BHJ-MPC

Brooke Hancock Jefferson
Metropolitan Planning Commission

ANNUAL PROGRESS & FINANCIAL REPORT FOR TRANPORTATION PLANNING SERVICES

Fiscal Year 2026
July 1, 2025 – June 30, 2026

September 2026

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RESOLUTION 2026-10

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. 2026 ANNUAL PROGRESS REPORT FOR THE PERIOD JULY 1, 2025, THROUGH JUNE 30, 2026

WHEREAS, the F.Y. 2026 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, 2025 to June 30, 2026;

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 2026 Annual Progress Report for the period July 1, 2025-June 30, 2026.

ADOPTED, this 16th day of September, 2026 at the regularly scheduled joint meetings of the Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.

Tom Timmons
Chairperson

ATTEST:

Michael J. Paprocki
Executive Director

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FINANCIAL REPORTS

BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION
FISCAL YEAR 2026 OVERALL WORK PROGRAM – TRANSPORTATION PLANNING
ANNUAL PROGRESS & FINANCIAL REPORT
JULY 1, 2025 THROUGH JUNE 30, 2026

INTRODUCTION

This Annual Progress Report highlights ongoing transportation-planning activities and accomplishments as discussed in the BHJ Metropolitan Planning Commission's (BHJ) Fiscal Year 2026 Overall Work Program adopted by BHJ's Transportation Study Policy Committee (the Policy Committee) April 16th 2025. 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 2026 WORK PROGRAM AREAS OF EMPHASIS

Maintenance of FY 2026 - 2029 Metropolitan Transportation Improvement Program

BHJ coordinates with local, state, and federal stakeholders to maintain a fiscally-balanced Metropolitan Transportation Improvement Program (TIP). The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) require the TIP to approve and manage federal, state, and local obligations that finance planning, acquisition, and construction of regionally-significant transportation projects in the Weirton-Steubenville Metropolitan Area. The state DOTs, Ohio and West Virginia, selects these projects based on a list of performance-based criteria in cooperation and consultation with the BHJ staff, public officials, and interested citizens. Performance-based measures for highway improvements and maintenance may range from bridge ratings, pavement conditions, safety rankings, travel time measures, fuel emissions, and because of the rugged geography in the BHJ Ohio River Valley, geotechnical analysis to mitigate rockfalls, reinforce slope stabilization, and alleviate stormwater erosion. The designated Small Urban System recipients, Steel Valley Regional Transit Authority in Jefferson County, OH and the Weirton Ride in Brooke and Hancock counties, WV, select their respective capital and operation projects based on ridership, route efficiency, preventative maintenance, fleet management, and performance safety.

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 FY2026 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 FY2026 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

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 2026 Overall Work Program.

SUMMARY OF PLANNING ACTIVITIES

The Brooke-Hancock-Jefferson Metropolitan Planning Commission *Fiscal Year 2026 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 2026. 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
- 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.

Safety/Pavement/Congestion

Crash Data – Updated the mapping of the Ohio and West Virginia crash data in BHJ's GIS records over the past 5 years for use in planning of projects based on crash heavy areas. This was able to be done more easily as WV was added to the AASHTOWare software that OH currently uses for mapping and analysis of crash records.

WV Safety Research Summit – BHJ attended the yearly meeting of the WV Safety and Research Summit in Charleston WV on February 17th, 2026.

WV Congestion Priority – The state of WV requested a listing of intersections and roadways that were the highest congestion and reduction to travel time from each of the MPO's. BHJ submitted and priority listing of 3 areas of interest that were known from traffic counts performed over the years as well as asking the local officials what areas they receive the highest complaints from.

ODOT Functional Classification Review – ODOT requested the assistance of the local MPO's to review the Functional Classification of their roadways to update the statewide classifications.

Jefferson County Engineers Yearly Meeting – The Jefferson County Engineers Office holds a yearly meeting to update the progress they have made in maintaining the Bridge and Roadways they are in control over and their plans for the upcoming year. BHJ attends to in an effort to align its priorities and projects with the engineers office and to assist them where possible.

Active Transportation

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. BHJ participated in multiple webinars and meetings discussing the trails gaps that are in the planning stages to be filled across BHJ's three counties.

