

# *Transportation Improvement Program*

*Fiscal Years 2024 - 2027*

*Belmont-Ohio-Marshall  
Transportation Study*

Prepared by:

Belomar Regional Council and  
Interstate Planning Commission

# **TRANSPORTATION IMPROVEMENT PROGRAM**

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Prepared in cooperation with U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the West Virginia Department of Transportation, the Ohio Department of Transportation, the local transit authorities, and local governments.

## **I. INTRODUCTION**

The Transportation Improvement Program (TIP) for the Belmont-Ohio-Marshall Transportation Study (BOMTS) area includes projects and programs for which implementation is anticipated in the next fiscal year and the following three years. The TIP functions as the formal listing of locally endorsed projects. In general, federally funded projects are required to be included in the program as a prerequisite to expending US DOT federal surface transportation funding. Programming of projects herein is on a July 1 fiscal year basis. Counties within the BOMTS area include Belmont County in Ohio as well as both Ohio and Marshall Counties in West Virginia.

Infrastructure Investment and Jobs Act (IIJA) and its predecessors, Fixing America's Surface Transportation Act (FAST ACT) and Moving Ahead for Progress in 21<sup>st</sup> Century Act (MAP-21) have included the provision for preparing a TIP and its contents. These requirements relate to:

- public involvement
- financial constraint
- prioritization
- performance measures and targets

With regard to public involvement, the regulations require that the proposed TIP be published or otherwise made readily available for review and comment. Additionally, the planning process is to support early and continuing involvement of the public in developing plans and TIPs. Belomar's Participation Plan has been followed in the development of this program.

Regarding financial constraint, it is acknowledged that the State, by regulation, is responsible for the selection of the vast majority of projects included in this program. In the selection process, each State ensures that all projects, urban and rural, collectively achieve financial constraint on a statewide basis. Detailed documentation regarding financial constraint is provided in the West Virginia Statewide Transportation Improvement Program (STIP) and the Ohio STIP, and is available for review at the websites of the respective state agencies. It is also acknowledged that while the State is primarily responsible for project selection, the MPO is responsible for reviewing and approving all TIP projects, regardless of what agency selected the project or who is identified as the project sponsor. Belomar does not alter the fiscal year in which the State has programmed any given project. As such, the programming of projects herein represents consistency with funding levels anticipated to be available, and no further financial planning is deemed necessary beyond the funding tables provided. The only exception to this position is in regards to local suballocated STBG and CMAQ funded projects in Belmont County. There are no suballocated funds available for use in the West Virginia portion of the study area. For the Belmont County funds, a separate table is provided to demonstrate financial constraint. While one State may prefer to have the financial documentation presented in a different fashion, Belomar feels that it is more appropriate to present the funding tables in a consistent manner for both West Virginia and Ohio. It is felt that this will avoid any confusion among Policy Committee members, as well as the general public.

Regarding project prioritization, Belomar has established a prioritization procedure which is reflected in the TIP.

FAST Act and MAP-21 also emphasize performance measures be addressed through the transportation planning and programming process. Seven (7) key areas have been identified for performance measures and states are required to establish performance targets in support of these goals. Currently, ODOT and WVDOT have developed performance targets for the seven key areas.

The MPO has the option to approve statewide targets or develop MPO targets. Belomar has elected to approve statewide targets. Projects in support of performance targets will be included in this program as needed.

While the TIP is primarily intended to identify federally funded projects, regulations require the identification of regionally significant projects which are non-federally funded. Regulations further require that the TIP include only projects that are consistent with the transportation plan. All projects included herein have been determined to be consistent with the MPO transportation plan.

The area was previously designated as non-attainment of Ozone and PM<sub>2.5</sub> 1997 National Ambient Air Quality Standards (NAAQS). This required an emissions based conformity analysis and transportation conformity determination. The area is redesignated as attainment of the 1997 PM<sub>2.5</sub> NAAQs by USEPA. PM<sub>2.5</sub> NAAQs have been revoked and PM<sub>2.5</sub> conformity is not required. The 1997 Ozone NAAQs were also revoked in April, 2015 by the USEPA and conformity was not required. However, pursuant to a United States Court of Appeals for Washington, D.C. ruling issued on February 16, 2018, an Ozone conformity determination is needed again. As per recent interagency consultation, a qualitative conformity determination of the FY2024 - FY2027 TIP is needed.

The following agencies have provided input into the development of this document: the West Virginia Department of Transportation (WVDOT), the Ohio Department of Transportation (ODOT), the Ohio Valley Regional Transportation Authority (OVRTA), the Eastern Ohio Regional Transit Authority (EORTA), the Belomar Regional Council and Interstate Planning Commission (Belomar), the BOMTS Technical Advisory Committee, and the local municipal and county governments.



## **II. GLOSSARY OF ABBREVIATIONS**

### **AGENCIES (TRANSPORTATION)**

Federal	FHWA	Federal Highway Administration
	FTA	Federal Transit Administration
State	ODOT	Ohio Department of Transportation
	WVDOT	West Virginia Department of Transportation
Local	EORTA	Eastern Ohio Regional Transit Authority
	OVRTA	Ohio Valley Regional Transportation Authority

### **FEDERAL FUNDING TYPES**

BR	Bridge Replacement and Rehabilitation
CMAQ	Congestion Mitigation Air Quality
ER	Emergency Relief
IM	Interstate Maintenance
HHP	High Priority Project
HSIP	Highway Safety Improvement Program
NHPP	National Highway Performance Program
NHS	National Highway System
NRT	National Recreation Trail
Section	5307 FTA Urbanized Area Formula Program
Section	5309 FTA Capital Program
Section	5310 FTA Elderly and Persons with Disabilities Program
STBG	Surface Transportation Block Grant
STP	Surface Transportation Program
TAP	Transportation Alternative Program

### **NON-FEDERAL FUNDING TYPES (OHIO)**

002	State Highway Operating Fund (Fuel Tax)
041	State Highway Obligation Construction Fund (Bonds)
4BG	Issue #2 or Local Government Funds
Dbt Serv	Debt Service

### **HIGHWAY ROUTE DESIGNATIONS**

CR	County Route
I, IR	Interstate Route
SR	State Route (also WV)
TR	Township Route
US	United States Route

### **PHASE OF WORK**

C	Construction
ENV	Environmental/Work
P	Plans, Preliminary Engineering and Environmental Work
R	Right-of-Way

### **OTHER**

ECL	East Corporate Limit
FY	Fiscal Year
I/C	Interchange
I/S	Intersection
JCT	Junction
N	Non-Federal
N/A	Non-Applicable
NCL	North Corporate Limit
SCL	South Corporate Limit
WCL	West Corporate Limit

### **III. GOALS AND OBJECTIVES AND PERFORMANCE MEASURES**

Transportation goals and objectives have been developed for all long range plans prepared by the Belomar Regional Council. The Long Range Transportation Plan for 2045 was approved in November, 2021. The goals and objectives of this plan were prepared and adopted as per the requirements of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. These are also consistent with the requirements of the Fixing America's Surface Transportation Act (FAST Act). The goals and objectives are associated with the applicable performance measures. The long range plan considers the existing land use and future developments.

Under Section 1203 of Map-21 as amended by the FAST Act, Congress established goals for seven key areas to address the problems facing the U.S. Transportation system including, Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. In order to meet the new statutory requirements, the FHWA, through several rulemakings, established requirements for performance management. Transportation performance management is defined by the FHWA as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Throughout this document discussion on performance measures and targets is included as needed.

Federal Transit Administration (FTA) through rulemaking established transit performance measures and targets. Transit performance measure and targets are included here.

Performance measures and targets have been prepared in support of seven national goals. The performance measures were identified by the FHWA/FTA and statewide targets were prepared by ODOT and WVDOT. Belomar opted to approve and support statewide targets. Performance measures were identified by three separate final rules and are referred to as PM1 (Safety), PM2 (Pavement and Bridge Condition) and PM3 (Congestion and CMAQ). Transit providers and states have also prepared state of good repair (SGR) targets. In addition, transit providers have prepared Transit Asset Management Plans. In addition, transit providers were required to set safety targets and prepare a safety plan.

#### ***Mission Statement***

To maintain and enhance the transportation system for the mobility of people and the movement of goods in a manner which supports the economic vitality of and the quality of life in the region.

## Goals and Objectives

The TIP goals and objectives are consistent with the goals and objectives of the Long Range Transportation Plan for 2045 and are presented below:

<b>Goal: Promote efficiency of operation and emphasize preservation of existing transportation system.</b>	
<b>Objectives:</b> <ul style="list-style-type: none"> <li>Improve traffic flow by operational improvements such as optimizing signal timings, channelization, spot improvements, and Intelligent Transportation Systems.</li> </ul>	<b>Performance Measures:</b> <p>Establish benchmark travel times in key corridors. (PM3)</p> <p>Establish travel time targets. (PM3)</p>
<ul style="list-style-type: none"> <li>Facilitate maintenance strategies and schedules that are based on service life and degree of deterioration e.g. State Pavement Management Systems' based repairs.</li> </ul>	<p>Cooperatively work with WVDOT and ODOT to establish targets for the pavement condition and bridge condition improvements. (PM2)</p> <p>Support the programming of projects that will facilitate attainment of statewide targets. (PM1, PM2, PM3)</p> <p>Identify tools and techniques that will help the local governments in developing pavement condition based maintenance programs. (PM2)</p>
<ul style="list-style-type: none"> <li>Measure system's performance based on Level of Service (LOS) criteria and strive to maintain an acceptable LOS</li> </ul>	<p>Determine LOS of key corridors. (PM3)</p> <p>Identify improvements for key locations with LOS E or worse. (PM3)</p>
<ul style="list-style-type: none"> <li>Promote transit and facilitate a planned fleet replacement schedule.</li> </ul>	<p>Work with the transit provider to establish targets for the state of good repair. (SGR)</p>
<ul style="list-style-type: none"> <li>Preserve and enhance transit facilities and non-motorized facilities such as multi-use trails.</li> </ul>	<p>Work with the transit providers to establish acceptable benchmarks for the condition of assets and facilities. (SGR)</p> <p>Work with the local jurisdictions to establish acceptable benchmark for the condition of multi-use trails. (PM1, PM3)</p>

<b>Goal: Increase Safety</b>	
<b>Objectives:</b> <ul style="list-style-type: none"> <li>Obtain and analyze accident data.</li> </ul>	<b>Performance Measures:</b> <p>Cooperatively work with WVDOT and ODOT to develop targets for reducing crash frequency, serious injuries and fatalities; reducing injury crashes and fatal crashes per vehicle mile traveled. (PM1)</p>
<ul style="list-style-type: none"> <li>Participate in the identification of high hazard locations.</li> </ul>	<p>Work cooperatively with the states in attaining safety targets. (PM1)</p>
<ul style="list-style-type: none"> <li>Facilitate the development of projects that enhance the safety of people and goods movement.</li> </ul>	<p>Support safety projects designed to achieve targets. (PM1)</p>

<b>Goal: Increase Accessibility and Mobility Options</b>	
<b>Objectives:</b> <ul style="list-style-type: none"> <li>Improve the mobility of those traditionally under served by existing transportation systems.</li> </ul>	<b>Performance Measures:</b> <p>Conduct accessibility study of transit for identifying access gaps. (TAM)</p>
<ul style="list-style-type: none"> <li>Maintain, enhance, and expand transit service.</li> </ul>	<p>Identify revenue shortfall, funding sources and options for transit improvement. (TAM, SGR)</p>
<ul style="list-style-type: none"> <li>Optimize service delivery by promoting coordination among providers.</li> </ul>	<p>Work with the fixed route and on-demand transit providers to plan for a coordinated approach to optimize service delivery. (TAM)</p>
<ul style="list-style-type: none"> <li>Study accessibility of freight terminals and major generators in the area.</li> </ul>	<p>Review accessibility of major generators and freight terminals. (PM3)</p>
<ul style="list-style-type: none"> <li>Review the functional class system.</li> </ul>	<p>If needed, revise functional class to address any identified access issue or freight movement issue. (PM3)</p>
<ul style="list-style-type: none"> <li>Maintain, enhance and expand existing multi-use trails with emphasis on developing interconnected network of trails.</li> </ul>	<p>Conduct accessibility study for multi-use trails for equitable access and access points. (PM1)</p>

<b>Goal: Enhance Intermodal Connectivity and Integration</b>	
<b>Objectives:</b>	<b>Performance Measures:</b>
<ul style="list-style-type: none"> <li>Ensure viability and maintenance of existing intermodal facility.</li> </ul>	Support maintenance schedules and projects for the intermodal facility. (TAM, SGR)
<ul style="list-style-type: none"> <li>Improve intermodal transfers where needed.</li> </ul>	Review access to intermodal transfer locations for waterborne freight. (TAM, PM3)  Identify and address issues regarding on-time freight delivery. (PM3)
<ul style="list-style-type: none"> <li>Facilitate the development of an integrated multi-modal transportation system.</li> </ul>	Support projects that integrate multi-modal system. (PM3, TAM)  Support an interconnected multi-use trails system. (PM1)

<b>Goal: Support Economic Vitality by Enabling Competitiveness, Productivity and Efficiency</b>	
<b>Objectives:</b>	<b>Performance Measures:</b>
<ul style="list-style-type: none"> <li>Identify the existing and future development areas and address transportation needs.</li> </ul>	Support and facilitate the preparation of Land Use plans that identify current and proposed land use activity. (PM3)
<ul style="list-style-type: none"> <li>Develop transportation projects that enhance existing developments and promote future growth.</li> </ul>	Support planned access to committed economic development sites. (PM1, PM3)  Support access management projects. (PM3)
<ul style="list-style-type: none"> <li>Optimize the use of existing networks to accommodate both existing and new developments.</li> </ul>	Support center turn lanes where needed. Support projects designed to improve access and traffic flow. (PM3)
<ul style="list-style-type: none"> <li>Improve travel time to major activity centers.</li> </ul>	Establish benchmark travel times in key corridors. (PM3)  Identify improvements needed. (PM3)
<ul style="list-style-type: none"> <li>Identify projects that facilitate efficient freight movement to, from and through the area.</li> </ul>	Identify alternatives to address freight shippers' concerns. (PM3)

<b>Goal: Protect and Enhance the Environment</b>	
<b>Objectives:</b> <ul style="list-style-type: none"> <li>Identify ways to improve air quality.</li> </ul>	<b>Performance Measures:</b> <p>Cooperatively work with the state agency to ensure that the area is meeting the National Ambient Air Quality Standards (NAAQS). (PM3)</p>
<ul style="list-style-type: none"> <li>Develop strategies to reduce emissions.</li> </ul>	<p>Support statewide strategies to reduce emissions. (PM3)</p> <p>Identify and improve Park and Ride locations. (PM3)</p>
<ul style="list-style-type: none"> <li>Ensure equity in the benefits of transportation system.</li> </ul>	<p>Conduct project analysis to ensure equity and no disproportionate adverse effect on any one area or one population group.</p>
<ul style="list-style-type: none"> <li>Protect recreational and other environmentally sensitive areas.</li> </ul>	<p>Support statewide initiatives to protect the environment from the adverse effects of shale drilling. (PM3)</p> <p>Cooperate with the state agencies in timely determination of adverse effects of transportation projects and plans. (PM3)</p>
<ul style="list-style-type: none"> <li>Promote consistency of transportation improvements with state and local plans.</li> </ul>	<p>Ensure that regional goals are consistent with the state and local goals.</p> <p>Consider local economic and comprehensive plans in the development of long range transportation plan.</p> <p>Select projects that are consistent with the state and local plans. (PM1, PM2, PM3)</p>

<b>Goal: Support Security</b>	
<b>Objectives:</b> <ul style="list-style-type: none"> <li>• Participate in the need assessment for systemwide security.</li> </ul>	<b>Performance Measures:</b> <p>Support the state and local efforts geared towards security of transportation networks. (PM3)</p>
<ul style="list-style-type: none"> <li>• Facilitate development of projects that enhance security of critical network links.</li> </ul>	<p>Support EMS and Homeland Security projects.</p>
<ul style="list-style-type: none"> <li>• Participate in the development of plans for mass movement of people during emergencies.</li> </ul>	<p>Support plans and projects designating evacuation routes.</p> <p>Support service plans along these routes; support signing of evacuation routes.</p>
<ul style="list-style-type: none"> <li>• Participate in the development of hazard mitigation plans for the area.</li> </ul>	<p>Work with the Emergency Management Services Departments of each County to assess needs and develop strategies for hazard mitigation.</p>

<b>Goal: Accelerate Project Delivery</b>	
<b>Objectives:</b> <ul style="list-style-type: none"> <li>• Ensure delays if any, at regional level, are minimized.</li> </ul>	<b>Performance Measures:</b> <p>Cooperatively work with the states to minimize delays. (PM3)</p>

## Performance Measures and Targets

In order to support the goals established in Section 1203 of Map-21 as amended by the FAST Act several performance measure rules were established. These were split into several Performance measure rules, PM1: Safety Performance Management, PM2: Pavement and Bridge Performance Management, PM3: System Performance Management, Transit Asset Management, and Transit Safety Performance Management. Each rule has several measures for which the state and MPO must establish targets.

