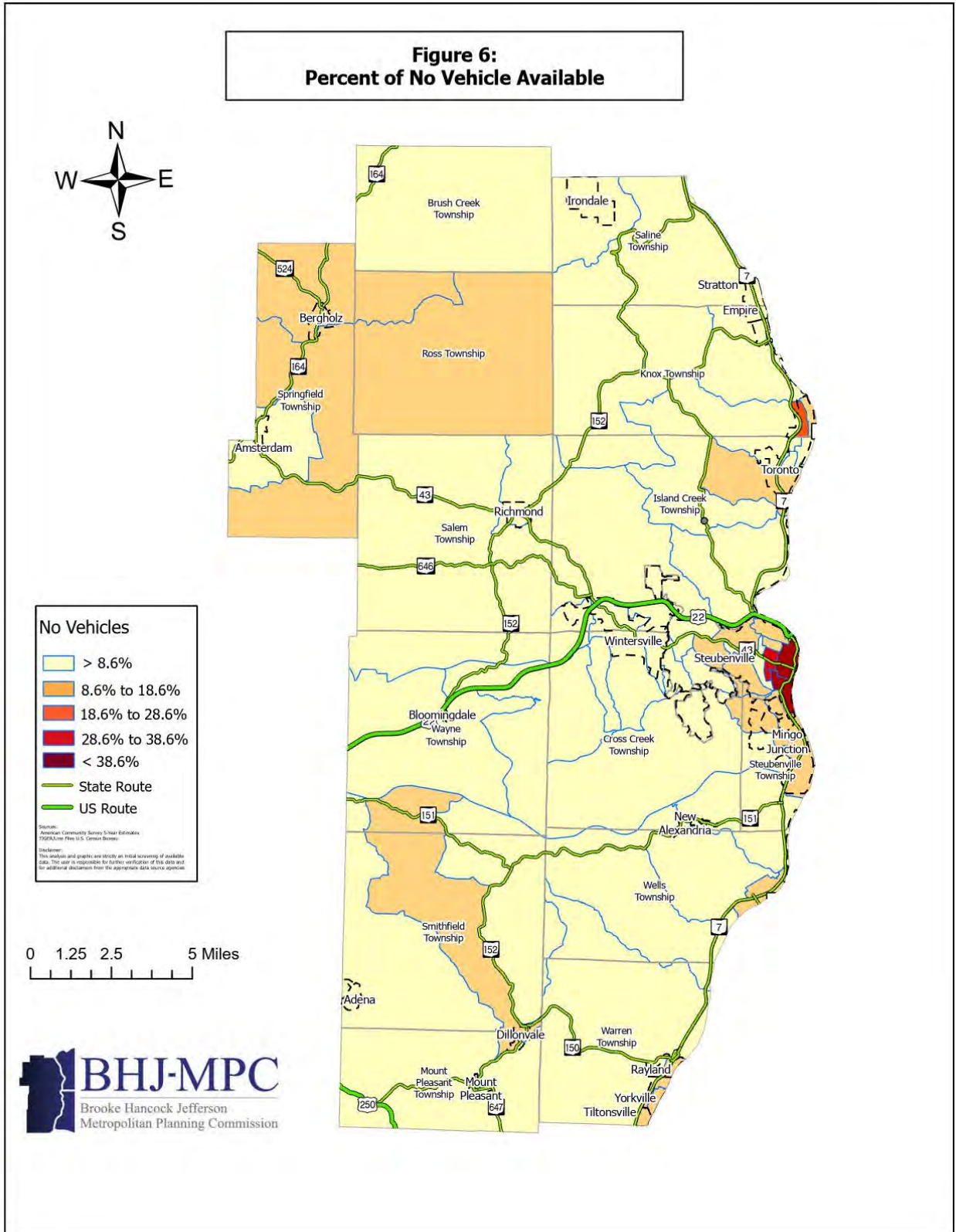
**CHART 8 - VEHICLES AVAILABLE PER RENTER OCCUPIED HOUSEHOLD**

*Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates*

According to Figure 6, the locations in Jefferson County that have a high concentration of households without a personal vehicle are in east Steubenville, Toronto, and Mingo Junction.



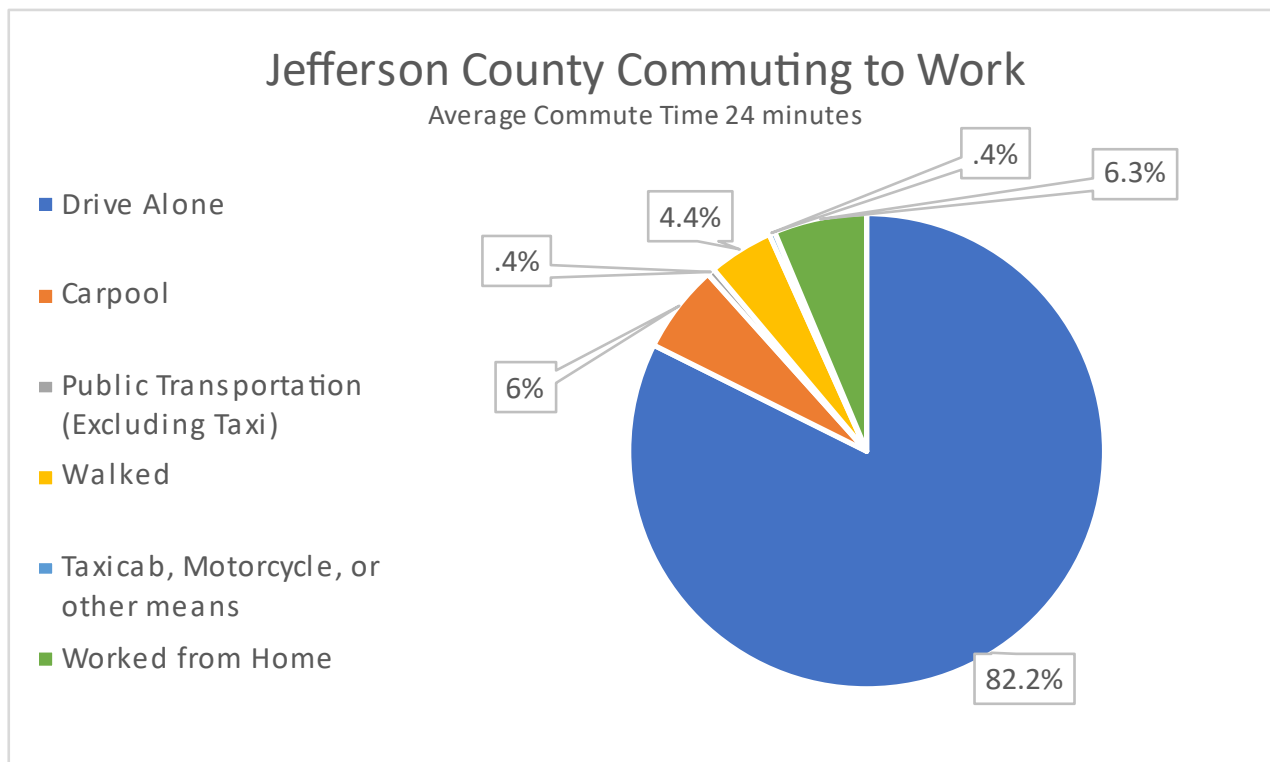
**Figure 6:  
Percent of No Vehicle Available**



**MAP 6: JEFFERSON COUNTY ZERO VEHICLE HOUSEHOLDS**

## Jefferson County Commuting to Work

How the civilian labor force in the county commutes to their place of employment matters when it relates to transit issues because these trips make up most trips in the week. According to the 2016-2020 ACS, there are currently 27,652 individuals who are in the civilian labor force (16 and older) in Jefferson County. Of those employed, most of the working commuters, 82.2% (22,730 people), drive alone for employment. The next largest cohort for Jefferson County workers is 6% that carpool. This is a total of 1,659 employees that ride in a carpool with others. The third largest group of commuters are those who walk to work, 4.4% or a total of 1,217 employees. Only .5%, or 138 employees, use public transportation. Additionally, 6.3% (1,742) of total employees work from home. The average commute time for all employees is nearly 24 minutes in Jefferson County. It should be noted, the “Work from Home” population has nearly doubled since the last Coordination Plan Update in 2018.



**CHART 9 - COMMUTING TO WORK (TOTAL CIVILIAN LABOR FORCE = 27,652)**

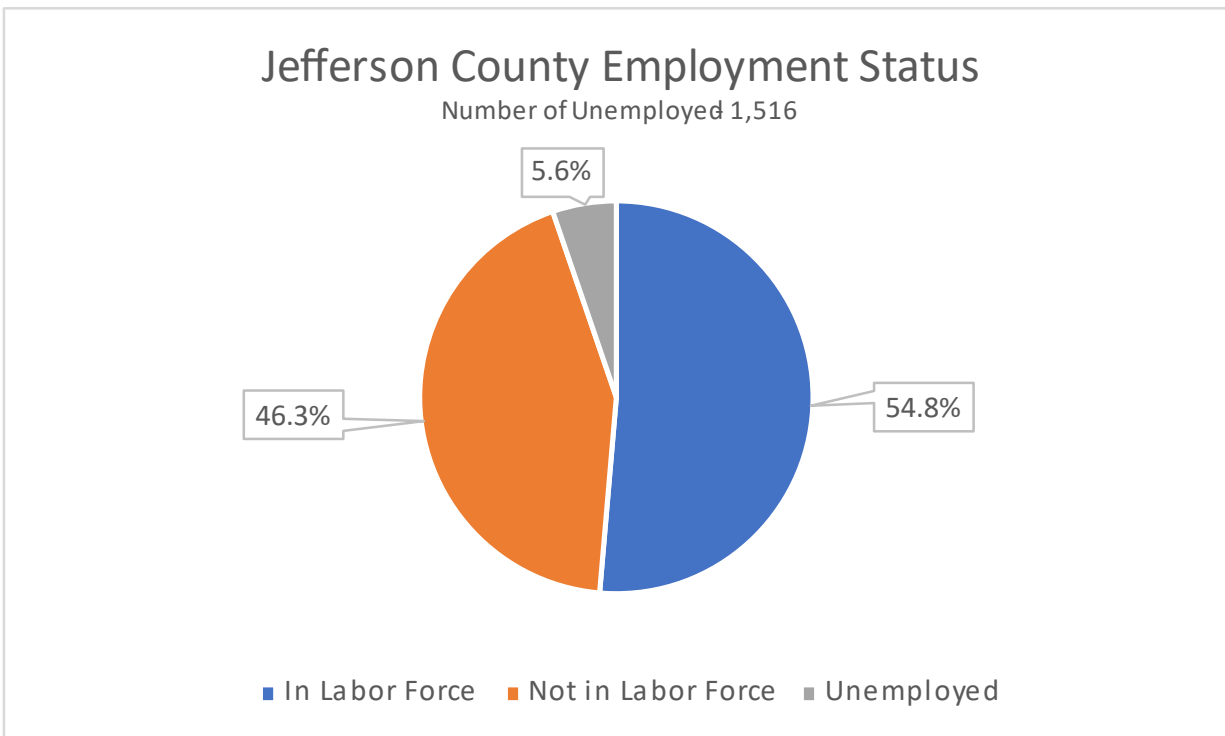
Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

## Place of Work

The employed civilian labor force is currently 27,652 persons, and approximately one-quarter, 6,755 individuals, leave the state on a regular basis to work in either West Virginia or Pennsylvania. For those who work in the state, 16% of the labor force or 4,585 leave Jefferson County to work in adjacent counties. A total of 10,158 (36.8%) of Jefferson County's civilian labor force leaves Jefferson County on a regular basis for work elsewhere.

## Employment Status

According to the 2016-2020 ACS, Jefferson County has a population of 16 Years or Older of 54,592 individuals; 54.8% are currently in the labor force. Jefferson County currently has a 5.6% unemployment rate, and 46.3% are not in the labor force and may be either retired, in school and have not begun to work, disabled, or are not actively seeking employment. According to the Bureau of Labor Statistics' Local Area Unemployment Statistics, as of February 2023, there are currently 1,516 individuals considered unemployed and actively seeking employment. More transit and human services transportation options available will help them connect to actively seeking employers.



**CHART 10 - EMPLOYMENT STATUS IN JEFFERSON COUNTY**

*Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimate*

### III. Assessment of Available Services

Conducting an evaluation of service provider capabilities and analyzing the existing gaps and duplications of services for transportation resources in each community, provides transportation planners with the information needed to implement changes that will improve the network of transportation resources and services in Jefferson County and across county lines.

Brooke Hancock Jefferson – Metropolitan Planning Commission (BHJ-MPC), the lead agency, identified stakeholders to participate in the assessment of available services. These stakeholders included those who were represented in the current or past planning committees, as well as others who the planning committee identified as being appropriate stakeholders.

Interviews were conducted with each of the identified stakeholders. The purpose of the interview was to offer the stakeholders an opportunity to discuss the specific transportation services, gaps, needs, and priorities for their respective service areas or communities. When applicable, information reported in the previous coordinated plan was used to supplement information gathered during this planning effort.

### Inventory of Transportation Providers

#### **Primary Transportation Providers**

- Prime Time Office on Aging
- TranSmart USA, LLC
- Steel Valley Regional Transit Authority
- PALS Chrysalis Health

#### **Contracted Agencies**

- Jefferson County Board of Developmental Disabilities (JCBDD)
- Jefferson County Department of Jobs and Family Services (JCDJFS)



## Existing Transportation Services

The following information is based on tabulations from the survey and interview results. A total of five organizations provided information about their services.

### List of Transportation Service Providers

**Agency Name:** PrimeTime Office on Aging

**Transportation Service Type:** Handicap accessible and regular transportation vans

**Other Services Provided:** Health and wellness; recreational; arts programs; educational, volunteer, community action opportunities; information and assistance; intergenerational programs; support groups; and special services for local needs

**Contact Information:** Trudy Wilson, 300 Lovers Lane, Steubenville, Ohio 43953; 740.314.5197, [trudywilson@trinityhealth.com](mailto:trudywilson@trinityhealth.com)

**Hours:** Monday- Friday, 7:00am-3:00pm

**Service Area:** Jefferson County

**Eligibility Requirements:** 60 years old, Jefferson County resident, not income-based

**Website:** <http://www.primetimejeffersoncounty.com/>

**Agency Name:** TranSmart USA

**Transportation Service Type:** Non-Emergency Medical Transport provider

**Other Services Provided:** Courier Service

**Contact Information:** Jeannine Sawon, 1-866-693-6900, [jeannine@transmartusallc.com](mailto:jeannine@transmartusallc.com)

**Hours:** Monday- Friday, 5am – 7pm; Saturday. 5am-5pm

**Service Area:** Tri-State Jefferson, Brook Co, WV, Hancock, Co, WV, Harrison Co, OH. Belmont Co, OH and Columbiana Co, OH

**Eligibility Requirements:** None

**Website:** <http://transmartusallc.com/>

**Agency Name:** Steel Valley Regional Transit Authority

**Transportation Service Type:** Public Transportation

**Other Services Provided:** None

**Contact Information:** Tim Turner, 740-282-6145, [tturner@svrta.com](mailto:tturner@svrta.com) / [contact@svrta.com](mailto:contact@svrta.com)

**Hours:** Monday- Friday, 3:30am – 8:05pm; Saturday, 4:30am- 7:30pm

**Service Area:** Steubenville, Mingo Junction, Rayland, Wintersville OH

**Eligibility Requirements:** Designated recipient – 5307, Steubenville/Weirton Urban Area

**Website:** [www.svrta.com](http://www.svrta.com)

**Agency Name:** PALS Chrysalis Health

**Transportation Service Type:** Non -Medical Transportation –Medicaid (NMT)

**Other Services Provided:** None

**Contact Information:** Tracey Thomas CEO Jeffco Services, Inc. 740-266-6167 ext. # 2121, [tthomas@jeffco-services.com](mailto:tthomas@jeffco-services.com)

**Hours:** NMT 5:45 am to 9 am and 2 to 5:30 pm

**Service Area:** Jefferson County

**Eligibility Requirements:** Developmental Disability over 21

**Website:** <https://www.palschrysalishealth.com/>

**Agency Name:** Valley Logistics Company, LLC

**Transportation Service Type:** Non-Emergency Medical

**Other Services Provided:**

**Contact Information:** Trevor Sebring, P.O. Box 484, Adena, OH 43901, (740) 827-5770,  
[admin@valleylogistics.org](mailto:admin@valleylogistics.org)

**Hours:** Non-specific

**Service Area:** Tri-State Area

**Eligibility Requirements:** None

**Website:** [www.valleylogistics.org](http://www.valleylogistics.org)

**Agency Name:** Saline Township Transportation

**Transportation Service Type:** Non-Emergency Medical, Courier

**Other Services Provided:**

**Contact Information:** Saline Township, 164 County Road 50A, Hammondsville, OH 43932 (330) 532-2195/  
(330) 532-2196

**Hours:** Non-specific

**Service Area:** Cleveland/ Pittsburgh

**Eligibility Requirements:** No restrictions

**Website:** NA

The table below provides a summary of the characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers.

**Table 1: Organizational Characteristics**

Agency Name	Directly Operates Transportation	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,)	Number of Annual One-Way Passenger Trips	Average Number Trip Denials per Week	Are Vehicles Only Available for Human Service Agency Clients (Y/N)*
<b>PrimeTime</b>	Yes	N/A	Non-Profit	N/A	N/A	N/A
<b>TranSmart USA</b>	Yes	No	Private for profit	20,000	38	No
<b>SVRTA</b>	Yes	No	Local government (Transit	153,531	0	No
<b>Saline Township Transportation</b>	Yes	No	Public Non-Profit	632	1/week	No
<b>Valley Logistics Company</b>	Yes	No	Private for Profit	N/A	None	N/A

\* Answering “Yes” indicates that your agency is closed door. Your agency is considered closed door if you ONLY provide transportation to your facility as a courtesy or if you ONLY serve a particular clientele that are enrolled in your agency programs (i.e. members of a sheltered workshop, or residents in a nursing home). Answering “No” indicates that your agency is open-door. This means the service is open to the public or a segment of the public defined by age, disability, or low income. For example, if an agency provides general transportation for anyone in the community who is over the age of 60, they are considered “open door”. For example, an individual who is 60 or over can request transportation to a doctor’s appointment or the grocery store regardless of their affiliation with your agency.

The participating organizations provide a wide range of transportation including fixed routes, ADA paratransit, and on-demand. Four of the participating organizations provide services on weekdays. Four provide transportation services on Saturdays and three on Sundays. Evening services after 5 pm are provided by four organizations. Table 2 depicts the transportation service characteristics by agency.

**Table 2: Transportation Service Characteristics**

Agency Name	Mode of Service	Days & Hours of Operation	Provides Medicaid-Eligible Trips (Y/N)	Level of Passenger Assistance Provided	Training Courses Required for Drivers
<b>PrimeTime</b>	Handicap accessible and regular transportation vans	M-F, 7am-3pm	No	Wheelchair Door to Door	Defensive Driving
<b>TranSmart USA</b>	On demand/ can wheelchair	M-F, 5am-7pm; S, 5am-5pm	Yes	Wheelchair curb to curb	Yes
<b>SVRTA</b>	Fixed Route / Paratransit	M-F, 3:30am – 8:05pm; S, 4:30am –7:30pm	No	Wheelchair curb to curb	Wheelchair
<b>Saline Township Transportation</b>	Handicap accessible and regular transportation vans	All	Yes	Wheelchair curb to curb	No

Transportation-related expenses and revenues also differ by organization. Levy funds, AAA-9, Section 5307, Ohio Transit Preservation Partnership Program (OTPPP), Urban Transit Program (UTP), fares, and Medicaid are common revenue sources for transportation operators in Jefferson County. Table 3 provides a summary of expenses and revenues for public and non-profit transportation programs.

**Table 3: Transportation-Related Expenses and Revenues**

Agency Name	Fare Structure	Donations Accepted (Y/N)	Number of Full-Time & Part-Time Drivers	Number of Full-Time & Part-Time Schedulers/ Dispatchers	Revenue Sources (most recent Fiscal Year)	Total Annual Transportation Expenses
<b>PrimeTime</b>	Free	Yes	N/A	N/A	N/A	N/A
<b>TranSmart USA</b>	Varies	No	18 Full Time 7 Part Time	5	County, Medicaid, Private Pay	N/A
<b>SVRTA</b>	\$0.50-Adult \$0.25 Senior \$40.00 annual pass	No	16 Full Time 2 Part Time 4 Casual	1	Federal 5307 OTPPP-Ohio UTP- Ohio Local Levy – 1.5 mls Fares	2022- \$1,932,282
<b>Saline Township Transportation</b>	No	No	4 Part Time	1	Local taxes	2022- \$12,290



Table 4 provides basic information about transportation options other than the traditional public and human services transportation. Transportation options might include bike share, ride share, intercity, or taxi services, and more.

**Table 4: Alternative/ Active Transportation Options**

Transportation Option	Availability	Cost	Usage	Service Area
<b>SVRTA: Not applicable</b>	N/A	N/A	N/A	Steubenville, Mingo Junction, Wintersville,
<b>TranSmart USA: Not Applicable</b>	N/A	N/A	N/A	Tri-State Area
<b>Saline Township Transportation</b>	N/A	N/A	N/A	Cleveland/ Pittsburgh

Table 5 provides basic information about local travel training program options.

**Table 5: Transportation Resources**

Transportation Resource	Availability	Cost	Usage	Service Area
<b>SVRTA: N/A</b>	N/A	N/A	N/A	Steubenville, Mingo
<b>TranSmart USA: N/A</b>	N/A	N/A	N/A	Tri-State Area
<b>Saline Township Transportation: N/A</b>	N/A	N/A	N/A	Cleveland/ Pittsburgh
<b>SVRTA: N/A</b>	N/A	N/A	N/A	Steubenville, Mingo Junction, Wintersville, OH

Table 6 illustrates the technology used by each transportation provider for scheduling, dispatching, and/or GPS tracking vehicles.

**Table 6: Technology**

Agency Name	Scheduling Software Name	Do you have an App for Transportation (Y/N)?	Dispatching Software Name	AVL System/ GPS (Y/N)
<b>SVRTA</b>	No	No	No	No
<b>TranSmart USA</b>	N/A	No	N/A	Yes
<b>Saline Township Transportation</b>	No	No	No	No

## Assessment of Community Support for Transit

According to the Assessment of Available Service in Jefferson County, the primary transit provider is only Steel Valley Regional Transit Authority. Their service area is only in Steubenville, Mingo Junction, and Winterville, Ohio. Additionally, they have routes that travel to the Robinson Town Center and the regional employment center in Imperial, PA. There is a growing need to connect the surrounding communities to Steubenville since according to Map 2 and Map 2B, most of the trip generators are in Steubenville, Mingo Junction, and Winterville. This area of the county provides the most services for the public, however, connections from other areas of the county to these areas are needed. The only other options for those who live outside of Steubenville, Mingo Junction, and Winterville are Prime Time if 60 years-old or older, taxi services if affordable, or family and friends. All transportation providers operate independently of one another. The only agencies that are contracted with transportation providers are JCBDD, contracted with PALS Chrysalis Health for adults that need transportation and JCDJFS is contracted with TranSmart for most of their transportation services. JCDJFS also may use SVRTA, gas vouchers, and one self-employed private driver when necessary.

The needs of Prime Time Office on Aging are unknown in this study as the organization refused to participate in the study. A single hour meeting was scheduled with the organization with little participation from members, and the organization's director did not participate in this planning exercise.

## Safety

Not all service providers in Jefferson County provide driver training courses for their drivers. Defensive driving, lift training, first aid, CPR, annual orientation are some examples of the courses that may be provided for drivers. All transportation service providers provide passenger assistance, and most have wheelchair assistance. PrimeTime and PALS Chrysalis Health provide door to door assistance. Of all the providers, only TranSmart and PALS Chrysalis Health provide Medicaid eligible trips to their passengers who qualify. Overall, the safety training provided by the transportation service providers in Jefferson County is adequate, but additional safety programs may be beneficial.

## Vehicles

A vehicle utilization table is provided in Table 7. There appears to be enough vehicles that provide wheelchair accessible vehicles primarily in the Steubenville area which is covered with fixed route transit. However, outside of Steubenville and Mingo Junction, there is a growing need to provide more wheelchair service in areas such as Bergholz, Toronto, Amsterdam, Richmond, Bloomingdale, and Smithfield. These areas have a high concentration of people with disabilities and may benefit from more wheelchair accessible vehicles.

As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.

### **PrimeTime Office on Aging**

PrimeTime Office on Aging was repeatedly asked to provide data on its fleet of vehicles, but no information was provided. Several unsuccessful attempts were made to contact the organization's executive director.

### **Steel Valley Regional Transit Authority**

All SVRTA transit vehicles are wheelchair accessible, excluding maintenance vehicles.