Rails to Trails Conservancy Celebrate Trail Day – Participated in several meetings for the yearly trail day to discuss the projects that were completed or in progress across the country. Discussions were also held for the area to find a solution to the severed US BR 50 from the closing of the Market Street Bridge. A shuttle solution was proposed to aid those traveling the cross country bike route.

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. Initial meeting of the Ohio River Maritime Commission occurred on April 24, 2026, at the historic Ft Steuben in Steubenville, Ohio, to discuss the intended projects and upcoming funding opportunities the commission will oversee. Each committee meets quarterly on a pre-determined schedule.

Ohio Freight Conference – BHJ representatives attended the yearly Ohio Conference on Freight that was held in Toledo in late July.

Southwestern Pennsylvania Commission (SPC) Freight Forum – Participated in semi-annual 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 FY2026 included Freight Investment Strategies (air, highway, rail, and river) in SPC's Regional Freight Plan, the Inland River Ports and Terminals Ohio River Basin meeting held in Pittsburgh, Truck Parking Investments in western Pennsylvania, and reauthorization of the federal surface transportation law. Since the SPC MPO planning area borders BHJ's, these planning topics directly impact the Weirton-Steubenville Metropolitan Area transportation network.

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 six amendments and administrative modifications to BHJ's Fiscal Year 2026 through 2029 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 #1 – September 17th, 2025
Revision #2 – November 19th, 2025
Revision #3 – January 21st, 2026
Revision #4 – March 18th, 2026
Revision #5 – April 22nd, 2026
Revision #6 – June 17th, 2026

November 19th, 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 April 22nd, 2026, 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.

Update to the Transportation Improvement Program Public Involvement Process?

Public comment open November 19th 2025 TAC/FC meeting

Management of the Ohio MPO & Large City Capital Program

BHJ is the program manager of a more than $1.45 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 online 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,* and ESTIP, to ensure that the project schedules and costs are up to date and accounted.

BHJ regularly meets with representatives from the Jefferson County Engineer's Office, City of Steubenville, Village of Mingo Junction, and Village of Wintersville to maintain working towards the projects that were identified in a five-year plan for the FY2026-2029 TIP and expend the MPO suballocated funds. The initial meeting of this plan was held in December 2024 and multiple meetings to discuss the project programmed from that plan were held every month or two. 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 2025 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 2025. 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. On September 17th, 2025, 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) 2025, 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 2025 are for program cycle year two (2) which is generally a repeat of locations obtained in 2007, 2010, 2013, 2016, 2019, and 2022. This completes the 20th year of the traffic counting program.

Traffic Count Survey Report CY 2025

In West Virginia, traffic counts were collected along State Route 2 though Follansbee and Wellsburg and on some roadways that connect to SR2 as collectors and arterials, as well as a portion of Hancock county just north of Weirton. In Jefferson County, counts were collected in Steubenville along University Blvd, Lovers Lane and around the Mall, along Sunset Blvd, and various other locations. Counts were also collected in Mingo, Bloomingdale, and most of the locations in the southern half of Jefferson County. Counts were obtained at locations in Ohio which were requested by the Ohio Department of Transportation (ODOT) for their Highway Performance Monitoring System (HPMS) reporting required by the Federal Highway Administration (FHWA). Counts were also added and removed in various locations due to changing traffic and areas where more or fewer counts are needed to represent the traffic accurately. Most of the traffic counts were obtained in 15 minute interval resolution and generally for a minimum of 24 hours. 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 2025 calendar year, a total of 152 physical counts were performed in pre-determined annual locations. There were 9 "special" counts that were performed in locations that were requested for various projects and funding applications, safety related applications, and general curiosity. These counts can be performed almost anywhere that is requested. Any counts that failed or had errors were recounted 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 2025, BHJ's inventory of operational counting units included:

- Fifteen (15) Diamond Road Runner 3 hose type counters
- Ten (10) MH Corbin NC-350/300 plate type counters
- Two (2) Diamond Omega-G 2 channel hose type counters
- Two (2) Jamar Manual Turn Counters
- Two (2) Ridgetec Trail Cameras

In FY2026, BHJ purchased 2 new MH Corbin Plate type counters. Other 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 2026, 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 2026, 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 FY2026, 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 to 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 FY2026, 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 (Toledo, OH July 2025), and Association of Metropolitan Planning Organizations (AMPO-Annual Conference Providence, RI, September 2025).