### PM1

In accordance with the Safety Performance management final rule State DOT's and MPO's are required to establish and report on targets for five performance measures set in [23 CFR 490.207(a)(1) through (a)(5)]. The measures that must be established and reported on are:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

### PM2

In accordance with the Pavement and Bridge Performance Management final rule State DOT's and MPO's are required to establish and report on targets for six performance measures set in [23 CFR 490.307(a)(1) through (a)(4)] and [23 CFR 490.407(c)(1) and (c)(2)]. These measures are:

1. Percentage of Interstate pavements in Good condition
2. Percentage of Interstate pavements in Poor condition
3. Percentage of non-Interstate NHS pavements in Good condition
4. Percentage of non-Interstate NHS pavements in Poor condition
5. Percentage of NHS bridges in Good condition
6. Percentage of NHS bridges in Poor condition

Definitions of Good and Poor can be found in 23 CFR Part 490 Subparts C and D.

### PM3

In accordance with the System Performance/Freight/CMAQ Performance Measures Final Rule, State DOT's and MPO's are required to establish and report on targets for system performance, freight, and CMAQ performance set in [23 CFR 490.507(a)(1) and (a)(2)], [23 CFR 490.607], [23 CFR 490.707 (a) and (b)], and [490.807]

1. Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure)
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure)
3. The performance measure to assess freight movement on the Interstate System is the: Truck Travel Time Reliability (TTTR) Index (referred to as the Freight Reliability measure).
4. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (referred to as the PHED measure)
5. Percent of Non-Single Occupancy Vehicle Travel.



6. The performance measure for the purpose of carrying out the CMAQ Program and for State DOTs to use to assess on-road mobile source emissions is “Total Emissions Reduction,” which is the 2-year and 4-year cumulative reported emission reductions, for all projects funded by CMAQ funds, of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) under the CMAQ program for which the area is designated nonattainment or maintenance.

While each state must set its own target, MPO’s have the option to either support statewide targets and agree to plan and program projects so that they contribute toward the relevant State DOT target or set their own targets for each measure. Both Ohio and West Virginia have established statewide targets. Belomar Regional Council and Interstate Planning Commission has chosen to support Ohio’s statewide targets for Belmont County and West Virginia’s statewide targets for Ohio and Marshall Counties. Belomar will plan and program projects so they contribute towards the accomplishment of ODOT and WVDOT’s goals for each of the performance measures.

## **SAFETY (PM1)**

The Federal Rule 23 CFR 490 requires states and Metropolitan Planning Organizations (MPOs) to establish targets for five safety performance measures applicable to all public roads. The five performance measures are; number of fatalities, number of serious injuries, fatality rate, serious injury rate and number of non-motorized fatalities and serious injuries. While states must develop targets, MPOs have an option to adopt the state’s target or set their own targets. MPOs can establish targets by either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target for that performance measure or committing to a quantifiable target for the metropolitan planning area. State DOT’s are required to set annual targets by August 31<sup>st</sup>, with MPO’s establishing targets within 180 days by February 27<sup>th</sup>. The safety targets were first adopted in CY2018 and are adopted annually. The current safety targets are for the CY2023. Based on averages from 5-year crash data, 2020 safety targets will be adopted by February 27, 2020. Starting in March 2020 and annually thereafter the FHWA will notify State DOT’s whether they met or made significant progress toward meeting safety performance targets.

The first FHWA assessment revealed that for ODOT, 3 out of 5 targets were not met and for WVDOT, 2 out of 5 were not met. Based on the baseline data and targets, FHWA concluded that WVDOT met or made significant progress toward achieving 2018 targets and that ODOT has not met or made significant progress. ODOT missed targets were the number of fatalities, rate of fatalities and the number of non-motorized fatalities and serious injuries. WVDOT missed targets were the number of fatalities and the number of non-motorized fatalities and serious injuries.

Both Ohio and West Virginia have established annual statewide targets. Belomar Regional Council and Interstate Planning Commission has adopted Ohio’s statewide safety targets for Belmont County and West Virginia’s statewide targets for Ohio and Marshall counties. Belomar will plan and program projects so they contribute towards the accomplishment of ODOT and WVDOT’s safety targets for the performance measures. The recent safety targets are:

### **Ohio**

ODOT’s CY2023 Safety Targets are:

- 1,173 Number of Fatalities
- 7,649 Number of Serious injuries
- 1.04 Rate of Fatalities

- 6.77 Rate of Serious Injuries
- 824 Frequency of non-motorized fatalities and non-motorized serious injuries.

The following Baselines for ODOT used to set targets uses averages from CY2017 – 2021 crash data.

- 1,197.2 Number of Fatalities
- 7,805.6 Number of Serious Injuries
- 1.06 Rate of Fatalities
- 6.91 Rate of Serious Injuries
- 840.4 Frequency of Non-motorized Fatalities and Non-motorized Serious Injuries.

ODOT and ODPS have adopted an overall goal for a 2% annual reduction in each of the measures after reviewing historical crash trends and external factors.

In Ohio's FY2024 – FY2026 STIP, safety projects costing over \$502 million are programmed. In Belmont County, \$7.3 million are programmed for the safety project. The MPO is also contributing over 380,000 from the MPO STBG suballocated funds for guardrail improvements.

## **West Virginia**

WVDOT's CY2023 Targets are:

- 262.1 Number of Fatalities
- 854.8 Number of Serious injuries
- 1.69 Rate of Fatalities
- 5.97 Rate of Serious Injuries
- 76.3 Frequency of non-motorized fatalities and non-motorized serious injuries.

WVDOT's Baseline using crash data for CY2014 – CY2018:

- 281.2 Number of Fatalities
- 909.6 Number of Serious injuries
- 1.639 Rate of Fatalities
- 5.245 Rate of Serious Injuries
- 87.0 Frequency of non-motorized fatalities and non-motorized serious injuries.

In West Virginia's 2023 to FY2028 STIP, safety projects costing over \$143 million are programmed. In the City of Wheeling, a project costing over \$25 million has been obligated and is underway. This project includes safety improvements in the downtown area.

Belomar will plan and program safety projects for the locations identified by WVDOT with MPO input. Projects will be programmed based on WVDOT schedule. Belomar will cooperate with WVDOT in the preparation of a performance report showing progress towards achieving the established targets.

Within the three-county region single vehicle crashes, including the roadway departure crashes, is the predominant crash type. Roadway departure crashes are also the emphasis area in West Virginia Strategic Highway Safety Plan (SHSP) and Ohio SHSP.

West Virginia MPOs, with the exception of Huntington TMA, do not receive suballocated funds. Belomar cooperates with the WVDOT in safety project identification, including HSIP funded projects. Belomar also cooperates and supports programming and scheduling of these projects. In addition, Belomar participates in the highway safety planning process of both states by attending meetings, conferences and providing input for the state SHSP.

Projects in the three county region are selected based on the statewide criteria and programmed as per state schedule to meet the safety targets. MPO role is limited to co-operation with the state and to program projects in the MPO TIP. Belomar has included all projects to date as per requests from ODOT and WVDOT. In Belmont County, Belomar has participated with suballocated funds in safety improvement projects sponsored by ODOT and locals. The suballocated CMAQ and STBG funds are used to partially fund these projects.

### **Targets for the Bridge and Pavement Performance Measures (PM2)**

The Federal Rule 23 CFR 490 requires that the states and Metropolitan Planning Organizations establish targets for the bridge and pavement performance measures on the interstates and other National Highway System (NHS) routes. Bridges and pavement performance measures followed safety performance measures (PM1) and are generally known as PM2.

States are required to prepare statewide targets, while MPOs can develop targets for the MPO area or elect to support statewide targets. The states have jurisdiction over the interstates and other NHS routes. Thus, Belomar has elected to support statewide targets and will plan and program projects in support of statewide targets. Each state has established targets based on the HPMS data and bridge condition data. Both states have established Pavement Management System (PMS) and report pavement condition data as required by the FHWA.

Two year and four-year targets are required for four performance measures for pavement conditions and two performance measures for bridge conditions. The pavement condition performance measures are percent of pavements in good condition and poor condition. For the interstates system, four-year targets were needed for the first performance period. However, starting with the second performance period, two year targets are also added. For the other non-interstate routes on the NHS systems, both two year and four-year targets are needed. Bridge targets are for the interstate bridges and are for a two year and four-year period. Bridge performance measures are the percentage of bridge deck area in good condition and poor condition.

Starting by October 1, 2018 (and every four years thereafter) states report targets for the relevant performance period with MPO establishing targets within 180 days of the state's target reporting date. On June 16, 2019 and annually thereafter the FHWA computes measures for the Interstate System for the annual determination of the minimum Interstate System condition level and biennial determination of significant progress towards achieving targets (For the first performance period only, FHWA did not make a significant progress determination in 2020 for the 2-year targets for the Interstate pavement condition measure). On August 16, 2020 (and every two years thereafter) the FHWA computes biennial measures for determination of significant progress towards achieving targets. By October 1<sup>st</sup>, 2020 (and every four years thereafter) States will produce the first Mid Period Performance Update, where they will report the 2-year performance/condition and their progress toward targets. In this update States may also update the four-year targets, while also setting two year targets for the non-Interstate NHS. MPO's must either support or establish their own quantifiable targets within 180 days of the State target establishment. By October 1, 2022 (and every four years thereafter), State DOT's report their

4-year (end of performance period) progress to FHWA in their Full Performance Period Progress Report. WVDOT adjusted the four year targets after the first mid period update.

ODOT and WVDOT used the HPMS data for setting pavement targets and the National Bridge Inventory (NBI) data for setting bridge targets. The ODOT and WVDOT pavement and bridge targets for the 2<sup>nd</sup> period (2022 – 2026) are as follows:

### Infrastructure Condition Targets (PM2)

Measure	2-Year Target	4-Year Target
% Interstate Pavement: Good	N/A	>55%
% Interstate Pavement: Poor	N/A	<1%
% Non-Interstate NHS Pavement: Good	>40%	>40%
% Non-Interstate NHS Pavement: Poor	< 2%	<2%
% NHS Bridges: Good	>55%	<55%
% NHS Bridges: Poor	<3%	<3%

In Ohio, over \$2 billion is programmed for pavement and bridge projects during FY2024 – FY2027. In Belmont County, over \$113 million are programmed for the four fiscal years. Belomar will continue to plan and program projects in support of ODOT's infrastructure targets.

For the West Virginia STIP FY2023 – FY2028, over \$1.6 billion is programmed for bridge projects and over \$1.3 billion is programmed for pavement improvement projects. Within Belomar's Transportation Improvement Program (TIP), over \$24.6 million worth of bridge repairs are included and \$15.3 million pavement projects are included. Belomar will continue to support bridge and pavement projects in the area.

On the West Virginia side, WVDOT is in the process of finalizing the PM2 and PM3 targets. Upon receipt of these targets, Belomar will have 180 days to formally adopt the targets. Currently adopted WVDOT targets for the 2018 – FY2021 period were adjusted for midterm correction. The baseline, 2-year and 4-year targets with midterm adjustments are presented below:

### WVDOT Performance Trend and Target Summary

Performance Measure	Baseline Performance (2017)	2-Year Performance (2019)	2-Year Target (2019)	Significant Progress (2019)	4-Year Target (2021)	4-Year Adjustment (2021)
Percentage of Pavements of the Interstate System in Good Condition	73.4%	80.6%			75.0%	
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	0.0%			4.0%	
Percentage of Pavements of the Non-Interstate NHS in Good Condition	40.9%	43.0%	40.0%	Yes	45.0%	
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.2%	2.0%	5.0%	Yes	5.0%	
Percentage of NHS Bridges Classified as in Good Condition	13.9%	11.6%	14.0%	No	16.0%	11%
Percentage of NHS Bridges Classified as in Poor Condition	11.9%	13.5%	10.0%	No	10.0%	13%
Percent of the Person-Miles Traveled on the Interstate that are Reliable	99.8%	99.1%	98.0%	Yes	96.0%	
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	91.9%	93.7%			87.0%	
Truck Travel Time Reliability (TTTR) Index	1.21	1.28	1.25	No	1.30	1.40
Total Emission Reductions: PM2.5	0.092	0.122	0.092	Yes	0.092	
Total Emission Reductions: PM10	0.000	0.133	0.000	Yes	0.000	

### TRAVEL TIME RELIABILITY TARGETS (PM3)

The performance measure to assess the performance of the NHS is travel time on interstates and other non-interstate NHS routes. States are required to establish 2-year and 4-year targets within a performance period of four years. Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a normal travel time (50th percentile). The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. FHWA's National Performance Management Research Data Set (NPMRDS) is used for the travel time data.

Separate targets are also set for the Truck Travel Time Reliability (TTTR). This is the ratio of 95th percentile travel time to 50th percentile travel time.

Truck Travel Time Reliability (TTTR) is the ratio generated by dividing the 95th percentile travel time by the normal time (50th percentile) for each Interstate segment. The TTTR Index is established by multiplying each segment's largest reliability ratio of five reporting periods by its length then dividing the sum of all length-weighted segments by the total length of Interstate.

By October 1, 2018 (and every four years thereafter) states Reported targets for the performance period with MPO establishing targets within 180 days of the state's target reporting date. On August 16, 2020 (and every two years thereafter) the FHWA computes biennial measures for determination of significant progress towards achieving targets for Non-Interstate NHS pavement measure. For the first performance period only the FHWA will not make a significant progress determination in 2020 for the 2-year targets for the non-Interstate NHS Travel Time Reliability measure. By October 1<sup>st</sup>, 2020 (and every four years thereafter) States will produce the first Mid Period Performance Update, where they will report the 2-year performance/condition and their progress toward targets. In this update States may also update the four-year targets, while also setting two year targets) for the non-Interstate NHS. MPO's must either support or establish their own quantifiable targets within 180 days of the State target establishment. By October 1, 2022 (and every four years thereafter), State DOT's report their 4-year (end of performance period) progress to FHWA in their Full Performance Period Progress Report. ODOT has established 2022 – 2026 PM3 targets and the statewide targets are adopted by the MPO. Belomar Regional Council supports statewide targets. The statewide targets and related narrative from ODOT and WVDOT are presented below.