Table 7: Vehicle Utilization Table

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days in Service	Service Hours	Vehicle Condition	Program Vehicle is Assigned	Service Area
<b>Steel Valley Regional Transit Authority</b>											
1335	FORD	E450	2013	1FDFE4FS9DDA26652	16	2	Mon-Sat	3:30a-8:05p	Fair	n/a	Steubenville, Mingo, Wintersville
1336	FORD	E-450	2013	1FDFE4FS2DDA53045	16	2	Mon-Sat	3:30a-8:05p	Fair	n/a	Steubenville, Mingo, Wintersville
1337	FORD	E-450	2013	1FDFE4FS4DDA53046	16	2	Mon-Sat	3:30a-8:05p	Fair	n/a	Steubenville, Mingo, Wintersville
1538	FORD	E450	2015	1FDFE4FS6FDA12033	21	2	Mon-Sat	3:30a-8:05p	Good	n/a	Steubenville, Mingo, Wintersville
1539	FORD	E450	2015	1FDFE4FS8FDA12034	21	2	Mon-Sat	3:30a-8:05p	Good	n/a	Steubenville, Mingo, Wintersville
1540	FORD	E450	2016	1FDFE4FS9GDC05718	21	2	Mon-Sat	3:30a-8:05p	Good	n/a	Steubenville, Mingo, Wintersville
1541	FORD	E450	2016	1FDFE4FS4GDC05715	21	2	Mon-Sat	3:30a-8:05p	Good	n/a	Steubenville, Mingo, Wintersville
1942	FORD	E450	2019	1FDFE4FS3KDC17240	20	2	Mon-Sat	3:30a-8:05p	Good	n/a	Steubenville, Mingo, Wintersville
1943	FORD	E450	2019	1FDFE4FS6KDC17250	20	2	Mon-Sat	3:30a-8:05p	Good	n/a	Steubenville, Mingo, Wintersville
1944	FORD	E450	2019	1FDFE4FS8KDC72962	20	2	Mon-Sat	3:30a-8:05p	Good	n/a	Steubenville, Mingo, Wintersville
1945	FORD	E450	2019	1FDFE4FSXKDC72963	20	2	Mon-Sat	3:30a-8:05p	Good	n/a	Steubenville, Mingo, Wintersville
16-1	TESCO	MV-1 DX	2016	57WMD2C63GM100111	3	1	Mon-Sat	3:30a-8:05p	Good	n/a	Steubenville, Mingo, Wintersville
16-2	TESCO	MV-1 DX	2016	57WMD2C60GM100356	3	1	Mon-Sat	3:30a-8:05p	Poor	n/a	Steubenville, Mingo, Wintersville
16-3	TESCO	MV-1 DX	2016	57WMD2C68GM100363	3	1	Mon-Sat	3:30a-8:05p	Good	n/a	Steubenville, Mingo, Wintersville
0546	TESCO	E350	2005	1FDWE35L15HA8811	8	2	Mon-Sat	3:30a-8:05p	Good	n/a	Steubenville, Mingo, Wintersville
1547	FORD	E450	2015	1FDFE4FS6FDA30452	10	2	Mon-Sat	3:30a-8:05p	Good	n/a	Steubenville, Mingo, Wintersville



<b>Saline Township Transportation</b>											
1	Dodge	Grand Caravan	2019	2C7WDGBGXKR800916	6	Yes	Mon-Sat	All	Good	N/A	Cleveland/Pittsburgh
2	Dodge	Grand Caravan SE	2010	2D4RN4DE5AR167650	5	Yes	Mon-Sat	All	Good	N/A	Cleveland/Pittsburgh
<b>TranSmart USA LLC</b>											
37 total vehicles	Chrysler	Town and Country	2016-+		Van 7	Yes- 6	6 M-Sat	4 AM-8 PM	Good+	N/A	
	Dodge	Caravan			Car 5						

## Summary of Existing Resources

Table 7 describes in detail the 55 different vehicles used by the transportation service providers in Jefferson County.

Steel Valley Regional Transit Authority is the primary public transportation authority in Jefferson County. In Ohio, they only serve the local areas of Steubenville, Wintersville, Rayland, and Mingo Junction. They operate Monday through Friday from 3:30 am – 8:05 pm and on Saturday from 4:30am – 7:30pm. As of this year, they had 18 vehicles in their fleet, two being maintenance vehicles for all their transportation service vehicles. Sixteen vehicles are in good condition. Thirteen vehicles have a wheelchair capacity of two, and three vehicles have a wheelchair capacity of only one.

PrimeTime Office on Aging provides enough coverage for both the senior population and people with disabilities; however, you must be 60 years of over to be eligible to use their services. They operate 7am – 3pm Monday- Friday. The number of vehicles operated by PrimeTime Office on Aging is fourteen.

TranSmart USA LLC is a non-emergency medical transport provider, also provides area and local courier service, and airport transportation. They have 37 vehicles in their fleet, all in good condition; however only two are wheelchair accessible. They operate Monday through Friday from 5am – 7pm and Saturday 5am- 5pm.

Saline Township Transportation is a non-emergency medical transport and courier service transportation provider that offers van, and wheelchair access service. They offer service on an as needed basis.

The only agencies that are contracted with transportation providers are JCBDD, contracted with PALS Chrysalis Health for adults that need transportation and JCDJFS contracted with TranSmart for most of their transportation services. JCDJFS also may use SVRTA, gas vouchers, and one self- employed private driver when necessary.

## IV. Assessment of Transportation Needs and Gaps

To better understand Jefferson County's needs, the planning committee examined research and data, as well as solicited input from the community to gather information about needs and gaps in transportation services.

The demographic and socio-economic conditions of the study area are discussed in the Demographics Chapter of this plan. The following overview is an evaluation of the gaps in service based upon geographic data as well as from the perspective of the targeted populations, transportation providers, and the public.

BHJ-MPC and a variety of stakeholders in the area solicited input and requested participation from any organization that could potentially be impacted by the coordinated transportation planning process. More information on how the lead agency engaged stakeholders and the public is available upon request.

The following methods were used to assess transportation needs and gaps:

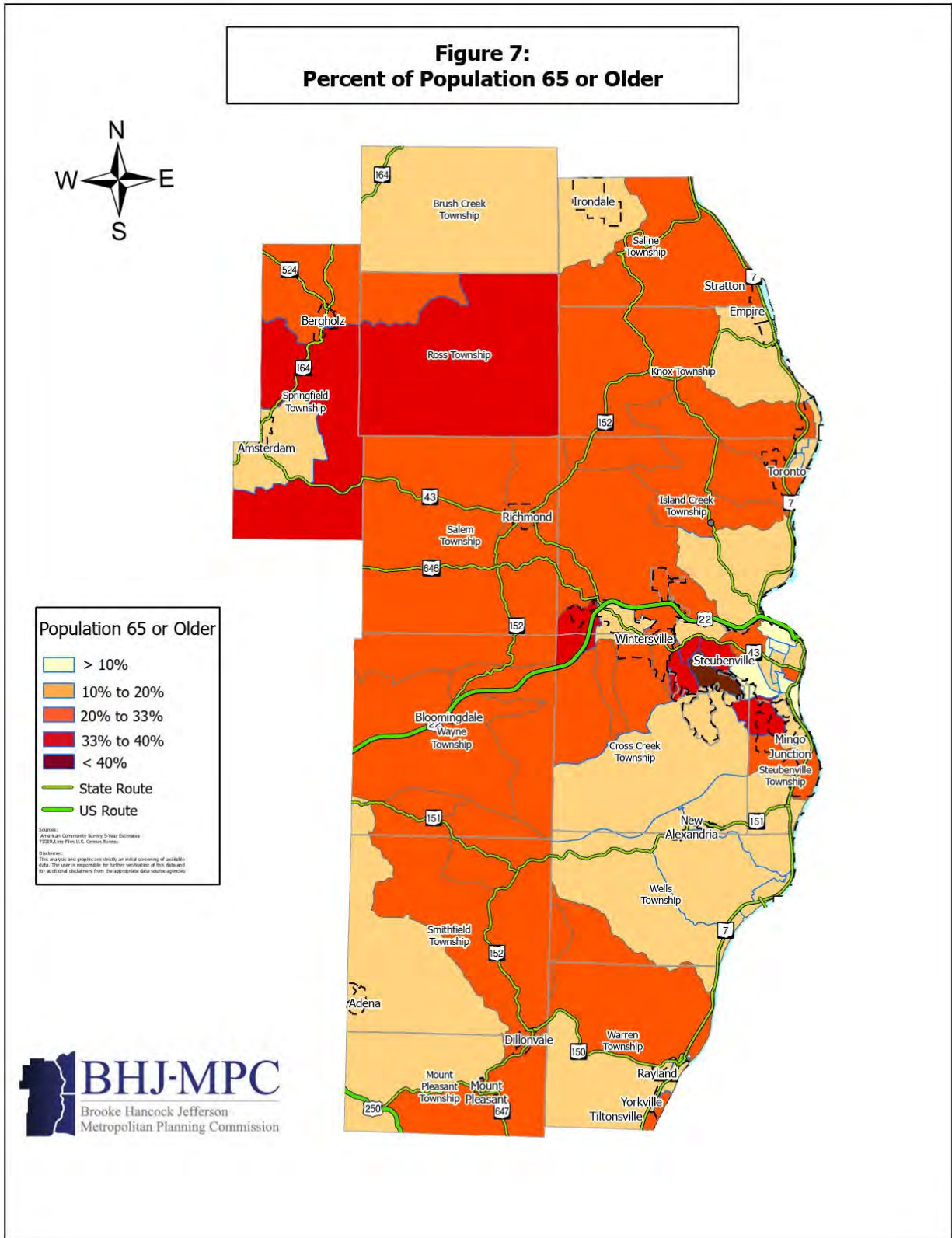
- Assessment of data and demographics
- Planning Committee Meetings with stakeholders
- Public workshops
- Public surveys

### Local Demographic and Socio-Economic Data

Data for each target population group were aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable to show where the highest and lowest densities of individuals who are most likely to need transportation live. This information can then be compared to the locations of (1) major trip generators, and (2) available transportation services.

Map 7 illustrates the population densities where the number of older adults (age 65 and older) is in Jefferson County. There are currently 14,1174 individuals in Jefferson County who are age 65 or older. Map 7 shows that the block groups with 40% or more of 65 and older are in southwest Steubenville. Additionally, Multiple block groups in Steubenville, west Wintersville, Ross Township and Springfield Township have block groups between 33% and 40% of 65 and older populations. Considering there are very few transportation options in the western portion of Jefferson County, the aging populations in Springfield and Ross Townships may be left behind.

**Figure 7:  
Percent of Population 65 or Older**



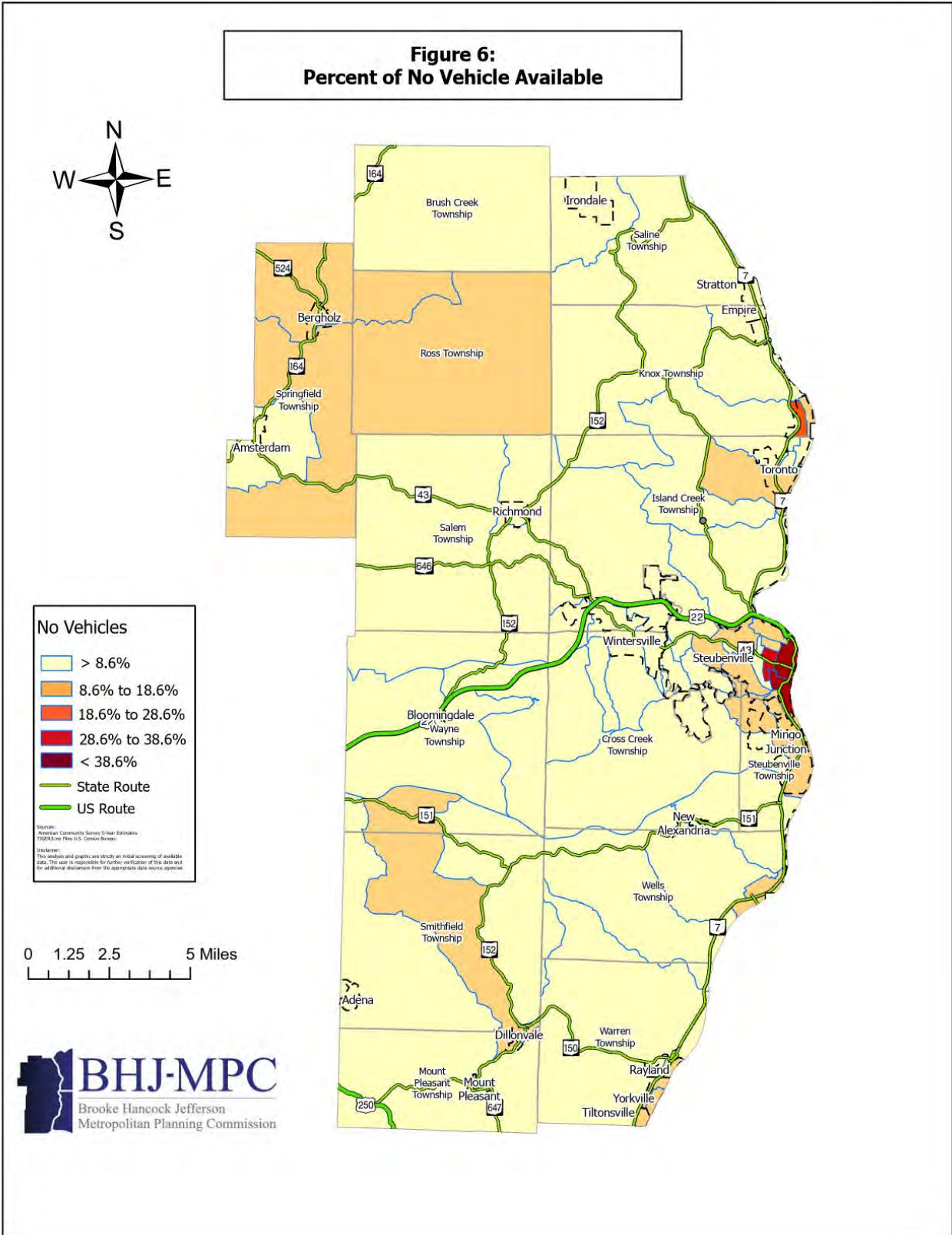
**Figure 7: MAP OF POPULATION DENSITY OF INDIVIDUALS AGE 65 AND OLDER**

Map 8 indicates the areas where the number of zero-vehicle households are in Jefferson County. The absence of a vehicle in the household is often an indication of the need for transportation services.

As mentioned earlier in the plan, the locations in Jefferson County that have a high concentration of households without a personal vehicle are in east Steubenville, Toronto, and Mingo Junction adjacent to the Ohio River.



**Figure 6:  
Percent of No Vehicle Available**



**MAP 8: MAP OF DENSITY OF ZERO VEHICLE HOUSEHOLDS**

Figure 9 shows major trip generators for anyone in Jefferson County.

The major trip generators used in this analysis use Quarterly Census of Employment and Wages data to reveal the number of Employees in the county's transportation analysis zones (TAZs). The highest concentration of trip generators is in Steubenville. Other trip generator areas are in the City of Toronto, Mingo Junction, Yorkville, Tiltonsville, Ross Township, and Wells Township. Most employment centers are found within the largest City (Steubenville) and along the Ohio River.

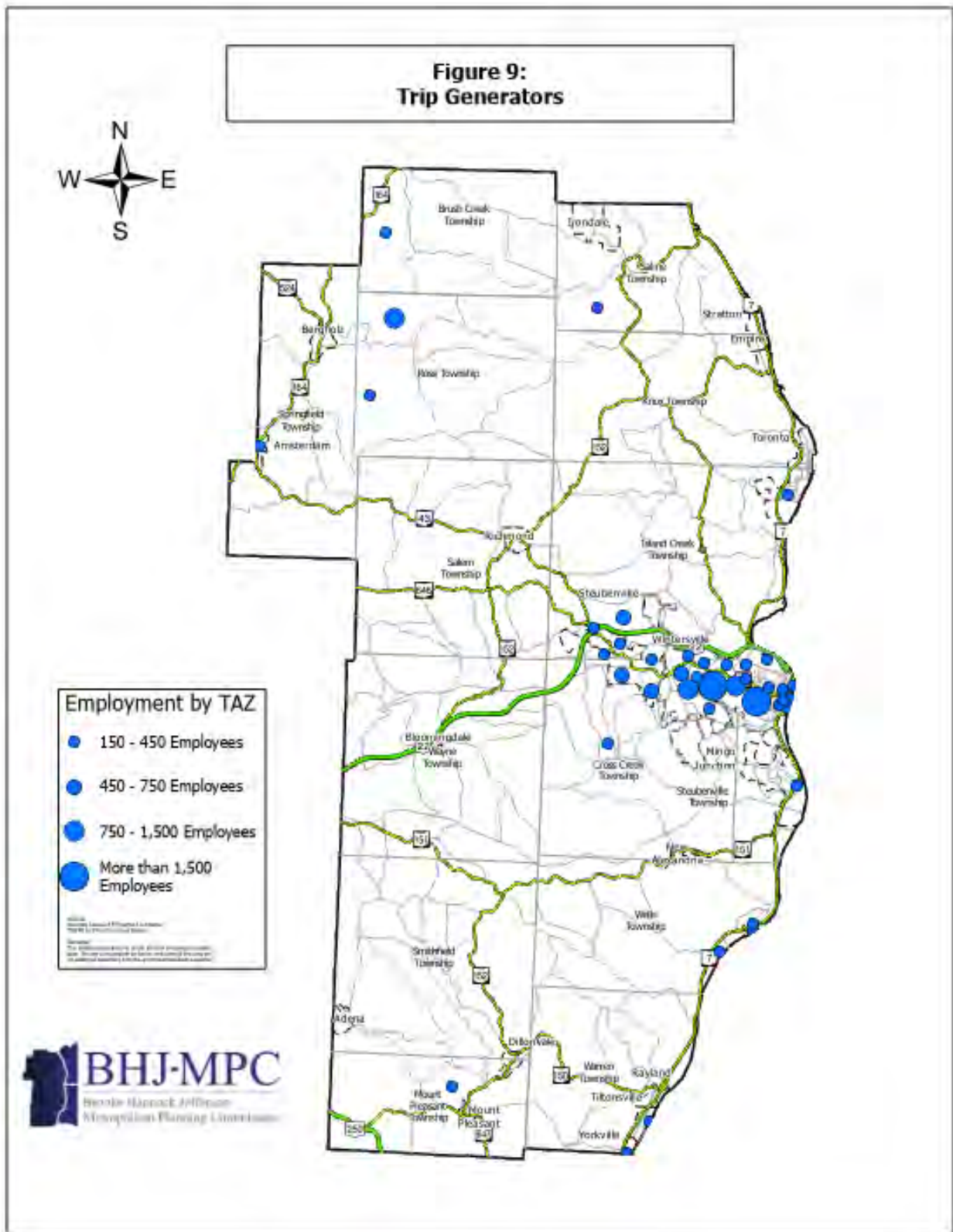


Figure 9 - MAJOR TRIP GENERATORS

## Analysis of Demographic Data

Jefferson County is the largest county in the BHJ Region, 22% (14,465), is 65 or older and half the population is older than 45. Even though half the population continues to age, the fastest growing population age group is the 0–14-year-olds which can help offset an aging population. There is potential that both the 0-14- and 15–24-year-olds will grow and be the top two of the top three age groups in population by 2040. Overall, 56,954 (87.6%) of the population is white, however, the County has seen a large increase in the minority population from the 2010 census to the 2020 Census. In 2010, there were 5,632 non-white residents in Jefferson County, in 2020 that number jumped up to 8,295 a 47.2% increase. The minority population lives primarily in Steubenville, Mingo Junction, Wintersville, and Toronto.

Jefferson County has a higher disability rate when compared to the rest of the state of Ohio. The state of Ohio currently has a 14% disability rate of the entire population whereas Jefferson County has a disability rate of 18% accounting for 11,619 persons. SVRTA provides service in Steubenville, Wintersville, and Mingo Junction. People with any disability may benefit from a broader transit coverage area as well as more human service transportation. In Jefferson County, the areas that have higher number of people with disabilities are located throughout the greater county area in and around Richmond, Bloomingdale, Bergholz, Amsterdam; south and west of Stratton and Empire; and south and east of Mingo Junction and New Alexandria.

Household and individual poverty is a major issue when it comes to transportation as there are more challenges for people who live below the federal poverty level. The state of Ohio has a family poverty rate of 9.6% for all the families in the state. In Jefferson County 12.4% (2,144) of families live below the federal poverty level. In Jefferson County, 16.8% of the entire population is living below poverty equating to 10,725 individuals. The concentration of this population in Jefferson County is in the north and west around Bergholz and Irondale, north of US 22 and west of Richmond, around Smithfield in the southern area of the county, east and all along the river and SR 7, and north and west of Toronto.

Zero-vehicle households are another important issue relating to transportation services. In Jefferson County, there are a total of 27,541 occupied households, both renter and owner occupied. Of these households only 11.6%, or 2,950 total households, do not own a personal vehicle. Households without a personal vehicle are in east Steubenville, Toronto, and Mingo Junction. Additionally, there are block groups in Bergholz, Tiltonsville, Yorkville, Rayland, Wells Township, Smithfield Township, Ross Township and Springfield Township where between 8.6% and 18.6% of households are no vehicle households.

There are a total of 27,652 individuals that are currently in the civilian labor force and are employed in Jefferson County. Of these employees, 82.2% drive to work every day and 6% carpool. Since the Covid-19 Pandemic there has been a growth in the number of workers from home from 4% to 6.3%. The rest either walk, bike, or use some other transportation service. Only 0.5% use public transportation to get to work, which is 138 employees. Where these employees are working is also very important to understand for transportation services. Overall, 36.8% of Jefferson County's employment force leaves Jefferson County on a regular basis for work elsewhere. A total of 10,158 employees are leaving Jefferson County to either an adjacent county or another state, either West Virginia or Southwest Pennsylvania, on a regular basis for reasons of employment.

Transportation services play a critical role with the available labor force as access to reliable transportation is needed for employment. The current unemployment rate in Jefferson County is 5.6% of those unemployed in the labor force. There are currently 1,516 individuals considered unemployed and actively seeking employment. More transit and human services transportation options available may help them connect to employment.



## General Public and Stakeholder Meetings/Focus Groups

BHJMPC hosted and facilitated two local meetings to discuss the unmet needs and gaps in mobility and transportation. More than fifty participated in the meetings. More information about what meetings were held and attendance at those meetings is available upon request.

During the meetings, representatives from BHJ-MPC presented PowerPoint presentations including relative statistical information. Participants were encouraged to discuss unmet transportation goals and gaps.

Following the initial presentation, the stakeholders were asked to review the gaps in transportation services and needs from the previous plan/or update and identify any gaps that were no longer valid and any new needs/gaps, which the facilitator deleted/added to/from a list.

Participants discussed many mobility issues to achieve, preserve, avoid, or eliminate through coordination during meetings. Coordinated transportation stakeholders will continue to consider these unmet needs when developing transportation goals and strategies and grant applications. Table 8 provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.

## Surveys

This section summarizes the results from the surveys that were completed. A total of **102** surveys were received from the general public: **2165%** of which were individuals with disabilities (or had a household member with a **disability**) completed the survey; **36.2%** of which were completed by individuals over 65, **32.4%** were completed by individuals between the ages of 45 and 65, **20.6%** were completed by individuals between the ages of 30 and 44 and, **7.8%** were completed by individuals between the ages of 18 and 29. The percentages calculated from the responses are a representative of the 102 individuals that responded to each question in the survey and not Jefferson County at large.

### Question 1: How do you manage your transportation needs?

There were 149 respondents. The top three responses are as follows: there are 108 (72.48%) who drive their own car, 28 (27.5%) who rely on a family member or friend, and 20 (19.61%) who either bike or walk.