Representative List of Transportation Projects and Programs

- John Scott Highway Connector – In 2020, a report was done on the connector in preparation for a super load to travel the roadway. Ground penetrating radar was used to test the stability and the ability of the pavement to help the super load and was found that >75% of the roadway had voids under the concrete. A recent collapse of a section of roadway in Spring of 2026 prompted another review of the options to the 1 mile, 4 lane concrete roadway. 6 meetings were held between BHJ, ODOT, and the City of Steubenville, as well as 1 meeting with the Jefferson County Port Authority and Senator Rulli's Office, from April to June. After consideration, BHJ requested the programming of an engineering study PID 126634, utilizing the STBG allocations as the federal share. This is in anticipation of applying for a congressionally directed spending grant through Rulli's office next year to assist in the estimated $8 million project.

- Cadiz Road Wintersville, OH – Assistance in traffic counts and review of engineering and construction bid documents were given to the Village of Wintersville. A repaving project as well as main waterline replacement has been in work for a few years but has been delayed from water line problems, and funding shortcomings.

  BHJ also assisted the village of Wintersville with a sidewalk replacement and updating project. This project was to update the ADA of the curb ramps and cut outs as well as replace some deteriorated areas of sidewalk. This project was under construction in early 2026 and completed in Fall 2026. BHJ utilized a combination of TAP and CRP funding as well as Toll Credits to cover 90% of the costs.

- Ohio Local Roads Oil and Shale Program - BHJ did not submit a project for the year 2026 due to the program no longer allowing funding to be used for engineering services. One project was scoped and looked at but local match funding could not be attained at this time.

- New Alexandria Guardrail Replacement – ODOT approached BHJ and asked for assistance in helping the village of New Alexandria with the match portion of a larger statewide guardrail replacement. BHJ utilized their STBG allocations to pay for the new guardrail through the village.

- 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 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 vehicle, 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.

  In FY2026, BHJ worked with ELY Public Affairs to assist in the public involvement portion of the project. Monthly meetings were held to discuss public meetings, social media posts, website updates, email chain and blasts, as well as steps in contacting federal, state, and local officials. HDR and Assoc. were chosen by the state of West Virginia to perform a Location and Feasibility Study as part of the NEPA process. BHJ met with the HDR team initially in September 2025 at an open house in Charleston. An initial coordination meeting was held on February 24th, 2026 between state representatives from Ohio and West Virginia to coordinate next efforts and plans for the bridge and the alternative locations that were initially selected for review. 7 build options were ultimately selected for the project: 1.) Ross St, 2.) Logan Ave, 3.) Washington St, 4.) Market St, 5.) South St, 6.) a no build option, and 7.) rehabilitation of the existing structure. Two certified traffic meetings were held as ODOT's office of Statewide Planning and Research agreed to perform modeling analysis of the possible locations and impacts to traffic they would have. These were held in February and March of 2026. Two public open house meetings were held to discuss with the public the alternatives that were in consideration, answer questions the public had, and to hand out a public opinion survey to gauge

the interests they had. These were held on May 18th, 2026 in Follansbee, WV, and on May 19th, 2026, in Steubenville, OH. Each meeting had around 80 participants. On June 15th, 2026, Congressman Riley Moore visited the Market St Bridge and presented a $1 million check for the study being performed and to show his support in the project. Throughout the year, Executive Director Mike Paprocki did multiple informative interviews for the local news stations and newspapers. Mr. Paprocki also attended and spoke at various city council meetings for both states. BHJ also held smaller meetings with St. Joeseph the Worker College, Friends of the Panhandle Trail, Voto Sales, and other local officials so they could voice their concerns and wants of the bridge. The location and feasibility study is planned to be completed in late 2026/early 2027.