#### ODOT Travel Time Reliability Targets (PM3)

Measure	2-Year Target	4-Year Target
% of Person-Miles Traveled on the Interstate that are Reliable	>85%	>85%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	N/A	>80%
Level of Truck Travel Time Reliability (LOTTR)	<1.50	<1.50

The data to assess travel time reliability and establish targets is sourced from FHWA's National Performance Management Research Data Set (NPMRDS). ODOT is participating in FHWA's Performance Management Analytical Tool pooled fund study where a contractor assists states in calculating NPMRDS travel time reliability metrics. Belomar will support projects that will improve TTR and TTTR.

### WVDOT Travel Time Reliability Targets (PM3)

Performance Measure	Baseline Performance (2017)	2-Year Performance (2019)	2-Year Target (2019)	Significant Progress (2019)	4-Year Target (2021)	4-Year Adjustment (2021)
Percent of the Person-Miles Traveled on the Interstate That are Reliable	99.8%	99.1%	98.0%	Yes	96.0%	
Percent of the Person-Miles Traveled on the Non-Interstate NHS That are Reliable	91.9%	93.7%			87.0%	
Truck Travel Time Reliability (TTTR) Index	1.21	1.28	1.25	No	1.30	<b>1.40</b>

West Virginia 2022 – 2026 PM2 and PM3 targets are not due until July 2023. MPO will support statewide targets and adopt these prior to the July deadline. The currently adopted targets were adjusted as shown in the “4-Year Adjustment” column in the above table.

### CMAQ EMISSION REDUCTION TARGETS (PM3)

Emission reduction targets are required for the USEPA designated non-attainment and maintenance areas. The current status of the three counties in the MPO area is maintenance for Ozone and PM2.5. ODOT and WVDOT have established statewide targets for emissions reductions. These targets and associated narrative are presented below:

#### Total CMAQ Emission Reduction Performance Measures

Federal rule 23 CFR 490.807 establishes Total CMAQ Emission Reduction performance measures for the USEPA designated air quality nonattainment and maintenance areas. There are three mobile source pollutants Ohio is required to set performance targets for: Volatile Organic Compounds (VOCs), Nitrous Oxide (NOx), and Particulate Matter at 2.5 Micrometers in Diameter (PM2.5). For all three measures, ODOT is required to set both 2-year and 4-year targets within a four year performance period. The measures and targets are listed as follows:

#### ODOT Emission Reduction Targets

Total CMAQ Emission Reduction (PM3)		
Measure	2-Year Target	4-Year Target
Volatile Organic Compounds (VOC) Total Emission Reduction	>60.000 kg/day	>60.000 kg/day
Nitrous Oxide (NOx) Total Emission Reduction	>250.000 kg/day	>250.000 kg/day
Particulate Matter 2.5 (PM2.5) Total Emission Reduction	>30.000 kg/day	>30.000 kg/day

The targets reflect ODOT’s estimate of the emission reductions anticipated from future CMAQ projects in the 21 affected Ohio counties. The targets are based on the emissions data recorded in the Federal Highway Administration’s CMAQ Public Access Database.

Belomar will continue to use suballocated CMAQ funds provided by ODOT for CMAQ eligible projects in Belmont County. A rail to trail conversion project using MPO suballocated CMAQ funds (\$1,123,000) is programmed in the FY2024 – FY2027 TIP.

### **WVDOT Emissions Reduction Targets**

Performance Measure	Baseline Performance (2017)	2-Year Performance (2019)	2-Year Target (2019)	Significant Progress (2019)	4-Year Target (2021)	4-Year Adjustment (2021)
Total Emission Reductions: PM2.5	0.092	0.122	0.092	Yes	0.092	
Total Emission Reductions: PM10	0.000	0.133	0.000	Yes	0.000	

New 2022 – 2026 PM3 targets are not due until July 2023. Currently adopted PM3 targets are included here.

Since no suballocated funds are available from WVDOT, Belomar will continue to support WVDOT sponsored CMAQ projects in Ohio and Marshall Counties. No CMAQ funded project is included in the FY2024 – FY2027 TIP at this time. TIP can be revised as needed, at any time, by board action and WVDOT may request scheduling CMAQ projects at a later date.

### **TRANSIT ASSET MANAGEMENT**

Transit authorities were required to prepare a Transit Asset Management (TAM) plan by October 1, 2018. These plans include state of good repair (SGR) targets. SGR is defined as the condition in which capital asset is able to operate at a full level of performance. Initial TAM plan SGR targets were for the calendar year 2019. These are updated annually and the CY2023 targets are included here.

The two transit authorities, OVRTA and EORTA, need to address three of the four distinct asset categories under the TAM Final Rule. Due to the relatively small size, OVRTA and EORTA are classified as Tier II service providers. One of the categories is Rolling Stock (i.e., revenue vehicles), while another encompasses Equipment that includes assets that are over \$50,000 in acquisition value in addition to nonrevenue support and maintenance vehicles. The third asset category is Facilities that include administrative, maintenance and parking related structures that have supporting assets over \$10,000 in acquisition value used to operate various aspects of the system.

Being a Tier II service provider allows OVRTA and EORTA to be part of a group Tier II TAM Plan or each authority can do its own TAM Plan. OVRTA is participating in a Group Tier II TAM Plan developed by the West Virginia Division of Public Transit as many public transit vehicles, equipment and facilities are controlled by the State. These assets were purchased/built through the use of federal funds awarded to the State over the years and the acquisitions largely used State matching funds. The ODOT Office of Transit chose a different path by asking Tier II transit providers such as EORTA to develop its own TAM Plan. EORTA's TAM plan mimics, where applicable, the processes and procedures for determining the SGR for revenue vehicles used in the WV Group Tier II TAM Plan that includes OVRTA.



The first two categories of Rolling Stock and Equipment use either the performance measure of the percentage of assets that meet or exceed their useful life benchmark ranking in the WV Tier II Group TAM Plan. This can be defined as, but not limited to, years of service and/or accumulated mileage replacement criteria that exceed the current FTA eligibility replacement criteria and/or, where applicable, the useful service life of equipment from the Belomar Long Range Transportation Plan for 2045. The Facility classification uses the performance measure of percentage of asset with a condition rating below 3.0 on the FTA TERM scale. To that end, guidance has been provided by the FTA that allows for a visual assessment of the condition of this asset category and its major components. EORTA does not have any Facility assets.

Included below are the Useful Life and Condition Ranking definitions developed for the WV Tier II Group TAM Plan as well as the TAM Categories and Classification breakdown. More specifically, all vehicle and equipment useful life values with a combined average condition ranking value of 2 (poor) or 1 (bad) and a facility with a condition ranking of less than a 3.0 TERM value should be a candidate for replacement funding. With regards to the additional useful service life values in the Transportation Plan for 2045, the applicable years of service criterion for certain equipment assets is as follows: Service truck – 15 years; Supervisor’s vehicle 2 – 12 years; Bus shelters -15 years; and, Bus washer – 12 years. Using this information will assist in systematically and strategically addressing the needs for the OVRTA and the EORTA towards improving service by prioritizing investments to meet the SGR goals. It should be noted that rolling stock and equipment with a ranking value higher than 2 or a facility with a TERM value of 3 and above can be replaced/repared if funding is available and if all other assets meet the criteria for a SGR. Investments of this nature seek to maintain the assets of the two Authorities in a SGR at 100%. Further, if an asset meets or exceeds its SGR benchmark, it does not automatically become a funding priority but will be evaluated on a case-by-case basis for replacement/repair. Some items even when they meet or exceed the noted benchmarks may still be able to operate at its full level of performance.

#### Useful Life Definitions

Rank	% of Life Scale	Definition
5	0-1	Vehicle age ranges from new to full useful life
4	1.01 - 1.25	Vehicle exceeds useful life by up to 25%
3	1.26-1.50	Vehicle exceeds useful life by up to 50%
2	1.51 - 1.75	Vehicle exceeds useful life by up to 75%
1	1.75 +	Vehicle exceeds useful life by greater than 75%

#### Useful Mileage Definition

Rank	% of Mile Scale	Definition
5	0-1	Vehicle mileage ranges from new to full useful life mileage equivalent
4	1.01 - 1.25	Vehicle exceeds useful life mileage equivalent by up to 25%
3	1.26-1.50	Vehicle exceeds useful life mileage equivalent by up to 50%
2	1.51 - 1.75	Vehicle exceeds useful life mileage equivalent by up to 75%
1	1.75 +	Vehicle exceeds useful life mileage equivalent by greater than 75%



### Condition Ranking Definition

Rank	Category	Description
5	Excellent	Brand new, no major problems exist, only routine preventive maintenance.
4	Good	Elements are in good working order, requiring only nominal or infrequent minor repairs (greater than 6 months between minor repairs).
3	Fair	Requires frequent minor repairs (less than 6 months between repairs) or infrequent major repairs (more than 6 months between major repairs).
2	Poor	Requires frequent major repairs (less than 6 months between major repairs).
1	Bad	In poor condition that continued use presents potential problems.

### TAM Categories and Class

Category	Class	Definitions
Rolling Stock		
	12 Year/500K Miles	Large, heavy duty transit buses (approximately 35' - 40', and articulated buses)
	10 Year/350K Miles	Medium-size, heavy-duty transit buses (approximately 30')
	7 Year/250K Miles	Medium-size, medium duty transit buses (approximately 30')
	5 Year/150K Miles	Medium-size, light-duty transit buses (approximately 25 - 35')
	4 Year/100K Miles	Other light-duty buses such as small buses and regular and specialized vans
Facility		
	Admin, Maintenance, Storage	
	Transfer Center	
Equipment		
	Support Vehicles	Shop or support vehicles (Purchase price = \$50,000 +)
	Maintenance	Maintenance system such as lift system, bus wash priced at \$50,000+

### EORTA Asset Management Performance Targets

The performance measure for the rolling stock to be improved upon is the percentage of vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB). EORTA seeks to achieve/maintain the target of 0% of these assets meeting or exceeding ULB. As per the fleet replacement schedule in the 2045 Long Range Plan and programmed capital assets in the FY2021 – FY2024 Transportation Improvement Program (TIP), all revenue vehicles and equipment are better than a combined condition rating of 2.0 or less.

## TRANSIT ASSET MANAGEMENT PERFORMANCE

### EORTA Performance Measure and Targets

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
<b>REVENUE VEHICLES</b>						
<b>Age</b> - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	<i>AB - Articulated Bus</i>	N/A				
	<i>AO - Automobile</i>	N/A				
	<i>BR - Over-the-road Bus</i>	N/A				
	<i>BU - Bus</i>	0%	0%	0%	0%	0%
	<i>CU - Cutaway Bus</i>	0%	0%	0%	0%	0%
	<i>DB - Double Decked Bus</i>	N/A				
	<i>FB - Ferryboat</i>	N/A				
	<i>MB - Mini-bus</i>	N/A				
	<i>MV - Mini-van</i>	N/A				
	<i>RT - Rubber tire Vintage Trolley</i>	N/A				
	<i>SB - School Bus</i>	N/A				
	<i>SUV - Sport Utility Vehicle</i>	N/A				
	<i>TB - Trolleybus</i>	N/A				
	<i>VN - Van</i>	50%	0%	0%	0%	0%
	<i>Custom 1</i>	N/A				
	<i>Custom 2</i>	N/A				
	<i>Custom 3</i>	N/A				
<b>EQUIPMENT</b>						
<b>Age</b> - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	<i>Non Revenue/Service Automobile</i>	0%	0%	0%	0%	0%
	<i>Steel Wheel Vehicles</i>	N/A				
	<i>Trucks and other Rubber tire</i>	N/A				
	<i>Bus Shelters</i>	N/A				
	<i>Bus Washer</i>	0%	0%	0%	0%	0%
	<i>Custom 3</i>	N/A				
<b>FACILITIES</b>						
<b>Condition</b> - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	<i>Administration</i>	N/A				
	<i>Maintenance</i>	N/A				
	<i>Parking Structures</i>	N/A				
	<i>Passenger Facilities</i>	N/A				
	<i>Custom 1</i>	N/A				
	<i>Custom 2</i>	N/A				
	<i>Custom 3</i>	N/A				

### Proposed Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2021	Bus #40 Replacement	Revenue Vehicles	\$ 91,013	High
2021	Van #7 Paratransit Van Replacement	Revenue Vehicles	\$ 47,081	Medium
2022	Explorer Replacement	Equipment	\$ 26,027	Medium
2022	Bus Washer (84%)	Equipment	\$ 67,127	Medium
2023	Bus #41 Replacement	Revenue Vehicles	\$ 94,690	High
2023	Bus #42 Replacement	Revenue Vehicles	\$ 94,690	High
2023	Bus #43 Replacement	Revenue Vehicles	\$ 94,690	High
2024	GMC Pickup Replacement	Equipment	\$ 41,723	Medium
2024	Bus Shelter Replacement (14)	Equipment	\$ 91,360	Medium
2025	Bus #44 Replacement	Revenue Vehicles	\$172,634	Medium
2025	SUV	Equipment	\$ 90,000	Medium

At present, three replacement buses are on order to replace Bus #26, Bus #40, and Bus #41. Bus #41 was destroyed earlier.

FY2024 – FY2027 TIP includes:

- One Replacement Truck
- One Replacement Van
- One Replacement SUV
- One Replacement Bus Washer

## **Rolling Stock**

The performance measure for rolling stock to be improved on is the percentage of vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB). EORTA seeks to achieve/maintain the target of 0% of these assets meeting or exceeding the ULBs for all vehicles in this category.

- Medium, Heavy-Duty buses - 0% of this 1 bus will be replaced as the vehicle does not have a combined condition rating of 2.0 or less on the Useful Life/Mileage scale.
- Medium, Medium-Duty buses - 0% will be replaced, as none of the vehicles have a combined condition rating of 2.0 or less on the Useful Life/Mileage scale.
- Light-Duty buses/vans - 0% of the buses will be replaced as none of the vehicles have a combined condition rating of 2.0 or less on the Useful Life/Mileage scale.
- Light-Duty buses/vans - 50% of 2 vans (1 of 2) will be replaced as the van is nearing useful life by up to 50%.

## **Equipment**

The performance measure for equipment is the percentage of equipment over \$50,000 and nonrevenue vehicles that have met or exceeded their defined Useful Life Benchmark (ULB). EORTA seeks to maintain the target of 0% of these assets meeting or exceeding their ULB. This category includes the following assets:

- Garage service truck – 100% (1 service truck) of vehicles will be replaced as the service truck is nearing useful life by 50%.
- Supervisor vehicle – 100% (1 SUV) of vehicles will be replaced as the vehicle is nearing useful life by 50%.
- Bus shelters – 0% of shelters will have an age of 15 years or more.
- Bus washer (84%) – 0% of washer will have UL rating of 2.0 or less. One bus washer is programmed for replacement.