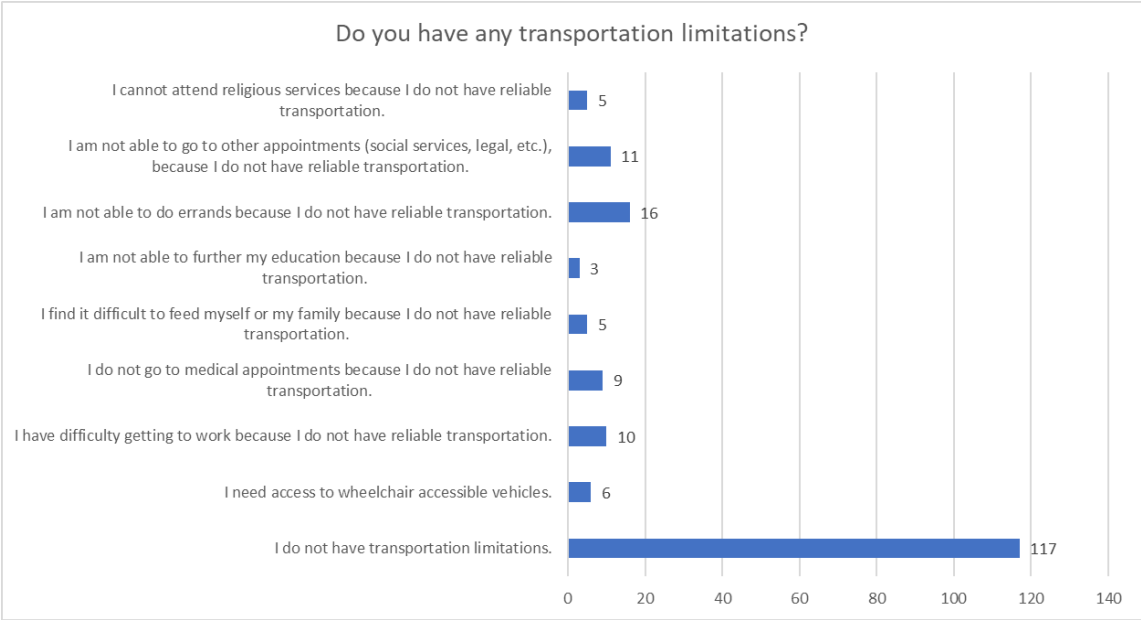


### Question 2: Please write in the agency or transportation provider:

There were 17 respondents. The top responses are as follows SVRTA (23.5%), PrimeTime (17.6%), and Transmart (17.6%).

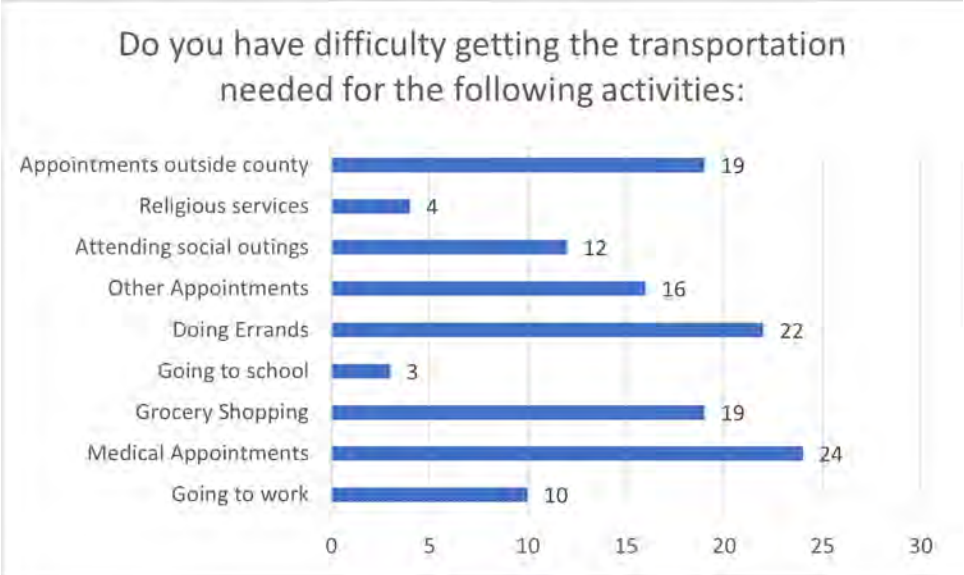
### Question 3: Do you have any transportation limitations?

There were 141 respondents. The top responses are as follows: there are 117 (83.0%) who have no transportation limitations, 16 (11.4%) who are unable to do errands because they lack reliable transportation, and 11 (7.8%) who are unable to make appointments because they lack reliable transportation.



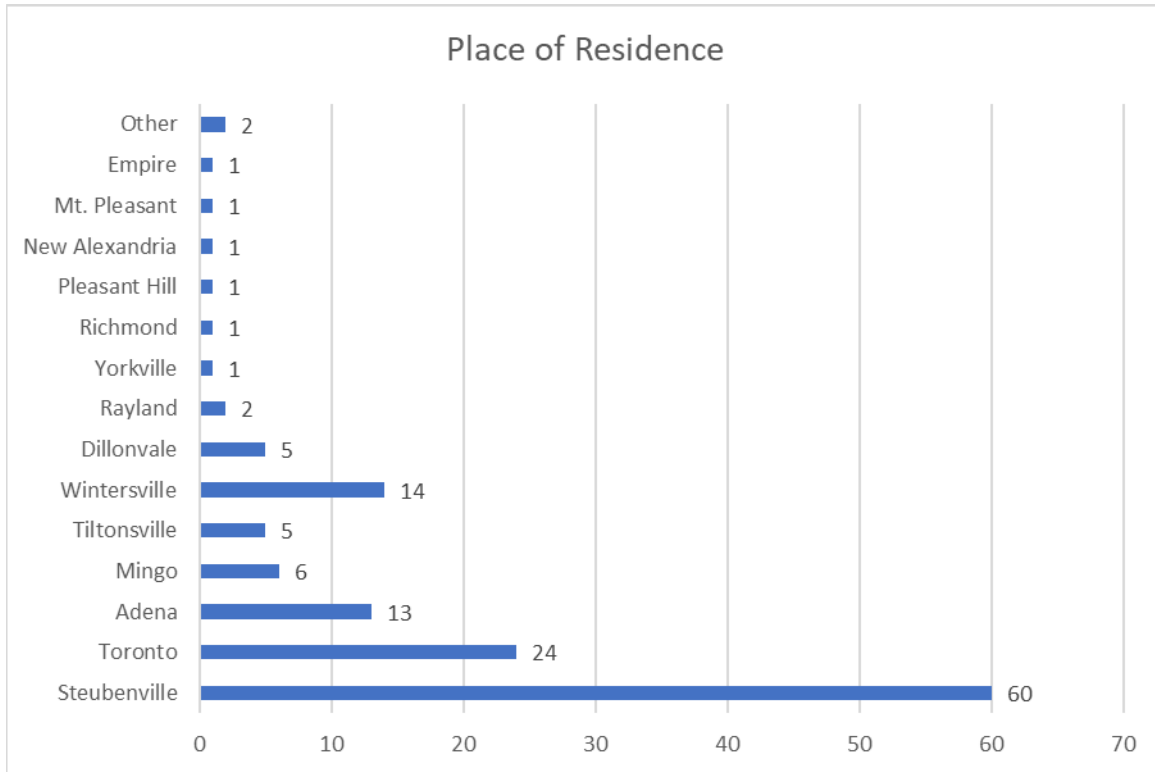
**Question 4: Do you have difficulty getting the transportation you need for the following activities: going to work, medical appointments, grocery shopping, going to school, doing errands, other appointments, attending social gatherings, religious services, appointments out of county?**

There were 31 respondents. The top responses are as follows: 20 (19.6%) have difficulty getting to medical appointments, 18 (17.7%) have difficulty doing errands, and 15 (14.7%) have difficulty grocery shopping.



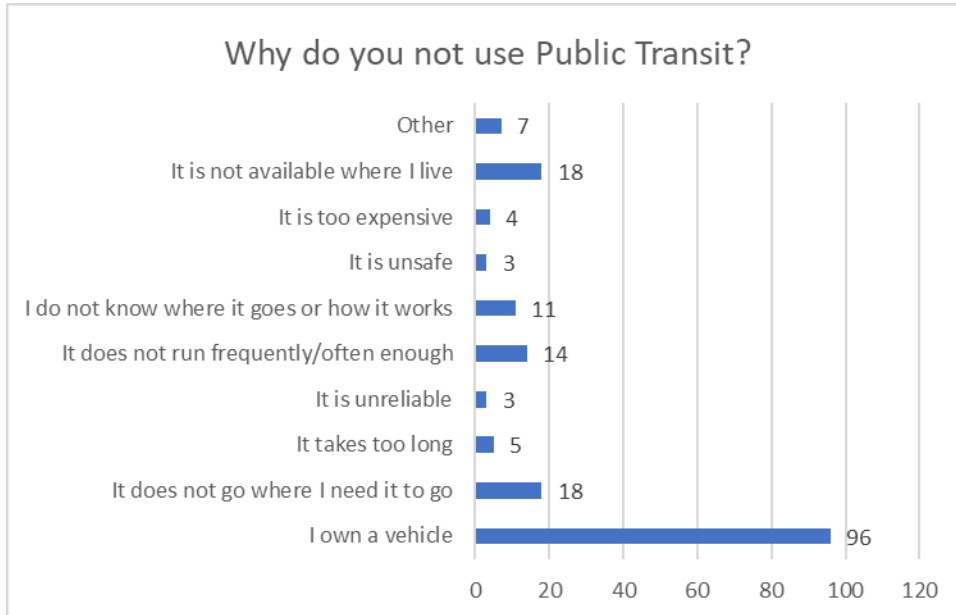
**Question 5: Where do you live?**

There were 141 respondents: The top responses are as follows: 60 (42.5%) live in Steubenville, 24 (17.0%) live in Toronto, and 14 (9.9%) live in Adena.



**Question 6: If you do not use public transportation, why not?**

There were 84 respondents: The top responses are as follows: the top responses are as follows: 60 (71.4%) own a vehicle, 15 (17.9%) claim public transit is not available where they live, and 13 (15.5%) claim public transit does not go where they need to go.



**Question 7: When did you need transportation to go your Job?**

There was a total of 13 respondents and the results are listed in the chart below.

When do you need transportation to go to your Job?	Count	Percentage
12:00 AM - 6:00 AM	6	4.03%
6:00 AM – 8:00 AM	13	8.72%
8:00 AM – 12:00 PM	14	9.40%
12:00 PM – 3:00 PM	14	9.40%
3:00 PM – 6:00 PM	17	11.41%
6:00 PM – 9:00 PM	11	7.38%
9:00 PM – 12:00 AM	6	4.03%



**Question 8: When do you need transportation to go to medical appointments?**

There was a total of 44 respondents and the results are listed in the chart below.

When do you need transportation to go to medical appointments?	Count	Percentage
12:00 AM - 6:00 AM	5	3.36%
6:00 AM – 8:00 AM	11	7.38%
8:00 AM – 12:00 PM	35	23.49%
12:00 PM – 3:00 PM	33	22.15%
3:00 PM – 6:00 PM	17	11.41%
6:00 PM – 9:00 PM	7	4.70%
9:00 PM – 12:00 AM	5	3.36%

**Question 9: When do you need transportation to go shopping?**

There was a total of 41 respondents and the results are listed in the chart below.

When do you need transportation to go shopping?	Count	Percentage
12:00 AM - 6:00 AM	5	3.36%
6:00 AM – 8:00 AM	9	6.04%
8:00 AM – 12:00 PM	28	18.79%
12:00 PM – 3:00 PM	28	18.79%
3:00 PM – 6:00 PM	29	19.46%
6:00 PM – 9:00 PM	16	10.74%
9:00 PM – 12:00 AM	7	4.70%

**Question 10: When do you need transportation to go to school?**

There was a total of 9 respondents and the results are listed in the chart below.

When do you need transportation to go to school?	Count	Percentage
12:00 AM - 6:00 AM	2	1.34%
6:00 AM – 8:00 AM	6	4.03%
8:00 AM – 12:00 PM	8	5.37%
12:00 PM – 3:00 PM	5	3.36%
3:00 PM – 6:00 PM	5	3.36%

6:00 PM – 9:00 PM	2	1.34%
9:00 PM – 12:00 AM	2	1.34%

**Question 11: When do you need transportation for social/recreational activities?**

There was a total of 27 respondents and the results are listed in the chart below.

When do you need transportation for social/recreational activities?	Count	Percentage
12:00 AM - 6:00 AM	4	2.68%
6:00 AM – 8:00 AM	7	4.70%
8:00 AM – 12:00 PM	11	7.38%
12:00 PM – 3:00 PM	12	8.05%
3:00 PM – 6:00 PM	15	10.07%
6:00 PM – 9:00 PM	22	14.77%
9:00 PM – 12:00 AM	11	7.38%

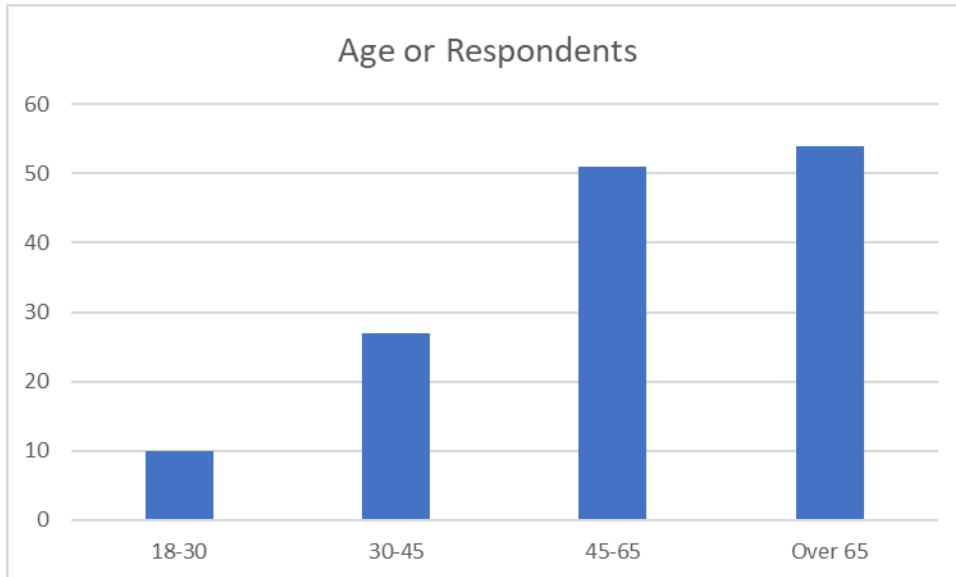
**Question 12: When do you need transportation for religious services?**

There was a total of 19 respondents and the results are listed in the chart below.

When do you need transportation for religious services?	Count	Percentage
12:00 AM - 6:00 AM	2	1.34%
6:00 AM – 8:00 AM	4	2.68%
8:00 AM – 12:00 PM	17	11.41%
12:00 PM – 3:00 PM	6	4.03%
3:00 PM – 6:00 PM	8	5.37%
6:00 PM – 9:00 PM	2	1.34%
9:00 PM – 12:00 AM	2	1.34%

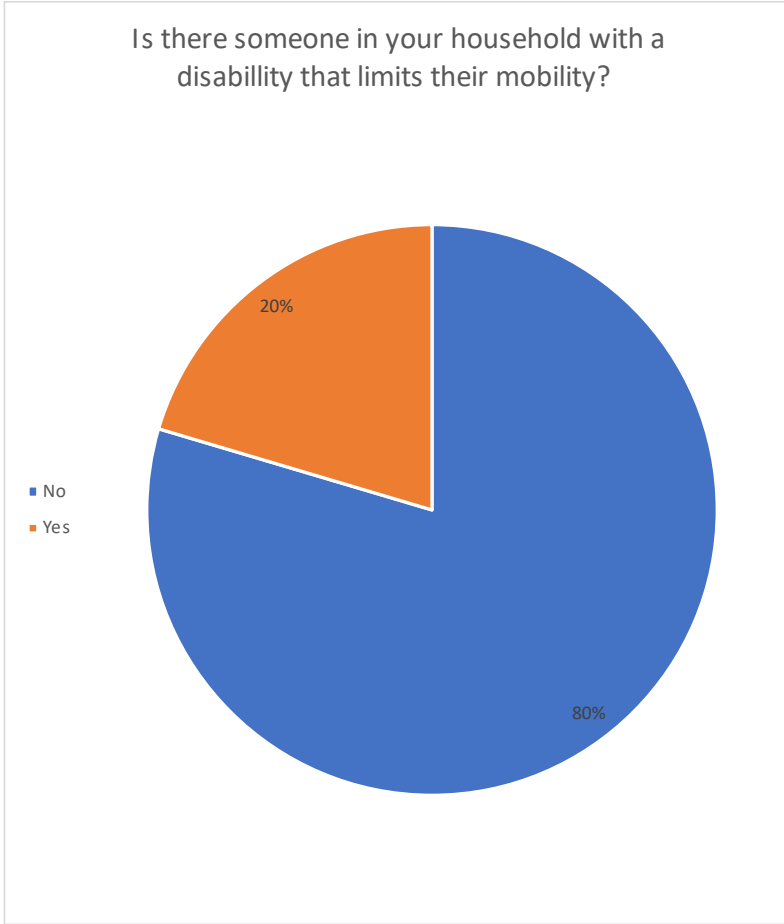
**Question 13: Please tell us your age.**

There was a total of 143 respondents. The breakdown of the results are as follows: 54, (37.7%) were over 65, 51 (35.7%) were between the ages of 45 and 65, 27 (18.9%) were between the ages of 30 and 44 and, 10 (7.0%) were between the ages of 18 and 29.



**Question 14: Is there someone in your household with a disability that limits their mobility?**

There was a total of 147 respondents. 117 (80%) answered no and 30 (20%) answered yes.



## Challenges to Coordinated Transportation

In addition to identifying needs, the planning committee gathered information from stakeholders and used their own professional experience to identify challenges to providing coordinated transportation services. These challenges include the following:

- Limited options outside Steubenville
- Few connections between cities and towns
- Few vehicles accommodate elderly & disabled
  - Easier access entering & exiting buses/vans
- Gap between PrimeTime & Medicaid Patients
- Not Sufficient Weekend Service
- Transportation for Veterans
- Affordability – Sliding Scale
- Efficient Medical Transportation
  - On-Time Appointments
- Number of Vehicles and low frequency of trips of the transit and other transportation providers



## Summary of Unmet Mobility Needs

The following table describes the identified unmet transportation needs that were identified, and the method used to identify and prioritize each need. Needs are listed in order of their rank in highest to lowest priority.

**Table 8: Prioritized Unmet Mobility Needs**

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Expanded geographic coverage area in the county (Amsterdam, Bergholz, Springfield, Richmond, Toronto, Brilliant, etc.)	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
2	Transit service from Toronto to Steubenville – once or twice a week	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
3	Transportation service provider outreach in areas without internet/wireless coverage and expansion in local communities	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
4	More transportation service for Veterans	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
5	Rider assistance (either a volunteer or paid position) for groceries, medical appointments, recreation	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
6	More transportation options for education and employment for general population and those with disabilities, especially those who are blind or visually impaired	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
7	Expanded service hours for transportation	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
8	Transit Option to connect Younger Populations to Employment Opportunities	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
9	Shopper Shuttle for the county	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
10	More Medical trips outside the county/state	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
11	Vouchers, sliding scale for payment from population in poverty	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
12	More services for commercial, recreational purposes	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
13	More out-of-state trips	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
14	Consumer Education/Marketing/Senior Advocacy & Outreach – Mobility Management	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
15	More Weekend Service	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>

## V. Goals and Strategies

### Developing Strategies to Address Gaps and Needs

Strategies for improving transportation for Jefferson County should address the service gaps and user needs identified in this plan if they are to be effective. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the public survey.

Based on information gathered throughout the planning process, BHJ developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to 16 of the identified primary gaps and needs.

Below is an outline describing the prioritized strategies to address each of the identified unmet transportation needs and gaps in service.

#### Goal #1:

**Enhance coordination and provide transportation services in a more efficient and cost-effective manner to increase mobility.**

Need(s) Being Addressed: More out-of-state trips; expanded geographic coverage; expanded service hours; Veteran trips; transit options to connect to employment; more medical trips outside the county/state; transit option to connect younger populations to employment opportunities; shopper shuttle for the county; more weekend service.

#### Strategy 1.1:

***Explore the Opportunities for bridging the gap between public and private transportation service providers and expanding services.***

#### Strategy 1.2:

*Research and adopt best practices from other states using the “Best Practices in Rural Regional Mobility” Report*

#### Strategy 1.3:

*Continue bi-monthly transportation providers and stakeholders’ meetings*

#### Strategy 1.4:

*Assess a uniform scheduling software for all transportation service providers*

Timeline for Implementation: Continuous through the duration of implementation from the plan.

Action Steps:

1. Continue to schedule bi-monthly meetings throughout the year and decide on a common central location
2. Share “Best Practices in Rural Regional Mobility” Report with all participating transportation service providers and stakeholders
3. Assess feasibility of utilizing a common scheduling software across all the providers

Parties Responsible for Leading Implementation: BHJMPC, transportation service providers, stakeholders, commissioners

Parties Responsible for Supporting Implementation: OMEGA, ODOT

Resources Needed: Best Practices Report, Meeting Space for Coordinated Meetings, Scheduling Software

Potential Cost Range:

Cost Estimate: One time Set up fees- (Software base, Integrated Mapping Module, Automated Scheduling) \$ 14,000 + (Training) \$7000 = \$21,000 Total. Seat License (up to 6x Users): \$500 Each

Recurring Charges: Software Base: \$ 500 Per month / Fleet Fee: \$10 Per vehicle per month

Potential Funding Sources: Section 5310

Performance Measures/Targets:

1. Measure – Assess opportunities for improving mobility management
  - a. Target – Assessment completed by 3<sup>rd</sup> quarter 2019
2. Measure – Bi-monthly meetings with all Jefferson County Transportation Service Providers and stakeholders
  - a. Target – Six meetings every year
  - b. Target – Minimum of five representatives for all the participating Transportation Service Providers
  - c. Target – Minimum of one representative for the Lead Agency BHJMPC
  - d. Target – Complete assessment of scheduling software with potential purchase within 24 months

**PRIORITY POINTS: 100**

## Goal #2:

**Build upon existing public/private partnerships for Jefferson County transportation service providers as needed.**

Need(s) Being Addressed: Expanded geographic coverage, more services for commercial and recreational purposes, more out-of-state trips, more weekend service, vouchers, more medical trips outside the county/state, transit service from Toronto to Steubenville, more transportation service for Veterans, expanded service hours for transportation, transit options to connect younger populations to employment opportunities

### Strategy 2.1:

*Establish sub-committee from the coordinated providers*

### Strategy 2.2:

*Restructure Funding Silos*

### Strategy 2.3:

*Expand existing ride share (ex. CommuteInfo.org) and assess/attract other services such as Uber/Lyft or other type of chauffeur service for Steubenville and the surrounding communities*

Timeline for Implementation: By the end of the 1<sup>st</sup> quarter of 2024.

#### Action Steps:

1. Determine the sub-committee to follow the initial coordinated providers meeting
2. Establish partnerships between a public and a private agency(ies) as needed
3. Explore the opportunities for inviting and establishing a rideshare service such as Uber/Lyft
4. Explore opportunities for app-based services

Parties Responsible for Leading Implementation: BHJMPC, transportation service providers, stakeholders, commissioners, coordinated providers committee

Parties Responsible for Supporting Implementation: OMEGA, ODOT

Resources Needed: meeting location and space

Potential Cost Range: TBD

Potential Funding Sources: Section 5310, Shared Revenue

#### Performance Measures/Targets:

1. Measure – Create sub-committee
  - a. Target – Six meetings per year
2. Measure – Explore opportunities for a chauffeur service
  - a. Target – Permit at least one rideshare service such as Uber/Lyft

**PRIORITY POINTS: 95**

### Goal #3:

#### **Improve access and services for veterans, elderly, and persons with disabilities.**

Need(s) Being Addressed: More out-of-state trips; expanded geographic coverage; expanded service hours; Veteran trips; more medical trips outside the county/state

#### Strategy 3.1:

*Handicap Accessible Van for Veterans (DAV)*

#### Strategy 3.2:

*Explore opportunities to provide travel training for veterans, elderly, and persons with disabilities*

Timeline for Implementation: Immediately upon approval of the plan and ongoing throughout the duration of the plan.

#### Action Steps:

1. Purchase and acquire handicap accessible van(s)
2. Sub-committee from the coordinated transportation providers to focus on veterans, elderly, and persons with disabilities
3. Map locations of communities that have high concentrations of veterans, elderly, and persons with disabilities
4. Organize trips from these communities to places of interest or locations with services for these populations

Parties Responsible for Leading Implementation: BHJMPC, Coordinated Transportation Committee, Veteran Services, BODD, Prime Time Office on Aging

Parties Responsible for Supporting Implementation: OMEGA, Commissioners

Resources Needed: Funding, Maps for each demographic, Marketing Tools

Potential Cost Range: \$42,000 per vehicle, \$1,000 Marketing Materials

Potential Funding Sources: Section 5310

#### Performance Measures/Targets:

1. Measure – Create sub-committee to focus on specific demographics
  - a. Target – Meet six times a year, in between each committee meeting
2. Measure – Draft Maps for specific demographics of populations to connect to services needed
  - a. Target – Annual Origin-Destination Map
3. Measure – Strategic replacement of high-mileage vehicles that are nearing end of useful life with wheelchair access vehicles
  - a. Target – Purchase at least one van for 2020, and another by 2<sup>nd</sup> quarter 2021

#### **PRIORITY POINTS: 90**



## Goal #4:

### **More available employment transportation for the public and persons with disabilities.**

Need(s) Being Addressed: More out-of-state trips for employment; expanded geographic coverage; expanded service hours; transit options to connect to employment; option to connect younger populations to employment opportunities

#### Strategy 4.1:

*Employer Survey for transportation service needs*

#### Strategy 4.2:

*Employee Survey for transportation service needs*

#### Strategy 4.3:

*Sub-committee to target connections between employers, transportation service providers, and students with disabilities*

Timeline for Implementation: Begin by 2<sup>nd</sup> quarter of 2025 and continue through the duration of the plan.