- University Blvd/Wellesley Ave Sidewalks – Coming from the Complete Streets Study performed across Jefferson County, BHJ partnered with the City and Steubenville and Franciscan University in a private/public partnership to add sidewalks to the south side of University Blvd and to Wellesley Ave. This project was programmed in March 2026, scope of services filled out and an onsite scoping meeting with the local LPA and ODOT in May 2026. This project is now in the design phase. BHJ is utilizing CMAQ allocations for 90% of this project, the University secured a $150k capital programs grant, and the city of Steubenville is covering the rest of the local match.
- Springdale/CR22A Signal Replacement – This project is in conjunction with working with the Jefferson County Engineers Office. The signal at this intersection was old and outdated, running on a timing loop with no active traffic control. A few accidents were reported due to poor timing of the signal and outdated back plates that were difficult to see in the morning and afternoon sunlight. A CMAQ funding request was submitted in July 2025, and as of May 2026, stage 2 plans were completed. BHJ is utilizing CMAQ allocations as well as toll Revenue credits to cover 90% of this project.
- Sinclair Ave, Mingo Intersection Study – Initiated and completed a study to improve the intersections along Sinclair Ave in Steubenville and one intersection in Mingo Jct, Ohio. Burgess and Niple worked with BHJ to complete the study with cost estimates of improving the intersections.
- Commence Street (WV SR2) & Washington Pike (WV SR27) Wellsburg, WV – Intersection improvements programmed for construction in FY 2028 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 Repaving, Weirton WV – 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. Repaving work was scheduled for the slow lanes in both directions but expanded to include other areas. Work to be completed in September 2026.

- 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. BHJ met on site with WVDOH officials and the consultant to review the warrants and plans of the intersections. Concerns were raised and final decisions on certain locations were made. Meeting occurred in October 2026 with a final meeting schedule for July 2026.
- 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. Construction to occur in FY2026.
- 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. Construction started in April 2026.

6651 - REGIONAL MOBILITY & ACTIVE TRANSPORTATION MANAGEMENT PLANNING

The purpose of the project 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 managing 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 Resource Network – Met and spoke at a meeting with the Jefferson County Resource Network, SVRTA, and locals about the public transportation needs of the area on March 25th, 2026.
- Jefferson County Complete Street Report –Started in FY2025 using ODOT's pre-qualified consultant Burgess and Niple in order to get to stage 1 on projects that were identified in a 5-year plan for BHJ's allocations, progress meetings were held monthly from July-October, 2025. Final Report was reviewed and final meetings with stakeholders to review and receive their priorities in January 2026. Presented the findings to BHJ's policy board in January and presented with Burgess and Niple at the Bi-annual meeting of the WV AMPO's.
- WV Bike Ped Plan Update – BHJ assisted the state on updating their Bike and Pedestrian Plan. A public meeting was held in Weirton WV on June 4th, 2026.
- Rails to Trails Conservancy (RTC) Great American Rail-Trail (GART) -

  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.
- Steubenville Central Business District Safety Report – Started in FY2025 in order to originally replace 13 traffic signals, this evolved into removing 12/13 signals and looking into adding walking and biking facilities in the downtown central business district of Steubenville. Study was completed and a PID was created in July 2025. Meetings were held with a local college about their concerns over a road diet. CMAQ funding applied for in

November 2025, BHJ is utilizing CMAQ funding along with toll credits to cover 100% of the project costs. An engineer was selected and work on plans began in June 2026.

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 without overlapping existing services and making the best use of limited federal, state, and local resources.

Transit Asset Management and Operational Performance Measures

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

Technical Support for Safe and Timely Service Operations

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 TDP was updated and adopted during FY2026.

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. In FY2026, this expansion became operational and a stop occurs at the SVRTA headquarters twice a day and is in the top 2 stops of the GoBus routes in Ohio.

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) PUBLIC TRANSPORTATION PLANNING ACTIVITIES UNDER FTA §5307

SVRTA's Transit Development Plan was completed and adopted by the SVRTA Board of Trustees in March 2026. This plan will assist the SVRTA with the evaluation of its current services and recommend adjustments as necessary.

The SVRTA is evaluating electronic payment forms which will include electronic fares. This project will allow SVRTA to better account for ridership, review route sta00tistics, make service adjustments when necessary, and add flexibility for fare purchases (e.g. single, multiple, weekly, monthly, and yearly passes). SVRTA expects the project to be operational early in CY2026.

SVRTA has joined Carnegie Mellon University, Greene County (PA), Ohio University, and West Virginia University to apply for an ARC Arise grant allowing partner agencies to assist riders with employment and higher education access, to areas beyond its members' immediate borders. If approved, this service would start early to mid-2027.