## **Facilities**

N/A

**TRANSIT ASSET MANAGEMENT PERFORMANCE TARGETS**  
**FY2023 OVRTA TARGET (WEST VIRGINIA)**

Category	Class	Performance Measure	2023 Target	2022 Actual	Action	Action Owner	Dependency
Rolling Stock	12 Year/500K Miles	SGR %		78%	Continue working with sub grantees to maintain robust maintenance program	WVDOT & Subgrantee	TAM Plan
	10 Year/350K Miles	SGR %		83%	Evaluate SGR of trolleys	Subgrantee	
	7 Year/200K Miles	SGR %		86%	Evaluate SGR of trolleys and prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan
	5 Year/150K Miles	SGR %		72%	Prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan
	4 Year/100K Miles	SGR %		76%	Prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan
					Enhance existing asset management tool to include PM reporting	WVDOT	AVIS
					Conduct analysis of fleet maintenance practice for identified systems	WVDOT	WVDOT System Reviews
Facility	Admin, Maintenance, Storage	SGR %	100%	100%	Maintain SGR for all facilities	WVDOT	WVDOT System Reviews AVIS
	Transfer Center	SGR %	100%	100%			
Equipment	Support Vehicles	SGR %		76%	Support vehicles not in consistent support service are brought into SGR or disposed	WVDOT & Subgrantee	WVDOT System Reviews AVIS
	Maintenance Equip	SGR %		63%	Maintain SGR for all equipment		

2021	Actual 2022	2023 Targets
76%	78%	79%
78%	83%	84%
82%	86%	87%
83%	72%	73%
78%	76%	78%
100%	100%	100%
100%	100%	100%
76%	76%	77%
82%	63%	65%

**Definition of State of Good Repair (SGR)**

WVDOT defines SGR as a system meeting the following criteria: --- All assets are functioning at their ideal capacity within their design life. --- The state's asset management system, AVIS, includes consistent, accurate and relatively current information on the status of each capital asset covered by the TAM. --- Each system has a maintenance program to ensure maintenance is performed per manufacturer requirements and intervals. ---No rolling stock assets are placed in revenue service with identified safety defects.

## **Rolling Stock**

The performance measure for rolling stock to be improved on is the percentage of vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB). Current Conditions are described below.

- Medium, Medium-Duty buses – 100 % of these 13 vehicles are within SGR
- Light-Duty buses/vans - 100% of these 2 vans are within SGR

## **Equipment**

The performance measure for equipment is the percentage of equipment over \$50,000 and nonrevenue vehicles that have met or exceeded their defined Useful Life Benchmark (ULB). Current conditions are described below:

- Garage service truck - 100% of vehicle is within SGR
- Supervisor vehicle - 100% of vehicle is within SGR
- Medium, Medium-Duty simulated Trolley - 100% of vehicle is within SGR
- Parallelogram hydraulic vehicle lifts - 0% of lifts will have an age of 20 years or more.
- Bus shelters - 0% of shelters will have an age of 15 years or more.
- Bus washer (16%) - 0% of washer will have an age of 12 years or more.
- Above ground storage tank (AST) and pumps - 0% of this asset will have an age of 20 years or more.
- Security/surveillance bus camera equipment - 0% of equipment will have an age less than the ULB of the rolling stock asset class in which it is installed.

## **Facilities**

The performance measure for facilities is the percentage of assets with a condition rating below 3.0 on the FTA Transit Economics Requirements Model (TERM) Scale. Current conditions are described below:

- OVRTA Office/Garage - The facility has a TERM scale rating of 3.0 or above.
- Intermodal Transportation Center - The facility has a TERM scale rating of 3.0 or above.

The OVRTA office and garage facility has a condition assessment score of 3.59, while the intermodal center facility has a score of 4.00. OVRTA has a roof replacement and outer wall structural repairs project in the FY2021 – FY2024 TIP.

In the FY2024 - FY2027 TIP, one replacement van, one replacement bus washer and two under 30' replacement buses are programmed.

## Transit Safety Management

The FTA has set measures for transit safety. The categories of safety performance measures for transit include:

- Fatalities: total number of reportable fatalities and rate per total unlinked passenger trips by mode.
- Injuries: total number of reportable injuries and rate per total unlinked passenger trips by mode.
- Safety events: total number of reportable events and rate per total vehicle miles by mode.
- System reliability: mean distance between failures by mode.

OVRTA/EORTA has an option to participate in the statewide PTASP or develop its own PTASP. OVRTA has opted to participate in the WVDOT (Division of Public Transit) preferred plan. EORTA has opted to participate in ODOT Office of Transit Plan. In doing so, OVRTA/EORTA agrees to support statewide efforts and projects to promote transit safety. The transit safety targets for OVRTA and EORTA are included in the statewide plans and are presented below.

### EORTA Safety Target For 2023

*For Bus Service:*

Safety Performance Category	Target
Fatalities (total number of NTD-reportable fatalities and rate per total vehicle revenue miles by mode)	0 annually 0 per 100k vehicle revenue miles
Injuries (total number of NTD-reportable injuries and rate per total vehicle revenue miles by mode)	0 annually 0 per 100k vehicle revenue miles
Safety events (total number of NTD-reportable events and rate per total vehicle revenue miles by mode)	0 per Year 0 per 100k vehicle revenue miles
System reliability (measured as revenue miles operated divided by the number of major mechanical failures)	Distance between failures 5,300.51 miles

*For Demand Response Service:*

Safety Performance Category	Target
Fatalities (total number of NTD-reportable fatalities and rate per total vehicle revenue miles by mode)	0 per year 0 per 100k vehicle revenue miles
Injuries (total number of NTD-reportable injuries and rate per total vehicle revenue miles by mode)	0 per year 0 per 100k vehicle revenue miles
Safety events (total number of NTD-reportable events and rate per total vehicle revenue miles by mode)	0 per year 0 per 100k vehicle revenue miles
System reliability (measured as revenue miles operated divided by the number of major mechanical failures)	Distance between failures 8,584.90 miles

**OVRTA Safety Target For 2023**

*For Bus Service:*

Safety Performance Category	Target
Fatalities (total number of NTD-reportable fatalities and rate per total vehicle revenue miles by mode)	0 annually Less than .05 per 1,000,000 vehicle revenue miles
Injuries (total number of NTD-reportable injuries and rate per total vehicle revenue miles by mode)	Less than 8 injuries per year Less than 10 major/minor injuries per 1,000,000 vehicle revenue miles
Safety events (total number of NTD-reportable events and rate per total vehicle revenue miles by mode)	Less than 8 major/minor reportable events per year Less than 10 major/minor reportable events per 1,000,000 vehicle revenue miles
System reliability (measured as revenue miles operated divided by the number of major mechanical failures)	Distance between Major Failures: Greater than 80,000 miles Distance between Minor Failures: Greater than 3,200 miles

*For Demand Response Service:*

Safety Performance Category	Target
Fatalities (total number of NTD-reportable fatalities and rate per total vehicle revenue miles by mode)	0 annually Less than .05 per 1,000,000 vehicle revenue miles
Injuries (total number of NTD-reportable injuries and rate per total vehicle revenue miles by mode)	Less than 1 injury per year Less than 10 major/minor injuries per 1,000,000 vehicle revenue miles
Safety events (total number of NTD-reportable events and rate per total vehicle revenue miles by mode)	Less than 1 major/minor reportable event per year Less than 10 major/minor reportable events per 1,000,000 vehicle revenue miles
System reliability (measured as revenue miles operated divided by the number of major mechanical failures)	Distance between Major Failures: Greater than 80,000 miles Distance between Minor Failures: Greater than 3,200 miles



## **IV. HIGHWAYS**

### ***Maintenance, Operation and Preservation***

In developing a financially constrained TIP, federal regulations require an assertion regarding the adequacy of the existing transportation system in terms of maintenance and operation, or preservation. This means that priority should be given to the maintenance and operation of the existing system including capital replacement. The inference is that the adequacy of the existing system, in terms of maintenance and operation, or preservation, should be established before funds are allocated to projects, within a financially constrained program, which expand the system. However, it should be understood that projects which expand the system can also represent capital replacement of inadequate facilities, in terms of operation. Further the operational aspects of such projects may take precedence over other considerations.

In addition to the specific projects included in this financially constrained program, state and local governments and/or agencies undertake an array of routine activities which contribute to the maintenance and operation, or preservation, of the existing transportation system. Collectively, activities such as pothole repair, crack sealing and culvert cleaning can significantly prolong the life of a facility, thereby minimizing the need for higher-cost activities, such as those included herein. Over time, cost effectiveness will dictate the appropriate course of action for a given facility.

Infrastructure Investment and Jobs Act and its predecessor, The FAST Act's emphasis on incorporating performance management in the planning process and establishing performance measures and setting performance targets will facilitate the measurement of adequacy of the existing transportation system. Performance targets have been set for all identified performance measures. These targets go through periodic evaluations of progress made toward achieving targets. Eventually, the attainment and/or progress to attain targets will determine the adequacy of the maintenance and operations of the existing system. FHWA would assess target achievement. Assessment will determine if the State has achieved or made significant progress toward achieving targets. In the absence of such assessment, at present, in terms of maintenance and operation or preservation, the MPO hereby certifies that, to the best of its knowledge, the local transportation system is being adequately operated and maintained. This is further confirmed by the type of projects included here. The projects are resurfacing, minor pavement rehabilitation, bridge repair and replacement, and emergency relief. It is assumed that the state has selected these projects based on established procedures that directly or indirectly relate to the adequacy of the existing system. While it is desirable to implement additional projects that would further improve the system, the above clearly demonstrates emphasis on maintaining the existing system. The funding summary provided identifies the amount of funds programmed for maintenance of the existing system.

### ***Belmont County***

As per ODOT guidance and policy, highway projects for Belmont County are programmed through FY2027. Given that project scheduling, as developed by ODOT, has not been altered by Belomar, all projects can reasonably be expected to be funded as programmed, based on federal authorizations and/or anticipated funding levels. The vast majority of the projects listed in the Belmont County highway portion of the TIP are financed through ODOT-managed funding sources. The table of Ohio Statewide Group Projects is also provided in the project listings. Definitions for the programs listed can be found in Appendix A. Statewide group projects are presented for information purposes only.

Project cost estimates in the TIP were developed by individual project sponsors. The year in which a project is programmed in the TIP reflects the cost of that project for that particular year.

ODOT suballocates limited federal funding for use in Belmont County for the STBG and CMAQ funding programs. As part of the development of the TIP, ODOT provided a forecast of these funds anticipated to be available during fiscal years 2024 through 2027.

An overall funding summary table is provided following the project listing of projects funded with MPO suballocated funds. A second table documents financial constraint of MPO suballocated funds throughout the program period. This table shows fund balances starting in FY2023. Several local projects and studies are under consideration for the utilization of suballocated funds. Sufficient funds are available for the programmed projects. Reasonable balances also exist, in later years, to cover for any unexpected or inflation related cost increases of the programmed projects. At present, no projects are programmed for the carbon reduction program. Funds for this program are shown in the suballocated funds table. The suballocated funds table is followed by a funding summary of ODOT group projects. As shown, programmed projects do not exceed ODOT projected funding levels, thus establishing financial constraint. Additional tables, provided by ODOT in support of financial constraint, are included in this document as Appendix B.

Regarding progress towards the implementation of major Transportation Plan projects, the following is noted.

- Wheeling Streetscape project is underway in downtown Wheeling.

The following pages identify projects currently programmed in Belmont County through FY2027. A map showing TIP projects is also included. A list of non-grouped projects in Belmont County is shown first, followed by the statewide grouped projects that are included for information purposes only. Summary tables of TIP funding is also included for non-grouped and grouped projects.

**COUNTY: BELMONT COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2024	FY2025	FY2026	FY2027	
80599	EXEMPT	BEL-IR70-14.24		I-70, SR331 Interchange modification.	25,988	MPO CMAQ	SIB Debt Service Garvee Bond	346	346	346	173	ODOT
89314	ANALYZED	BEL-CR29/Commons Mall Road.	1.66	From Mall Rd. south of I-70 to US40. New construction.	16,571	MPO STBG	SIB Dbt. Service Garvee Bond	394	378	374	370	BEL-TID
108050	EXEMPT	BEL-Barnesville Trail		From SW Corp. Line to Colonel Dr. near SR147. BIKE/PED path pavement.	2,900	MPO CMAQ MPO CMAQ CRP MPO CMAQ HSIP Local	ENV  P  C	296  53  800 1,451  200 100				Barnesville
108774	EXEMPT	BEL-National Rd. Tunnel		Bikeway tunnel under US40 St. Clairsville. Retaining wall/slope repair.	4,032	MPO STBG Local MPO STBG Local MPO STBG Local MPO STBG TAP MPO CMAQ CRRSSA Local	R  P  ENV  C	33  123 25  6 311  89 1,400  610  371 132 951				St. Clairsville
105296	EXEMPT	D11-GR-FY2023		Various routes and locations. Guardrail construction and repair.	2,206	STATE MPO STBG	C	1,681 381				ODOT
109893	EXEMPT	BEL-SR7 Traffic Study		SR7 Corridor Study from Powhatan Point to Shadyside.	200	MPO STBG	OTH	68				BOMTS

Modified: 10-17-23, Modified: 2-15-24

**COUNTY: BELMONT COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2024	FY2025	FY2026	FY2027	
106237	EXEMPT	BEL-SR7-19.75		0.9 miles east of Bridgeport. Replace existing bridge.	31,438	Major Pgm State Major Pgm. State Major Pgm. State Major Pgm. State	EVN  R  P  C	960 240 155 38	1,600 400 23,112 5,778			ODOT
120547	EXEMPT	BEL-IR-70-9.35		0.1 miles east and west of SR149 on I70. I70/SR149 interchange modification study and improvements.	31,000	State State	ENV C	1,000	30,000			ODOT
121055	EXEMPT	Belomar LRTP Update		Belomar Region Long Range Transportation Plan	35	STBG Planning Local	OTH		28 7			BOMTS