#### Action Steps:

1. Draft transportation service surveys for employees and employers
2. Distribute to JCBDD, Career Centers, Schools, and Employers
3. Committee decides the most efficient means to begin connecting students to employers

Parties Responsible for Leading Implementation: BHJMPC, JCBDD, Local Schools, Local employers

Parties Responsible for Supporting Implementation: OMEGA, Commissioners

Resources Needed: Paper surveys, internet access for online surveys

Potential Cost Range: Composed and completed all on-line

Potential Funding Sources: N/A

#### Performance Measures/Targets:

1. Measure – Draft Employer Surveys
  - a. Target – 50 surveys for possible hiring employers
2. Measure – Draft Employee Surveys specifically for students and students with disabilities
  - a. Target – 5,000 surveys for student population looking for employment
3. Measure – Create a pipeline for students to hiring employers
  - a. Target – Partner with a minimum 10 employers
  - b. Target – Involve at least 100 students with disabilities to be able to work

### **PRIORITY POINTS: 90**

## Goal #5:

### **Improve and enhance marketing for all transportation services and providers.**

Need(s) Being Addressed: Marketing, Transportation service provider outreach in areas without internet/wireless coverage and expansion in local communities

#### Strategy 5.1:

*Explore opportunities for marketing*

#### Strategy 5.2:

*Involve transportation service providers and stakeholders to assist with marketing*

#### Strategy 5.3:

*Work with public and private transportation providers to seek funding opportunities*

Timeline for Implementation: Immediate upon approval of plan

#### Action Steps:

1. Involve a local commitment from transportation service providers, public agencies, stakeholders, and local businesses to allow space and ability for marketing of transportation services
2. Connect transportation service providers to areas without internet access

Parties Responsible for Leading Implementation: BHJMPC, Coordinated Transportation Committee

Parties Responsible for Supporting Implementation: OMEGA, Commissioners

Resources Needed: Marketing Materials, county-wide plan, local commitment, commissioner buy-in

Potential Cost Range: \$1,000-\$5,000 for marketing materials and advertisements

Potential Funding Sources: Section 5310

#### Performance Measures/Targets:

1. Measure – Explore Marketing Opportunities
  - a. Target – Transportation providers develop marketing strategy
2. Measure – Involve local businesses to provide space for marketing and advertising
  - a. Target – At minimum involve 10 local businesses throughout the entire county
3. Measure – Explore expansion of local transportation services
  - a. Target – Increase ridership
  - b. Target – Connect to areas without internet in Jefferson County by 2020 with the primary goal to support transportation services

**PRIORITY POINTS: 85**

## VI. Plan Adoption

### The Jefferson County Coordinated Public Transit-Human Services Plan adoption process:

- The Coordinated Plan was developed with inclusion from older adults, individuals with a disability, veterans, members of the public, and representatives from public and nonprofit transportation and human services providers.
- Stakeholders met at the Mobility Partnership for Human Services Committee meeting on April 12, 2023. Attendees with presented a PowerPoint presentation on county coordinated transit/human services transportation plan upcoming updates.
- Stakeholders met at the Mobility Partnership for Human Services Committee meeting on June 13, 2023. Attendees were presented PowerPoint presentation #1 on the Jefferson County Coordinated Public Transit/ Human Services Transportation Plan.
- Stakeholders met at the Mobility Partnership for Human Services Committee meeting on July 12, 2023. Attendees were presented PowerPoint presentation #2 on the Jefferson County Coordinated Public Transit/ Human Services Transportation Plan.
- The public comment period was 9/4/23-9/18/23 and was advertised in the Steubenville Herald Star.
- Stakeholders met at the Mobility Partnership for Human Services Committee meeting on November 8, 2023. Attendees approved the plan and recommended passage by the BHJ-MPC Policy Committee.
- The BHJ-PMC Policy Committee met on March 20, 2024 and approved the plan.



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Receipt number  
Invoice number 2BCA336C-0009  
Notice ID ZnL8RpDX9IA1Qkmp2dvr  
Publisher Herald Star  
Date paid Aug 29, 2023  
Payment method VISA - 7047

Receipt

Description	Qty	Unit price	Amount
09/01/2023: Other Notice	1	33.45	33.45

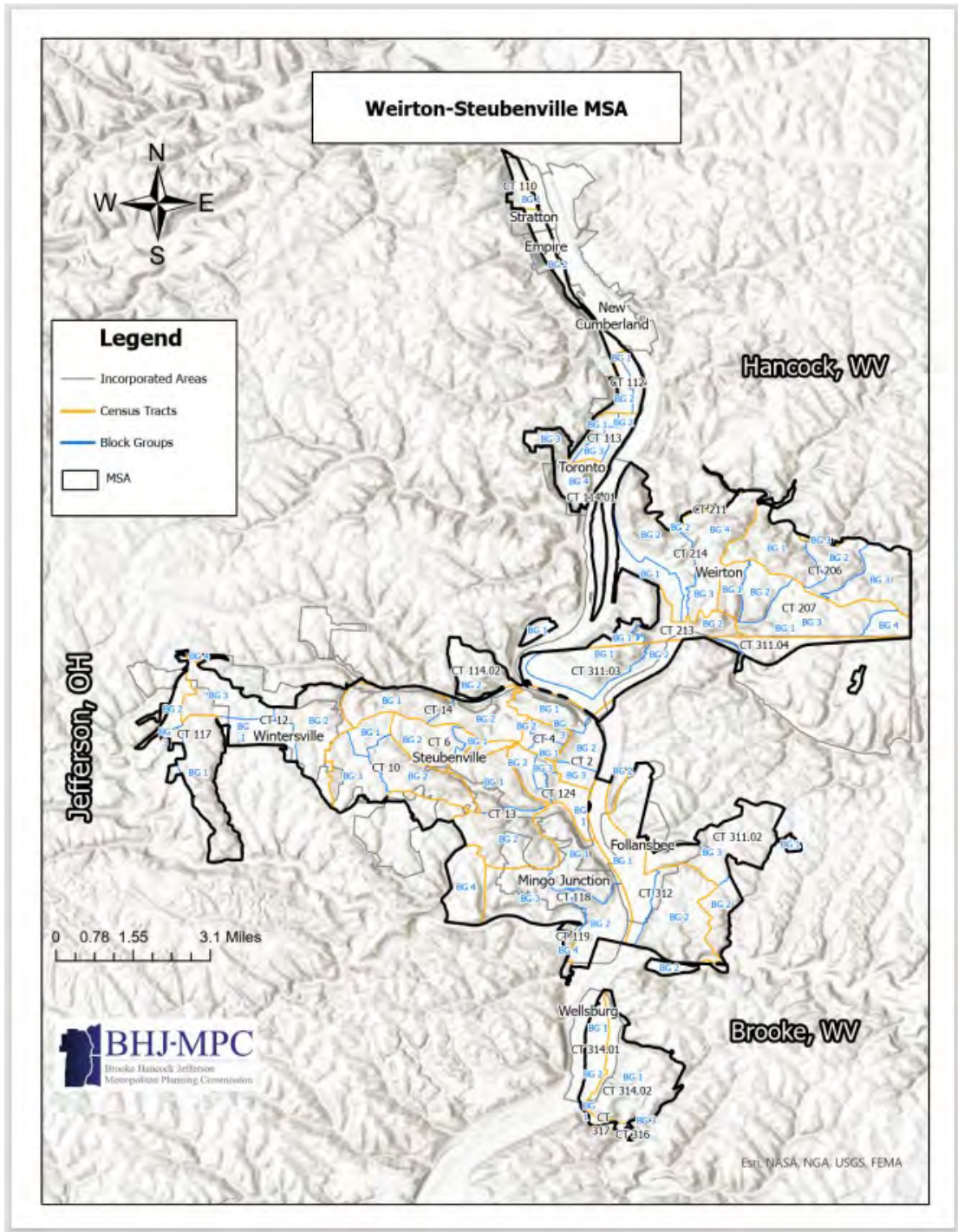
=== Notes ===  
Notice Name: Human Services Transportation Plan Comment  
Order Number: LC6009

Subtotal	\$33.45
Tax	0.00
Processing Fee	3.35
Amount paid	\$36.80

**NOTICE**  
**Jefferson County Coordinated Public Transit/ Human Services Transportation Plan 2023-2026 Public Comment Period**  
A draft of the Jefferson County Coordinated Public Transit/ Human Services Transportation Plan 2023-2026 is available for public review & comment 9/4/23 to 9/18/23. The draft is available at <https://www.bhjmpc.org/mobility-partnership-human-services/>  
Paper copies are available at the Brooke Hancock Jefferson Metropolitan Planning Commission (BHJ-MPC) 124 N. Fourth St., Second Fl., Steubenville, OH 43952  
Comments may be sent by mail to BHJ-MPC or email to [cbrown@bhjmpc.org](mailto:cbrown@bhjmpc.org)  
HS Sep 1, 2023

# Appendix

## Weirton-Steubenville MSA





**Region XI Coordinated Public Transit-Human Services  
Transportation Plan Update  
Brooke and Hancock Counties, WV  
January 2024**

Region XI Planning and Development Council  
P.O. Box 82  
Weirton, WV 26062  
<https://www.bhjmpc.org/regional-council/>

Brooke Hancock Jefferson Metropolitan Planning Commission  
124 N. Fourth St.  
Steubenville, OH 43952  
<https://www.bhjmpc.org>

West Virginia Department of Transportation  
Division of Public Transit  
1900 Kanawha Blvd., E.  
Building 5, Room 650  
Charleston, WV 25305  
<https://transportation.wv.gov/publictransit>



Table of Contents

I. Introduction\_\_\_\_\_ 3

II. Transportation and Mobility Needs Assessment\_\_\_\_\_ 7

III. Transportation Provider Information\_\_\_\_\_ 10

IV. Review of Progress Since 2021 Coordinated Plan Update\_\_\_\_\_ 13

V. Goals, Strategies, and Implementation\_\_\_\_\_ 15

Appendix A: Public and Stakeholder Outreach\_\_\_\_\_ 20

Appendix B: Public Survey Data\_\_\_\_\_ 34

Appendix C: Transportation Provider Characteristics/ Inventory\_\_\_\_\_ 47

Appendix D: Demographics\_\_\_\_\_ 53

Appendix E: Relevant FAST Act 5310 Program Information\_\_\_\_\_ 61

Appendix F: Participating Organizations\_\_\_\_\_ 62

Appendix G: Resolution to Adopt Plan\_\_\_\_\_ 63

Appendix H: Public Comment Period Advertising/ Comments\_\_\_\_\_ 64

## **Introduction**

### *Purpose*

The following plan updates the West Virginia Planning and Development Council Region XI Coordinated Public Transit- Human Services Transportation Plan for Brooke and Hancock Counties. The plan was initially developed in 2011 and updated in 2015 and 2019. Plans have been developed in response to requirements set forth by The Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA-LU) and the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). This plan fulfills requirements of the Federal Transit Administration (FTA) under the Fixing America’s Surface Transportation Act (FAST). The FAST Act required locally developed, coordinated public transit-human services transportation plans to be updated reflecting changes established by FAST Act legislation. The bipartisan House Continuing Appropriations Act 2021 included a one-year reauthorization of the FAST Act.

Transportation is a critical component of communities in Brooke and Hancock Counties. Transportation providers allow all community members, including older adults, people with disabilities, and veterans, to access jobs, education, healthcare, and human services. It is the purpose of this plan to allow community stakeholders to assess available community transportation resources, identify community transportation needs and challenges, discover unmet transportation needs, and develop a plan for achieving shared goals.

The West Virginia Department of Transportation, Division of Public Transit provided funding for the plan. The planning process involved active transportation from local transportation providers, human service agencies, as well as members of the public, including older adults, and individuals with disabilities.

### *Methodology*

The focus of the planning process is the identification and assessment of existing transportation resources and assessment of unmet transportation needs and gaps in service. This was established by input received at community stakeholder meetings, open to the public, in-person interviews, telephone calls, email, and a survey. The survey was distributed at physical locations throughout the region, via email, and through social media.

#### Planning Elements

1. Review of previous Coordinated Public Transit-Human Services Transportation Plan (2019).
2. Evaluation of existing economic/ demographic conditions in each county using U.S. Census data.
3. Creation and distribution of a public survey.
4. Review of data supplied by public survey.

5. Interviews with stakeholders.
6. Update of existing transportation service inventory.
7. Update of the summary of vehicle use.
8. Development of an updated implementation plan.

### *Brief Executive Summary*

Transportation is a critical need and contributor to the quality of life in Brooke and Hancock Counties. Transportation provides access to jobs, education, healthcare, human services, and allows all community members to live independently and engage in community life.

The region currently has many transportation providers that provide service to Brooke and Hancock Counties. The only public transit operator in the region is the Weirton Transit Corporation located in Weirton, WV. Although demand for public transit has been expressed throughout the two-county area, the Weirton Transit Corporation limits operation to within Weirton city limits.

#### Available Transportation Resources

- Brooke County Senior Center, Follansbee, WV
- Weir-Cove Taxi, Weirton, WV
- Moe Drives, Follansbee, WV
- Ridgerunners Delivery and Transportation, Weirton, WV
- Weirton Transit Corporation, Weirton, WV
- IC Cab Company, Wheeling, WV
- Blessed Transportation, Chester, WV
- Committee for Hancock County Senior Services, New Cumberland, WV
- Hancock County Ambulance, New Cumberland, WV
- Steel Valley Regional Transit Authority, Steubenville, OH

Representatives for transportation providers and human service agencies have recognized the need for a better transportation system in both counties and have demonstrated their commitment to pursuing this goal by identifying needs and goals to better serve the needs of area residents.

#### Unmet Transportation Needs

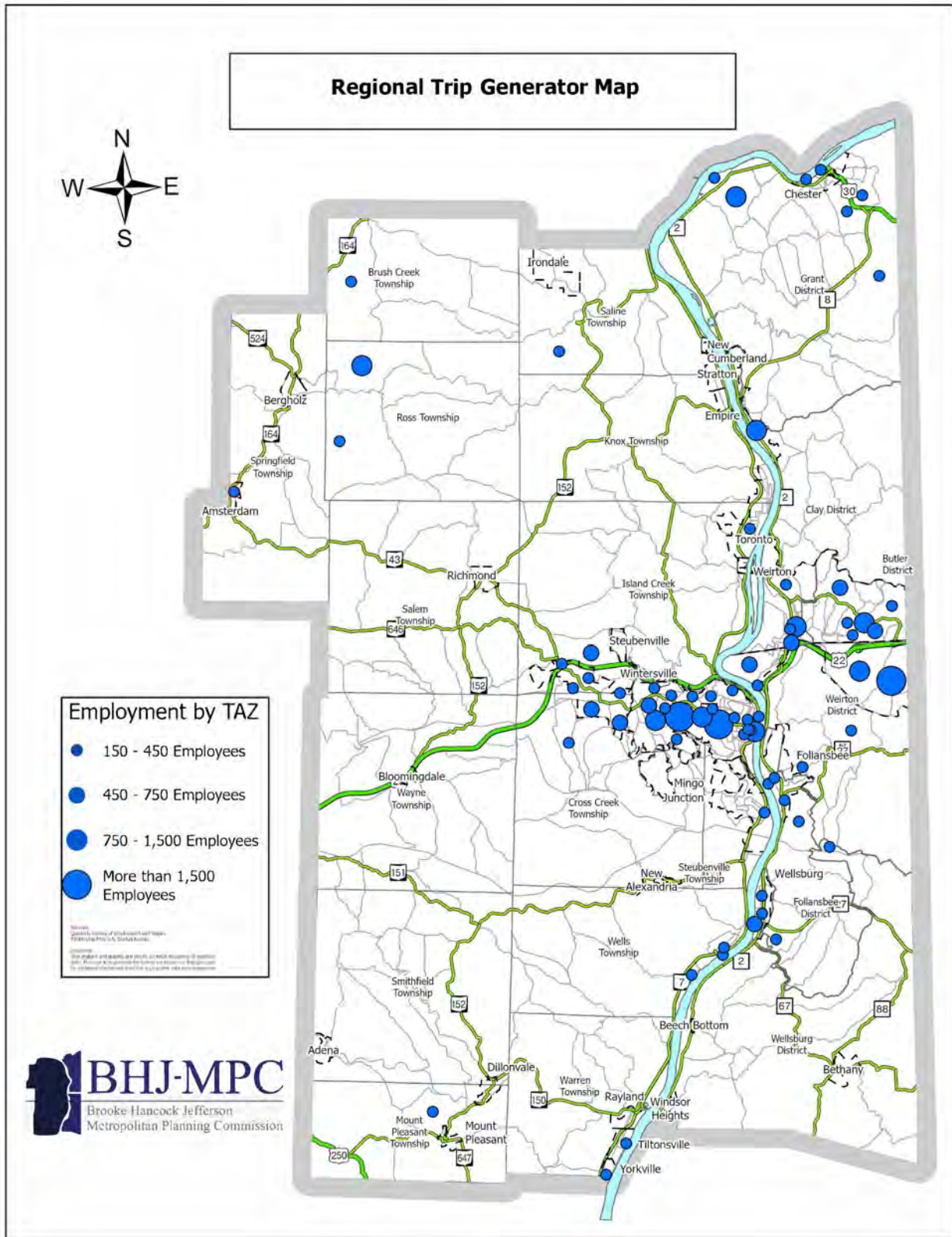
- Long distance medical transportation
- Transportation to employment
- Appropriate vehicles for road conditions and size
- Transportation for errands in very rural areas
- Unserved communities need a form of transportation

- 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

#### Goals

- Improve communication among transportation providers and stakeholders in the region and throughout the state of West Virginia.
- Maintain current levels of transportation serviced for 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 providers.

Trip Generator Map



## Transportation and Mobility Needs Assessment

Transportation and mobility needs were assessed by interviews with individual stakeholders, survey responses, and by feedback provided at two Brooke Hancock Jefferson Metropolitan Planning Commission (BHJ-MPC) Mobility Partnership for Human Services Committee meetings. A final meeting took place to review the final version of the document and recommend passage by the BHJ-MPC Policy Committee.

At the initial meeting, participants were provided a PowerPoint presentation discussing the plan procedure and a recap of the previous plan's needs and gaps in services. Participants were encouraged to consider still existing needs and gaps and discuss coordinated transportation goals and strategies. At the second meeting, a PowerPoint presentation was provided regarding transportation survey results and participants discussed goals and strategies. The plan was recommended for approval at the third meeting.

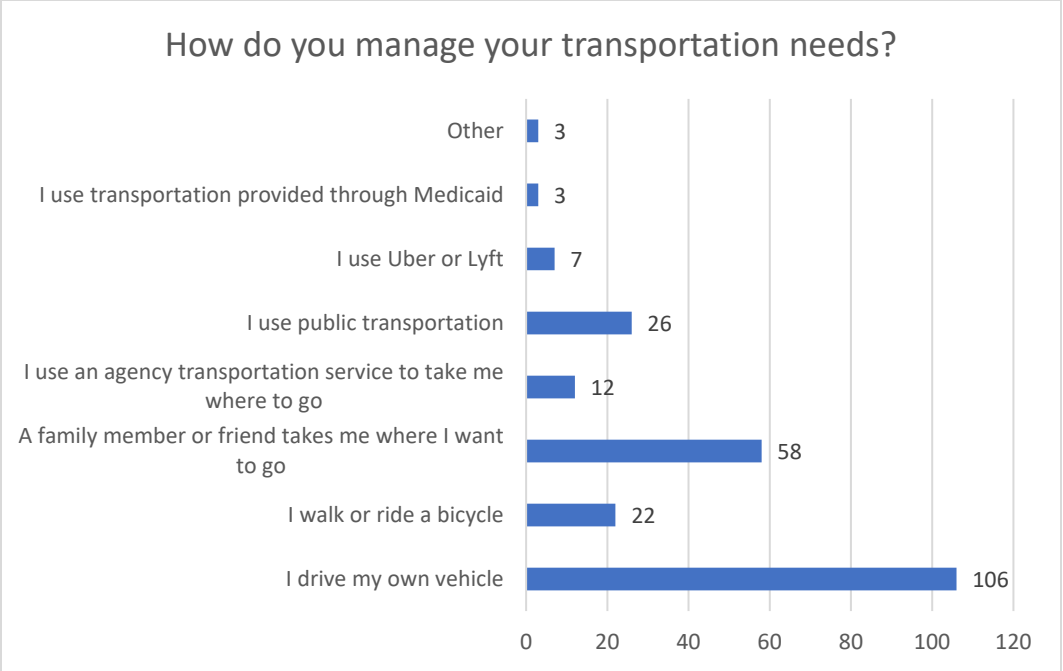
The public survey was available both online and at physical locations on two occasions. The survey was primarily posted at the BHJ-MPC Facebook page and shared to more than ten community Facebook pages. The survey was shared on multiple dates. Physical surveys were available at regional libraries and senior centers. In Brooke County, surveys were available at the Wellsburg Public Library and Brooke County Senior Center. In Hancock County, surveys were available at the Mary H. Weir Public Library, Weirton Senior Citizens Center, Swaney Memorial Library, Committee for Hancock County Senior Citizens., and Lynn Murray Memorial Public Library. The survey was available online early in 2023 and again in the fall.

Meeting participants and survey participants were asked to identify unmet transportation needs and gaps in services. Results are summarized in the following tables.

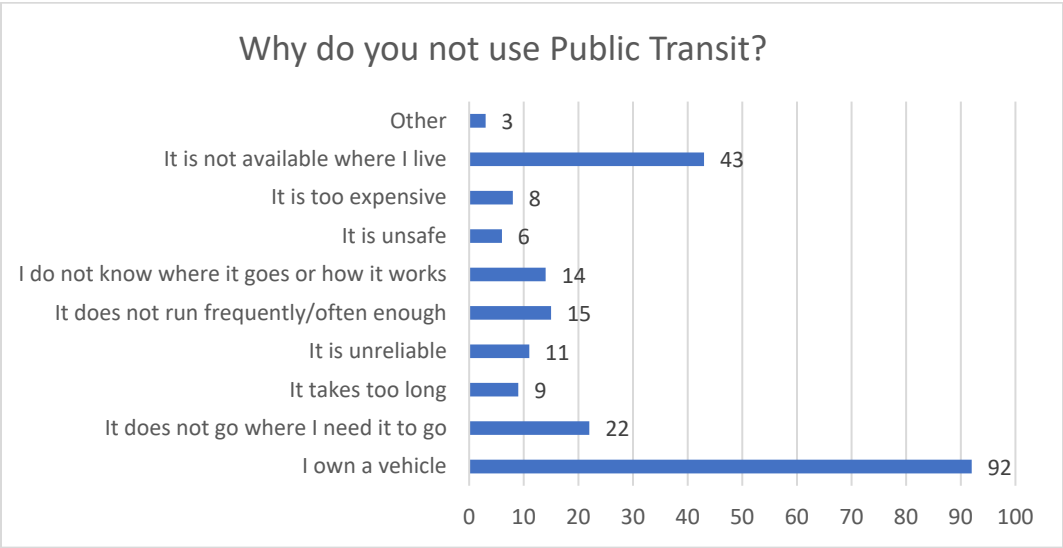
Needs Assessment
People need more options for long distance medical transportation.
Both residents and employers recognize a need for transportation to employer locations.
Transportation providers do not have adequate vehicles for weather conditions, road design, and road conditions.
People living in rural areas do not have transportation for essential errands.
Areas outside of Weirton need some form of public transit.
Additional funding for public transit operations and capital needs.
Residents need rides during hours providers do not currently serve.
Transportation providers need to coordinate to satisfy needs.
People don't know about transportation options.

The survey asked participants how they managed their transportation needs. Approximately 61% of survey respondents indicated they drove their own vehicle. About 15% stated they use public transportation. Over a third of respondents answered that a family member or friend takes them where they want to go. Under 7% of respondents said they used a service provided by an agency for transportation, and almost 13% said they walk or ride a bicycle.