SVRTA purchased five new LTVs to replace five older LTVs that far exceeded their useful lives of seven years/150,000 miles.

In June 2026, SVRTA replaced all of its security cameras in its buses, with SEON cameras. While replacing these cameras, SVRTA realized the current modems are not capable of the newest features the cameras offer and will need to upgrade their modems on all buses. SVRTA is currently developing an Independent Cost Estimate (ICE) to purchase and install these modems. SVRTA expects completion of this project by the end of December 2026.

SVRTA's FY2026 FTA award was approved and executed in September 2026. SVRTA will evaluate and issue a Purchase Order for four new replacement LTV's and two replacement/expansion vans. Four replacement LTV's will replace four older LTV's that have exceeded their useful lives, and the two replacement/expansion vans will replace two older MV1-s that have exceeded their useful lives. The vans will also assist SVRTA with expansion of an On-Demand service. The On-Demand service will assist with earlier and later access to employment, higher education, and direct travel.

SVRTA partnered Google Transit 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. This service has been verified through Google and is currently active.

The Ohio Department of Transportation, Office of Transit, contacted SVRTA to be a hub location for the GoBus expansion into eastern Ohio with a hub location between the Columbus, OH and Pittsburgh, PA travel area. SVRTA welcomed the GoBus expansion, utilizing SVRTA's RJC Multi-Modal Center to be the hub in Steubenville, with overflow parking in an adjacent lot, owned by SVRTA. The GoBus expansion has proven to be a valuable addition to the Steubenville 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. All service links remain active with no disruptions foreseen in the future.

SVRTA/Weirton Ride/WVDOT will meet in early October 2026 to discuss plans on how to enhance services between the two transit providers in Ohio and West Virginia. SVRTA is also attending the West Virginia Coordinated Transportation Planning discussion to also assist with transportation between SVRTA and Weirton Ride.

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

Five-year Annual Ridership
2022 through 2026

2022	2023	2024	2025	2026
148,125	152,627	173,476	170,329	175,304

SVRT's ridership increased, between 2025 and 2026, by 2.9%. An increase in annual pass sales, with unlimited rides has contributed to the ridership increase. SVRTA is currently working on a digital pass with online options to purchase and digital counting of passengers. This feature will allow for more accurate accounting of passenger rides and convenience for passenger paid fares.

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

The SVRTA will be updating its older vehicle fleet with six new vehicles, including replacing four older LTV's and replacing two older MV1's with two new vans, which will also assist with expansion of service to include an On-Demand service. SVRTA continues to track the preventive/capital maintenance program, purchased 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.

