BHJ-MPC

Brooke Hancock Jefferson
Metropolitan Planning Commission

ANNUAL PROGRESS & FINANCIAL REPORT FOR TRANPORTATION PLANNING SERVICES

FISCAL YEAR 2025
JULY 1, 2024 – JUNE 30, 2025

September 2025

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Prepared By:

Brooke-Hancock-Jefferson Metropolitan Planning Commission
The Metropolitan Planning Organization for
Steubenville, Ohio-Weirton, WV Area
127 South Fourth Street
Steubenville, OH 43952

740/282-3685
304/797-9666

RESOLUTION 2025-14

THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE RECOMMENDATION IN THE MATTER OF ACCEPTING THE F.Y. 2025 ANNUAL PROGRESS REPORT FOR THE PERIOD JULY 1, 2024, THROUGH JUNE 30, 2025

WHEREAS, the F.Y. 2025 Annual Progress Report for the Brooke-Hancock-Jefferson Metropolitan Planning is required to be approved by the BHJTS Policy Committee; and

WHEREAS, in general, the Transportation Study has performed the work as outlined in the Overall Work Program; and

WHEREAS, the information contained within the Annual Progress Report reflects the status of this work and funding as of July 1, 2024 to June 30, 2025;

NOW THEREFORE BE IT RESOLVED: that the Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee Study and Technical Advisory Committee accepts the FY 2025 Annual Progress Report for the period July 1, 2024-June 30, 2025.

ADOPTED, this 17th day of September, 2025 at the regularly scheduled meetings of the Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.

Tony Morelli
Chairperson

ATTEST:

Michael J. Paprocki
Executive Director

TABLE OF CONTENTS

BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION
FISCAL YEAR 2025 OVERALL WORK PROGRAM – TRANSPORTATION PLANNING
ANNUAL PROGRESS & FINANCIAL REPORT
JULY 1, 2024 THROUGH JUNE 30, 2025

INTRODUCTION

This Annual Progress Report highlights ongoing transportation-planning activities and accomplishments as discussed in the BHJ Metropolitan Planning Commission's (BHJ) Fiscal Year 2025 Overall Work Program adopted by BHJ's Transportation Study Policy Committee (the Policy Committee) April 17, 2024. As the designated Metropolitan Planning Organization (MPO) for the Weirton-Steubenville, WV-OH Metropolitan Area, BHJ is in the forefront of the region's transportation priorities and planning activities. BHJ's Policy Committee is responsible for providing continual, comprehensive, and coordinated (3-C) urban transportation planning for the three-county metropolitan area. The metropolitan area encompasses a bi-state Appalachian area comprised of Brooke and Hancock counties in West Virginia's Northern Panhandle and Jefferson County located in eastern Ohio bisected by the upper most reach of the Ohio River Valley. The MPO, as established by Public Law, serves three primary functions: (1) fulfills the metropolitan transportation planning requirements of the Bipartisan Infrastructure Law (BIL) as enacted by the Infrastructure Investment and Jobs Act (IIJA), (2) advocates for a self-sustaining economy that improves quality of life for the region's citizens, and (3) promote a collaborative and innovative environment that strengthens the region's physical and human resources. BHJ's commitment is to develop public and private partnerships, foster innovative ideas and strategies, and promote the efficient use of the region's multi-modal transportation network.

FY 2025 WORK PROGRAM AREAS OF EMPHASIS

Update the FY 2026 - 2029 Metropolitan Transportation Improvement Program

The Policy Committee adopted a new FY2026-2029 Transportation Improvement Program (TIP) April 16, 2025. The US Department of Transportation (US DOT), Federal Transit Administration (FTA) Region V and Federal Highway Administration Ohio Division (FHWA-OH) jointly, issued a letter of conformance with applicable State Implementation Plans (SIP) and provisions of US EPA's Transportation Conformity Rules effective July 1, 2025. The TIP demonstrated conformity for 1997 Ozone, $PM_{2.5}$ and PM_{10} standards. US DOT based the review in consultation with the US Environmental Protection Agency (US EPA) and coordination with the West Virginia Division of the Federal Highway Administration (FHWA-WV).

Establish Transportation Performance Targets

Consistent with the federal legislation, each State Department of Transportation (Ohio and West Virginia) has established statewide and Metropolitan Planning Area targets for safety, infrastructure condition, travel time reliability, and air quality performance measures. Annually, the Policy Committee will consider supporting, by adopting resolution, five statewide safety performance targets (PM1): (1) number of fatalities, (2) number of serious injuries, (3) fatality rate, (4) serious injury rates, and (5) number of non-motorized serious injuries and fatalities. Every four years the Policy Committee will consider supporting, by

adopting resolution, infrastructure condition measures (PM2) for bridges and pavement on the region's National Highway System (NHS), (PM3) travel time reliability and vehicle emission reductions for NO_X and $PM_{2.5}$ on the NHS, and Transit Asset Management (TAM) for the region's public transit system and facilities. BHJ's accomplishments in FY2024 included:

- Reporting statewide performance measures reports published by Ohio and West Virginia departments of transportation to the Policy Committee, local governments, and interested citizens;
- Adopting the Ohio and West Virginia statewide safety targets (PM1), infrastructure targets (PM2), travel time and emission reductions (PM3), and Transit Asset Management; and
- Integrating a project selection process based upon transportation performance management into BHJ's four-year Transportation Improvement Program and twenty-year long-range Metropolitan Transportation Plan.

Coordination with Ohio and West Virginia Statewide Transportation Plan Efforts

BHJ is committed to coordinating with the Ohio and West Virginia DOTs to implement many of the themes, strategies, and actions in each of the state's long range and freight transportation plans. Work efforts in FY2025 included:

- Alignment with MPO Transportation Plan development,
- Collaborate statewide safety initiatives,
- Share transportation planning data resources, and
- Initiating multi-modal surface transportation (and active transportation) corridor studies.

Title VI and Environmental Justice

BHJ does not exclude any person on the grounds of race, color, or national origin, from participation in, deny the benefits of, or discriminate under any program or activity undertaken in the Fiscal Year 2025 Overall Work Program. Through the principles of Environmental Justice (EJ) set forth by the Federal Highway Administration (FHWA), BHJ strives to achieve an equitable distribution of benefits and burdens upon all populations.