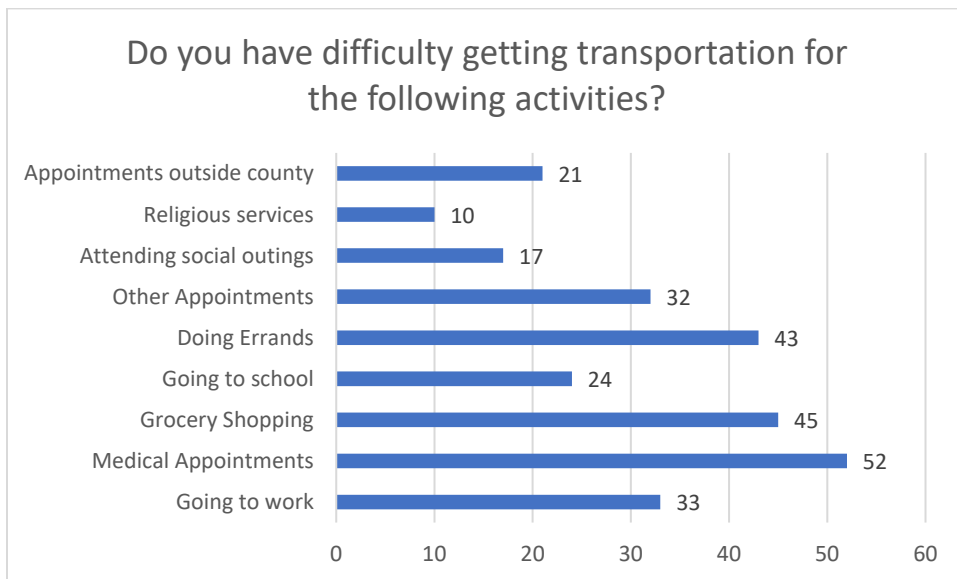


Respondents were also asked why they did not use public transit. Most participants answered they owned their own vehicle. Other notable reasons included it is not available where I live, it does not go where I want to go, it does not run frequently/ often enough, and I do not where it goes or how it works.



To understand when transportation is needed and not available, survey respondents were asked when they needed transportation for various trip purposes. Transportation needs for employment purposes are highest between 6:00 AM-8:00 AM and 8:00 AM-12:00 PM. Shopping needs occurred throughout the day, peaking between 12:00 PM-3:00 PM. As expected, most medical related transportation needs occurred between 8:00 AM-6:00 PM.

Survey results indicate many residents have difficulty obtaining transportation for necessary activities, including medical appointments, grocery shopping, and doing errands. Area residents rely on friends and family, use public transportation, use a service offered by an agency, or walk or ride a bicycle to reach desired destinations. Although some respondents did indicate they used public transportation, when asked why they did not ride public transportation the most popular answer was “it is not available where I live” followed by “it does not go where I need to go.”



## Transportation Provider Information

There are many transportation providers operating in Region XI. The list includes human service agencies, public transit organizations, and both non-profit and for-profit transportation providers. Additional information is provided in appendix c.

### *Human Service Agencies and/ or Senior Services*

Name: Brooke County Senior Center  
Other Services Provided: In Home Services & Nutrition Program  
Contact Information: Sandy Kemp (304) 527-3410/ [skemp@bccoawv.org](mailto:skemp@bccoawv.org)  
Hours: M-F, 8:00 AM-4:00 PM  
Service Area: Brooke County  
Eligibility Requirements: 5310 Designated Recipient  
Website: N/A

Name: Committee for Hancock County Senior Citizens, Inc.  
Other Services Provided:  
Contact Information: Jerry Fields, 304 564 3801, [transportation@hancocksrsvs.com](mailto:transportation@hancocksrsvs.com)  
Hours: M-Th, 7:00 AM-4:00 PM, F, 7:00 AM-1:00 PM  
Service Area: Hancock County  
Eligibility Requirements: 5310 Designated Recipient  
Website: [Transportation – Committee for Hancock County Senior Citizens, Inc. \(hancocksrsvs.com\)](http://Transportation – Committee for Hancock County Senior Citizens, Inc. (hancocksrsvs.com))

### *Human Service Agencies and/ or Senior Services Agencies (Provides transportation to agency clients only)*

Name: Hancock County Sheltered Workshop  
Other Services Provided: Day Hab Program, Commercial Laundry Service, & Social Activities  
Contact Information: Michael Hagg (304) 748-2370, [mbhagg@comcast.net](mailto:mbhagg@comcast.net)  
Hours: M-F 4:00 AM-6:00 PM  
Service Area: Hancock County & Brooke County  
Eligibility Requirements: 5310 Designated Recipient  
Website: N/A

### *Public Transit*

Name: Weirton Transit Corporation  
Other Services Provided: N/A  
Contact Information: Dawn Smith, (304) 797-8597/ [administrative@weirtontransit.com](mailto:administrative@weirtontransit.com)  
Hours: M-F 5:30 AM-7 PM/ Sat. On Demand 6:00 AM-12:00 PM  
Service Area: Weirton, WV  
Eligibility Requirements: 5307 Recipient  
Website: [www.weirtontransit.com](http://www.weirtontransit.com)

Name: Steel Valley Transit Authority  
Other Services Provided: N/A  
Contact Information: Tim Turner, Transit Manager, 740 282 6145  
Hours: M-TH, 6 AM-8:05 PM, F, 6:30 AM-8:05 PM, Sat and Holidays, 8:30 AM-5:00 PM  
Service Area: Jefferson County, Weirton, WV, Robinson Twp., PA  
Eligibility Requirements: 5307 Recipient  
Website: [Bus Service for Jefferson County, OH | Steel Valley Regional Transit Authority \(svrta.com\)](#)

*Other Transportation Services*

Name: Hancock County Ambulance  
Other Services Provided: N/A  
Contact Information: Devso Polgar (304) 797-1233  
Hours: M-F, 8:00 AM-4:00 PM  
Service Area: Hancock County  
Eligibility Requirements: N/A  
Website: N/A

Name: Moe Drives  
Other Services Provided: N/A  
Contact Information: Elmer Myers (304) 374-0165  
Hours: Evenings  
Service Area: Weirton/ Wheeling/ Pittsburgh Airport  
Eligibility Requirements: N/A  
Website: NA

Name: IC Cab Company  
Other Services Provided: N/A  
Contact Information: Tate Blanchard (304) 232-1313  
Hours: 24/7  
Service Area: Ohio Valley/ Pittsburgh Airport  
Eligibility Requirements: N/A  
Website: [IC Cab Company | cab near me](#)

Name: Weir Cove Taxi  
Other Services Provided: N/A  
Contact Information: Chip Rea (304) 748-1515  
Hours: 24/7  
Service Area: No limit  
Eligibility Requirements: N/A  
Website: [Weir Cove Taxi // Business Terminal // Fun Cafe - Transportation Service in Weirton](#)

Name: Blessed Transportation  
Other Services Provided: N/A  
Contact Information: Jim 304 387-4175  
Hours: 24 Hours  
Service Area: Brooke and Hancock Counties/ Outlying Areas  
Eligibility Requirements: N/A  
Website: [Home - We Are Blessed Transportation](#)

Name: Ridgerunners Transportation  
Other Services Provided: Delivery  
Contact Information: Barbara Livingston, 877 722-0099  
Service Area: Brooke and Hancock Counties, WV, Columbiana, and Jefferson Counties, OH, U.S. Virgin Islands  
Eligibility Requirements: N/A  
Website: N/A

## Review of Progress Since 2021 Coordination Plan Update

### Goal #1

<p>Improve Communication among transportation providers and stakeholders in the region and throughout the state of West Virginia.</p>
<p>Action Steps- Regional Providers and Stakeholders</p> <ol style="list-style-type: none"> <li>1. Establish a calendar of quarterly or more frequent meetings including time and location and draft an agenda for the first meeting.</li> <li>2. Conduct meetings.</li> <li>3. Offer an annual public and stakeholder input meeting to provide updates on progress for all goals, strategies, and action steps.</li> </ol>
<p>Action Steps- Providers Throughout West Virginia</p> <ol style="list-style-type: none"> <li>1. Identify one or more transportation providers in Region XI to participate in these organizations, as permitted by eligibility criteria.</li> <li>2. Attend statewide meetings.</li> <li>3. Report on statewide initiatives and activities to the Mobility Partnership for Human Services Committee.</li> </ol>

Significant progress has been made to accomplish goal 1 of the 2021 coordination plan. The BHJ-MPC Mobility Partnership for Human Services Committee meets every other month. Area stakeholders and transportation providers regularly attend meetings. Representatives from both Weirton Transit Corporation and Steel Valley Regional Transit Authority are active in state associations and attend events. Stakeholders and transportation providers give updates on activities at Mobility Partnership for Human Services Committee meetings. An annual public input meeting has not been scheduled, but new members and the public are welcome to attend all meetings.

### Goal #2

<p>Maintain current levels of transportation services for adults, individuals with disabilities, and people with low incomes.</p>
<p>Action Steps</p> <ol style="list-style-type: none"> <li>1. Continue to operate public and human service transportation programs in Region XI.</li> <li>2. In addition to traditional accessible and non-accessible vehicles, purchase vehicles that are appropriately sized and capable of accessing remote, rural areas (and unpaved or gravel roads) as appropriate.</li> </ol>

Current transportation services resemble what was available at the writing of the previous plan. Covid-19 had a huge impact on transportation providers and companies throughout the region many have undergone changes, including some companies closing and some opening. The most significant impact on regional service will be the continual and upcoming structural changes to Weirton Transit Corporation. The company is currently shifting from a non-profit private structure to becoming a city of Weirton department. It is likely service will be reduced as the organization adopts better fiscal and general transportation related practices. There has been little development regarding entities adopting more suitable vehicle options. Vehicle purchasing was also impacted by Covid-19 and corresponding delays.



### Goal #3

<b>Improve access to transportation services through effective regional mobility management.</b>
<b>Action Steps</b>
<ol style="list-style-type: none"><li>1. A regional mobility manager position will be housed by BHJ. This employee will work closely with the Mobility Partnership for Human Services to implement transportation coordination strategies in Brooke and Hancock Counties, as well as Jefferson County, OH.</li><li>2. Create the mobility manager job description and hire position.</li><li>3. The mobility manager will maintain and foster a developmental relationship with the applicable federal, state, and local agencies; plan, organize, and manage projects to promote timely use of funds and adherence to federal and state guidelines and funding requirements; and provide staffing support to the Mobility Partnership for Human Services Committee.</li></ol>

Mobility management has taken a different form than originally expected in the region. Mobility management related tasks are shared amongst BHJ-MPC staff. The organization’s community planning director schedules, plans and chairs meetings of the Mobility Partnership for Human Services Committee meetings.

### Goal #4

<b>Extend operating hours and service areas for transportation services.</b>
<b>Action Steps</b>
<ol style="list-style-type: none"><li>1. Expand demand-response transportation services to more areas of Region XI, such as areas of counties that do not currently receive adequate service.</li><li>2. Extend Weirton Transit routes to more communities, for more days/ hours of service, and to connect with providers in adjacent areas, such as Steubenville and Wheeling.</li><li>3. Offer a routine feeder service that connects to Steubenville and Wheeling areas.</li><li>4. Extend hours of operation for transportation providers in areas where demand and/ or potential demand is identified.</li></ol>

There has been no expansion regarding the general service area by public transit providers operating in Brooke and Hancock Counties. The Weirton Transit Corporation and the Steel Valley Regional Transit Authority do meet to provide riders with the opportunity to travel outside of Weirton. As the structural transition of Weirton Transit Corporation continues, it is possible that progress may soon be made to extend operating hours and service area.

## Goals, Strategies, and Implementation

This section presents the goals, strategies, and implementation steps for coordinated transportation in Region XI and addresses unmet or developing needs and gaps in services identified during the planning process. What follows is an approach for providers to make the best use of existing resources to serve the public. The stated goals, strategies, and implementation steps are largely a continuation of those stated in the previous plan. Strategies were discussed at the second project meeting and interested parties were asked to review and comment via email. This document contains copies of all relevant PowerPoint presentations and lists of meeting attendees.

Following each listed goal is a strategy and action steps. Each section includes partners responsible for completing actions and a potential implementation timeline. Please note implementation may depend on funding availability.

### Goal #1

#### Improve Communication Among Transportation Providers and Stakeholders in the Region and Throughout the State

Strategy	The Mobility Partnership for Human Services will <i>continue</i> meeting regularly to discuss coordination, regional mobility management, and unmet transportation needs.
Action Steps	<ol style="list-style-type: none"> <li>1. Continue scheduling meetings.</li> <li>2. Continue conducting meetings.</li> <li>3. Offer an annual public stakeholder input meeting to provide updates on progress for all goals, strategies, and action steps.</li> </ol>
Parties Leading Implementation	BHJ-MPC
Parties Supporting Implementation	Transportation providers, human service agencies, non-profit organizations, and faith-based organizations
Resources Needed	Staff time for lead and supporting organizations
Potential Cost Range	\$1000 or more per year for staff time dedicated to actively attending regional meetings.
Potential Funding Sources	Existing budgets of partner agencies.
Performance Measures/ Targets	Local stakeholders feel they have a better understanding and more direct involvement in regional efforts to improve coordination of resources, as measured through informal surveying/ discussions.
Needs or Gaps Addressed	<ul style="list-style-type: none"> <li>- Coordinated meetings with partner organizations for the purpose of reducing gaps in mobility for target populations and public.</li> <li>- Funding sources are identified and/ or opportunities to use existing funding sources more effectively are discovered, allowing providers to enhance existing services through expansions of service areas and/ or days/ hours of operation.</li> </ul>
Priority Level/ Timeframe	<ul style="list-style-type: none"> <li>- Short-term and ongoing</li> <li>- High priority</li> </ul>

Goal #2

Maintain Current Levels of Transportation Services for Older Adults, Individuals with Disabilities, and People with Low Income

Strategy	Existing transportation services for targeted populations are important and the quality of service from those organizations must be maintained. Transportation providers will work together to provide safe vehicles that are in good condition and maintain a high level of staff training and customer service. Providers will acquire vehicles that are able to safely transport individuals on all types of rural roadways and comfortably accommodate people with mobility challenges.
Action Steps	<ol style="list-style-type: none"> <li>1. Continue to operate public and human service transportation programs in Region XI.</li> <li>2. In addition to traditional accessible and non-accessible vehicles, purchase vehicles that are appropriately sized and capable of accessing remote, rural areas as appropriate.</li> </ol>
Parties Leading Implementation	Public transit and human services transportation providers.
Parties Supporting Implementation	BHJ-MPC
Resources Needed	Funding for transportation operating and capital expenses.
Potential Cost Range	Cost range is scalable based on the sizes of transportation services, types of vehicles, and quantity of vehicles.
Potential Funding Sources	<ul style="list-style-type: none"> <li>- FTA Sections 5307, 5310, and 5339</li> <li>- Local match from state, local, or non- USDOT Federal programs</li> <li>- Local businesses, employers, hospitals that will benefit from extended hours or service areas</li> <li>- Contract revenue from agencies that use services for customers</li> </ul>
Performance Measures/ Targets	<ul style="list-style-type: none"> <li>- Vehicles are replaced on schedule and vehicle conditions are monitored on an annual basis</li> <li>- Ridership on public and human services transportation systems</li> </ul>
Needs or Gaps Addressed	<ul style="list-style-type: none"> <li>- Agencies are better able to access riders who live in very rural areas with challenging road conditions to provide access to food, agency appointments, medical care, and other trip purposes.</li> <li>- Residents of Region XI maintain their transportation access to work, medical appointments, shopping, human service agency programs, and other purposes.</li> </ul>
Priority Level/ Timeframe	<ul style="list-style-type: none"> <li>- High priority</li> <li>- Ongoing implementation</li> </ul>

Goal #3

Improve Access to Transportation Services through Effective Regional Mobility Management

Strategy	Implement a Mobility Management program for Region XI.
Action Steps	<ol style="list-style-type: none"> <li>1. A regional Mobility Manager position will be housed by BHJ. This employee will work closely with the Mobility Partnership for Human Services committee to implement transportation coordination strategies in Brooke and Hancock Counties, WV, and Jefferson County, OH.</li> <li>2. Create the mobility manager job description and position.</li> <li>3. The Mobility Manager will maintain and foster a working relationship with the applicable federal, state, and local agencies; plan, organize, and manage projects to promote timely use of funds and adherence to guidelines and funding requirements; and provide staffing support to the Mobility Partnership for Human Services committee.</li> </ol>
Parties Leading Implementation	BHJ
Parties Supporting Implementation	Transportation providers, local government agencies, and human services agencies are responsible for working with the mobility manager on transportation coordination efforts.
Resources Needed	<ul style="list-style-type: none"> <li>- Funding for the mobility manager position</li> <li>- Leadership staff time at BHJ to supervise position</li> </ul>
Potential Cost Range	\$60,000-\$80,000 per year for salary, fringe benefits, supplies, and professional development expenses
Potential Funding Sources	Section 5310 Program for mobility management
Performance Measures/ Targets	<ul style="list-style-type: none"> <li>- Mobility manager position filled</li> <li>- Number of additional rides provided through coordination efforts implemented by the mobility manager</li> <li>- Improvements to transportation system efficiency and effectiveness due to the implementation of mobility management</li> </ul>
Needs or Gaps Addressed	<ul style="list-style-type: none"> <li>- Coordination is increased between providers and funders of public and human services transportation.</li> <li>- Awareness in the region of transportation options is increased.</li> </ul>
Priority Level/ Timeframe	<ul style="list-style-type: none"> <li>- High priority</li> <li>- Implementation timeframe of 2024</li> </ul>

Goal #4

Extend operating hours and service areas for transportation services

Strategy	Transportation service providers will expand service for older adults, individuals with disabilities, and people with low incomes for medical appointments, shopping with errands, employment, education, and other trip purposes.
Action Steps	<ol style="list-style-type: none"> <li>1. Expand demand-response transportation services to more areas of Region XI, such as areas of counties that do not currently receive adequate service.</li> <li>2. Extend Weirton Transit routes to more communities, for more days/ hours of service, and to connect with providers in adjacent areas, such as Steubenville, OH and Wheeling, WV.</li> <li>3. Offer a routine feeder service that connects Steubenville and Weirton areas.</li> <li>4. Extend hours of operation for transportation providers in areas where demand and/ or potential demand is identified.</li> </ol>
Parties Leading Implementation	Public transit and human service transportation providers
Parties Supporting Implementation	Regional mobility manager (If hired)
Resources Needed	<ul style="list-style-type: none"> <li>- Additional operating funds</li> <li>- Additional vehicles (Including wheelchair accessible vehicles)</li> <li>- Additional drivers/ schedulers</li> </ul>
Potential Cost Range	Varies on the scope of implementation
Potential Funding Sources	<ul style="list-style-type: none"> <li>- FTA Sections 5310 and 5339 grant programs</li> <li>- Local match from state, local, or federal non-US DOT programs</li> <li>- Local businesses, employers, or hospitals that benefit from extended hours or service areas</li> <li>- Contract revenue from agencies that use the new services for consumers</li> </ul>
Performance Measures/ Targets	<ul style="list-style-type: none"> <li>- Number of trips provided annually with the new services</li> <li>- Productive number of passenger trips per mile and/ or hours of service during extended hours or on extended routes</li> <li>- Cost per trip for extended service is like average cost for core service hours/ service area</li> <li>- Passenger satisfaction as measured through surveys</li> </ul>
Needs or Gaps Addressed	<ul style="list-style-type: none"> <li>- Transportation services are available for more residences and destinations, including in currently unserved communities</li> <li>- Connectivity between urban/ core areas and rural areas is improved, for access to medical care, employment, essential errands, and other trip purposes.</li> <li>- Access is available to community resources or employment during early morning, evening, or weekend hours.</li> </ul>
Priority Level/ Time Frame	<ul style="list-style-type: none"> <li>- High priority</li> <li>- Timeframe ongoing</li> </ul>

## Summary of Goals, Strategies, and Implementation

Both transportation stakeholders and providers in Region XI have demonstrated their commitment to improving the transportation system in Brooke and Hancock Counties. They have repeatedly demonstrated their willingness to collaborate, build relationships, and seek long lasting solutions to problems. As evident by their participation drafting this plan, stakeholders and providers are committed to continue addressing challenges to providing transportation for older adults, individuals with disabilities, people with low incomes, and the public at large.



## **Appendix A**

### *Public and Stakeholder Outreach*

#### Schedule of Activities

##### Distribution of physical and online surveys

January 2023-April 2023

- Physical surveys were distributed to area libraries, senior centers, and residents of the Weirton Housing Authority
- The online survey was posted on the BHJ-MPC Facebook page and shared to over a dozen community sites. A survey link was also sent to stakeholders and transportation providers.

##### Additional distribution of online surveys

September 2023-October 2023

- The online survey was again posted on the BHJ-MPC Facebook page and shared to over a dozen community sites.

##### Mobility Partnership for Human Services Committee Plan Specific Meeting #1

September 13,2023- BHJ-MPC, Steubenville, OH

- Attendees were provided presentation #1 regarding the Region XI Coordinated Public Transit-Human Service Plan update. After the meeting, stakeholders and providers were emailed a copy.

##### Mobility Partnership for Human Services Committee Plan Specific Meeting #2

November 8, 2023- Mary H. Weir Public Library, Weirton, WV

- Attendees were provided presentation #1 regarding the Region XI Coordinated Public Transit-Human Service Plan update. After the meeting, stakeholders and providers were emailed a copy.

##### Public Comment Period

December 2023-January 2024

- The public comment period for the Region XI Public Transit-Human Services Plan Transportation Plan Update January 2024 lasted for 30 days and began on December 7, 2023. A legal advertisement was purchased in the Weirton Daily Times.

##### Mobility Partnership for Human Services Committee Final Plan Specific Meeting #3

January 10, 2024- Mary H. Weir Public Library, Weirton, WV

- Attendees voted to accept the plan and recommend passage by the BHJ-MPC Policy Committee.

##### BHJ-MPC Policy Committee Meeting

January 17, 2024

- BHJ-MPC Policy Committee votes to adopt plan.

## Stakeholder List

<u>Name</u>	<u>Organization/ Business</u>
Philip Gilcrest, General Manager	Weirton Transit Corporation
Alexandra West, Employment/ Community Navigator	Jefferson County Board of Developmental Disabilities
Amy Kirlangitis	Local resident
Andrea Dominick	Coleman Health Services
Angela Goodrich, Employment Specialist	Jefferson County Board of Developmental Disabilities
Anthony Hickton, TDM Manager	Southwestern Pennsylvania Commission
Asantewa Anyabwile, Council Member	Steubenville City Council
Ayla Mathias, Community Strategist	Aetna
Beth Rupert-Warren, Service Coordinator	Jefferson County Educational Service Center
Bill Lucas, Planning and Zoning	City of Toronto
Brenda Mull, Executive Director	Weirton Area Chamber of Commerce
Rich Gualtiere, Deputy Director/ Planner	Jefferson County Community Action Partnership
Carla Laughlin, Executive Director	Committee for Hancock County Senior Citizens, Inc.
Casey Dunlevy, Employment Specialist	Youth Social Services, Inc.
Christina Henderson, Transition to Work Coordinator	Jefferson County Joint Vocational School
Christina Wanat, Vice President of Student Services	Eastern Gateway Community College
Daniel Obertance, Associate Director	Jefferson County Prevention and Recovery Board
Dave Maple, County Commissioner	Jefferson County
David Evancho, Development and Compliance Supervisor	Area Agency on Aging, Region 9
Deb Hill, Regional Transit Planner	Ohio Mideastern Governments Association
Jeannette Wierzbicki, Executive Director	Ohio Mideastern Governments Association
JoAnn Giralico, Administrative Assistant	Veterans Service Office of Jefferson County
Jennifer Pierce, Chief Operating Officer	Change, Inc.
Jim Boniey, Director of Program Operations	Change, Inc.
Joseph Wallace, Director of Community Relations	Franciscan University
Karla Martin, Senior Vice President, and Chief Diversity Officer	Eastern Gateway Community College
Kate Sedgmer, Executive Director	Jefferson County Chamber of Commerce
Kathi Herberghs, Director of Employment Services	Coleman Health Services
Kelly Coffin, Transition Agent	Jobs With Hope West Virginia
Kevin Davis, Mobility Manager	Ohio Valley Regional Transit Authority
Larisa Watt, Care Coordinator	Lighthouse Counseling and Mediation Services
Laurie Labishak, Market Director, Marketing and Communications	Trinity Health System
Lisa Mowry, Chief Executive Officer	Change, Inc.
Lisa Weishar, Executive Director	Ohio Valley Regional Transit Authority
Lisa Conti, Director of Physician Operations	Weirton Medical Center
Mark Henne, Transportation Planner	BHJ-MPC
Mark Zatezalo, Delegate	West Virginia House of Delegates
Matthew Floyd	Modivcare
Melody McClurg, Executive Director	Jefferson County Metropolitan Housing Authority
Michael Paprocki, Executive Director	BHJ-MPC
Nicholas Demitras	Jefferson County Department of Jobs and Family Services
Richard Lott	Local resident
Rita Hawkins, Research and Training Specialist	Brooke Hancock Family Resource Network
Roberta Burnstein	Local resident
Ronda Craig, Outreach Specialist	Southwestern Pennsylvania Commission
Sandy Kemp, Executive Director	Brooke County Senior Center
Jerry Fields, Transportation Scheduler	Committee for Hancock County Senior Citizens, Inc.