Amended: 2-15-2024

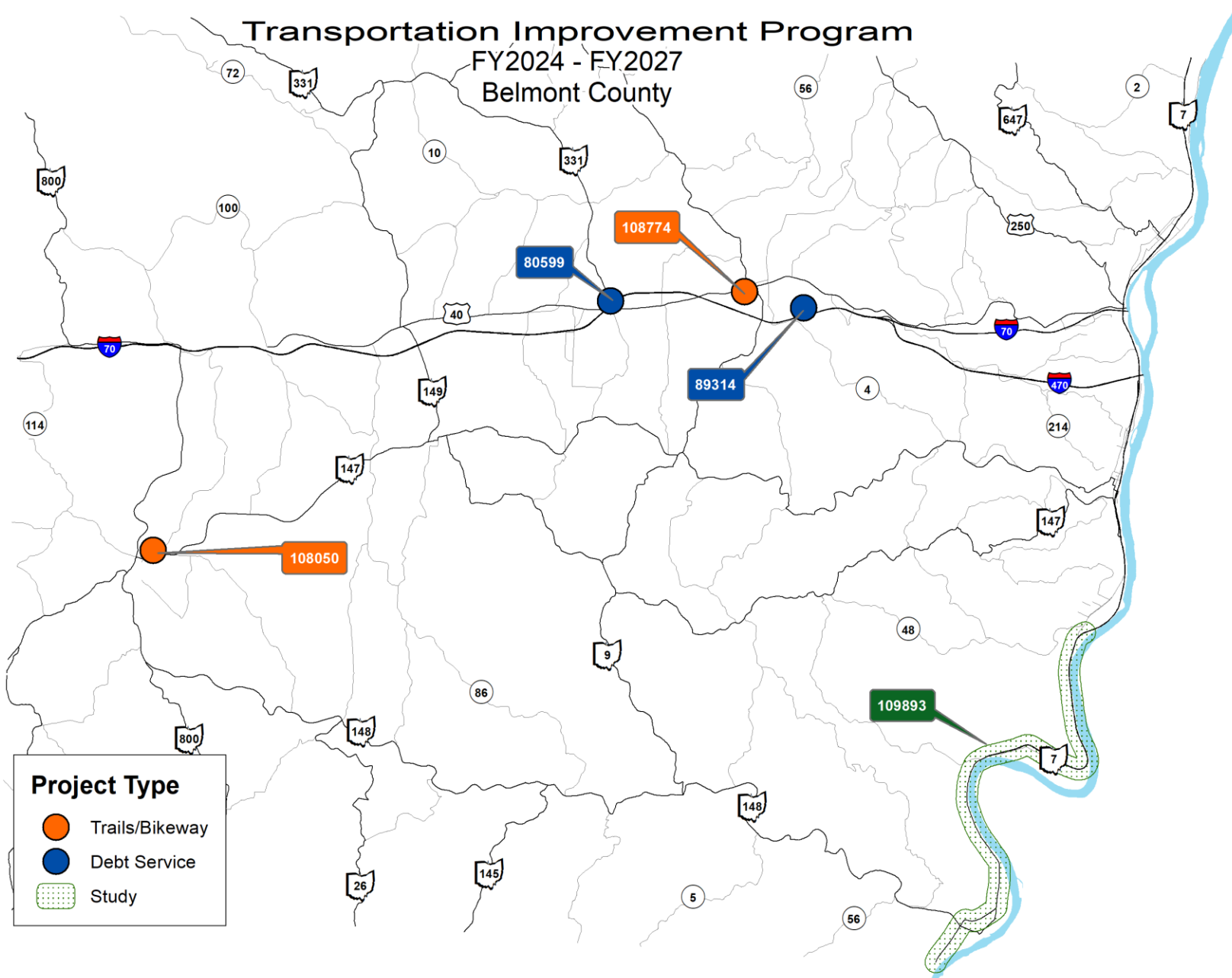
**BELMONT COUNTY**

***TIP FUNDING SUMMARY - HIGHWAY PROJECTS (IN 000'S)***

Fund Type	FY2024	FY2025	FY2026	FY2027	TOTAL
Surface Transportation Block Program (STBG) MPO	1,502	0	0	0	1,502
Transportation Alternatives (TA)	1,675	0	0	0	1,675
Congestion Mitigation/Air Quality (CMAQ)	1,100	0	0	0	1,100
Debt Service	740	724	720	543	2,727
Local Funding	1,767	0	0	0	1,767
Total	6,784	724	720	543	8,771

Total Maintenance and Operations Fund	2,062	0	0	0	2,062
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The following pages show Statewide grouped project summary through FY2027 and Belmont County projects in these groups. These projects are included for information purposes only. Following the line items project listing, a funding summary for these projects is included.

**STATEWIDE GROUPED PROJECTS  
FY2024 – FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>Highway STIP SLI Group Budgets</b>				
November 2022 Costs in \$Millions	2024	2025	2026	2027
	Budgets	Budgets	Budgets	Budgets
<b>STIP Group</b> <i>(Programs Related to Group)</i>				
<b>Discretionary / Earmark (40)</b> <i>(Appalachian Development, Discretionary, Earmark)</i>	\$1.0	\$1.0	\$1.0	\$1.0
<b>Emergency (41)</b> <i>(Emergency)</i>	\$40.8	\$10.5	\$10.5	\$10.5
<b>FLAP (42)</b> <i>(Federal Lands Access Program)</i>	\$2.6	\$ .7	\$ .7	\$ .7
<b>Local Programs (43)</b> <i>(County Surface Transportation Block Grant, County Engineers Association of Ohio Highway Safety Improvement Program, County Bridge, County Bridge Partnership Program, Municipal Bridge, Local High Cost Bridge, Small Cities, Transportation Alternatives, Transportation Alternatives Maintenance, Safe Route to School)</i>	\$131.0	\$132.6	\$130.1	\$90.2
<b>Major Programs (44)</b> <i>(Minor project activities funded by Major Programs)</i>	\$88.5	\$124.2	\$120.4	\$123.2
<b>MPO Capital (45)</b> <i>(Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives)</i>	\$4.8	\$4.9	\$5.0	\$4.0
<b>National Highway Freight (46)</b> <i>(National Highway Freight)</i>	\$19.4	\$9.9	\$9.9	\$9.9
<b>Other (47)</b> <i>(Project Impact Advisory Council, Noisewalls, Geologic Site Management, Statewide Miscellaneous, Diesel Emissions Reduction Grant, Disadvantaged Business Enterprise, On-the-Job Training/Supportive Services Programs, Caron Reduction Program, National Electric Vehicle Infrastructure (NEVI) Program, Protect Program)</i>	\$110.5	\$73.0	\$72.3	\$44.7
<b>Preservation (48)</b> <i>(District Preservation)</i>	\$391.7	\$554.4	\$530.9	\$532.9
<b>Rail (49)</b> <i>(Railroad Crossing Safety, Freight Rail Development)</i>	\$11.6	\$14.8	\$14.8	\$14.8
<b>Rec Trails (50)</b> <i>(Recreational Trails Program)</i>	\$1.7	\$1.7	\$1.7	\$1.7
<b>Safety (51)</b> <i>(Highway Safety Improvement Program)</i>	\$157.5	\$142.4	\$120.4	\$82.0
<b>State (52)</b> <i>(Americans with Disabilities Act Facilities, District Maintenance, Emergency Damage Repair, Intelligent Traffic Systems, Jobs and Commerce, Local Oil and Shale, Parks, Rest Areas, Statewide Miscellaneous, Transportation Improvement Districts, Unmanned Aerial, Unrestricted State Revenue, State Road Improvements)</i>	\$823.6	\$547.5	\$550.2	\$556.9
<b>RTPO Capital (53)</b> <i>(Regional Transportation Planning Organizational Capital Program)</i>	\$5.4	\$2.7	\$2.7	\$2.7
<b>Total Grouped Projects</b>	<b>\$1790.0</b>	<b>\$1620.3</b>	<b>\$1570.6</b>	<b>\$1475.3</b>



**COUNTY: BELMONT COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2024	FY2025	FY2026	FY2027	
116428	EXEMPT	D11-SIGN-FY2008		On TUS-IR77 and JEF-SR22. Replace existing signs.	1,427	Preservation State Preservation State	ENV P				181 31 32 6	ODOT
105167	EXEMPT	D11-LG-FY2023(A)		BEL470 3.22; JEF 7 8.17; JEF 7 9.67; TUS 250 14.12. Replace lighting hardware at 4 interchanges.	1,752	Preservation State	C	1,200 300				ODOT
112544	EXEMPT	D11-D5-FY2026		Districtwide bridge deck inspections Sealing.	521	State	C			500		ODOT
113965	EXEMPT	D11-Bridge Inspections CY21- 22		Districtwide bridge inspections.	950	State	Other	54				ODOT
114403	EXEMPT	D11-OS-FY2027		Districtwide bridge deck sealing.	550	State	C				500	ODOT
107581	EXEMPT	BEL-IR70/VAR- 0.00/VAR, TUS-36- 0.00		Dist. 11 project to upgrade existing guide, regulatory and warning signs.	2,670	Preservation State Preservation State Preservation State	ENV  P  C	208 52 289 72 1,761 289				ODOT
117908	EXEMPT	BEL-IR70-NEV1		Install EV charging stations on Exit 208-225	1,000	Other Local	C	800 200				ODOT

Modified: 2-15-2024

**COUNTY: BELMONT COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL (STATE) FUND USE (000)				SPONSOR
								FY2024	FY2025	FY2026	FY2027	
115860	EXEMPT	BEL-IR70-10.11		0.5 miles east of Morristown exit. Culvert repair.	200	Preservation State	C			164 18		ODOT
109690	EXEMPT	BEL-IR70-12.65		I-70 from milepost 12.61 to CR56. Minor roadway rehab.	1,395	Preservation State	C			1,207 134		ODOT
107533	EXEMPT	BEL-IR70-19.17	4.52	From milepost 19.17 to milepost 23.69. Minor rehab.	34,314	Major Pgm. State Major Pgm. State	ENV P	1,280 320 320 80				ODOT
116813	EXEMPT	BEL-IR70-20.00		CR28A (Banfield Rd.) Update traffic signal.	453	Preservation State	ENV				71 71	ODOT
114443	EXEMPT	BEL-IR70-23.69		1.12 mi. east of CR214 to WV State Line. Asphalt overlay.	1,116	Preservation State	C				966 107	ODOT
101757	EXEMPT	BEL-IR70-26.84		Approach to Ohio River Bridge. Replace superstructure.	15,224	State	C	14,400				ODOT
109638	EXEMPT	BEL-IR470-0.00	6.64	From I70 to SR7. Minor rehab.	5,970	Preservation State	C	5,166 804				ODOT
100665	EXEMPT	BEL-US40-6.59	7.98	From milepost 6.59 west of Morristown to milepost 14.57. Minor rehab.	2,139	Preservation State	C		1,628 407			ODOT

Modified: 2-15-2024

**COUNTY: BELMONT COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL (STATE) FUND USE (000)				SPONSOR
								FY2024	FY2025	FY2026	FY2027	
114388	EXEMPT	BEL-US40-23.37		0.2 miles west of intersection with Handel St. Repair bridge.	4,900	Preservation State Preservation State Preservation State	ENV P C	400 100 80 20 3,200 800				ODOT
99610	EXEMPT	BEL-US40-27.48		Replace bridge over Frazier Run with box culvert.	1,266	Preservation State Preservation State	R C		10 3 580 145			ODOT
100599	EXEMPT	BEL-US250-0.00		From Harrison/Jefferson County Line to US40 in Belmont County. Resurface.	2,914	Preservation State	C		2,241 460			ODOT
111508	EXEMPT	BEL-US250-6.45		1 mile west of CR22. Slide repair.	72	Other State	C	332 83				ODOT
114427	EXEMPT	BEL/JEF-SR7-6.11/0.00	32.66	BEL-SR7 from 6.11 to 8.68; JEF SR7 from 0.00 to 14.76 and from 19.12 to 34.55. Upgrade signs	1,721	Preservation State	C				1,287 322	ODOT
105252	EXEMPT	BEL-SR7-2.18	3.8	From milepost 2.18 to milepost 5.98. Minor rehab.	1,997	Preservation State	C		1,597 399			ODOT
116582	EXEMPT	BEL-SR7-4.82		2.64 miles north of NCL Powhatan Point. Replace structure.	2,352	Preservation State State	ENV P	300 75		85		ODOT
110788	EXEMPT	BEL-SR7-11.04		0.3 miles south of Shadyside SR7 SB on-ramp. Slide repair.	1,394	State State State State	EVN P R C	316 0 26	1,051			ODOT
102410	EXEMPT	BEL-SR7-11.87		CR56 to milepost 19.17. Minor rehab.	1,502	Preservation State	C	1,202 300				ODOT

Modified: 2-15-2024

**COUNTY: BELMONT COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2024	FY2025	FY2026	FY2027	
107668	EXEMPT	BEL-SR7-11.87		3.92 miles north of SR872. Replace bridge deck. Repair substructure.	18,033	Preservation State Preservation State	EVN  P	500 125		88 22		ODOT
107535	EXEMPT	BEL-SR7-14.15	3.66	From milepost 14.08 to milepost 17.74. Pavement repairs.	1,434	Preservation State	C	1,103 276				ODOT
117042	EXEMPT	BEL-SR7-14.15	3.59	From milepost 14.15 to milepost 17.74. Replace existing pavement.	23,721	Major Pgm. State Major PGM. State Preservation State Major Pgm. State	ENV  P  C	1,280 320 320 80			3,360 840 12,880 3,220	ODOT
94211	EXEMPT	BEL-SR7-14.49		0.06 miles north of Belmont Street Interchange. Repair culvert.	1,910	Preservation State	C	1,040 260				ODOT
101353	EXEMPT	BEL-SR7-16.29		Bridge decks. Sealing on SR7	337	State	C	312				ODOT
114382	EXEMPT	BEL-SR7-22.16		0.29 North of intersection with Hanover St. Repair structure.	2,966	Preservation State Preservation State Preservation State	P  R  C	44 11 0 5	1,760 440			ODOT
107502	EXEMPT	BEL/JEF-SR7- 23.45/0.00		SR7 from Valley Drive to Bridge at Yorkville. Minor rehab.	3,671	Preservation State	C	2,874 706				ODOT
100626	EXEMPT	BEL-SR7A-0.00		SR7 to I-70 in Bridgeport. Resurface, new curb and sidewalk.	215	Preservation State	C		157 39			ODOT

Amended: 2-15-24

**COUNTY: BELMONT COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2024	FY2025	FY2026	FY2027	
102348	EXEMPT	BEL-SR9-16.07		St. Clairsville to New Athens. Minor Rehab.	2,416	Preservation	C				1,683 459	ODOT
111504	EXEMPT	BEL-SR9-18.70		0.5 miles south of CR10. Slide repair.	360	Other State	C	178 44				ODOT
105258	EXEMPT	BEL-SR145-0.00		Monroe Co. line to SR148; SR149 from CR4 to milepost 10.49. Chip and seal.	522	Preservation State	C	390 98				ODOT
117307	EXEMPT	BEL-SR147-0.40		0.38 mile north of SR379. Replace bridge over Dog Hollow.	625	State State State	EVN R C	84 58 482				ODOT
114188	EXEMPT	BEL-SR147-2.89		1.6 miles west of SR800. Slide repair.	2,625	Preservation State Other State	P C	22 22 1,840 460				ODOT
107505	EXEMPT	BEL-SR147-4.17		SR147 from SR800 to Belmont west corp. line. Resurfacing.	2,612	Preservation State	C				2,009 502	ODOT
109644	EXEMPT	BEL-SR147-29.32		CR4 to Bellaire west corp. line. Chip and Seal.	467	Preservation State	C		349 87			ODOT
114425	EXEMPT	BEL-SR148-5.56		0.03 miles west of CR26. Replace superstructure of bridge over Long Run.	1,387	Preservation State Preservation State	ENV C			12 3 876 219		ODOT
112669	EXEMPT	BEL-SR148-8.28		2.7 miles east of SR148 and SR26 intersection. Culvert replacement.	476	Preservation State	C				433 43	ODOT
116327	EXEMPT	BEL-SR149-0.32		CR4 to Bellaire WCL; microsurfacing.	613	Preservation State	C		459 115			ODOT