SUMMARY OF PLANNING ACTIVITIES

The Brooke-Hancock-Jefferson Metropolitan Planning Commission *Fiscal Year 2025 Overall Work Program and Budget, Section 3 Category 6000 Transportation Planning*, identifies ten sub-categories of activities BHJ expected to carry out in Fiscal Year 2025. The sub-categories are:

- 6601-Short-Range Planning
- 6602-Transportation Improvement Program
- 6605-Surveillance Activities
- 6610-Long-Range Planning
- 6251 & 6252- OH & WV Routine Service & Plan Implementation
- 6651-Regional Mobility & Active Transportation Management Planning PID# 121158
- 6740 - Mass Transportation Planning

6601 - SHORT-RANGE PLANNING

Planning studies and activities undertaken in Short-Range Planning Element identify safety, pavement, congestion, and/or other operational issues in the transportation network. These activities then justify alternative solutions. These studies not only consider highway-related issues, but also intermodal facilities such as pedestrian walkways and trails, airports, water ports, and public transportation services. BHJ planners then consolidate these activities with other work program elements such as Surveillance, Long Range Planning, and Mass Transportation Planning.

Active Transportation

Brooke Pioneer Trail Restoration, Brooke County, WV - The construction of the Wellsburg-Brilliant Ohio River Bridge and the re-alignment of WV-2 necessitated the relocation of the Pioneer slightly west closer to the Ohio River. In addition, the project included the construction of a connecting ramp northward from the shared-use path built on the Wellsburg Bridge to the newly aligned Pioneer Trail. The selected contractor finished the trail restoration project in September 2024.

Great American Rail-Trail – BHJ supports the completion of the Great American Rail-Trail (GART), a national visionary effort spearheaded by the Rails-to-Trails Conservancy (RTC). When completed, the GART will be a 3,700-mile-long multiuse trail system connecting Washington, D.C. to the Pacific Ocean in Washington State. Since the GART's conception, BHJ's work has concentrated on efforts to complete Gap #2, a key 27.5-mile gap starting from the Panhandle Trail in Weirton, WV that would cross over the Ohio River on the Market Street Bridge in Follansbee, WV into Steubenville, OH and run through Jefferson County, OH to the Conotton Creek Trail in Harrison County, OH.

Rails to Trails Conservancy Celebrate Trail Day – Participated in several meetings for the April 26, 2025 local event at the Hellbender Trail in Jefferson County, OH. Other possible events considered were a ribbon-cutting ceremony to highlight the newly repaved Panhandle Trail in Weirton, WV and a Bike the Bridge over the Ohio River to emphasize the importance of a shared use path as part of the Market Street Bridge Replacement Project.

Steubenville Central Business District Safety Report -

Intermodal Transportation Planning

Ohio River Coalition of Ohio – Participated in (virtual) meetings with the Ohio River Coalition of Ohio (ORCO), and Regional Maritime Committee, a sub-group of the Central Ohio River Business Association (CORBA) of Cincinnati, OH. Topics of discussions included legislative revisions in Ohio's Maritime Assistance Program and draft legislation for the formation of an Ohio River Maritime Commission. Each committee met quarterly on a predetermined schedule.

BHJ attended CORBA's winter member meeting in Newport. KY. The Executive Director, along selected members of ORCO, presented discussion regarding the formation of the Ohio River Commission and revisions to Ohio's Maritime Assistance Program.

Ohio Maritime Plan & Strategy – Participated in an Ohio River based stakeholder input workshop on August 12, 2024 located at the OKI Council of Governments office in Cincinnati, OH and a series of virtual meetings in March 2025.

Southwestern Pennsylvania Commission (SPC) Freight Forum – Participated in quarterly meetings. SPC is the ten-county Local Development District (LDD) and Metropolitan Planning Organization (MPO) representing the Pittsburgh, PA Metropolitan Area and western Pennsylvania. Topics of discussion in FY2025 included Freight Investment Strategies (air, highway, rail, and river) in SPC's Regional Freight Plan and Truck Parking Investments in western Pennsylvania. Since the SPC MPO planning area borders BHJ's, these planning topics directly impact the Weirton-Steubenville Metropolitan Area transportation network.

Ohio State Rail Plan – Interview with the Ohio Rail Commission's selected consultant team and participated in the online survey.

6602 - TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan *Transportation Improvement Program* (TIP), as described in Title 23 of the Code of Federal Regulations (CFR) §450.326 enacted by the U.S. Congress, is a fiscally constrained four-year capital improvement program of transportation projects. The TIP is a listing of all federal-funded capital and non-capital transportation projects (or phases of projects) including regionally-significant projects funded by non-federal resources, planned for construction or implementation within the boundaries of a metropolitan planning area. The designated Metropolitan Planning Organization (MPO) board must adopt an updated TIP at least every four years and approved by each state's respective Governor or designated representative. All projects and programs listed BHJ's TIP must demonstrate conformity to the Ohio and West Virginia *State Implementation Plan for Air Quality* (SIP) and current U.S. Environmental Protection Agency (USEPA) *National Ambient Air Quality Standards* (NAAQS). BHJ develops the Metropolitan TIP in cooperation with the Ohio and West Virginia departments of transportation and the area's two public transit providers; Steel Valley Regional Transit Authority (SVRTA) operating in Steubenville, Wintersville, and Mingo Junction, Ohio and Weirton (WV) Ride.

Periodic Program Reports, Revisions, and Administrative Amendments

The Policy Committee adopted two amendments and administrative modifications to BHJ's Fiscal Year 2024 through 2027 Metropolitan TIP. These actions ranged from cost adjustments, change in funding source by project phase, or project addition/deletion. The Policy Committee adopted such changes to the TIP on the following dates:

Revision #7 – September 18, 2024
Revision #8 – November 20, 2024
Revision #9 – January 15, 2025
Revision #10 – April 16, 2025

On May 8, 2025, concurred with WV Division of Highway's request for an exemption to the Metropolitan/State TIP Amendment process to increase the cost estimate of the NEPA and Preliminary Engineering phase for the Market Street Bridge Replacement project (adopted by Revision #8) from $1.8M (non-federal state highway funds) to $4.375M (federal Large Bridge Investment Program funds).