Tate Blanchard, Chief Development Officer  
Tiffany Frey, Training Consultant

Name

Tim Turner, Transit Manager  
Jeannine Sawon, Chief Executive Officer  
Jerry Thomas, Director of Maintenance  
Heather Dock, Transit Planner  
Matthew Townsend, Transportation Planner  
Michael Hagg, Executive Director  
Dr. Tim Borchers, President  
Chip Fenske, Director of Business Development  
Rik Rekowski, Director  
Alexandra Schneider, Library Director  
Bob Sadler, Council Member  
Deborah Puskarich, President  
Eron Chek, Commissioner  
Cathie Drenzo  
John Parker, Director  
Jack Montgomery, Office Administrator Weirton  
Rachel Ferrise, Academic Advisor  
Kathy Hissam, Director of Human Resources  
Megan Selnick, Community Relations Representative  
Beverly Weaver  
James Morris

IC Group of Companies  
Coleman Health Services

Organization/ Business

Steel Valley Regional Transit Authority  
Transmart USA LLC  
Steel Valley Regional Transit Authority  
Steel Valley Regional Transit Authority  
BHJ-MPC  
Hancock County Sheltered Workshop  
West Liberty University  
Empire Diversified Energy  
Mary H. Weir Public Library  
Brooke County Public Libraries  
Village of Beech Bottom  
Follansbee Chamber of Commerce  
Hancock County  
Dialysis Clinic, Inc.  
Jefferson County Emergency Management Agency  
West Virginia Northern Community College  
West Virginia Northern Community College  
Mountaineer Casino, Racetrack and Resort  
Cleveland Cliffs  
Fresenius Kidney Center  
Vet Center

*Meeting Attendees*

Mobility Partnership for Human Services Committee Meeting (Plan Specific #1)  
September 13, 2023, BHJ-MPC, Steubenville, OH

Name

Craig Brown, Community Planning Director  
Mark Henne, Transportation Planner/ Representative  
Tim Turner, Transit Manager  
Jerry Thomas, Director of Maintenance  
Bill Lucas, Planning and Zoning  
Mark Zatezalo, Delegate  
Ronda Craig, Outreach Specialist  
Tate Blanchard, Chief Development Officer  
Rik Rekowski, Director

Organization/ Business

BHJ-MPC  
BHJ-MPC/ Weirton Transit Corporation  
Steel Valley Regional Transit Authority  
Steel Valley Regional Transit Authority  
City of Toronto  
West Virginia House of Delegates  
Southwestern Pennsylvania Commission  
IC Group of Companies  
Mary H. Weir Public Library

Mobility Partnership for Human Services Committee Meeting (Plan Specific #2)  
November 8, 2023, Mary H. Weir Public Library

Name

Craig Brown, Community Planning Director  
Mark Henne, Transportation Planner/ Representative  
Tim Turner, Transit Manager  
Jerry Thomas, Director of Maintenance

Organization/ Business

BHJ-MPC  
BHJ-MPC/ Weirton Transit Corporation  
Steel Valley Regional Transit Authority  
Steel Valley Regional Transit Authority

Eron Chek, Commissioner  
Ronda Craig, Outreach Specialist  
Tate Blanchard, Chief Development Officer  
Rik Rekowski, Director  
Rich Gualtiere, Deputy Director/ Planner  
Jim Boniey, Director of Program Operations  
Kevin Davis, Mobility Manager  
Rita Hawkins, Research and Training Specialist  
Sandy Kemp, Executive Director  
Brenda Mull, Executive Director  
Ayla Mathias, Community Strategist  
Alexandra West, Employment/ Community Navigator  
Heather Dock, Transit Planner  
Jerry Fields

Hancock County  
Southwestern Pennsylvania Commission  
IC Group of Companies  
Mary H. Weir Public Library  
Jefferson County Community Action Partnership  
Change, Inc.  
Ohio Valley Regional Transit Authority  
Brooke Hancock Family Resource Network  
Brooke County Senior Center  
Weirton Area Chamber of Commerce  
Aetna  
Jefferson County Board of Developmental Disabilities  
Steel Valley Regional Transit Authority  
Hancock County Senior Citizens, Inc.

Mobility Partnership for Human Services Committee Meeting (Plan Specific #3)  
January 10, 2024, Mary H. Weir Public Library

# REGION XI PLANNING & DEVELOPMENT COUNCIL

Coordinated Public Transit/ Human Services  
Transportation Plan  
2023-2026

## MEETING OBJECTIVES

- Review regional coordinated progress since 2019
- Address list of unmet transportation related objectives
- Develop inventory of transportation resources
- Discuss possible coordinated strategies

## WHY DO WE HAVE COORDINATION PLANS?

### Improve Transportation

People with disabilities, older adults, and individuals with low incomes

### A Requirement

MAP-21 (Moving Ahead for Progress in the 21st Century)

FTA Section 5310

FAST (Fixing America's Surface Transportation)



## EMBEDDED IN LAW

MAP 21  
First long-term highway authorization enacted since 2005  
\$105 Billion for 2013-2014 Extensions

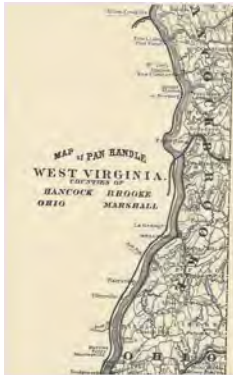
FAST  
First long-term funding certainty for surface transportation in over a decade  
\$305 Billion for 2016-2020

# BACKGROUND

Previous plan update drafted in 2019  
West Virginia Department of  
Transportation  
RLS Associates, Inc.  
Previous Plan: [RLS Report \(bhtimpc.org\)](https://bhtimpc.org/)



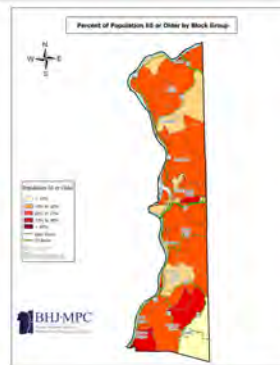
# GEOGRAPHIC AREA



Hancock  
County, West  
Virginia

Brooke  
County, West  
Virginia

# POPULATION BY AGE

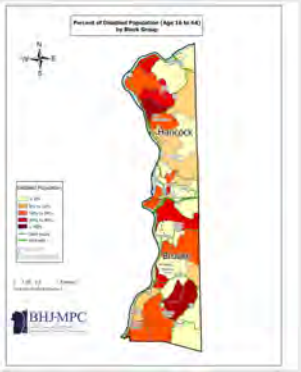


# MINORITY POPULATION





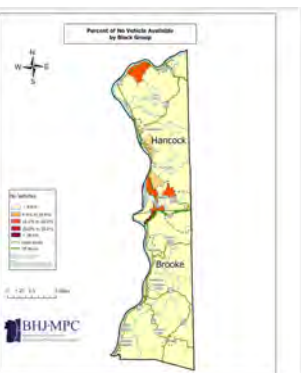
# PERSONS WITH DISABILITIES



# POVERTY



# VEHICLE INFORMATION



CHANGE, INC.

LOCAL HEALTH DEPARTMENTS IN WEST VIRGINIA

WTC

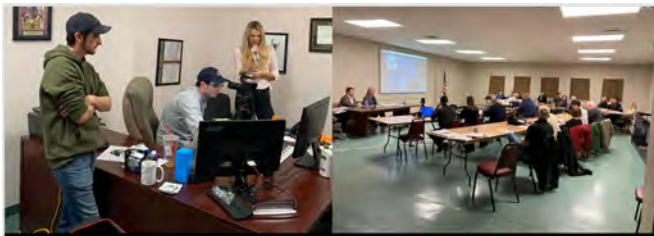
## STAKEHOLDER PARTICIPATION GOAL

- Transportation Providers
- Human Service Agencies and Other Partners
- Metropolitan Planning Organization
- Ohio Department of Transportation
- Local Citizens

# UNMET TRANSPORTATION NEEDS AND GAPS IN SERVICES



**Task**  
Take five minutes to write down at least 3 challenges or unmet transportation needs for people in the area.



## DISCUSSION

### EXISTING TRANSPORTATION PROVIDERS

Please list all county transportation providers.

- Public
- Private
- Nonprofit



## PREVIOUS GOALS

**#1** Improve communication among transportation providers and stakeholders in the region and throughout the state

**#2** Maintain current level of transportation services for older adults, persons with disabilities, and older adults

**#3** Improve access to transportation services through effective regional mobility management

## MORE GOALS

#4 Extend operating hours and service areas, and improve fixed route frequency for transportation services

#5 Start up public transportation in Brooke County

## WHAT HAPPENS NOW

Interviews of transportation providers- Ongoing  
Public needs assessment surveys- Completed  
Draft inventory and needs assessment report- Ongoing

**Keep On Truckin'...**



## PARTICIPATION IS CRITICAL

Participation in meetings and interviews is required for Section 5310 funding

- Applications for Section 5310 funding must be part of the coordinated transportation plan



## OUR NEXT STEP

Date: November 8, 2023

Location: BHJ-MPC

Agenda: Discuss Proposed Strategies and Priorities

Presentation #2

# Region XI Coordinated Public Transit-Human Services Transportation Plan Update

Brooke & Hancock Counties, WV | BHJ-MPC/ Region XI PDC |  
Craig Brown

## Meeting Objectives

- Review Purpose
- Review Transportation Needs Assessments and Goals
- Select Coordinated Transportation Strategies
- Rate or Prioritize Strategies
- Next Steps


## Purpose?

2019 Plan: [RLS Report \(bhjmpc.org\)](#)

- Improve Transportation for People with Disabilities, Older Adults, and Individuals with Low Incomes
- The 2019 Plan is Out of Date
- MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century)
- FAST (Fixing America's Surface Transportation)

## Region XI Area

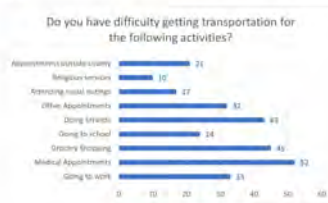
Hancock County  
Brooke County



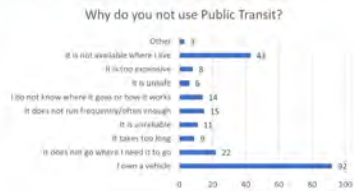
## How do you manage your transportation needs?



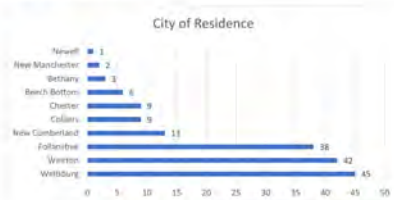
## Challenges

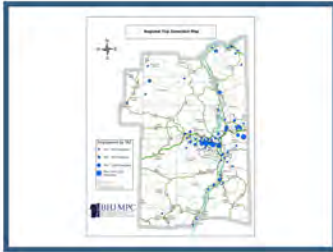


## Why do you not use public transportation?



## Who participated?





### Trip Generators

### Purpose

- Goals must be directly related to unmet transportation needs and gaps in services.
- Section 5310 grant application projects must be directly related to goals and needs.
- Goals and strategies must be prioritized.
  - Immediate (6 months to 1 year)
  - Mid-term implementation (1-2 years)
  - Near-term implementation (2-3 years)
  - Long-term implementation (3-4 years+)

### Goals From the Last Plan (2019)

01	02	03	04	05
1) Increase transportation equity, accessibility, and inclusiveness to the region and underserved populations.	2) Meet user's diverse needs of multimodal mobility for daily, full-time and occasional, and special needs travel.	3) Increase user's transportation options through increased service availability and reliability.	4) Expand operating hours and service areas and increase load capacity for all modes.	5) Meet user's diverse needs for transit equity.



### Identified Unmet Transportation Needs/ Challenges/ Gaps

Unmet needs, gaps, challenges to be addressed.

Needs identified by first meeting/ email

Needs identified in the survey



### Unmet Needs Identified

- Coordinated planning with transportation providers.
- Additional funding for capital needs and operating support.
- Appropriate vehicles for rural roads.
- Medical transportation, including long-distance trips.
- Transportation for employment.
- Increased awareness regarding transportation options.
- Essential errand transportation in rural areas.
- Transportation to unserved areas.

### Goals and Strategies

- Goal 1A
  - Improve communication among transportation providers and stakeholders in Region XI.
  - Strategy
    - The Mobility Partnership for Human Services will meet regularly to discuss coordination, regional mobility management, and unmet transportation needs.



### Goals and Strategies continued...

- Goal 1b
  - Improve communication among transportation providers throughout West Virginia.
  - Strategy
    - Region XI public transit and human service providers will participate in the West Virginia Transportation Coordinating Council, West Virginia Public Transit Association and/ or other statewide venue.

### Goals and Strategies continued...

- Goal 2
  - Maintain current levels of transportation services for older adults, individuals with disabilities, and people with low incomes.
  - Strategy
    - Existing transportation services for the target populations are important and the quality of service from those organizations must be maintained. Transportation providers will work together to provide safe vehicles that are in good condition and maintain a high standard of staff training and customer service. Providers will acquire vehicles that are able to safely transport individuals on all types of rural roadways and comfortably accommodate people with mobility challenges.

### Goals and Strategies...

- Goal 3
  - Improve access to transportation services through effective mobility management.
  - Strategy
    - Implement a mobility management program for Region XI.



### Goals and Strategies continued...




- Goal 4
  - Extend operating hours and service areas, and improve fixed route frequency, for transportation services.
  - Strategy
    - New and existing transportation service providers will expand service for older adults, individuals with disabilities, and people with low incomes for employment purposes a priority, followed by other trip purposes including medical appointments, shopping and errands, and education.

- Goal 5
  - Start up public transportation in Brooke County.
  - Strategy
    - Region XI transportation providers will work together to obtain and identify a provider for public transportation in Brooke County.

### Goals and Strategies continued...

Thoughts and comments?

### Next Steps

-  Continued interviews with transportation providers/ stakeholders
-  Draft report issued to stakeholders for review
-  Final plan issued for local adoption

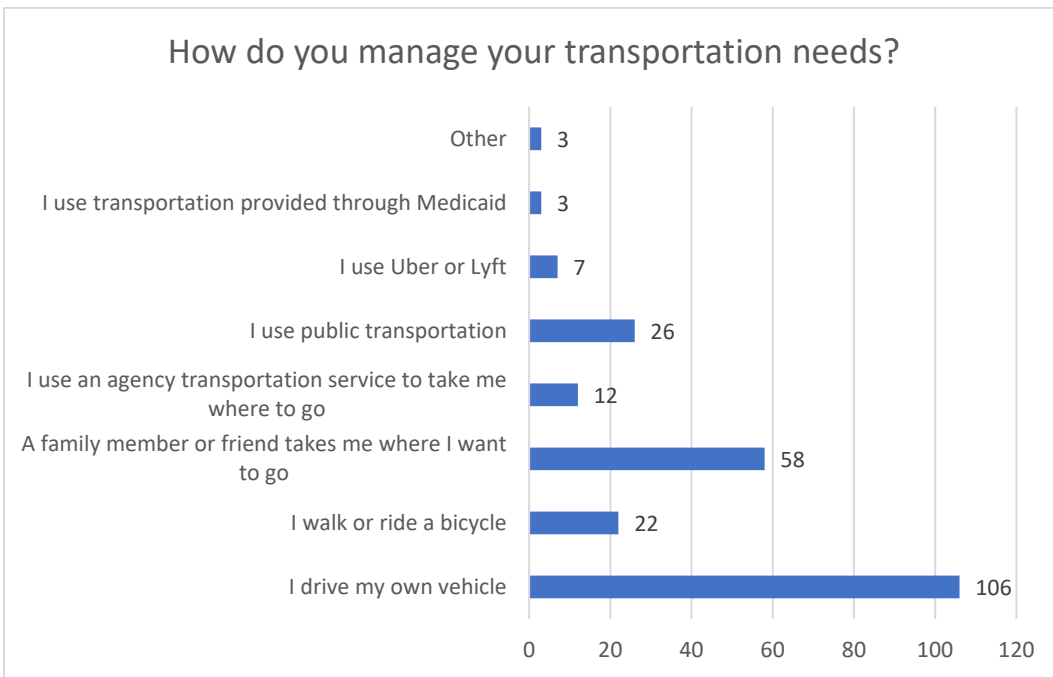
## Appendix B

### Public Survey Data

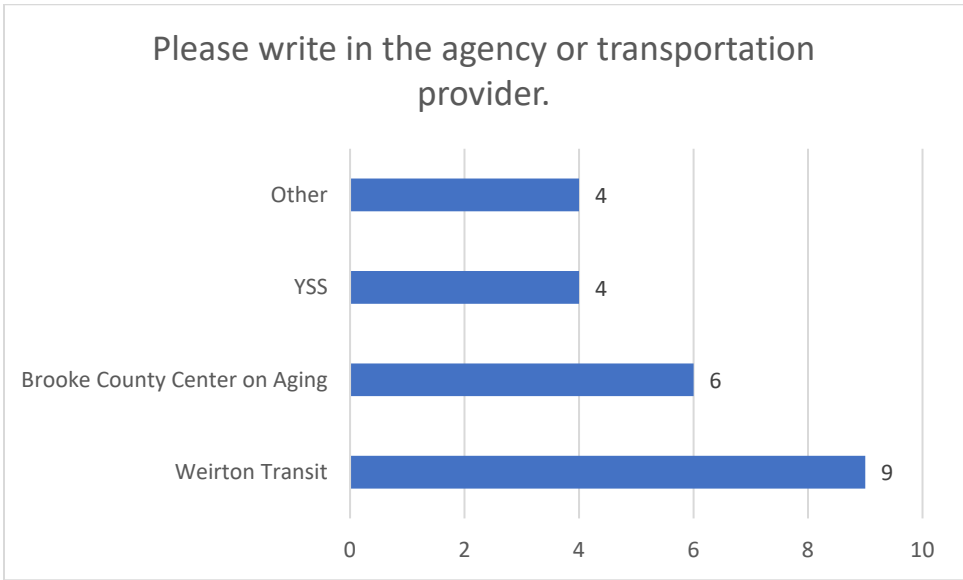
1. What is the name of the county you are from?

County	Number	Percent	Answered
Brooke	121	69%	175
Hancock	54	31%	

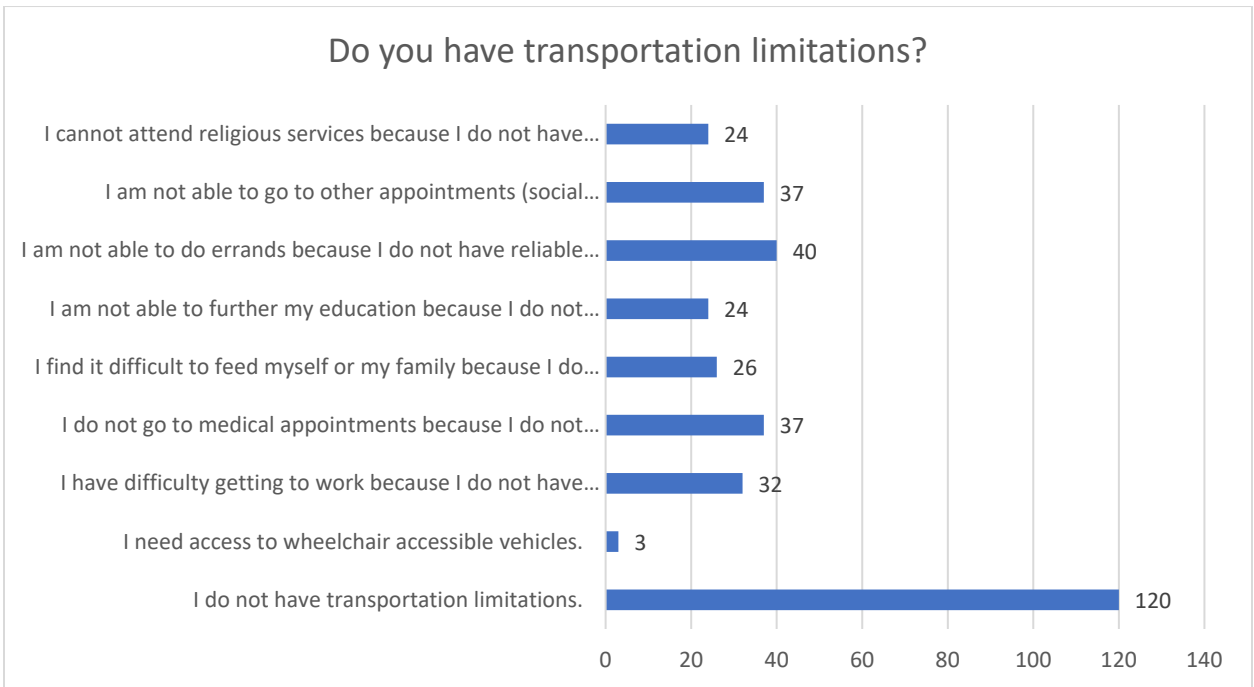
2. How do you manage your transportation needs?



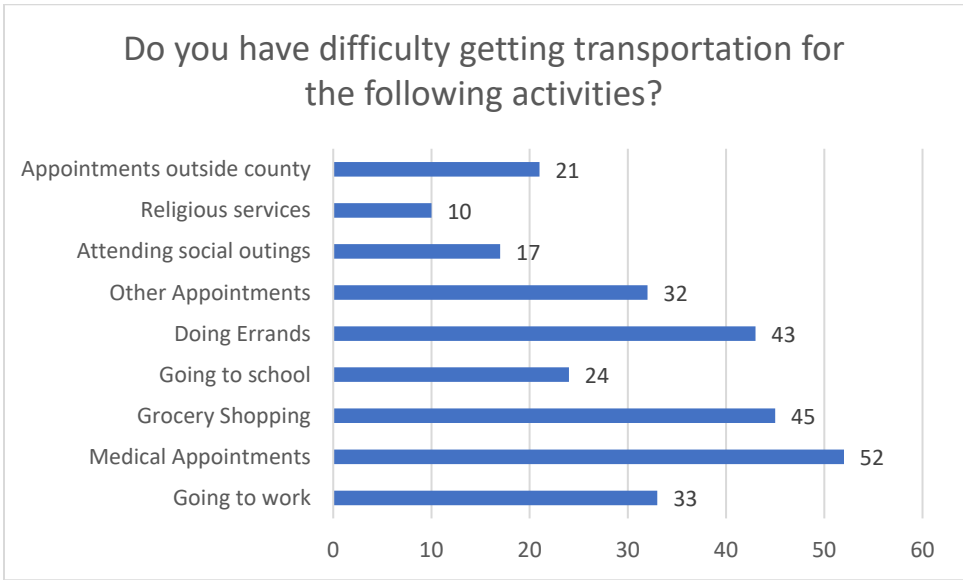
3. Please write the name of the agency or provider.



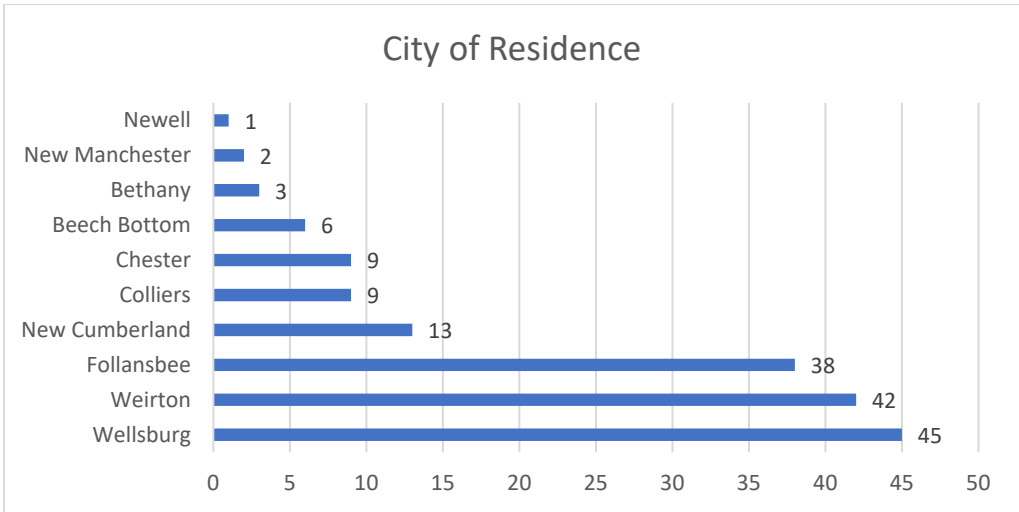
4. Do you have transportation limitations?