Modified: 2-15-2024

**COUNTY: BELMONT COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2024	FY2025	FY2026	FY2027	
112374	EXEMPT	BEL-SR149-2.40		0.3 miles east of TR311 (Patterson Hill Rd.); repair corrugated pipe.	1,189	State Preservation State	EVN C	11		880 220		ODOT
113834	EXEMPT	BEL-SR149-10.99	9.56	From milepost 10.99 to 20.55. Pavement rehabilitation. New pavement from Warnock to Belmont.	10,204	Preservation State	C	1,272 1,798				ODOT
116709	EXEMPT	BEL-SR149-12.2		0.25 miles east of TR254. McMahon Creek bank mitigation.	241	State	ENV R C	11 23 207				ODOT
110401	EXEMPT	BEL-SR149-24.61		US40 to Flushing SCL. Resurfacing.	1,813	Preservation State	C			1,395 349		ODOT
102477	EXEMPT	BEL-SR26/SR331 0.00/2.20		SR26 from Monroe Co. line to SR148. SR331 from Martins Ferry WCL to Jefferson Co. line. Resurfacing.	2,652	Preservation State	C	663 1,887				ODOT
114189	EXEMPT	BEL-SR379-2.26		0.2 miles south of TR1 (Pumpkin Ridge Rd.). Slide repair.	666	State State	R C	5 496				ODOT
107537	EXEMPT	BEL-SR379-0.00		Monroe Co. line to SR147. Chip and seal.	524	State	C				490	ODOT
109628	EXEMPT	BELSR647-1.62		From Martins Ferry WCL to Jefferson Co. line. Resurfacing.	1,585	Preservation State	C	1,268 317				ODOT
109043	EXEMPT	BEL-SR800-1.57		1.60 miles north of Monroe Co. line. Slide repair.	664	Other State	C	378 95				ODOT

Modified: 2-15-2024

**COUNTY: BELMONT COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2024	FY2025	FY2026	FY2027	
101767	EXEMPT	BEL-SR800-14.97		1.5 miles south of US40. Slide repair.	1,664	Preservation State	C	949 237				ODOT
117373	EXEMPT	BEL-CR4-27.05		Bridge at milepost 27.05. Replace superstructure.	729	Local Programs Local	C	530 199				County Engineer
115658	EXEMPT	BEL-CR10-9.18 and Various		Six roadway segments on CR 10, 24, 30, 56 and 72. Resurfacing.	3,095	Local Programs Local	C	2,000 1,095				County Engineer
116179	EXEMPT	BEL-CR10-22.09		Bridge over Wheeling Creek. Bridge rehabilitation.	1,391	Local Programs Local	C	1,113 278				County Engineer
115534	EXEMPT	BEL-CR44-Reconstruction		Starting at SR147 for 0.55 miles. Reconstruction.	312	State Local	C	70 242				Port Authority
117385	EXEMPT	BEL-Court Campus		County Courthouse Campus. Reconstruction.	2,834	Local Programs Local	C		1,418 1,416			County Engineer

**COUNTY: BELMONT COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2024	FY2025	FY2026	FY2027	
108788	EXEMPT	Vietnam Vets Bridge Inspection FY18+		Inspection of Vietnam Veterans Memorial Bridge – FY18.	108	State	Other	108				WVDOH
119797	EXEMPT	BEL-SR7-8.1		Repair damage of bridge carrying SR872 over SR.	339		C	339				ODOT
120453	EXEMPT	BEL-IR-70 14.36/18.25		Culvert rehabilitation at two locations on IR70.	545	Preservation State	C				491 54	
115126	EXEMPT	BEL-SR-379 6.34		Landslide repair on SR379 in Belmont County. Drilled shaft retaining wall. Associated pavement repairs.	683	State	C	611 61				
118149	EXEMPT	BEL-SR-149 15.10		Slope stabilization/retaining wall restoration along SR 149.	1,050	Preservation State Preservation State Preservation State Preservation State	ENV P R C	30 8	17 4 4 1	666 166		
118601	EXEMPT	BEL-US40 15.81		Culvert replacement along US40 in Belmont County.	328	Preservation State	C				238 60	ODOT
118562	EXEMPT	FACD11 BEL-I70 Rest area replacement.		BEL-I70 rest area reconstruction.	13,300	State	C	12,726				Co. Facilities ODOT
119843	EXEMPT	BEL-TR-428 0.30		Replacement of bridge No. BEL 70428 which carries TR428 over Wheeling Creek.	1,646	Federal Local Federal Local Federal Local	ENV P C	153 38	14 4 1,268 39			Belmont County Engineer
119763	EXEMPT	BEL-40/VAR-27.47 VAA		General system, minor rehab. asphalt milling and resurface. Barkcamp paving for ODNR.	2,413	Federal State	C		1,204 1,116			ODOT

**Added: 2-15-2024**



**COUNTY: BELMONT COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2024	FY2025	FY2026	FY2027	
117646	EXEMPT	BEL-SR-148 8.45		0.2 miles north of SR148/CR92 intersection slope stabilization along Nork Fork of Captina Creek.	623	Federal State Federal State	ENV  C	15 4	439 110			ODOT
118148	EXEMPT	BEL-SR-148 20.21		0.2 miles west of TR 126/Moore's Run Rd. Slope stabilization/erosion control along SR148	1,058	Federal State Federal State	R  C			4 1 640 160		ODOT
118150	EXEMPT	BEL-US-250 9.08		West of Laipple St. in Bridgeport corp. limits. Slope stabilization US250.	402	Federal State	C	284 71				ODOT
120756	EXEMPT	BEL-N-Sugar St.		East Main St. (US40) to Belmont Dr. Pavement Rehab.	482	State	C			438		City of St. Clairsville

Added: 2-15-2024

## Sum of Highway STIP Estimates for BOM Region

<b>BOM BM11</b>	<b>2024 Estimate</b>	<b>2025 Estimate</b>	<b>2026 Estimate</b>	<b>2027 Estimate</b>
<b>Federal Funds by Program</b>				
Local Programs	\$2,205,400	\$3,417,714	\$0	\$0
Major Programs	\$3,200,000	\$16,000,000	\$0	\$40,060,000
Other	\$1,840,000	\$0	\$0	\$0
Preservation	\$10,283,361	\$7,340,517	\$7,944,191	\$11,228,436
Rec Trails	\$0	\$0	\$0	\$0
Safety	\$0	\$0	\$0	\$0
<b>Total Federal</b>	<b>\$17,528,761</b>	<b>\$26,758,230</b>	<b>\$7,944,191</b>	<b>\$51,288,436</b>
<b>Other Funds</b>				
State	\$7,256,338	\$10,015,129	\$4,880,606	\$11,886,707
Local	\$1,831,714	\$2,511,033	\$0	\$0
Labor	\$953,872	\$2,278,011	\$693,631	\$4,147,689
<b>Total Other</b>	<b>\$10,041,924</b>	<b>\$14,804,173</b>	<b>\$5,574,237</b>	<b>\$16,034,397</b>
<b>TOTAL</b>	<b>\$27,570,685</b>	<b>\$41,562,403</b>	<b>\$13,518,427</b>	<b>\$67,322,833</b>

\* 2024 budget includes anticipated 2023 carry forward. Federal budgets are apportionment amounts assuming no inflation.

Bel-O-Mar Suballocated Funds  
FY2024 - FY2027 TIP FISCAL CONSTRAINT

Year		4TA7 STBG	4TB7 CMAQ	4TC7 TAP	4TD7 STP/ Planning	4CD7 Carbon Reduction	Comments
2023	Current Budget	\$1,515,936	\$1,865,049			\$132,588	
	Project Demand (Encumbered & Outstanding)	\$438,045	\$469,554		\$68,000		
	Shortfall/Balance	\$1,077,891	\$1,395,495				
	Carry Over	\$1,077,891	\$1,395,495		\$68,000	\$132,588	
2024	Current Budget	\$542,798	\$671,158		\$68,000	\$68,093	Current Projects are substantially over budget, carryforward amount will be significantly lower.
	FY2023 Carry Forward	\$1,077,891	\$1,395,495			\$132,588	
	Available Budget	\$1,620,689	\$2,066,653			\$200,681	
	Project Demand (Encumbered & Outstanding)	\$987,302	\$1,108,804				
	Shortfall/Balance	\$633,387	\$957,849			\$200,681	
	Carry Over	\$633,387	\$957,849			\$200,681	
2025	Current Budget	\$553,655	\$654,582			\$68,093	Available budget will be much lower. Additional projects may be added from 2024 studies and from local
	FY2024 Carry Forward	\$633,387	\$957,849			\$200,681	
	Available Budget	\$1,187,042	\$1,612,431			\$268,774	
	Project Demand (Encumbered & Outstanding)		\$345,572				
	Shortfall/Balance	\$1,187,042	\$1,266,859			\$268,774	
	Carry Over	\$1,187,042	\$1,266,859			\$268,774	
2026	Current Budget	\$564,729	\$698,274			\$70,844	
	FY2025 Carry Forward	\$1,187,042	\$1,266,859			\$268,774	
	Available Budget	\$1,751,771	\$1,965,133			\$339,618	
	Project Demand (Encumbered & Outstanding)		\$345,572				
	Shortfall/Balance	\$1,751,771					
	Carry Over	\$1,751,771	\$1,619,561			\$339,618	
2027	Current Budget	\$452,622	\$559,657				
	Available Budget						
	Project Demand (Encumbered & Outstanding)						
	Shortfall/Balance						
	Carry Over						

### Ohio and Marshall Counties

As per WVDOT guidance and policy, highway projects for Ohio and Marshall Counties are programmed for a four year period. Given that project scheduling, as submitted by WVDOT, has not been altered by Belomar, all State selected projects can reasonably be expected to be funded as programmed, based on federal authorizations and/or anticipated funding levels. Acknowledging that statewide financial constraint has been addressed by WVDOT, no further attempt will be made to address the financing issue beyond the inclusion of a funding summary table.

A prioritization procedure has been developed by Belomar and is presented in Section VI. The process relates a project's contribution to achieving program goals and objectives.

Section VIII of this document addresses the requirements regarding prior fund utilization and the listing of major projects from the previous TIP that were implemented, as well as the identification of any significant delays.

Projects currently anticipated to be advanced through FY2027 are found on the following pages. The map included at the end of this chapter identifies the location of the projects. The map code is shown in the first column of the project listings.

## WVDOT GROUPABLE CORE PROGRAM DESCRIPTION

Starting with the 2020-2025 STIP, the WVDOT has created eight (8) core programs (groups). Most projects are groupable under these groups. Projects with a phase cost larger than \$10,000,000, safety projects, new traffic signal projects, new lane additions, new roads or new bridges, expansion projects that add capacity and projects that affect air quality are considered not groupable. All other projects will be considered groupable under the new STIP/TIP operating guidelines. The core groups are described below. Detailed explanation is available in Appendix E of the State STIP.

### WVDOT STATEWIDE PROJECT GROUPS FY2023 - FY2028 TRANSPORTATION IMPROVEMENT PROGRAM

Program Group #	Air Quality Status	Program/Group Name	Description	Sponsor
1	EXEMPT	Bridge Program	Inspections; Bridge Replacement; Bridge Rehabilitation; Bridge and Concrete Overlays/Sealers; Bridge Clean & Paint	STATE
2	EXEMPT	Community Development and Connectivity Program	Metropolitan Planning; Community Development; Bike and Pedestrian Projects	STATE
3	EXEMPT	Community Development and Connectivity Program	Slide Correction; Road/Curve Improvement; New Road/Bridge Construction; Add Auxiliary Lane; New Lane Construction	STATE
4	EXEMPT	Planning and Workforce Development Program	Workforce Development; Training; Statewide Planning and Research Program; Metropolitan Planning Program	STATE
5	EXEMPT	Regional Mobility Program	New Road/Bridge Construction; APD Program; Other	STATE
6	EXEMPT	Resurfacing Program	Federal Aid (FA) Other Resurfacing; FA Interstate Resurfacing; APD Program; Safety Improvement	STATE
7	EXEMPT	Traffic Program	Traffic Signals; Striping; Signing; Safety Improvement; RR Signals; Lighting	STATE
8	EXEMPT	Traffic Program	Section 5304, 5307, 5310, 5311, 5329, 5337, 5339	STATE

<b>COUNTY: OHIO COUNTY</b> <b>FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM</b>														
MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL (STATE) FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
O-1	EXEMPT	OHIO-I70 S335-70-11.85 NHPP0070164DTC	2.6	Dallas Pike to PA State Line. Resurface.	8,750	NHPP	C	7,000				WVDOT	Resurface	PM2
O-2	EXEMPT	OHIO-I470 S335-470-0.13 NHPP4701038TC NHPP4701039BC	0.69	I470 Bridge 0.01 mile east of Ohio State Line. Renovate BR.	36,050	NHPP	R C	50	36,000			WVDOT	Bridge	PM2
O-2A	EXEMPT	OHIO-I470 U335-470-0.00 STBG-0470043D	3.94	I-470 Lighting.	5,000	STBG	C		4,500			WVDOT		PM1
O-3	EXEMPT	OHIO-US250 S335-250-1.28 NHPP0250280D NHPP0250281D	0.08	US250 Interchange Bridges. Clean and Paint.	6,141	NHPP	P C	36	4,880			WVDOT	Bridge	PM2
O-4	EXEMPT	OHIO-US250 S335-250-2.53 NHPP0250273D	0.62	US250 from Milepost 2.52 to I-70. Concrete rehab.	1,500	NHPP	C		1,200			WVDOT	Pavement Rehab	PM2
O-5	EXEMPT	OHIO-US40 S335-40-2.77 STP0040083D		National Rd. Design/build 3 ADA ramps.	384	STBG	C	307				WVDOT	ADA Ramp Improvements	PM3
O-6	EXEMPT	OHIO-US40 S335-40-0.16 STP0040084D		Zane St. Design/build 2 ADA ramps.	144	STBG	C		115			WVDOT	ADA Ramp Improvements	PM3
O-7	EXEMPT	OHIO-US40 S335-40-12.75 NFA2317352		On US40 – Valley Grove Bridge. Replace bridge.	1,000		C	0				WVDOT	Bridge	PM2
O-8	EXEMPT	OHIO-WV2 S335271300 NHPP002627D		Warwood Ave. Design/build 10 ADA ramps.	342	STBG	C		274			WVDOT	ADA Ramp Improvements	PM3

Amended: 7-20-2023; Amended: 2-15-24

<b>COUNTY: OHIO COUNTY</b> <b>FY2024 - FY2027</b> <b>TRANSPORTATION IMPROVEMENT PROGRAM</b>														
MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL (STATE) FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
O-9	EXEMPT	OHIO-CR1 S335-1-2.8300 STP0001294D STP0001295D STP0001296D		Mine Bridge. Replace Br.	6,870	STBG	P R C	600 86		5,496		WVDOT	Bridge	PM2
O-10	EXEMPT	OHIO-CR6 S335-6-0.09 STP0006054D		Chapline Hill Rd. Design/build 3 ADA ramps.	306	STBG	C	245				WVDOT	ADA Ramp Improvements	PM3
O-11	EXEMPT	OHIO-SHIL S335-SHIL-0.01 STBG2023080D STBG2023081D STBG2023082D		Shilling Bridge; repair bridge.	2,650	STBG	P R C	250 100		2,300		WVDOT	Bridge	PM2
O-12	EXEMPT	OHIO-JABR S335-JABR-0.022300 S335-JABR-0100 S335-JABR-002 STBG2023134D STBG2023135D STBG2023136D	0.02	Junior Ave. Bridge; bridge repair.	2,500	STBG	P R C	400	80	1,600		WVDOT	Bridge	PM2
NA	EXEMPT	OHIO-US40 S335-40-1.63 STP0040082DTC		National Rd. traffic signals +20; replace traffic signals.	3,100	STBG	C	3,100				WVDOT	Traffic	PM1
O-13	EXEMPT	OHIO-28 <sup>th</sup> S335-28 <sup>th</sup> -01.00 STBG2023198D STBG2023199D STBG2023200D		28 <sup>th</sup> St. bridge; replace bridge.	1,550		P R C		240	40 960		WVDOT	Bridge	PM2