January 15, 2025, the Policy Committee established its support, by adopting resolution, for Ohio and West Virginia state-wide safety performance measures and targets (PM1):

- ☑ Number fatalities
- ☑ Number of serious injuries
- ☑ Fatality rate per 100 million vehicle miles (MVM)
- ☑ Serious injury rate per 100 MVM
- ☑ Non-motorized number of serious injuries/fatalities

The Policy Committee, on March 19, 2025, adopted a resolution of self-certification that as the MPO for the Weirton-Steubenville, WV-OH Urbanized Area, that the BHJ Metropolitan Planning Commission carries out the urban transportation planning process in conformance with all applicable federal requirements.

Adopt a Fiscal Year 2026-2029 Transportation Improvement Program

As previously mentioned, the BHJ Transportation Study Policy Committee adopted a new FY2026-2029 Transportation Improvement Program (TIP) April 16, 2025. This TIP marked the first use of Ohio's electronic State TIP (e-STIP). The e-STIP is Ohio's platform for electronically developing and maintaining both the Metropolitan TIPs and State TIP in a single location. The e-STIP requires ODOT along with Ohio's MPOs, and Regional Transportation Planning Organizations to work in collaboration, especially to ensure all project data in *ELLIS* (Ohio DOT's web-based project management application) remains accurate and up to date.

Key milestones completed during the TIP development process included;

- Interagency consultation for air quality conformity. This process occurred from January 27 through February 14, 2025, and
- an Open House event on March 19, 2025 10:00 a.m. to 12:00 noon at the BHJ Metropolitan Planning Commission's offices located at 124 North 4th Street to publicly introduce the draft TIP document. BHJ made the draft document, including the project listings, available for public inspection and review at the office location and on its web page (bhjmpc.org) for three weeks ending April 9, 2025. BHJ also published the availability of the TIP for public review in two local newspapers (dated March 19 and 26, 2025).

Management of the Ohio MPO & Large City Capital Program

BHJ is the program manager of a more than $1.3 million annual allocation of FHWA funding distributed through ODOT's MPO and Large Cities Suballocated Funds Program for local discretionary projects in Jefferson County, OH. The program includes allocations through four FHWA programs, Transportation Alternatives (TAP), Carbon Reduction Program (CRP), Congestion Management Air Quality (CMAQ), and Surface Transportation Block Grant (STBG). ODOT Statewide Planning provides staff with weekly reports of project encumbrances, fiscal year program budget estimates, funding carryforward reports, and a summary of outstanding project estimates. As BHJ and local sponsors program and develop projects, Staff routinely reviewed ODOT's financial management system *ELLIS* to ensure that the project schedules and costs are up to date and accounted.

In December 2024, BHJ met with representatives from the Jefferson County Engineer's Office, City of Steubenville, Village of Mingo Junction, and Village of Wintersville to develop a

five-year plan for the FY2026-2029 TIP and expend the MPO suballocated funds. The program included three pre-engineering studies and six possible capital improvement projects. For each project, fiscal management activities included, develop cost estimates for environmental studies, design engineering, real estate acquisition, construction, and construction engineering, balance project needs with available federal and local funding, and negotiate carryover waivers for future project funding with ODOT Statewide Planning. Program management included initial field review with the project team (BHJ, ODOT District 11 LPA Manager, and project sponsor) to develop Scope of Work and initiate environmental review. To keep project delivery on time and schedule, the project team participates monthly by either monthly in-person, virtual, or telephone meetings.

Publish the FY 2024 Listing of Federal Obligations for Transportation Improvements

BHJ documented an annual listing of transportation projects for which project sponsors have obligated federal funds for transportation projects and programs authorized in the previous year, Fiscal Year 2024. Project sponsors may use the obligated funds for planning, engineering, and/or constructing transportation programs and infrastructure such as bridges, highways, public transit services, pedestrian walkways, and bicycle facilities. In November 2024, staff presented the final draft the Listing to the Technical Advisory and Transportation Study Policy committees.

6605 - SURVEILLANCE

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

Traffic Count Program Activities

In Calendar Year (CY) 2024, the Brooke Hancock Jefferson Transportation Study, as part of its regional transportation planning role, obtained traffic count data at various locations throughout the tri-county study area. These traffic counts were the result of specific study requests or data needed to assist in the overall planning process. Beginning in 2006, the agency organized its traffic counting program to count specific locations in the region every three years. Specific locations obtained in 2024 are for program cycle year one (1) which is generally a repeat of locations obtained in 2006, 2009, 2012, 2015, 2018, and 2021. This completes the 19th year of the traffic counting program.

Traffic Count Survey Report CY 2024

In West Virginia, BHJ obtained traffic counts in a small number of areas in Brooke County along the roadways that enter/exit the county. In Hancock County, BHJ collected counts north of the City of Weirton including in areas Newell and Chester. In Jefferson County, designated traffic count locations were throughout Steubenville and Wintersville, as well as the northwestern and southern part of the county. BHJ also obtained traffic counts in Jefferson County as requested by the Ohio Department of Transportation (ODOT) for their Highway Performance Monitoring System (HPMS) reporting required by the Federal High-

way Administration (FHWA). Staff re-evaluated (added or removed) several count station due to changing traffic patterns to better represent changes in local and regional traffic patterns.

Most of the traffic counts staff obtained were in a 15-minute interval resolution and generally collected for a minimum of 24 hours depending on the type of traffic count equipment used. Counts obtained with hose type counters generally ran for just over 48 hours. Counts obtained with plate type counters generally ran for 24 hours.

During the 2024 calendar year, staff performed a total 151 physical counts I the pre-determined annual locations. BHJ collected ten (10) "special" counts performed in locations requested for various projects, funding applications, safety related applications, and general curiosity. For a count that may have failed or contained errors BHJ recounted that location the following week.