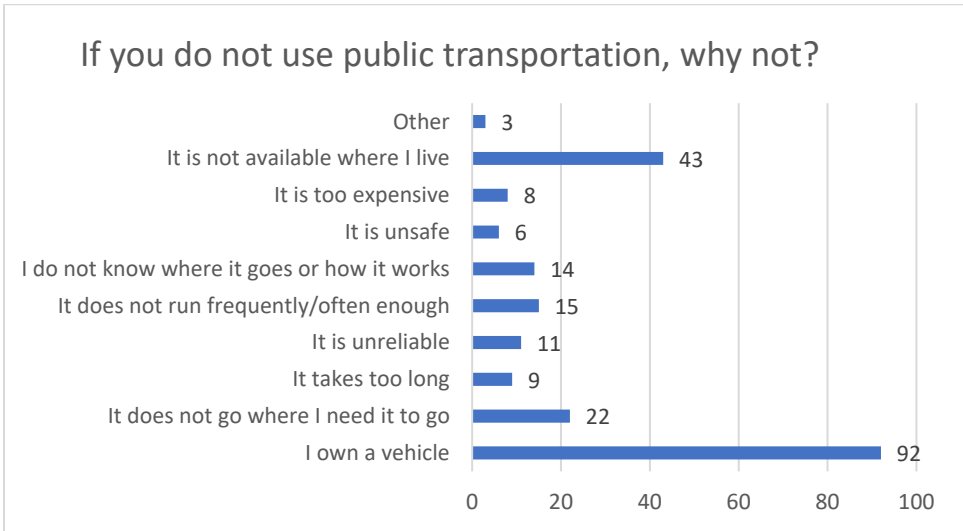
5. Do you have difficulty getting the transportation you need for the following activities?



6. Where do you live?



7. If you do not use public transportation, why not?



8. When do you need transportation to go to your job?

When do you need transportation to get to your job?	Count	Percentage
12:00 AM-6:00 AM	9	5.14%
6:00 AM-8:00 AM	36	20.57%
8:00 AM-12:00 PM	41	23.43%
12:00 PM-3:00 PM	41	23.43%
3:00 PM-6:00 PM	44	25.14%
6:00 PM-9:00 PM	34	19.43%
9:00 PM-12:00 AM	10	5.71%

9. When do you need transportation to go to medical appointments?

When do you need transportation to go to medical appointments?	Count	Percentage
12:00 AM-6:00 AM	6	3.43%
6:00 AM-8:00 AM	29	16.57%
8:00 AM-12:00 PM	58	33.14%
12:00 PM-3:00 PM	59	33.71%
3:00 PM-6:00 PM	43	24.57%
6:00 PM-9:00 PM	25	14.29%
9:00 PM-12:00 AM	5	2.86%



10. When do you need transportation to go shopping?

When do you need transportation to go shopping?	Count	Percentage
12:00 AM-6:00 AM	6	3.43%
6:00 AM-8:00 AM	26	14.86%
8:00 AM-12:00 PM	42	24%
12:00 PM-3:00 PM	48	27.43%
3:00 PM-6:00 PM	43	24.57%
6:00 PM-9:00 PM	36	20.57%
9:00 PM-12:00 AM	9	5.14%

11. When do you need transportation to go to school?

When do you need transportation to go to school?	Count	Percentage
12:00 AM-6:00 AM	3	1.71%
6:00 AM-8:00 AM	27	15.43%
8:00 AM-12:00 PM	26	14.86%
12:00 PM-3:00 PM	25	14.29%
3:00 PM-6:00 PM	26	14.86%
6:00 PM-9:00 PM	23	13.14%
9:00 PM-12:00 AM	3	1.71%

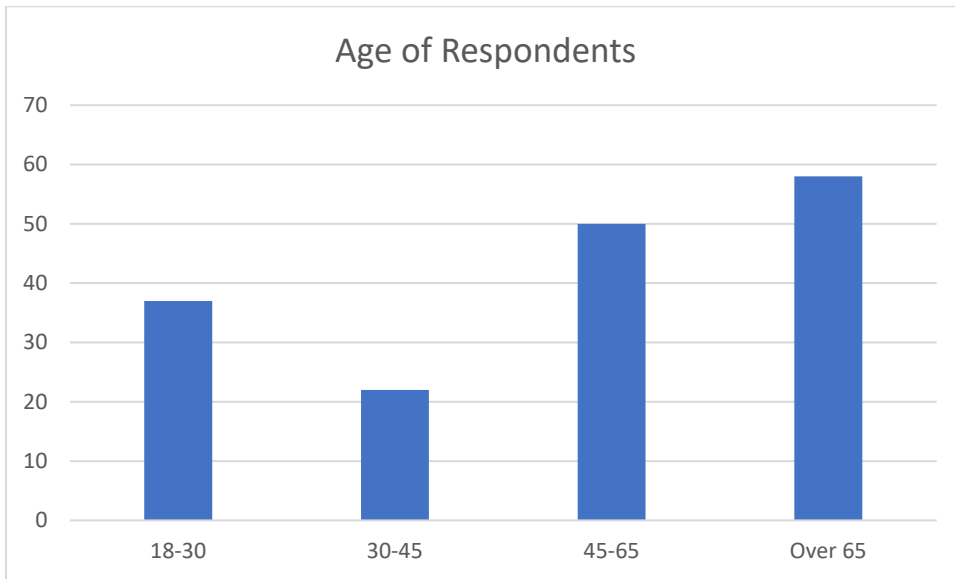
12. When do you need transportation for social/ recreational activities?

When do you need transportation for social/ recreational activities?	Count	Percentage
12:00 AM-6:00 AM	5	2.86%
6:00 AM-8:00 AM	20	11.43%
8:00 AM-12:00 PM	31	17.71%
12:00 PM-3:00 PM	35	20%
3:00 PM-6:00 PM	39	22.29%
6:00 PM-9:00 PM	38	21.71%
9:00 PM-12:00 AM	18	10.29%

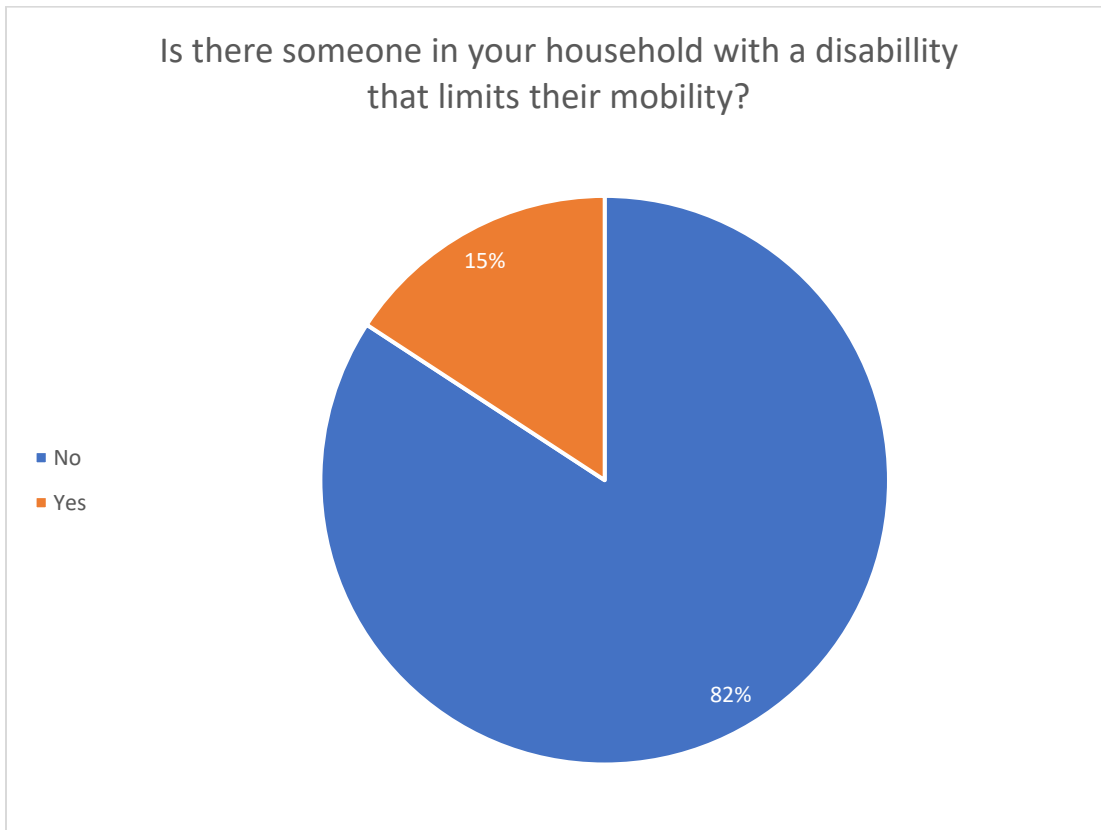
13. When do you need transportation for religious services?

When do you need transportation for religious services?	Count	Percentage
12:00 AM-6:00 AM	3	1.71%
6:00 AM-8:00 AM	15	8.57%
8:00 AM-12:00 PM	31	17.71%
12:00 PM-3:00 PM	16	9.14%
3:00 PM-6:00 PM	13	7.43%
6:00 PM-9:00 PM	16	9.14%
9:00 PM-12:00 AM	3	1.71%

14. Please tell us your age.



15. Is there someone in your household with a disability that limits his or her mobility, or ability to drive or use other available transportation services?



## 16. Public Survey Comments

We need in this area bus transportation no less than 18 hours per day. The busses need to be put on a regular time within a reasonable turn around. People need to know when their return home ride is going to be there. And to keep this short the fares to use public transportation need to be very reasonable.

Would like to see this extended to Wellsburg so that we could save money on gas and wear on vehicles.

While I don't currently have transportation issues, most of us are one repair bill away from back due rent, unemployment, and utility shut off. This area, while it does have bus service in Weirton and some of Brooke County, is unable to assist most of the community with needed transportation. Some companies won't transport children or are unequipped with wheelchair access. The transportation in the area is generally unreliable, often no showing or cancelling the day before an appointment, and expensive. Some families cannot afford the \$40 a month for bus passes and there are no agencies in the area that regularly assist with the expenditure. Further, clients have little to no access to physicians outside of this immediate area. If they need to see a specialist in Pittsburgh or visit Cognitive Functioning locations in Morgantown, they are unable to secure transportation which limits treatment options drastically.

When I lived in Weirton, I used Weirton Transit. They provided door to door service. This is what I need.

What I have viewed working in Weirton, many patrons rely on the Weirton Transportation Service shuttle to get around. This transportation is extremely important to obtain groceries for those that live downtown in Weirton.

Wellsburg is a dying town.

Weirton Transit is ok during the week, but very limited on the weekends. Also, would be nice if they had later runs that didn't cost more.

Weirton Transit is a blessing. I would have a hard time without it. I appreciate it very much. All the drivers I've had are very nice and good drivers.

We have no bus routes. No bus station.

We could use more transportation places in Weirton because of the Weirton Transit hours.

Transportation is not a problem for most. There could be a few seniors.

Transportation is needed for people who can't afford a vehicle and insurance For people who needs to get to stores or doctor appointment.

To my knowledge, if I needed public transportation, I do not believe it runs through the town where I live. I believe there are services for individuals with disabilities but not for the general public. The city where I live is relatively small as are a lot of the surrounding cities, therefore limiting the opportunity for job placement & the need to travel elsewhere. I don't know how high the need is for public transportation, but I do know that in my 25 years of working I have not had employment within my own city.

There's no public transportation for anyone living outside the city limits.

There's a bus driver that if the place you're going to isn't on the route. She will not take you.

There needs to be transportation for the entire Northern Panhandle.

There is no public transportation that runs in our area except taxis that are from Weirton WV (about 25 miles away). If you do not have your own vehicle, you are most likely relying on family or friends to take you where you need to go.

There hasn't been a form of transportation in our area for as long as I can remember.

There are many people who can't leave Wellsburg due to transportation issues. Transportation would greatly enhance their lives.

There are a lot of limitations to transport options for anyone that might not have access to other options over buses and taxi services. Even ride share is in remote areas that some people do not have easy access to. Taxi delay and cost render ride-share not worth using and local bus runs do not stop or go near many ride-share locations in addition to not having hours that match.

The primary need for transportation in Brooke County is for our aging population both in rural and urban settings to access vital needs (grocery stores, doctor offices, general shopping, etc.)

The current services need to coordinate their activities, routes, and connecting points.

The buses are almost never on time. Cabs saying I owe for a blank when I already paid and have a receipt. If there's only one cab, you have to wait for 1 or 3 hours to be picked up. The cab company or drivers try to get more money from me. Sometimes I have to wait out in the cold or heat for the bus and cabs to come to pick me up. Some of the bus drivers and cab drivers can be nice. I work on Saturday sometime from 8-4:30pm; 10-6:30pm; 12-8pm. The buses for demand should run longer on Saturday for people who have to work longer. The Cove Taxi should have people who know what they are doing and care for the people they are serving.

Thankful that this service is available for future needs.

Taxi and cabs are too expensive and Lyft or Uber isn't available in my area.

Some people like me usually drive but some medical appointments for testing or procedures require another person to drive to or from the appointment.

So very thankful for the services provided by Brooke County Senior Services. My wife has physical limitations and drives rarely.

Senior citizens definitely need transportation services. As we get older, we become less independent.

Scary and very unclean and crowded.

Question 4, I would have to include all of these if I did not have someone living with me who can drive. I am legally blind and have to depend on him for everything. If he was not available, I could not go anywhere. No public transportation in this area. Other family and friends offer, but it is very hard to ask others for help on a regular basis. Still like to hold on to that little bit of independence.

Public transportation is needed for people in the Wellsburg area.

Please add more hours for Follansbee and more stops in Steubenville.

Not sure.

No way to get out of Wellsburg.

No close bus stops.

Needs of additional transportation in Wellsburg to be included. Currently no public transportation. First needs for medical care transport.

Need Transportation to Robinson & Steubenville.

Need to have service run so a person could get to work.

Need Sunday public transportation.

Need consistency & reliability

My mom is disabled. I live in Wellsburg and there's no public transportation available. I'm 19 and really want to work but all the jobs are in Steubenville and Weirton.

My infant child has a medical condition. I have severe social anxiety preventing bus/taxi services. Child in car seat. My child's father works, and we share a car.

Most of the time when I see buses running they are empty. When you look at the schedule online it seems confusing. Need to communicate better on how people can go from Weirton to Follansbee and vice versa ... Heard a rumor you're going to Robinson soon

More transportations for the elderly in this area would be nice.

Many people in our area need public transportation.

Limited transportation in areas outside Weirton/Steubenville area is a definite need

It would be nice to make it more readily available for more towns to get where they need to. There are many people out there that need help.

It would be nice to have public transportation as a backup when my husband has the car or if the car is down for repairs.

It would be nice to have easily accessible transportation in my area.

It would be nice if we could have transportation from Wellsburg Unity Apartments to Follansbee for places such as Dollar General Market, Reisbecks, McDonald's, Burger King, etc.

It would be great to have more accessible public transport! I would love to take a bus instead of driving my own car and using so much more gas, but none run where I live.

It is limited. I think Uber or Lyft could help.

I'm 18 and can't find a job in Wellsburg. All the good jobs are in Follansbee/Weirton. I want to work at Walmart but I can't get there.

If there will be public transportation in Wellsburg, please advertise in the stores, doctor's offices, etc. Please have a clear schedule.

I would work in Steubenville if there was a way for me to get there.

I would use it if I knew more about the stops/schedule and it had a better reputation.

I would like to see Uber type service come to the area

I work with people that need transportation to and from employment, appointments and shopping. These people live in Brook and Hancock Counties. I do know Weirton Transit has started traveling to Follansbee.

I wish that we had an express bus for the hospital.



I wish I could go to my Steubenville doctor appointments from Follansbee.

I think they need to run busses from Wellsburg to Weirton

I live in Follansbee but I work at the American Job Center in Weirton. I use the bus to get to work and home. It really sucks that the Follansbee bus stops at 1:00 pm. Because of this, I can only work part-time, and I can't go to the store because I have to work. Please make the bus run later in Follansbee.

I have seen TV ads for our local transportation services. Most, I don't feel would meet my needs if I didn't own a car or couldn't drive. None of those travel near where I live. Hopefully, this could change. Fortunately, I have friends who help in time of need.

I have a vehicle. I have 2 children in car seats. I have to take my kids to school/ daycare and I work on weekends and evenings in Steubenville, OH from Weirton, WV.

I have a child with autism and it is hard to take him places and the bus would not be possible. I have 2 children in car seats. I take them to Steubenville, OH for daycare and I have to be at school at 7:00 am.

I have a child in a car seat. I do not need public transportation.

I have a child in a car seat and have doctor appointments out of public transportation areas

I have a bus pass for Follansbee but it sucks that it only runs until 1:00 pm.

I have a bus pass but I wish I could get to school in Wellsburg.

I have 4 children, 3 in car seats. My main struggle is child care for doctor appointments and other outings.

I have 2 kids in car seats.

I don't personally need transportation, but it would be a wonderful option to have. I don't particularly like driving and I would appreciate a more environmental-friendly transportation option. I certainly know people in the community who would benefit greatly from more widely available public transportation

I can't work anywhere in Weirton because of limited bus hours.

I can't shop past 1:00 pm. It's hard. I can only go to adult education once a week because the bus ends so early.

I believe there are plenty of options for people who need help with transportation and no further tax payer money should be spent on this.

I believe that we definitely need more transportation services within Brooke County, particularly Wellsburg.

I am getting older and am losing mobility

For families with children in car seats, using public transportation can be difficult to carry the children and car seat to the bus stop and to install the car seat.

Everything is good around here.

Even though I may not need public transportation yet, doesn't mean I never would need the service. I'm 60 and retired on disability. Who's to say a few years down the road, my health will deteriorate and I would need public transportation? Church, appointments, shopping would all have to wait til someone could take a day off work, and take me. It would give me an option.

Even though I have a car, does not mean others don't. I bet a lot of the elderly could use the transportation.

Don't think everyone that needs transportation knows about it

Do not know enough to answer comments adequately.

Can't go to the dentist in Weirton.

Buses do not come out to Hooverson Heights.

Bus transportation would be a nice thing to have in Brooke County. We had it when I was a kid.

Bus doesn't come near me.

Brooke co has a lot of elderly people and this would be nice for us

At times my car won't run and I do not have a lot of people I can get rides from on short notice. I have difficulty walking at times, I get progressively worse. Would love to see more improvements in our area. My doctors are all in Steubenville, OH. I am not a social person. I have no family around here besides my husband and he's gone all day M-F.

As stated prior, I am legally blind. I have many family and friends who can transport me if necessary. However, it would be wonderful to have access to public transportation so I could go somewhere by myself. This would restore just a bit of the independence that i have lost.

As the crow flies, this area is close to Pittsburgh. It would be great if there were express busses to Robinson, Pittsburgh International Airport, and Downtown. I wouldn't use it every day, but sometimes it's nice to leave the driving to someone else.

Area needs expanded.

A route from Weirton to Chester and back would be helpful to people without transportation to shop and go to the doctor or hospital in Weirton.

A need for transportation is needed greatly in Brooke County. I am blessed but I know many that need it for Dr appointments, grocery store, banking, getting children to activities in the evening and paying bills.

A bus line from wheeling straight thru to Follansbee to end at the Wal-Mart in Weirton will be great because many people can't go all the way up there. Like I live on Washington Pike close to Franklin Manor and how am I going to get to Commerce Street (route 2) with no car or transportation? Maybe a small shuttle bus that people can set up appointments with dates and times and pay a fee to get picked up and dropped off on Commerce to take the bus with a connection transfer. (Just an

## Appendix C

### *Transportation Provider Characteristics/ Inventory*

Table 1  
Organizational Characteristics

Agency Name	Directly Operates Transportation	Purchases Transportation	Legal Authority	Number of Annual One-Way Trips	Average Number Trip Denials Per Week	Are Vehicles Only Available for Human Services Clients
Brooke County Senior Center	Yes	No	Public Non-profit	1728	5	Yes
Weir-Cove Taxi	Yes	No	Private For-profit	2000	0	No
Moe Drives	Yes	No	Private For-profit			No
Ridgerunners	Yes	No	Private For-Profit			No
Weirton Transit Corporation	Yes	No	Private Non-profit			
IC Cab Company	Yes	No	Private For-Profit	NA	NA	No
Blessed Transportation			Private For-profit			
Committee for Hancock County Senior Citizens	Yes	No	Public Non-profit	2800	1	No
Hancock County Ambulance	Yes	No	Private Non-profit			No
Hancock County Sheltered Workshop	Yes	No	Public Non-Profit	10,000	0	Yes

Table 2  
Transportation Service Characteristics

Agency Name	Mode of Service	Days & Hours of Operation	Provides Medicaid Eligible Trips	Level of Passenger Assistance Provided	Training Courses Required for Drivers
Brooke County Senior Center	Wheelchair & Regular Transportation	M-F, 8-4	Yes	Door to Door	Wheelchair/ PASS
Weir-Cove Taxi	Regular Transportation	S-Sat 24 HR	Yes	Driveway	For Medicare Drivers: CPR/ Medical & Defensive
Moe Drives	Regular Transportation				No
Ridgerunners	Regular Transportation				
Weirton Transit Corporation	Fixed Route & Paratransit		No	Fixed Stop & Curb to Curb (On Demand)	First Aid & CPR, Defensive, Safety, Drug & Alcohol
IC Cab Company	Regular Transportation	24/7 (No Christmas Day)	Yes (Modivcare)	Curb to Curb	NA
Blessed Transportation					
Committee for Hancock County Senior Citizens	Wheelchair & Regular Transportation	M-F, 8-4	No	Door to Door	PASS, CPR, HIPPA
Hancock County Ambulance	Ground Ambulance		Yes	Bedside	CPR/ EVOC/ Hazmat
Hancock County Sheltered Workshop	Wheelchair & Regular Transportation	M-F, 4-6	Yes	Door to Door	CPR/ First Aid

Table 3  
Transportation Related Expenses & Revenues

Agency Name	Fare Structure	Donations Accepted	Number of Full-time & Part-Time Drivers	Number of Full-time & Part-Time Schedulers/ Dispatchers	Revenue Sources	Transportation Expenses
Brooke County Senior Center	Donation	Yes	3 Full-time/ 2 Part-time	1 Full-time	Federal/ State/ Local	\$57,280.04
Weir-Cove Taxi	By Mile	No	5 Full-time/ 2 Part-time	5 Full-Time	Public/ Logisticare	N/A
Moe Drives	Fee by Destination	No	1 Part-time	1 Part-Time	Public	N/A
Ridgerunners Delivery and Transportation						
Weirton Transit Corporation	\$1-\$5	No	1 Full-time/ 13 Part-Time	1 Full-time	5307/ City of Weirton/ Advertising/ Catholic Schools	
IC Cab Company	Variable		27	8		N/A
Blessed Transportation						N/A
Committee for Hancock County Senior Citizens	Under 59 years- \$10 Trip/ 60 Years and Up- Free	Yes	4 Part-Time	1 Full-time	5310/ Title 38 (State)	\$81,000
Hancock County Ambulance	Per mile/ Flat fee	Yes	5 Full-time/ 2 Part-time	4 Full-time/ 4 Part-time	NA	NA
Hancock County Sheltered Workshop	No	No	4 Full-time/ 4 Part-time	0	Federal/ State/ Local	\$50,000



Table 4  
Technology

Agency Name	Scheduling Software Name	Do you have an app for transportation?	Dispatching Software Name	AVL System/ GPS
Brooke County Senior Center	No	No	N/A	N/A
Weir-Cove Taxi	Locally Created (No Name)	No	Locally Created (No Name)	In Touch
Moe Drives				
Ridgerunners				
Weirton Transit Corporation	No	No	N/A	Yes
IC Cab Company	TaxiCaller	Yes	TaxiCaller	TaxiCaller
Blessed Transportation				
Committee for Hancock County Senior Services	No	No	N/A	No
Hancock County Ambulance		No	No	No
Hancock County Sheltered Workshop	No	No	No	No

Table 5  
Vehicle Inventory: Hancock County Senior Citizens Committee

ID	Make	Model	Year	VIN	Capacity	Wheelchair	Service Days	Service Hours	Condition	Program	Service Area
2	Dodge	Entervan	2019	2C7WGBG5KR808325	5	1	M-F	8-4	Good	Trans	Hancock Co.
4	Dodge	Caravan	2017	2C4RDG1HR733528	8	0	M-F	8-4	Fair	Trans	Hancock Co.
6	Ford	Transit Lift Van	2018	1FBVU4XM8JKA16564	11	1	M-F	8-4	Fair	Trans	Hancock Co.
7	Chrysler	Voyager	2022	2C4RC1CGXNR172255	4	0	M-F	8-4	New	Trans	Hancock Co.