SELECTED ABREVIATIONS & 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

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 2026

FY 2026 YEAR-END RECONCILIATION

PID #122319 - CONSOLIDATED PLANNING GRANT

Category	Cost Category	Total	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	Total
			44.81%	5.60%	5.60%	35.19%	4.40%	4.40%	44.81%	5.60%	5.60%	35.19%	4.40%	4.40%	100.00%
SHORT RANGE PLAN															
6601	Direct Labor	15,605.19	6,992.69	873.89	873.89	5,491.47	686.63	686.63							15,605.19
67.84%	Fringe Benefits	10,586.56	4,743.84	592.85	592.85	3,725.41	465.81	465.81							10,586.56
109.21%	Indirect	17,042.44	7,636.72	954.38	954.38	5,997.23	749.87	749.87							17,042.44
	Other Direct	144.74	64.86	8.11	8.11	50.93	6.37	6.37							144.74
	Total	43,378.93	19,438.10	2,429.22	2,429.22	15,265.05	1,908.67	1,908.67	-	-	-	-	-	-	43,378.93
TIP															
6602	Direct Labor	9,302.08	4,168.26	520.92	520.92	3,273.40	409.29	409.29							9,302.08
67.84%	Fringe Benefits	6,310.54	2,827.75	353.39	353.39	2,220.68	277.66	277.66							6,310.54
109.21%	Indirect	10,158.81	4,552.16	568.89	568.89	3,574.89	446.99	446.99							10,158.81
	Other Direct	401.28	179.81	22.47	22.47	141.21	17.66	17.66							401.28
	Total	26,172.71	11,727.99	1,465.67	1,465.67	9,210.18	1,151.60	1,151.60	-	-	-	-	-	-	26,172.71
SURVEILLANCE															
6605	Direct Labor	27,666.29	12,397.26	1,549.31	1,549.31	9,735.77	1,217.32	1,217.32							27,666.29
67.84%	Fringe Benefits	18,768.81	8,410.30	1,051.05	1,051.05	6,604.74	825.83	825.83							18,768.81
109.21%	Indirect	30,214.37	13,539.06	1,692.00	1,692.00	10,632.44	1,329.43	1,329.43							30,214.37
	Other Direct	9,290.06	4,162.88	520.24	520.24	3,269.17	408.76	408.76							9,290.06
	Total	85,939.53	38,509.50	4,812.61	4,812.61	30,242.12	3,781.34	3,781.34	-	-	-	-	-	-	85,939.53
LONG RANGE PLAN															
6610	Direct Labor	11,395.54	5,106.34	638.15	638.15	4,010.09	501.40	501.40							11,395.54
67.84%	Fringe Benefits	7,730.73	3,464.14	432.92	432.92	2,720.44	340.15	340.15							7,730.73
109.21%	Indirect	12,445.08	5,576.64	696.92	696.92	4,379.42	547.58	547.58							12,445.08
	Other Direct	56.22	25.19	3.15	3.15	19.78	2.47	2.47							56.22
	Total	31,627.57	14,172.31	1,771.14	1,771.14	11,129.74	1,391.61	1,391.61	-	-	-	-	-	-	31,627.57
MOBILITY & ACTIVE															
6651	Direct Labor	9,101.38	4,078.33	509.68	509.68	3,202.78	400.46	400.46							9,101.38
67.84%	Fringe Benefits	6,174.39	2,766.74	345.77	345.77	2,172.77	271.67	271.67							6,174.39
109.21%	Indirect	9,939.63	4,453.95	556.62	556.62	3,497.76	437.34	437.34							9,939.63
	Other Direct	11.10	4.97	0.62	0.62	3.91	0.49	0.49							11.10
	Total	25,226.50	11,303.99	1,412.68	1,412.68	8,877.21	1,109.97	1,109.97	-	-	-	-	-	-	25,226.50
FHWA - OH															
6740	Direct Labor	6,172.22							2,765.77	345.64	345.64	2,172.00	271.58	271.58	6,172.22
67.84%	Fringe Benefits	4,187.23							1,876.30	234.48	234.48	1,473.49	184.24	184.24	4,187.23
109.21%	Indirect	6,740.68							3,020.50	377.48	377.48	2,372.05	296.59	296.59	6,740.68
	Other Direct	52.72							23.62	2.95	2.95	18.55	2.32	2.32	52.72
	Total	17,152.85	-	-	-	-	-	-	7,686.19	960.56	960.56	6,036.09	754.73	754.73	17,152.85