Collect, Research and Prepare Surveillance Data

BHJ continues to purchase, a cloud-based platform that measures transportation demand, through an ODOT subscription. Streetlight® takes advantage of "Big Data" sets that represent an approximate 40 billion anonymized locational records from smart phones and navigation devices. Streetlight Data adds context to these records from numerous public and private digital data sources such as land parcels, household surveys, and road networks. An algorithm then validates the data by further comparisons with thousands of vehicular, pedestrian, and bicycle permanent count locations across North America. Streetlight® can produce traffic data and other transportation-related information with comparable accuracy to real world statistics.

Traffic Count Equipment Inventory and Purchases

At the end of November 2023, BHJ's inventory of operational counting units included:

- Ten (10) Diamond Omega 2 channel hose type counters
- Fourteen (14) Diamond Road Runner 3 hose type counters
- Eight (8) MH Corbin NC-350 plate type counters
- Two (2) Diamond Omega-G 2 channel hose type counters
- Three (3) Diamond Apollo 4 channel hose type counters
- One (1) Jamar Acoustic Counter
- Two (2) Jamar Manual Turn Counters

In FY2024, BHJ did not purchase any new traffic counters. Equipment purchases included rubber tubing, chains, nails, tools, and software maintenance agreements.

Geographic Information System (GIS) Demographic and Dataset Collection

Distributed demographic information research and various GIS mapping projects for member governments and interested citizens.

BHJ staff expanded and updated GIS data files through the U.S. Census American Community Survey (ACS), Ohio DOT's Transportation Information Mapping System (TIMS), Ohio's Geographically Referenced Information Program (OGRIP), West Virginia DOT's Open Data Portal, Brooke and Hancock counties Assessor Office, Jefferson County Auditor Office, and a vast array other federal, state, and private resources.

Through WVDOT's Open Data Portal in FY 2025, BHJ updated Brooke and Hancock County Highway and Railroad layers as well as other miscellaneous transportation-related dataset layers.

Through TIMS, BHJ retrieved an assortment of transportation-related datasets layers and databases for Jefferson County, OH such as Roadway Straight-Line Diagrams (SLDs), Location-Based Response System (LBRS) Layers, Railroad Layers, Maritime Asset Layers, and GIS Crash Analysis Tool (GCAT) Layers.

Throughout FY 2025, BHJ acquired and edited several different GIS layers and related-databases such as updated US Census Topologically Integrated Geographic Encoding and Referencing (TIGER), Data Axle Small Business datasets, and U.S. Geological Survey (USGS) Streams & Water Bodies. BHJ also acquired Raster Imagery through various Ohio and West Virginia databanks for surface-mapping, base-mapping, and spatial analysis modeling.

6610 – LONG RANGE PLANNING

The *Long-Range Transportation Plan* (LRTP) is, at a minimum, a twenty-year inventory of transport projects, programs, and assets. Only those projects and programs found in the *Long-Range Transportation Plan* are eligible for listing or programming in the Metropolitan Transportation Improvement Program. A key element of LRTP is the Fiscal Plan that identifies estimated costs to develop (engineering design, right of way, environmental planning, construction etc.) each project and reasonably predicts anticipated federal, state, local revenues to fund such projects. The Fiscal Plan ensures the LRTP does not contain a "wish list" of projects that are not buildable over the lifetime of the plan. Codified Federal Rules also require that all projects and strategies included in the LRTP must conform to all applicable federal and state environmental standards.

Long-Range Transportation Plan Development

GIS Updates and Data Collection Activities

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

Specific GIS Layer and data files acquired and edited included:

- County Parcel Files acquired from County Auditor / Assessor;
- Employment database files purchased through Data Axle®;
- Brooke / Hancock Water / Sewer Infrastructure acquired through WV Infrastructure & Jobs Development Council (IJDC);
- Railroad and Highway (including Location Based Response System; LBRS) Layers acquired through Ohio DOT TIMS and WVDOT Data Portal; and

- County Adress Layers acquired through the Ohio LBRS and WV Emergency Management Division (WV EMD)

Software Maintenance Agreements

In FY2025, BHJ renewed five (5) ESRI® ArcGIS 10.x Software Maintenance Licenses.

BHJ contracts with a local vendor, The Ridgefield Group, as host for the agency's web site, data server, and backup data storage. The vendor also provides technical and hands-on assistance resolve office computer operation problems.

6251 & 6252 – OHIO & WEST VIRGINIA ROUTINE SERVICE & PLAN IMPLEMENTATION

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

Throughout FY2025, BHJ gathered, disseminated, and distributed pertinent and informative transportation information to organizations, private citizens, and local governments as requested or needed. This also included technical assistance to local governments through community meetings and preparation of technical reports to advance regional transportation priorities. The MPO attends local, state, and federal transportation forums such as Ohio Association of Regional Councils (OARC) and West Virginia MPO Association (WVAMPO) meetings. Other events included the Ohio Conference on Freight (Cleveland, OH August 2024), and Association of Metropolitan Planning Organizations (AMPO-Annual Conference Salt Lake City, UT September 2024).

Representative List of Transportation Projects and Programs

- Brilliant Park & Ride Lot at the intersection of the Wellsburg-Brilliant Bridge and Third Street in Wells Township, Jefferson County, OH. Project awarded for $257,051.56 on 05/16/2024. Open to traffic 11/05/2024. Project funded by BHJ MPO CMAQ allocations.
- Cadiz Road Wintersville, OH
- Mid-West Connect Passenger Rail Corridor – Interview with local media (Herald-Star - November 2024) of the economic importance to eastern Ohio and West Virginia's northern panhandle.
- Ohio Local Roads Oil and Shale Program - BHJ submitted one (1) application in January 2025. Smithfield Township Road 120, York Road improvements. The estimated $497,000 project ($467,000 Oil and Shale Program; $30,000 Local Match) not selected for funding.
- SR43 Sunset Boulevard, Steubenville, OH – Paving project starting at Welday Avenue and ending at the Wintersville, OH corporate line. Worked with Ohio DOT District 11 with funding scenarios obligated from BHJ's MPO Allocations to assist City of Steubenville with local matching fund requirements.
- Market Street Bridge Closure and Replacement – In October 2023, WVDOT contracted with Mott McDonald to develop and file a US DOT discretionary (Large) Bridge Investment Program (BIP) application in to secure funding to replace the Market Street Bridge (MSB). In