Table 6  
 Vehicle Inventory: Brooke County Senior Center

ID	Make	Model	Year	VIN	Capacity	Wheelchair	Service Days	Service Hours	Condition	Program	Service Area
White	Impala	Chev	2012	2G1WGE38C1306676	4	0	M-F	8-4	Poor	Trans	Brooke Co.
Grey	Impala	Chev	2013	2G1WF5E32D125529	4	0	M-F	8-4	Poor	Trans	Brooke Co.
Silver	Impala	Chev	2013	2G1WF5E39D1239140	4	0	M-F	8-4	Poor	Trans	Brooke Co.
White	Grand Caravan	Dodge	2015	2C4RDGC9FR567447	3	1	M-F	8-4	Great	Trans	Brooke Co.
Maroon	Grand Caravan	Dodge	2016	2C4RDGCG9GR274679	3	1	M-F	8-4	Great	Trans	Brooke Co.
White	Grand Caravan	Dodge	2018	2C4RDGBJ0JR164077	7	0	M-F	8-4	Great	Trans	Brooke Co.
Blue	Equinox	Chev	2024	3GNAXSEG8RL120489	5	0	M-F	8-4	Great	Trans	Brooke Co.

Table 7  
 Vehicle Inventory: Hancock County Sheltered Workshop

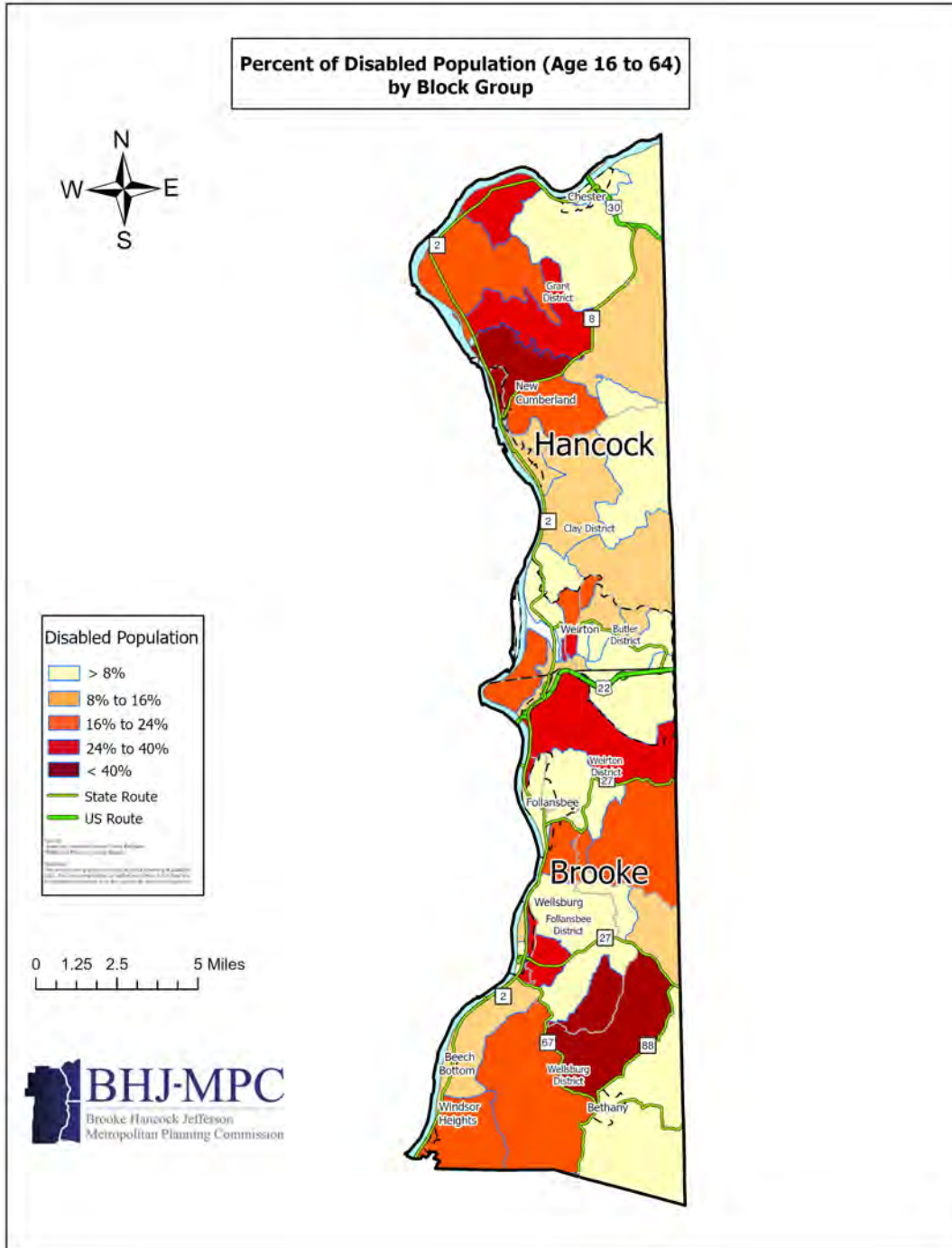
ID	Make	Model	Year	VIN	Capacity	Wheelchair	Service Days	Service Hours	Condition	Program	Service Area
	Ford	E-350	2012		14	2	M-F	4 AM-6 PM	Fair	Trans	Brooke Co, & Hancock Co.
	Ford	E-350	2012		15	No	M-F	4 AM-6 PM	Poor	Trans	Brooke Co, & Hancock Co.
	Ford	E-350	2023		15	No	M-F	4 AM-6 PM	New	Trans	Brooke Co, & Hancock Co.
	Ford	E-350	2023		15	No	M-F	4 AM-6 PM	New	Trans	Brooke Co, & Hancock Co.
	Dodge	Caravan	2014		7	No	M-F	4 AM-6 PM	Good	Trans	Brooke Co, & Hancock Co.

Table 8  
Vehicle Inventory: Weirton Transit Corporation

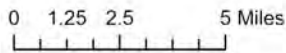
ID	Make	Model	Year	VIN	Capacity	Wheelchair	Service Days	Service Hours	Condition	Program	Service Area
11	Ford	E-250	2013	1FTDS3EL4DDB29826	8	2	M-F	12-8	Good	On Demand & SOR	Weirton, Brooke Co, & Hancock Co.
14	Ford	Elkhart Coach	2017	1FDFE4FS2HDC22258	16	0	T, TH, F	6-2	Good	Fixed Route	Weirton
17	Ford	E-450	2017	1FDGE4FS9HDC74048	10	2	M-F	8-2	Good	Fixed Route	Weirton
18	Ford	E-450	2017	1FDFE45SOHDC74052	10	2	M-S	2-7	Good	Fixed Route	Weirton
19	Ford	E-450	2017	1FDFE4S2HDC74053	10	2	M-F	6-7	Good	Fixed Route	Weirton
20	Ford	E-450	2019	1FDFE4FSSKDC14968	16	2	M-S	7-3	Excellent	Fixed Route	Weirton
22	Ford	Starcraft	2019	1FDFE4FS8KDC47883	12	2	M-W	7-3	Excellent	Fixed Route	Weirton
23	Ford	Candidate II	2020	1FDES6PG0LKB18608	8	2	M-F	7-3	Excellent	Fixed Route	Weirton
24	Ford	Candidate II	2020	1FDES6PG8LKB09378	8	2	M-F	9-3	Excellent	On Demand	Weirton
25	Ford	Eldorado	2023	1FDEF4FN6PDD05846	12	2	2 Days	8 Hours	Excellent	Fixed Route & On Demand	Weirton
31	Ford	Explorer	2019	1FMSK8BB8LGD18231	7	0	M-F	8-4	Excellent	On Demand & SOR	Weirton, Brooke Co, & Hancock Co.
26	Ford	Davey Coach Turtle	2023	1FDFE4FN2PDD14964	12	2	M-F	8-12	Excellent	On Demand	Weirton
32	Chrysler	Town & Country	2010	2A4RR5D16AR193835	7	0	M-F	8-12	Excellent	On Demand & SOR	Weirton, Brooke Co, & Hancock Co.

Appendix D

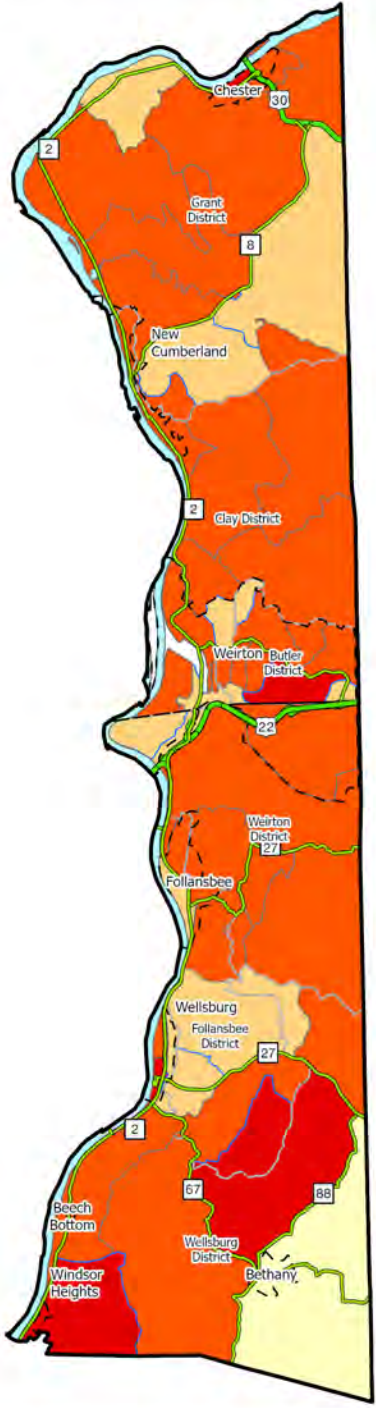
Demographics



**Percent of Families Living Below Poverty  
by Block Group**

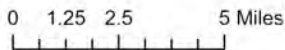


# Percent of Population 65 or Older by Block Group

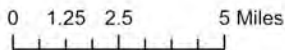
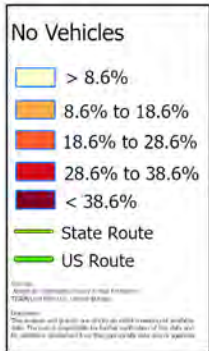


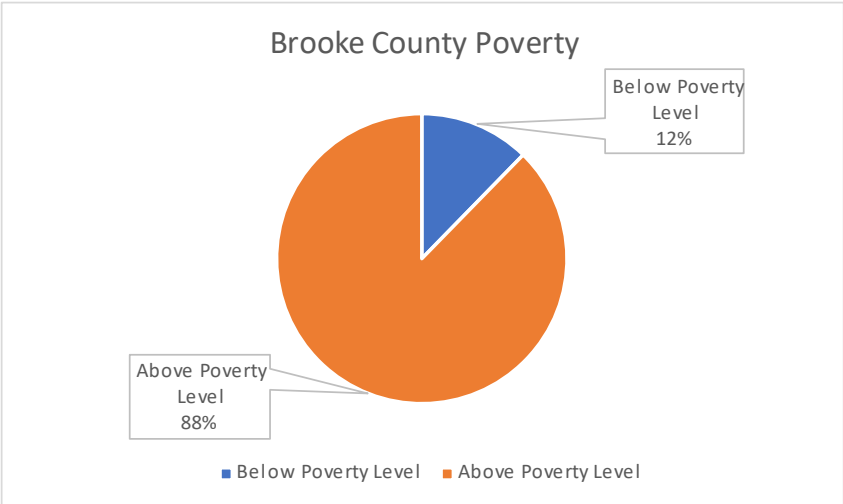
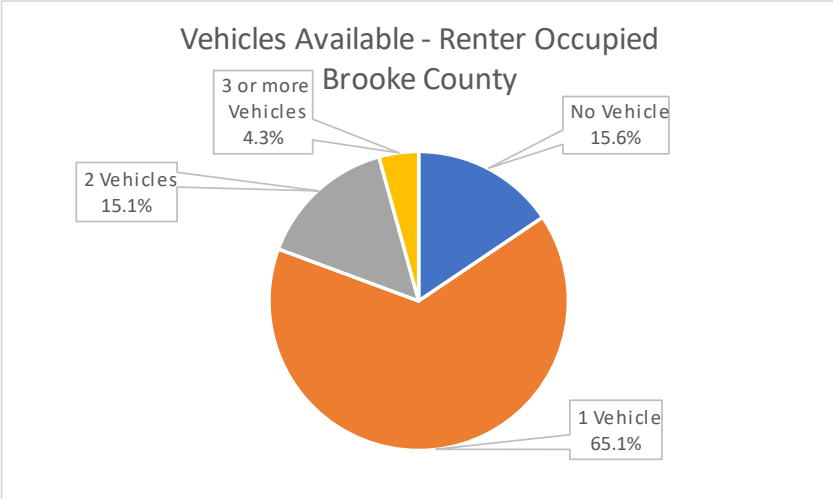
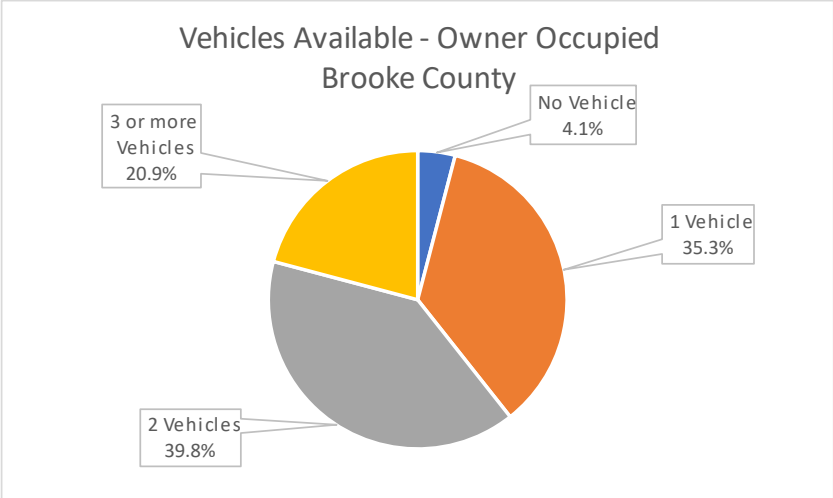


**Percent of Non-White Population by Block Group**

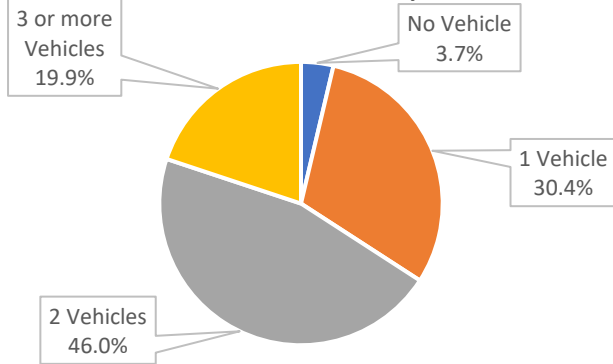


**Percent of No Vehicle Available  
by Block Group**

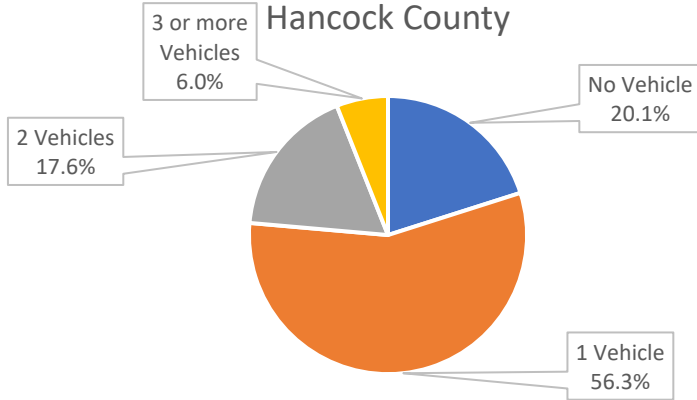




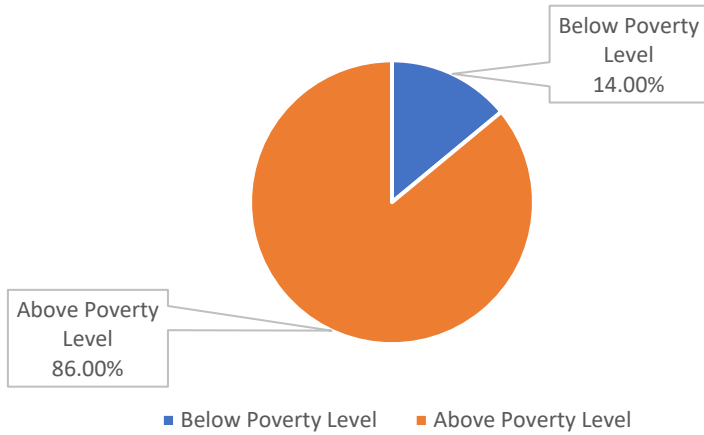
### Vehicles Available - Owner Occupied Hancock County



### Vehicles Available - Renter Occupied Hancock County

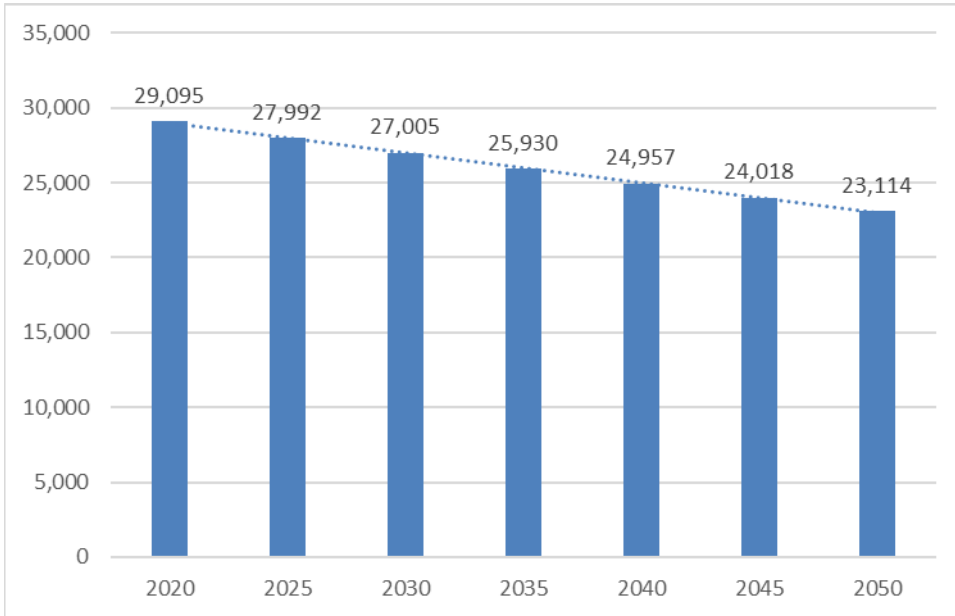


### Hancock County Poverty

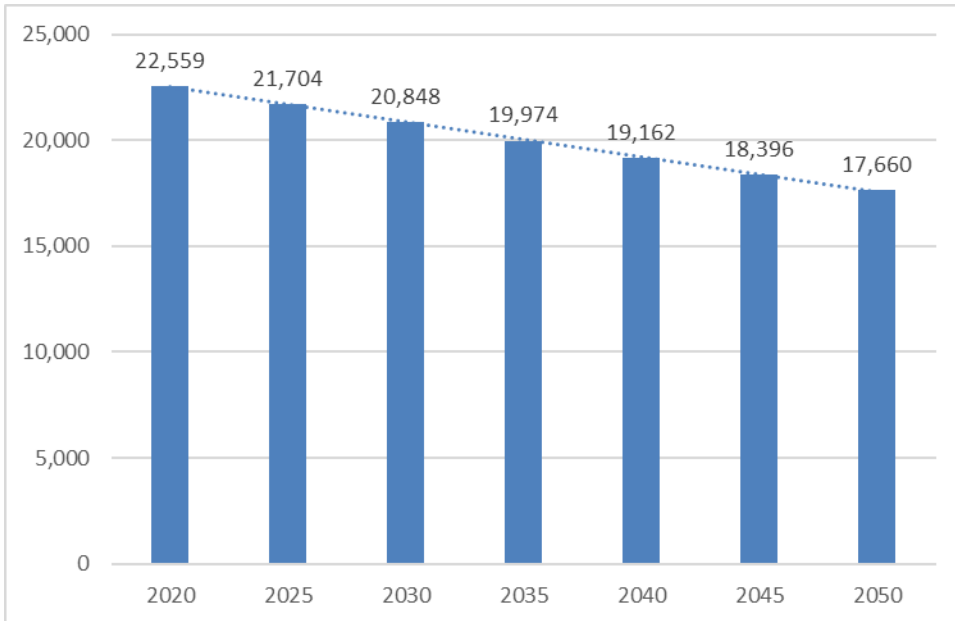


## Population Estimates

### Hancock County



### Brooke County



## Appendix E

### *Relevant FAST Act 5310 Program Information*

#### Federal Section 5310-Enhanced Mobility of Seniors and Individuals with Disabilities

Section 5310 is a formula grant program administered by the West Virginia Department of Transportation, Division of Public Transit for rural areas. By providing funds for programs to serve the special needs of transit dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) paratransit services, the program enhances mobility for older adults and individuals with disabilities. Grants require a 20% local match. Local match may be obtained by funds from any non-U.S. Department of Transportation Federal program, state program, or local contribution. Both mobility management and capital equipment purchases are eligible for 80% funding through the program.

- Eligible Recipients
  - o States (areas under 200,000 population) and designated recipients.
  - o Subrecipients: States or local government authorities, private non-profit organizations, or providers of public transportation that receive a grant indirectly through a federal program.



## Appendix F

### *Participating Organizations*

Brooke County Committee on Aging  
Brooke Hancock Jefferson Metropolitan Planning Commission/ Region XI PDC  
Change, Inc.  
Hancock County Senior Services  
Weirton Transit Corporation  
Mary H. Weir Public Library  
Steel Valley Regional Transit Authority  
City of Toronto  
Southwestern Pennsylvania Commission  
IC Group of Companies  
Hancock County  
Jefferson County Community Action Partnership  
Aetna  
Ohio Valley Regional Transit Authority  
Brooke Hancock Family Resource Network  
Weirton Area Chamber of Commerce  
Jefferson County Board of Developmental Disabilities  
Hancock County Sheltered Workshop  
Franciscan University  
Jefferson County Jobs and Family Services  
Mountaineer Casino, Racetrack and Resort  
Fresenius Kidney Center  
Cleveland Cliffs  
Dialysis Clinic, Inc.  
Jefferson County Emergency Management Agency  
West Virginia Northern Community College  
West Liberty University  
Vet Center  
State of West Virginia Department of Veterans Assistance

**Appendix G**

*Resolution*

Appendix H

Public Comment Period- Advertising / Comments

**Classified/Legal Advertising Invoice**

**Ogden News Publishing of Ohio, Inc**

401 Herald Square

Steubenville, OH

43952

(740) 283-4711

**BROOKE HANCOCK JEFFERSON METROPOLITAN F**

**124 NORTH 4TH STREET**

**SECOND FLOOR**

**STEUBENVILLE, OH**

01/22/2024 12:10:36PM

**43952**

**No: 190096**

**Phone: 740 282-3685**

Ad No	Customer No:	Start Date	Stop Date	Category:		Classification:				
<b>190096</b>	<b>L00106</b>	<b>12-11-2023</b>	<b>12-18-2023</b>	<b>Special Staff</b>		<b>Ohio Legals</b>				
Order No	Rate:	Lines:	Words:	Inches:		Cost	Payments	Balance		
	<b>WL</b>	<b>18</b>	<b>85</b>	<b>1.85</b>		<b>31.74</b>	<b>.00</b>	<b>31.74</b>		
Publications ... Runs		Solicitor:	Origin:	Sales Rep:	Credit Card	Credit Card Number	Card Expire			
<b>WV Legals ... 2</b>		<b>KB</b>	<b>73</b>	<b>0</b>						
<b>WV Legals Online ... 2</b>		<table border="1"> <thead> <tr> <th>Identifier</th> </tr> </thead> <tbody> <tr> <td>Region XI Public Transit-Human Services Transportation Plan January 2024- Public Comment Period A draft of the RegionXI Public Transit-Human Services Transportation Plan January 2024 is available for public</td> </tr> </tbody> </table>							Identifier	Region XI Public Transit-Human Services Transportation Plan January 2024- Public Comment Period A draft of the RegionXI Public Transit-Human Services Transportation Plan January 2024 is available for public
Identifier										
Region XI Public Transit-Human Services Transportation Plan January 2024- Public Comment Period A draft of the RegionXI Public Transit-Human Services Transportation Plan January 2024 is available for public										
		*Extend Expiration Date								

## Comments

I know that I do not live in the area, but from briefly looking at the plan I agree with the needs assessment. Biggest thing is having reliable and affordable transportation. I have staff who have issues with getting to an opposite location on an emergency coverage day b/c they lack reliable transportation due to various reasons. Right now nothing really comes through to get you to Weirton and/or down to Wheeling area. I think that would be a positive to eventually be able to offer that to residents!

# Appendix H

Revisions to the 2050 LRTP Document