Modified: 10-17-23, Modified: 2-15-2024

**COUNTY: OHIO COUNTY**

**FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
O-14	EXEMPT	OHIO-HABR S335-HABR-0100 STBG2023192D STBG2023193D STBG2023194D		Homestead Ave. bridge; bridge rehab.	1,060	STBG	P R C		240	8	600	WVDOT	Bridge	PM2
O-15	EXEMPT	OHIO S335-27400-00300 STBG8274005D STBG8274006D STBG8274007D STBG8274005DBC STBG8274006DBC STBG8274007DBC		Schenk Bridge; bridge rehab.	830	STBG	P P R R C C		50	40 8	10 284 355	WVDOT	Bridge	PM2

Modified: 9-26-23, Modified: 10-17-23

**COUNTY: OHIO COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT**

MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
	EXEMPT	OHIO-I70 T635-070-0.01 STBGNBIS4250	0.5	I-70, Back Channel Bridge. Statewide Bridge Inspection.	168	STBG	OTHER	151				WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-CR29 S335-29-0.98 STBG0029039D STBG0029040D	0.01	CR29, Morgan Bridge; Bridge Repair.	911	STBG	R C	8 65				WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-CR24 S335-24-1.02 STBG0024046D	0.05	CR24, Market Street Bridge. Repair bridge.	1,500	STBG	C	1,200				WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-CR21 S335-21-0.71 STBG0021929D STBG0021930D	0.04	Kruger Street Bridge. Bridge repair.	512	STBG	R C	8 410				WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-US40 S335-40-12.25 NFA2317999	0.03	US40, Replace playground bridge.	1,734	OTHER		1,734				WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-US40 S335-40-11.12 STBG0040099D	0.01	US40, Blaney Bridge. Bridge repair.	72	STBG		58				WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-WV2 S335-2-1.95 NHPP0002867D	0.01	WV2, US250 Ramp V. Bridge Repair.	100	NHPP	C	80				WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-FANS 8260 S335-269-0.06 STBG8269002DBC STBG8269003DBC	0.02	Washington Ave. Bridge. Replace bridge.	8,000	STBG	R C	1,000	7,000			WVDOT	GROUPABLE	PM2

Added: 7-5-2023, Modified: 10-17-23



**COUNTY: OHIO COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT**

MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
	EXEMPT	OHIO-US250 S335-250-0.29 STBG0250299D	0.05	US250, 27 <sup>th</sup> Street Bridge. Repair bridge.	60	STBG	C	48				WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-US40 S335-40-14.49 STBG0040090D STBG0040091D	0.02	US40 Rays Bridge. Bridge replacement. Design Study.	820	STBG	P P		176		480	WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-CR1 S335-1-2.15 STBG0001319D STBG0001320D STBG0001321D	0.02	CR1, North Fork Bridge. Bridge rehab.	1,700	STBG	P R C		320	80	960	WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-CR18 S335-18-0.02 STBG0018151D STBG0018141D	0.02	Main Street Bridge. Bridge replacement. Design Study; Bridge Replacement.	1,250	STBG	P P			440	480	WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-WV88 S335-88-2.84 STBG0088038D STBG0088039D	0.02	WV88, Bridge Street Bridge. Bridge repair.	4,000	STBG	P R C			480 80	2,640	WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-US40 S235-40-9.64 STBG0040097D	0.02	US40, Scott Lumber Bridge. Replacement design study.	400	STBG	P			320		WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-US40 S335-40.9.1 STBG0040100D STBG0040101D STBG0040102D	0.02	US40, German Bridge. Bridge rehab.	485	STBG	P R C			32 8	348	WVDOT	GROUPABLE	PM2

**ADDED: 7-5-2023**

**COUNTY: OHIO COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT**

MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
	EXEMPT	OHIO-CR6 S335-6-0.28 S335-6-0.28 STBG0006069D STBG0006072D	0.01	CR6, Chapel Road Bridge. Bridge replacement, design study. Bridge replacement.	1,150	STBG	P			120 800		WVDOT	GROUPABLE	PM2
	EXEMPT	OHIO-FANS8274 S235-274 S335-274 STBG8274001DBC STBG8274002DBC	0.02	Baker Street Bridge replacement. Design study; Bridge replacement.	1,599	STBG	P P R	550 800			249	WVDOT	GROUPABLE	PM2

Added: 7-5-2023, Modified: 2-15-2024

COUNTY: OHIO COUNTY FY2024 - FY2027 TRANSPORTATION IMPROVEMENT														
MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
	EXEMPT	OHIO-US250 S335-250-00253-00 NHPP0250273D	0.62	Hospital Br. Fulton Rd. Concrete Rehab.	1,500	NHPP	C		1,200			WVDOT	GROUPABLE	PM2

Added: 10-19-2023

COUNTY: OHIO COUNTY FY2024 - FY2027 TRANSPORTATION IMPROVEMENT														
MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
	EXEMPT	OHIO-US40 S338-040-00000-00 NHPP0040089D	0.04	Mt. DeChantal Rd. (Auth AC)	808	NHPP	C	646				WVDOT	Concrete Replacement	PM2
G	EXEMPT	OHIO-29-Morgan S335-029/00 0.98 0024 STBG0029046D STBG0029047D STBG0029048D	0.05	Morgan Bridge replacement	1,150	STBG	P R C	400	40	480		WVDOT	Bridge Replacement	PM2

Added: 2-15-2024

<b>COUNTY: MARSHALL COUNTY</b> <b>FY2024 - FY2027</b> <b>TRANSPORTATION IMPROVEMENT PROGRAM</b>														
MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL (STATE) FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
NA	EXEMPT	Districtwide – Dist. 6 - NA999 T686-NBIS-24 00 NHST2024017D		FY24 Bridge Inspections.	450	STBG	P	360				WVDOT	Regional Mobility	PM2
NA	EXEMPT	Districtwide – Dist. 6 – NA999 S386STRIP24 00 STP-2024007D		Roadway Stripping.	950	STBG	C	532					Traffic	PM1
NA	EXEMPT	Districtwide – Dist. 6 - NA999 S386 Recal-24 00 STP202002?D		Recall Stripping.	268	STBG	C	188				WVDOT	Traffic	PM1
NA	EXEMPT	Districtwide – Dist. 6 – NA999 T686-NBIS 25 00 NHST2025021D		FY25 Bridge Inspections.	450	STBG	P		360				Regional Mobility	PM2
NA	EXEMPT	Districtwide – Dist. 6 – NA999 S386-STRIP-25 00 STP2025011D		Roadway Stripping.	950	STBG	C		532			WVDOT	Traffic	PM1
NA	EXEMPT	Districtwide – Dist. 6-NA999 S386-ADA00025 00 NHPP0002625D		2025 Groupable ADA. Design/Build ADA Ramps.	550	STBG	C		440			WVDOT	ADA Ramp Improvements	PM3
NA	EXEMPT	Districtwide – Dist. 6 – NA999 S386 Recal 25 00 STP202002?D		Recall Stripping	281	STBG	C		197			WVDOT	Traffic	PM1

**COUNTY: MARSHALL COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
NA	EXEMPT	Districtwide – Dist. 6 – NA999 T686NBIS25 00 NHST2026018D		FY26 Bridge Inspection.	450	STBG	P			360		WVDOT	Regional Mobility	PM2
M-1	EXEMPT	MARSHALL-US250 U326-250-10.72 NHPP02500242DTC	1.61	US250, from Cameron S. Corp. Line to N. Corp. Line. Resurface/Widen.	4,700	NHPP	R C	500	4,200			WVDOT	Resurfacing	PM2
M-3	EXEMPT	MARSHALL-CR74/2 S326-742-0.10 STP0742003D		Kausooth Br. Replace bridge.	2,165	STBG	R C	52	1,680			WVDOT	Bridge	PM2
NA	EXEMPT	Districtwide-Dist. 6. U3860470-00000 STBG0470041D	184.38	D-6 LED Retrofit.	7,500	STBG	C	6,000				WVDOT		PM1
NA	EXEMPT	Districtwide-Dist. 6 NA999 S386-STRIP-2500 STP2025011D		Roadway striping; pavement markings.	950	STP	C		532			WVDOT	Bridge	PM2
NA	EXEMPT	Districtwide-Dist. 6 NA999 T686NBIS2700 NHST2027018D		FY27 bridge inspections.	450	STBG	P			360		WVDOT	Bridge	PM2

Modified: 10-17-23; Modified: 2-15-2024

**COUNTY: MARSHALL COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
NA	EXEMPT	Districtwide-Dist. 6 NA999 S386-RECAL-2600 STP202002?D		Recall striping, pavement markings.	231	STBG	C			162		WVDOT	Traffic	PM1
NA	EXEMPT	Districtwide-Dist. 6 NA999 T686NBIS2800 NHST2028018D		FY28 bridge inspection.	450	STBG	P				360	WVDOT	Bridge	PM2
M-4	EXEMPT	MARSHALL-325- EAB/00.030022 STBG-2023062D STBG-2023063D STBG-2023064D		Elm Ave. bridge +1; Replace 2 bridges.	1,900	STBG	P R C	400 100	1,400			WVDOT	Bridge	PM2
M-5	EXEMPT	MARSHALL-WV2 U326-2-0.00 STBG0002801D STBG0002810D	0.43	Moundsville bridge, LED retrofit..(Auth AC)	330	STBG	P C	24 240				WVDOT	LED Retrofit	PM1
NA	EXEMPT	MARSHALL-US250- 35.26 U326-250-35.22 STBG0250283D	6.93	US250, renovate signs.	500	STBG	P	400				WVDOT	Traffic	PM1
M-6	EXEMPT	MARSHALL-CR50 U326-50-1.42 STBG-0050422D		CR50, Wolf Run bridge. Culvert work.	730	STBG	C	584				WVDOT	Bridge	PM2
M-7	EXEMPT	MARSHALL-RABR S326-RABR-0.01 STBG2023180D STBG2023181D STBG2023182D		Roosevelt bridge. Bridge repair.	1,060	STBG	P R C		300	10	750	WVDOT	Bridge	PM2

Modified: 7-5-2023, Modified: 10-17-2023, Modified: 2-15-2024

<b>COUNTY: MARSHALL COUNTY</b> <b>FY2024 - FY2027</b> <b>TRANSPORTATION IMPROVEMENT PROGRAM</b>														
MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
	EXEMPT	MARSHALL-CR5 S326-5-6.49 STBG005197D STBG005198D	0.01	Britt Run Bridge; Repair Bridge.	120	STBG	P C	16 80				WVDOT	GROUPABLE	PM2
	EXEMPT	MARSHALL-CR5 S326-5-5.47 STBG0005190D STBG0005191D STBG0005192D	0.02	Grandstaff Run Bridge; Repair Bridge.	60	STBG	P			40		WVDOT	GROUPABLE	PM2
	EXEMPT	MARSHALL-CR10 S326-10-0.94 STBG0010335D STBG0010336D	0.01	Pozell Bridge; Replace Bridge.	600	STBG	P R C	120	40	400		WVDOT	GROUPABLE	PM2
	EXEMPT	MARSHALL-WV2 S326-2-18.92 NHPP0002863D	0.02	11 <sup>th</sup> St. Bridge; Repair Bridge.	173	NHPP	C	138				WVDOT	GROUPABLE	PM2
	EXEMPT	MARSHALL-US250 S326-250-31.16 NFA2317998	0.02	Parrs Camp Bridge; Replace Bridge.	904	OTHER	C	0				WVDOT	GROUPABLE	PM2
	EXEMPT	MARSHALL-WV2 S326-2-0.01 NHPP0002824D NHPP0002825D NHPP0002826D	0.02	Moundsville Bridge; Repair Bridge over Ohio River.	700	NHPP	P R C		320	80	160	WVDOT	GROUPABLE	PM2
	EXEMPT	MARSHALL-WV2 S326-2-18.04 NHPP0002833D NHPP0002834D	0.05	Lindsey Bridge; Bridge Repair.	410	NHPP	P				360 8	WVDOT	GROUPABLE	PM2

Added: 7-5-2023; Modified: 2-15-2024



**COUNTY: MARSHALL COUNTY****FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
	EXEMPT	MARSHALL-US250 S326-250-00378800 NHPP0250293D	2.25	From 0.85 miles south of CR1 to 0.93 miles north of Ohio County Line. Resurface 2" O/L	2,063	NHPP	C	1,650				WVDOT	GROUPABLE	PM2
	EXEMPT	MARSHALL-US250 S226-250-3788-00 NHPP0250228D	0.02	I-70 Bridge at MP 37.88 Design Study. Replacement	3,250	NHPP	P	440				WVDOT	GROUPABLE	PM2
	EXEMPT	MARSHALL-US250 S326-250-3788-00 NHPP0250289D NHPP0250290D NHPP0250291D	0.02	I-70 Bridge at MP 37.88 Bridge Replacement.	3,250	NHPP	P R C				480 80 1,600	WVDOT	GROUPABLE	PM2
	EXEMPT	MARSHALL-WV002 S326200100 NHPP0002824D NHPP0002825D NHPP0002826D	0.02	Arch A Moore Bridge. Bridge Repair	2,500	NHPP	P R C			320 80	1,600	WVDOT	GROUPABLE	PM2

Added: 10-17-2023

COUNTY: MARSHALL COUNTY FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM														
MAP CODE/ GROUP- ABLE (G)	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	PROJECT PROGRAM	PERFOR- MANCE MEASURE
								FY2024	FY2025	FY2026	FY2027			
	EXEMPT	U326-CAM/ER-1.00 TAP20214530		Cameron sidewalk repair.	28	TAP	P	22				WVDOT	Sidewalk Repair	PM3

**OHIO COUNTY**  
***TIP FUNDING SUMMARY - HIGHWAY PROJECTS (IN 000'S)***

	FY2024	FY2025	FY2026	FY2027	TOTAL
National Highway Performance Program (NHPP)	16,250	6,089	0	0	22,339
Surface Transportation Block Program (STBG)	5,142	5,569	4,256	6,380	21,347
Transportation Alternative (TA)	0	0	0	0	0
Congestion Management/Air Quality (CMAQ)	0	0	0	0	0
Highway Safety Improvement Program (HSIP)	0	0	0	0	0
Federal Total	21,392	11,658	4256	6,380	43,686