December 2023, West Virginia DOT, after a routine inspection, indefinitely closed the MSB to vehicular, bicycle, and pedestrian traffic. Mott McDonald updated the BIP application and resubmitted March 2024. In July 2024, the USDOT announced a $87.5 million funding commitment, representing 50% of the estimated $175M needed to replace the Market Street Bridge. BHJ gathered local, state, and federal elected officials to discuss the additional funding options with WVDOT representatives for the bridge replacement. In November 2024, WVDOT issued a Request for Qualifications for professional engineering services to perform a Design Study, preliminary surveying, a geotechnical overview, traffic engineering services, NEPA documentation, Natural and Cultural Resource services, and Coast Guard coordination. At the time, WVDOT obligation $1.8M in state road funds, to initiate the preliminary engineering work. After a brief 90-day pause, starting January 2025, in federal grants, WVDOT publicly announced, April 2025, that they had chosen HDR Engineering, Inc. to perform the engineering services. Shortly thereafter, May 2025, WVDOT entered into contractual agreement with USDOT and accepted the $87.5M commitment to assist with the bridge project. WVDOT then requested a TIP amendment to withdraw the $1.8M in state road funds and increase the preliminary engineering costs to $4.375M, 50% taken from the BIP agreement, 30% in other federal resources, and 20% in non-federal state match. To quickly move the project forward, BHJ agreed to concur with WVDOT's request to FHWA for an exemption to the Metropolitan/State TIP Amendment process.

The BHJ Executive Director presented a "History of the Market Street Bridge" lecture to the Jefferson County Academy of Life Long Learning.

- Brooke County Log Cabin Bridge Replacement
- Commence Street (WV SR2) & Washington Pike (WV SR27) Wellsburg, WV – Intersection improvements programmed for construction in FY 2025 and is currently in Environmental and Engineering Design.
- Penco Road Weirton, WV – Pavement restoration, drainage improvements, and ADA enhancements. Bid Letting occurred June 10, 2025.
- US-22 Veterans Memorial Bridge Cable Replacement
- Weirton Frontier Crossing Industrial Access Road -
- Weirton (WV) Signal Replacement & Renovations – Met with WVDOH Central Office, WVDOH District 6, and City of Weirton, January 22, 2025, to finalize contract scope of services to design and prepare construction plans for 18 signalized intersections in Weirton, WV.
- WV-2 Improvements New Cumberland, WV – Extend Ridge Avenue north to relocate intersection of Madison Street and Chester Street. Bid Letting occurred May 13, 2025.
- WV-2 Signal Renovations Follansbee, WV – Addition of traffic signal at Brooke County Route 8 (Archer Heights Road).
- WV-2 Weirton (WV) Steel Overpass Replacement & Renovations – Bid Letting occurred June 10, 2025

6651 - REGIONAL MOBILITY & ACTIVE TRANSPORTATION MANAGEMENT PLANNING

The project purpose is to establish a Regional Active Transportation Planning program that links the increased use of Public Transit and Human Services Transportation (including shared-ride activities) with human-powered transportation services such as walking and biking. Active Transportation Management Planning and Programming is an innovative approach to manage a safe, comfortable, and accessible network of transportation services. The primary objective is to improve mobility, for all citizens, through an increased awareness of the region's transportation needs, coordination of transportation options and to integrate those options into local public policy.

Mobility Partnership for Human Services

BHJ convened and led a series of meetings with interested citizens, for-profit transportation providers, non-profit organizations, and public transit / human service transportation providers to share information and discuss how private and public transportation services can best serve the public's needs.

Active Transportation Planning

- Jefferson County General Health District – BHJ participated in a Professional Development Bike Ride, sponsored by the County General Health District and led by Toole Design, in the Steubenville, OH Central Business District.
- Jefferson County Complete Street Report
- Pioneer Trail Restoration
- Rails to Trails Conservancy (RTC) Great American Rail-Trail (GART) - BHJ explored opportunities to budget consultant-led planning and engineering studies to identify off- and on-road corridors that will link Steubenville, OH to the Panhandle Trail in Weirton, WV and complete Gap #2, an undeveloped 4.1 mile of the GART. In 2024, RTC granted BHJ $15,000 is to develop stakeholder and political support to construct a shared-use path for pedestrians and bicyclists on a new Market Street Bridge over the Ohio River and complete Gap #2 and better facilitate interstate travelers on US Bike Route 50.

  BHJ, Panhandle Trail Association, Weirton Board of Park & Recreation, and Weirton Ride developed a shuttle system for traveling cyclists to safely cross the Ohio River after WVDOT closed the Market Street Bridge. This group, along with Steubenville Strong Towns initiated plans for a cycling event over the Ohio River using the Veterans Memorial Bridge as part of National Trail Day April 26, 2025. However, WVDOT and the City of Weirton deemed the event unsafe.
- Steubenville Central Business District Safety Report

6740 - MASS TRANSPORTATION PLANNING & PUBLIC TRANSIT COORDINATION

Mass Transportation Planning under the Consolidated Planning Grant provides technical and administrative support to encourage a coordinated approach for publicly funded and privately-owned transportation services operating throughout the Metropolitan Area. These efforts ensure that local providers are maintaining an efficient and effective fixed route and demand response transit system consistent with federal, state, and local regulations with-

out overlapping existing services and making the best use of limited federal, state, and local resources.

Transit Asset Management and Operational Performance Measures

In FY2025, BHJ incorporated the Steel Valley Regional Transit Authority (SVRTA) and Weirton transportation services respective Transit Asset Management and Public Transportation Safety programs into the adopted *FY2026-2029 Transportation Improvement Program*.

Technical Support for Safe and Timely Service Operations

In Fiscal Year 2025, BHJ assisted the City of Weirton, WV in completing changes in operations and management at WeirtonRide. BHJ and the city worked with consultant services provided by the WVDOT Division of Multimodal Facilities to finalize budget and operation issues after the dissolution of the Weirton Transit Corporation (WTC). This included the recover federal and state dollars that WTC management did not properly encumber and drawdown, as well as preparation for an upcoming triennial review in September 2025. On July 1, 2024, the city officially assumed public transit operation as the WeirtonRide.