BHJ METROPOLITAN PLANNING COMMISSION

DISTRIBUTION OF COSTS CLAIMED / CURRENT PERIOD COST REPORT

ANNUAL TOTALS

FY 2026

FY 2026 YEAR-END RECONCILIATION

PID #122319 - CONSOLIDATED PLANNING GRANT

Category	Cost Category	Total	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	Total
			80.00%	10.00%	10.00%	80.00%	10.00%	10.00%	80.00%	10.00%	10.00%	80.00%	10.00%	10.00%	100.00%
FHWA - OH															
6251	Direct Labor	29,555.58	23,644.46	2,955.56	2,955.56										29,555.58
66.73%	Fringe Benefits	19,723.61	15,778.89	1,972.36	1,972.36										19,723.61
104.79%	Indirect	30,971.47	24,777.18	3,097.15	3,097.15										30,971.47
	Other Direct	8,848.78	7,079.02	884.88	884.88										8,848.78
	Total	89,099.44	71,279.55	8,909.94	8,909.94	-	-	-	-	-	-	-	-	-	89,099.44
FHWA - OH															
6252	Direct Labor	32,446.59	-	-	-	25,957.27	3,244.66	3,244.66	-	-	-	-	-		32,446.59
67.84%	Fringe Benefits	22,011.77	-	-	-	17,609.42	2,201.18	2,201.18	-	-	-	-	-		22,011.77
109.21%	Indirect	35,434.91	-	-	-	28,347.93	3,543.49	3,543.49	-	-	-	-	-		35,434.91
	Other Direct	11,333.34	-	-	-	9,066.67	1,133.33	1,133.33	-	-	-	-	-		11,333.34
	Total	101,226.61	-	-	-	80,981.29	10,122.66	10,122.66	-	-	-	-	-	-	101,226.61
FHWA - OH															
6652	Direct Labor	-	-	-	-										-
#DIV/0!	Fringe Benefits	-	-	-	-										-
#DIV/0!	Indirect	-	-	-	-										-
	Other Direct	-	-	-	-										-
	Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	Direct Labor	141,244.87	56,387.35	7,047.50	7,047.50	51,670.77	6,459.76	6,459.76	2,765.77	345.64	345.64	2,172.00	271.58	271.58	141,244.87
67.84%	Fringe Benefits	95,493.64	37,991.67	4,748.34	4,748.34	35,053.46	4,382.30	4,382.30	1,876.30	234.48	234.48	1,473.49	184.24	184.24	95,493.64
109.21%	Indirect	152,947.39	60,535.70	7,565.97	7,565.97	56,429.66	7,054.71	7,054.71	3,020.50	377.48	377.48	2,372.05	296.59	296.59	152,947.39
	Other Direct	30,138.24	11,516.74	1,439.47	1,439.47	12,551.68	1,569.08	1,569.08	23.62	2.95	2.95	18.55	2.32	2.32	30,138.24
	Total	419,824.14	166,431.45	20,801.28	20,801.28	155,705.58	19,465.85	19,465.85	7,686.19	960.56	960.56	6,036.09	754.73	754.73	419,824.14

		TO BILL OH	OH TOTAL DUE	ohio bill		TO BILL WV	wv bill	wv bill	
▲	$166,431.45	$174,117.65	$174,113.06	$174,113.06	$155,705.58	$161,741.67	$161,746.26	$161,746.26	
▲	$7,686.19				$6,036.09				
▲	$20,801.28	$21,761.84	21764.13	21764.13	$19,465.85	$20,220.58	20218.28	20218.28	
▲	$960.56				$754.73				
▲	$20,801.28	$21,761.84	21764.13	195877.19	$19,465.85	$20,220.58	20218.28	181964.54	
▲	$960.56		$217,641.32		$754.73		$202,182.82		
$419,824.14	$217,641.32	$217,641.32	217,641.32		$202,182.82	$202,182.82	202,182.82		419,824.14

BHJ METROPOLITAN PLANNING COMMISSION

ANNUAL TOTALS
FY 2026

PID # 120581 - FY2025 CONSOL. PLANNING CARRYOVER

Category	Cost Category	Total	OH Federal 80.00%	OH State 10.00%	OH Local 10.00%	Total 100.00%	Grand Total
CON PLAN CARRYOVER							
6251 C/O	Direct Labor	16,006.27	12,805.02	1,600.63	1,600.63	16,006.27	
69.88%	Fringe Benefits	11,185.55	8,948.44	1,118.56	1,118.56	11,185.55	
117.37%	Indirect	18,786.64	15,029.31	1,878.66	1,878.66	18,786.64	
	Other Direct	3,468.52	2,774.82	346.85	346.85	3,468.52	
	Total	49,446.98	39,557.58	4,944.70	4,944.70	49,446.98	
ANNUAL TOTALS							
TOTAL	Direct Labor	16,006.27	12,805.02	1,600.63	1,600.63	16,006.27	
69.88%	Fringe Benefits	11,185.55	8,948.44	1,118.56	1,118.56	11,185.55	
117.37%	Indirect	18,786.64	15,029.31	1,878.66	1,878.66	18,786.64	
	Other Direct	3,468.52	2,774.82	346.85	346.85	3,468.52	
	Total	49,446.98	39,557.58	4,944.70	4,944.70	49,446.98	
FY TOTAL	Direct Labor	16,006.27	12,805.02	1,600.63	1,600.63	16,006.27	
69.88%	Fringe Benefits	11,185.55	8,948.44	1,118.56	1,118.56	11,185.55	
117.37%	Indirect	18,786.64	15,029.31	1,878.66	1,878.66	18,786.64	
	Other Direct	3,468.52	2,774.82	346.85	346.85	3,468.52	
	Total	49,446.98	39,557.58	4,944.70	4,944.70	49,446.98	