During the fiscal year, a BHJ representative participated, as an Ex Officio member, in monthly meetings of the SVTRA. In addition, BHJ serves on the SVRTA Transit Development Plan (TDP) planning committee.

The Ohio Office of Transit contacted BHJ to select transit stop location for a potential GoBus expansion into eastern Ohio as a possible inter-city transit link between Columbus, OH and Pittsburgh, PA.

Review and Assist Local Applications to State Administered FTA §5310 Program

Assisted one community-based organization in Brooke County application for capital assistance through West Virginia's Division of Multimodal Facilities administered FTA §5310 Program. Discussed a possible public – private – partnership project between a Jefferson County community-based organization and a private transportation provider operating in the Steubenville-Weirton-Wheeling area. No application submitted to Ohio's Office of Transit administered FTA §5310 Program.

6751 – STEEL VALLEY REGIONAL TRANSIT AUTHORITY (SVRTA) AND WEIRTON DEPARTMENT OF TRANSIT (WDOT) PUBLIC TRANSPORTATION PLANNING ACTIVITIES UNDER FTA §5307

SVRTA's Transit Development Plan is currently a work in process, with a new expected completion date of November 2025, with Board adoption expected in December 2025 for a total cost of $105,820.13. The SVRTA selected Benesch to complete the Transit Development Plan update. As of June 2025, the plan is 43% complete. The plan will assist the SVRTA with evaluation of current service with recommended adjustments as necessary.

The SVRTA is evaluating electronic payment forms that should include electronic fares. This project will allow SVRTA to better account for ridership, review route statistics, make service adjustments when necessary, and add flexibility to for fare purchase (e.g. single, multiple, weekly, monthly, and yearly passes). SVRTA expects the project to be in operation by December 2025.

In February 2025, SVRTA issued a purchase order to TESCO for the acquisition of five buses. The vehicles will include bike racks and an ADA Flex Speak Auto Stop Announcement system. Initially, SVRTA expected to receive the vehicles in June 2025, however a delay at the factory has deferred the delivery to possibly October 2025.

SVRTA explored several service improvements in the fiscal year ranging from replacing bus shelters and bus stop signage, implementing a wireless route application showing bus locations in real time, and installing new electronic fare boxes. St. Joseph the College Worker approached SVRTA to build and install the new bus shelters. SVRTA has also partnered Google to assist with General Transit Feed Specification (GTFS) to show transit stops and other options such as "your location" and "your destination". The GTFS can direct the rider to the optimal pick-up location, show the rider available route(s) (with transit line), and predict approximate time for pick-up and drop-off.

The Ohio Office of Transit contacted SVRTA to be a possible hub location for GoBus expansion into eastern Ohio with a possible hub location between the Columbus, OH and Pittsburgh, PA travel area.

1. Evaluate Service Links with Weirton Ride) and East Ohio Regional Transit Authority (EORTA)

The SVRTA and Weirton Ride agreed to a transit service link for the Robinson Township, PA service route and passenger trips between Weirton, WV and Steubenville, OH. From July 2024 through June 2025 average monthly ridership between Weirton and Steubenville was 111 passenger trips, 234 passenger trips to and from Robinson Township, PA, and 59 passenger trips interchanged with EORTA transferring in Rayland, OH.

2. Performance of Transit Service Operations Including Assessment of Service Routes

Five-year Annual Ridership
20212 through 2025

2021	2022	2023	2024	2025
153,531	148,125	152,627	173,476	170,329

SVRTA attributes the approximate 2% ridership reduction, between 2024 and 2025, to several factors ranging from the hiring of new employees not properly trained on passenger tracking and overcrowding on the school tripper routes. To compensate, SVRTA evaluate their criteria for training new employees and setup ridership training for the students using the bus system.

3. Planning and Administration of FTA 5307 Grants and Integration with the Metropolitan Transportation Improvement Program

The SVRTA ordered 5 new vehicles, completed its bus wash project, continued tracking the preventive/capital maintenance program, assessed the dispatch and scheduling software, and initiated the Transit Development Plan update.

4. Financial Planning and Implementation of FTA and State Policies and Guidelines

SVRTA reviews and updates its grants management worksheet for monthly board meeting presentation. SVRTA regularly reviews federal and state policies and procedures and makes proper adjustments to adhere to those changes as they become apparent.

Financial Breakdown of Planning Tasks

Task/Product	Federal Share	Local Share	Total Project Cost
#1	$9,600.00	$2,400.00	$12,000.00
#2	$122,400.00	$5,600.00	$128,000.00
#3	$17,600.00	$4,400.00	$22,000.00
#4	$22,400.00	$5,600.00	$28,000.00
Totals	**$172,000.00**	**$18,000.00**	**$190,000.00**

SELECTED ABBREVIATIONS & ACRONYMS

AASHTO – American Association of State Highway and Transportation Officials

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

CPG – Consolidated Planning Grant

CY - Calendar Year January 1 through December 31

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

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

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

- CMAQ – Congestion Management/Air Quality
- CRP – Carbon Reduction Program
- HSIP – Highway Safety Improvement Program
- NHPP – National Highway Performance Program
- NHS – National Highway System
- NRT – National Recreational Trail Program
- PL – Metropolitan Planning
- SPR – State Planning & Research
- SRTS – Safe Routes to School
- STBG - Surface Transportation Block Grant
- STP – Surface Transportation Program
- TAP – Transportation Alternatives Program

FTA – Federal Transit Administration; Representative FTA Capital Improvement, Operating, and Planning Programs

- §5303 – Metropolitan Planning
- §5307 – Urbanized Area Formula Grant
- §5310 – Enhanced Mobility of Seniors & Individuals with Disabilities Program
- §5311 – Formula Grants for Rural Areas
- §5339 – Grants for Buses and Bus Facilities Formula Program

FY – Fiscal Year

- FFY – Federal Fiscal Year beginning October 1 and ending September 30
- SFY – State Fiscal Year beginning July 1 and ending June 30

HPMS – Highway Performance Monitoring System

IIJA – Infrastructure Investment and Jobs Act signed into law November 2021that governs federal transportation policy and funding through 2026

ISATO - Increasing Safe and Accessible Transportation Options; an initiative that focuses on improving transportation for all users, especially those who do not drive cars

LPA – Local Public Agency

LRTP – Long Range Transportation Plan

MPO – Metropolitan Planning Organization

OARC – Ohio Association of Regional Councils

SELECTED ABBREVIATIONS & ACRONYMS

ODOT – Ohio Department of Transportation

Ohio LTAP – Ohio Local Technical Assistance Program

PID – Ohio Project Identification Number

SPC – Southwest Pennsylvania Commission, BHJ's adjacent MPO representing the Greater Pittsburgh Metropolitan Planning Area

SPN – West Virginia State Project Number

STIP – Statewide Transportation Improvement Program

SVRTA – Steel Valley Regional Transit Authority

TAC – BHJ Transportation Study Technical Advisory Committee

3C – Continual, Comprehensive, and Coordinated Planning process

TIMS – ODOT's Transportation Information Management System

TIP – Transportation Improvement Program in a Metropolitan Planning Area

TRIP – West Virginia Transportation Renovation/Improvement Program

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

USEPA – United States Environmental Protection Agency

WVAMPO – West Virginia Association of Metropolitan Planning Organizations

WVDOH – West Virginia Division of Highways

WVDOT – West Virginia Department of Transportation

WV LTAP – West Virginia Local Technical Assistance Program

FINANCIAL REPORTS

BHJ METROPOLITAN PLANNING COMMISSION

DISTRIBUTION OF COSTS CLAIMED / CURRENT PERIOD COST REPORT

ANNUAL TOTALS

FY 2025

FY 2020 YEAR-END RECONCILIATION

PID #120581 - CONSOLIDATED PLANNING GRANT

Category	Cost Category	OH Federal FHWA	OH State FHWA	OH Local FHWA	WV Federal FHWA	WV State FHWA	WV Local FHWA	OH Federal FTA	OH State FTA	OH Local FTA	WV Federal FTA	WV State FTA	WV Local FTA	GRAND TOTAL	FED - STATE TOTAL	
		0.00%	44.81%	5.60%	5.60%	35.19%	4.40%	4.40%	44.81%	5.60%	5.60%	35.19%	4.40%	100.00%	100.00%	
SHORT RANGE PLAN																
6601	Direct Labor	8,928.16	1,115.86	1,115.86	7,011.37	876.58	876.58	-	-	-	-	-	-	19,924.42	17,931.98	
66.95%	Fringe Benefits	5,977.30	747.03	747.03	4,694.22	586.90	586.90	-	-	-	-	-	-	13,339.38	12,005.45	
95.72%	Indirect	8,546.21	1,068.15	1,068.16	6,711.12	839.01	839.02	-	-	-	-	-	-	19,071.66	17,164.48	
	Other Direct	7.88	0.99	0.99	6.20	0.77	0.77	-	-	-	-	-	-	17.60	15.84	
	Total	23,459.56	2,932.03	2,932.04	18,422.90	2,303.26	2,303.27	-	-	-	-	-	-	52,353.06	47,117.75	52,353.06
TIP																
6602	Direct Labor	7,283.45	910.26	910.26	5,719.65	715.13	715.13	-	-	-	-	-	-	16,253.88	14,628.49	
66.95%	Fringe Benefits	4,876.20	609.39	609.39	3,829.38	478.80	478.80	-	-	-	-	-	-	10,881.98	9,793.78	
95.72%	Indirect	6,971.85	871.34	871.34	5,474.72	684.48	684.48	-	-	-	-	-	-	15,558.22	14,002.40	
	Other Direct	323.77	40.46	40.46	254.26	31.79	31.79	-	-	-	-	-	-	722.53	650.28	
	Total	19,455.26	2,431.46	2,431.46	15,278.02	1,910.21	1,910.21	-	-	-	-	-	-	43,416.61	39,074.95	43,416.61
SURVEILLANCE																
6605	Direct Labor	8,502.04	1,062.56	1,062.56	6,676.60	834.77	834.77	-	-	-	-	-	-	18,973.29	17,075.96	
66.95%	Fringe Benefits	5,692.02	711.35	711.35	4,470.08	558.92	558.92	-	-	-	-	-	-	12,702.63	11,432.36	
95.72%	Indirect	8,138.31	1,017.13	1,017.13	6,390.68	799.00	799.00	-	-	-	-	-	-	18,161.24	16,345.11	
	Other Direct	322.16	40.26	40.26	253.05	31.64	31.64	-	-	-	-	-	-	719.01	647.11	
	Total	22,654.53	2,831.30	2,831.30	17,790.40	2,224.32	2,224.32	-	-	-	-	-	-	50,556.17	45,500.55	50,556.17
LONG RANGE PLAN																
6610	Direct Labor	5,993.32	749.03	749.03	4,706.42	588.42	588.42	-	-	-	-	-	-	13,374.65	12,037.20	
66.95%	Fringe Benefits	4,012.46	501.46	501.46	3,151.00	393.98	393.98	-	-	-	-	-	-	8,954.34	8,058.90	
95.72%	Indirect	5,736.90	717.02	717.02	4,504.89	563.22	563.22	-	-	-	-	-	-	12,802.25	11,522.02	
	Other Direct	515.74	64.46	64.46	405.02	50.64	50.64	-	-	-	-	-	-	1,150.94	1,035.85	
	Total	16,258.42	2,031.97	2,031.97	12,767.33	1,596.25	1,596.25	-	-	-	-	-	-	36,282.18	32,653.96	36,282.18
FHWA - OH																
6740	Direct Labor							3,059.83	382.41	382.41	2,402.86	300.43	300.43	6,828.37	13,656.74	
66.95%	Fringe Benefits							2,048.52	256.02	256.02	1,608.76	201.15	201.15	4,571.62	9,143.24	
95.72%	Indirect							2,928.92	366.05	366.05	2,299.97	287.55	287.55	6,536.10	13,072.20	
	Other Direct							29.57	3.70	3.70	23.23	2.90	2.90	66.00	132.00	
	Total	-	-	-	-	-	-	8,066.85	1,008.18	1,008.18	6,334.82	792.03	792.03	18,002.09	36,004.18	18,002.09

BHJ METROPOLITAN PLANNING COMMISSION

DISTRIBUTION OF COSTS CLAIMED / CURRENT PERIOD COST REPORT

ANNUAL TOTALS

FY 2025

PID #120581 - CONSOLIDATED PLANNING GRANT

Category	Cost Category	OH Federal FHWA 80.00%	OH State FHWA 10.00%	OH Local FHWA 10.00%	WV Federal FHWA 80.00%	WV State FHWA 10.00%	WV Local FHWA 10.00%	OH Federal FTA 80.00%	OH State FTA 10.00%	OH Local FTA 10.00%	WV Federal FTA 80.00%	WV State FTA 10.00%	WV Local FTA 10.00%	GRAND TOTAL 100.00%	FED - STATE TOTAL 100.00%	
FHWA - OH																
6251	Direct Labor	23,037.94	2,879.74	2,879.74	-	-	-	-	-	-	-	-	-	28,797.42	25,917.68	
66.95%	Fringe Benefits	15,423.90	1,927.99	1,927.99	-	-	-	-	-	-	-	-	-	19,279.87	17,351.88	
95.72%	Indirect	22,051.91	2,756.49	2,756.49	-	-	-	-	-	-	-	-	-	27,564.89	24,808.40	
	Other Direct	10,376.71	1,297.09	1,297.09	-	-	-	-	-	-	-	-	-	12,970.89	11,673.80	
	Total	70,890.46	8,861.31	8,861.31	-	-	-	-	-	-	-	-	-	88,613.07	79,751.76	88,613.07
FHWA - OH																
6252	Direct Labor	-	-	-	16,855.94	2,106.99	2,106.99	-	-	-	-	-	-	21,069.93	18,962.94	
66.95%	Fringe Benefits	-	-	-	11,285.06	1,410.63	1,410.63	-	-	-	-	-	-	14,106.32	12,695.69	
95.72%	Indirect	-	-	-	16,134.51	2,016.81	2,016.81	-	-	-	-	-	-	20,168.14	18,151.33	
	Other Direct	-	-	-	8,272.56	1,034.07	1,034.07	-	-	-	-	-	-	10,340.69	9,306.62	
	Total	-	-	-	52,548.07	6,568.51	6,568.51	-	-	-	-	-	-	65,685.08	59,116.58	65,685.08
FHWA - OH																
6652	Direct Labor		-	-	-										-	
#DIV/0!	Fringe Benefits		-	-	-										-	
	Indirect		-	-	-										-	
	Other Direct		-	-	-										-	
	Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	Direct Labor	53,744.91	6,717.46	6,717.46	40,969.98	5,121.89	5,121.89	3,059.83	382.41	382.41	2,402.86	300.43	300.43	125,221.96	120,210.98	
66.95%	Fringe Benefits	35,981.88	4,497.22	4,497.22	27,429.73	3,429.23	3,429.23	2,048.52	256.02	256.02	1,608.76	201.15	201.15	83,836.14	80,481.31	
95.72%	Indirect	51,445.17	6,430.12	6,430.13	39,215.92	4,902.52	4,902.53	2,928.92	366.05	366.05	2,299.97	287.55	287.55	119,862.50	115,065.94	
	Other Direct	11,546.26	1,443.25	1,443.25	9,191.08	1,148.91	1,148.91	29.57	3.70	3.70	23.23	2.90	2.90	25,987.66	23,461.50	
	Total	**152,718.22**	**19,088.06**	**19,088.07**	**116,806.72**	**14,602.55**	**14,602.56**	**8,066.85**	**1,008.18**	**1,008.18**	**6,334.82**	**792.03**	**792.03**	**354,908.26**	**339,219.73**	354,908.26

		TO BILL OH	OH TOTAL DUE	ohio bill		TO BILL WV	wv bill	wv bill	
▲	$19,088.06	$20,096.24	$160,782.05	$160,782.05	$14,602.55	$15,394.57	$123,144.56	$123,144.56	
▲	$1,008.18				$792.03				
▲	$19,088.07	$20,096.25	20097.76	20097.76	$14,602.56	$15,394.58	15393.07	15393.07	
▲	$1,008.18				$792.03				
▲	$116,806.72	$123,141.54	20097.76	180879.81	$8,066.85	$362,975.11	15393.07	138537.63	
▲	$6,334.82		$200,977.56		$354,908.26		$153,930.70		
$557,098.31	$163,334.04	$163,334.04	200,977.56		$393,764.27	$393,764.27	153,930.70		354,908.26

BHJ METROPOLITAN PLANNING COMMISSION

ANNUAL TOTALS
FY 2025

PID # 121158 - FY2025 REGIONAL TRANSPORTATION PLANNING - SUPPLEMENTAL

Category	Cost Category	Total	OH Federal 80.00%	OH State 10.00%	Fed - State Total	OH Local 10.00%	Grand Total
MOB & ACT							
6651	Direct Labor	12,057.53	11,163.06	-	11,163.06	894.47	12,057.53
75.64%	Fringe Benefits	8,072.52	8,443.74	-	8,443.74	(371.22)	8,072.52
81.35%	Indirect	11,541.47	9,081.17	-	9,081.17	2,460.15	11,541.32
	Other Direct	1,319.39	1,312.03	-	1,312.03	7.36	1,319.39
	Total	32,990.91	29,999.99	-	29,999.99	2,990.77	32,990.76
ANNUAL TOTALS							
TOTAL	Direct Labor	12,057.53	11,163.06	-	11,163.06	894.47	12,057.53
75.64%	Fringe Benefits	8,072.52	8,443.74	-	8,443.74	(371.22)	8,072.52
81.35%	Indirect	11,541.47	9,081.17	-	9,081.17	2,460.15	11,541.32
	Other Direct	1,319.39	1,312.03	-	1,312.03	7.36	1,319.39
	Total	32,990.91	29,999.99	-	29,999.99	2,990.77	32,990.76

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