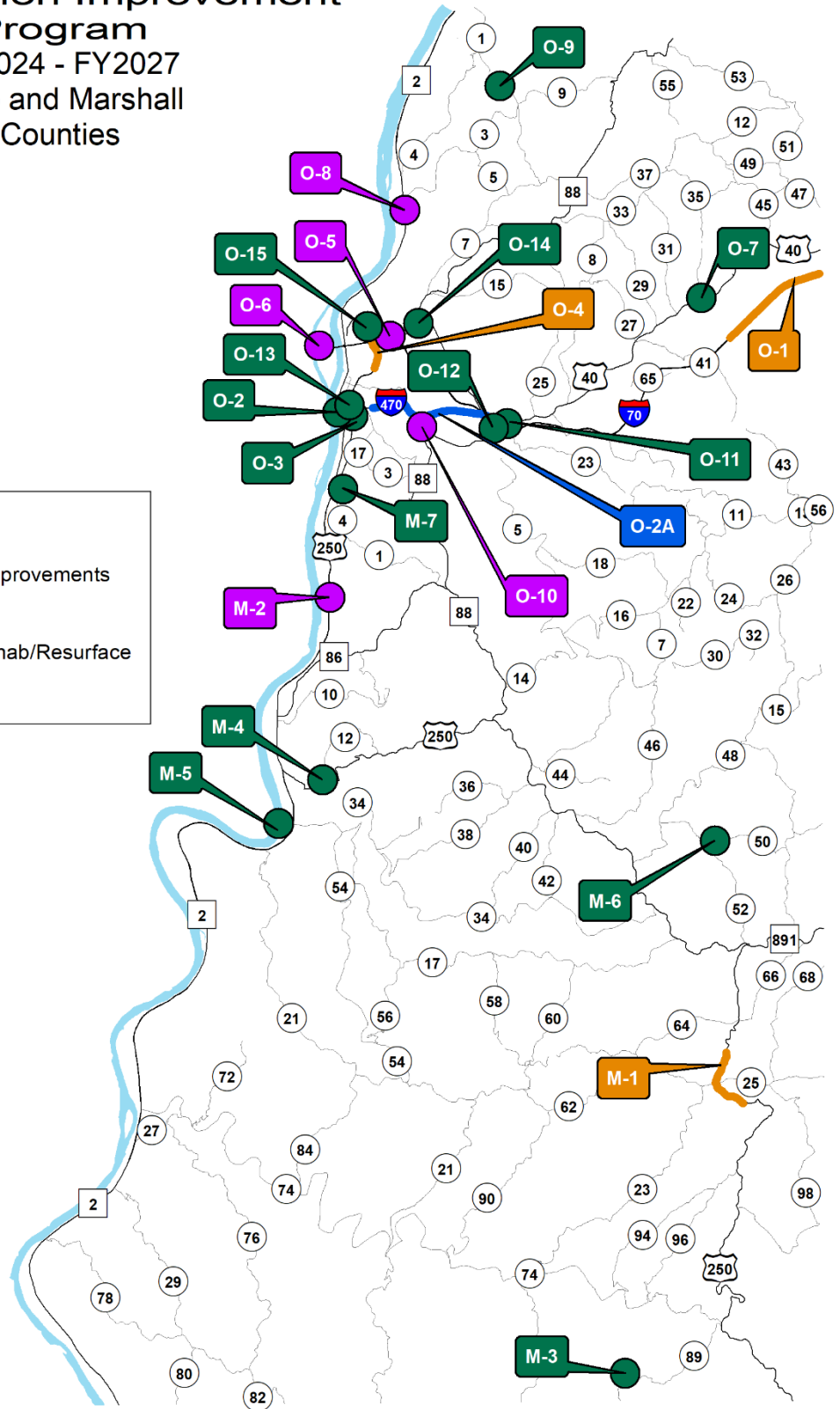
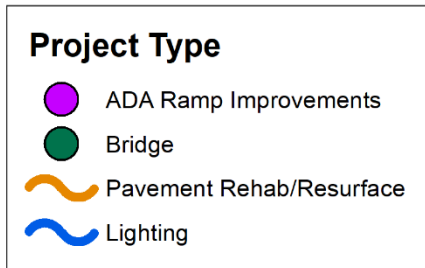
Total Maintenance and Operations Fund	20,840	11,269	4,256	6,380	42,745
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**MARSHALL COUNTY**  
***TIP FUNDING SUMMARY - HIGHWAY PROJECTS (IN 000'S)***

	FY2024	FY2025	FY2026	FY2027	TOTAL
National Highway Performance Program (NHPP)	2,600	3,209	360	0	6,169
Surface Transportation Block Program (STBG)	9,412	3,741	2,292	1,110	16,555
Transportation Alternative (TA)0	0	0	0	0	0
Congestion Management/Air Quality (CMAQ)	0	0	0	0	0
Federal Total	12,012	6,950	2,652	1,110	22,724

Total Maintenance and Operations Fund	11,514	6,510	2,652	1,110	21,786
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Transportation Improvement  
Program  
FY2024 - FY2027  
Ohio and Marshall Counties



## **V. TRANSIT**

This section describes the transit capital improvement and operating schedule over the next four year period for the Ohio Valley Regional Transportation Authority and the Eastern Ohio Regional Transit Authority (OVRTA/EORTA). The OVRTA currently operates seven fixed bus routes with its active fleet of thirteen buses. The service is provided to the four West Virginia communities of Wheeling and Bethlehem in Ohio County as well as Benwood and McMechen in Marshall County. There is also daily midday service to the Highlands shopping complex in an unincorporated area of Ohio County via the Elm Grove/Highlands bus route. Recently, an express bus service was added to serve two major employers in Marshall County. For the EORTA, it operates four fixed bus routes with its fleet of six buses that primarily serve the Ohio communities in Belmont and Jefferson Counties of Bellaire, Bridgeport, Brookside, Martins Ferry, Rayland, Shadyside, Tiltonsville, Yorkville and the communities located along the Blaine route west of Brookside (e.g., Wolfhurst, Lansing and Blaine). Similar to OVRTA, daily midday service is provided to the Ohio Valley Mall/Ohio Valley Plaza shopping complexes via the Blaine/Ohio Valley Mall bus route. The four EORTA bus routes additionally cross the Ohio River and offer service to and from downtown Wheeling in West Virginia. Further, the OVRTA/EORTA jointly operate a curb-to-curb advance reservation origin-to-destination paratransit van service that meets ADA requirements with a four vehicle fleet.

### ***Operating Schedule***

Operating assistance is considered locally as a joint project. For this program, costs are shared on a 68% OVRTA/32% EORTA ratio.

Two items should be noted regarding the operating schedules. The first is that the operating schedules for the OVRTA and EORTA are listed separately in this section of this document. The other item to note concerns the OVRTA in that its operating schedule does not include any of the revenues or costs associated with the Intermodal Transportation Center (ITC) and any shuttle service that may be implemented as part of the Wheeling National Heritage Area Project. A separate Intergovernmental Agreement covers this issue of the ITC.

### ***Capital Program***

Capital projects are presented, along with operating projects, on a template developed by ODOT, and modified for inclusion herein. Section 5339 funds, if any, are programmed as not being financially constrained, unless otherwise indicated by the respective State transit offices that administer this funding program as provided for under the provisions of the Infrastructure Improvement and Jobs Act (IIJA).

### ***Enhanced Mobility for Seniors and Individuals With Disabilities***

A number of local private non-profit organizations have received vehicles under this program. Currently, Section 5310 funding is included as categorical line items, for West Virginia projects and for Ohio projects. The amounts, if shown for these categorical line items, are estimates, based on recent allocations and/or grant awards. Processes for grant awards have been developed at the State level, and have incorporated a role for the MPO.

### ***Local Funding***

Local funds for transit are obtained through two property taxes - one in Ohio and one in West Virginia. Voters within the Eastern Ohio Regional Transit Authority service area approved a three-year 2.5 mill renewal transit levy in 2020 by nearly a 75% margin. This levy applies to all property within the City of Martins Ferry, as well as the Villages of Shadyside, Bellaire, Bridgeport, Brookside,

Yorkville, Tiltonsville and Rayland. The communities located along the Blaine bus route west of Brookside (i.e., Wolfhurst, Lansing and Blaine) also voted to approve the renewal levy at the same time. The levy renews in 2023.

A number of voters living in the urban service area of the Ohio Valley Regional Transportation Authority also voted to approve a three year renewal of their levies with an overwhelming majority in 2020.

The OVRTA property tax rates vary slightly from community to community as well as by property class. Given below are the approximate revenues generated per \$100 of current assessed value.

Class I 4.06¢ - 4.97¢  
Class II 8.12¢ - 9.94¢  
Class IV 16.24¢ - 19.88¢

### ***Fiscal Constraint***

The transit program has been limited with regards to funding as follows.

- FTA Section 5307 funds for FY2024 - FY2027 are based on the provisions of the IIJA Act.
- Operating and the fiscally constrained capital projects are matched to these values and programmed in the operator's subsequent fiscal year. Contingency capital projects and their costs, if identified, are not included in the comparison.
- FTA Section 5339 projects are listed in the tables as fiscally constrained only with the appropriate notification of the respective State transit office.
- FTA Sections 5310 projects are listed based on State guidance.
- Funds through the Ohio Urban Transit Program (UTP) and the Elderly and Disabled Transit Fare Assistance Program (E&D) do not exceed prior allocations, unless prior notification is provided by ODOT.
- The potential also exists for a portion of the "local match" possibly being provided by the State of West Virginia for Section 5339 funded capital projects, when programmed. This is identified by footnote as appropriate.
- Local funds are generally limited to current reserves and anticipated transit levy revenues. The anticipated operating schedule and capital improvements listings are found on the following pages.

## Ohio Valley Regional Transportation Authority

Project Description / Location	Air Quality	ALI Code / Quantity	Phase (Transit)	Fiscal Year	Fund Type (F,S,O)	Obligation Description	Estimate Amount
Operating Assistance	Exempt	30.09.01 Federal	Operating	2024	Federal Transit Direct	5307	\$804,398
Operating Assistance		30.09.01 Local Fare	Operating	2024	Local Match	Fare	\$378,672
Operating Assistance		30.09.01 Local Other	Operating	2024	Local Match	Levy	\$2,587,277
							<b>\$3,770,347</b>
Replace (6)< 30' Buses	Exempt	11.12.04 Federal	Capital	2024	Federal Transit Direct	5307	\$966,924
Replace (6)< 30' Buses		11.12.04 Federal	Capital	2024	Federal Transit Direct	5339	\$86,276
Replace (6)< 30' Buses		11.12.04 Local Match	Capital	2024	Local Match	Levy	\$263,300
Replace (16) Bus Shelters	Exempt	11.32.10 Federal	Capital	2024	Federal Transit Direct	5307	\$93,709
Replace (16) Bus Shelters		11.32.10 Local Match	Capital	2024	Local Match	Levy	\$23,427
Roof Replacement: Structure and Outer Wall Repairs	Exempt	11.41.03 Federal	Capital	2024	Federal Transit Direct	5307	\$546,433
Roof Replacement: Structure and Outer Wall Repairs		11.41.03 Federal	Capital	2024	Federal Transit Direct	5339	\$1,570,026
Roof Replacement: Structure and Outer Wall Repairs		11.41.03 Local Match	Capital	2024	Local Match	Levy	\$529,114
Byrd Intermodal Transit Center - Nailers Way Project	Exempt		Capital	2024	Federal	CPF	\$400,000
Byrd Intermodal Transit Center - Nailers Way Project	Exempt		Capital	2024	Federal	Levy	\$100,000
							<b>\$4,579,209</b>
Operating Assistance	Exempt	30.09.01 Federal	Operating	2025	Federal Transit Direct	5307	\$844,618
Operating Assistance		30.09.01 Local Fare	Operating	2025	Local Match	Fare	\$377,139
Operating Assistance		30.09.01 Local Other	Operating	2025	Local Match	Levy	\$2,721,104
							<b>\$3,942,861</b>
Replace (1) Van	Exempt	11.12.15 Federal	Capital	2025	Federal Transit Direct	5339	\$72,000
Replace (1) Van	Exempt	11.12.15 Local Other (1)	Capital	2025	Local Match	Levy	\$18,000
Replace (2) >30' Buses	Exempt	11.12.04 Federal	Capital	2025	Federal Transit Direct	5339	\$315,200
Replace (2) >30' Buses	Exempt	11.12.04 Local Match	Capital	2025	Local Match	Levy	\$78,800
Replace (1) Bus Washer	Exempt	11.42.06 Federal	Capital	2025	Federal Transit Direct	5339	\$166,600
Replace (1) Bus Washer	Exempt	11.42.06 Local Match	Capital	2025	Local Match	Levy	\$41,650
							<b>\$692,250</b>

Amended: 10-19-23

## Ohio Valley Regional Transportation Authority

Project Description / Location	Air Quality	ALI Code / Quantity	Phase (Transit)	Fiscal Year	Fund Type (F,S,O)	Obligation Description	Estimate Amount
Operating Assistance	Exempt	30.09.01 Federal	Operating	2026	Federal Transit Direct	5307	\$886,849
Operating Assistance		30.09.01 Local Fare	Operating	2026	Local Match	Fare	\$397,842
Operating Assistance		30.09.01 Local Other	Operating	2026	Local Match	Levy	\$2,838,273
							<b>\$4,122,964</b>
Operating Assistance	Exempt	30.09.01 Federal	Operating	2027	Federal	5307	\$931,191
Operating Assistance		30.09.01 Local Fare	Operating	2027	Local Match	Fare	\$407,788
Operating Assistance		30.09.01 Local Other	Operating	2027	Local Match	Levy	\$2,972,008
							<b>\$4,310,987</b>
Operating Assistance	Exempt	30.09.01 Federal	Operating	2024	Federal	5307	\$976,786
Operating Assistance		30.09.01 Local Fare	Operating	2024	Local Match	Fare	\$320,000
Operating Assistance		30.09.01 Local Other	Operating	2024	Local Match	Levy	\$1,982,638
							<b>\$3,279,424</b>

Amended: 10-19-23



## Eastern Ohio Regional Transit Authority

PID	Project Description/ Location	Air Quality	ALI Code / Quantity	Phase (Transit)	Fiscal Year	Fund Type (F,S,O)	Obligation Description	Estimate Amount
111982	Operating Assistance	Exempt	30.09.01 Federal	Operating	2024	Federal Transit Direct	5307	\$426,718
111982	Operating Assistance	Exempt	30.09.01 State UTP	Operating	2024	General Revenue	GRF	\$58,000
111982	Operating Assistance	Exempt	30.09.01 State E&D	Operating	2024	General Revenue	GRF	\$27,000
111982	Operating Assistance	Exempt	30.09.01 Local Fare	Operating	2024	Local Match	Fare	\$97,000
111982	Operating Assistance	Exempt	30.09.01 Local Other	Operating	2024	Local Match	Levy	\$1,125,256
								<b>\$1,733,974</b>
112574	Replace 14 Bus Shelters	Exempt	11.32.10 Local Other	Capital	2024	Local Match	Levy	\$112,000
								<b>\$112,000</b>
120541	Replace Dump Bed for Service Truck	Exempt	11.42.20 (1)	Capital	2024	Federal Transit Direct	5307	\$20,000
			11.42.20 (1)			Local Match	Levy	\$5,000
120541	Purchase Building Generator	Exempt	11.42.03 (1)	Capital	2024	Federal Transit Direct	5307	\$80,000
			11.42.03 (1)			Local Match	Levy	\$20,000
120541	Purchase Stop Announcement Equipment	Exempt	11.62.20 (1)	Capital	2024	Federal Transit Direct	5307	\$80,000
			11.62.20 (1)			Local Match	Levy	\$20,000
								<b>\$225,000</b>
118642	Replace (1) Truck	Exempt	14.42.11 Local Other (1)	Capital	2025	Local Match	Levy	\$18,000
			14.42.11 Local Other (1)			Federal Transit Direct	5307	\$72,000
118642	Replace (1) Van	Exempt	11.12.15 Local Other (1)	Capital	2025	Local Match	Levy	\$18,000
			11.12.15 Local Other (1)			Federal Transit Direct	5307	\$72,000
118642	Replace (1) SUV	Exempt	11.42.11 Local Other (1)	Capital	2025	Local Match	Levy	\$18,000
			11.42.11 Local Other (1)			Federal Transit Direct	5307	\$72,000
118642	Replace (1) Bus Washer	Exempt	11.42.06 Local Other (1)	Capital	2025	Local Match	Levy	\$18,000
			11.42.06 Local Other (1)			Federal Transit Direct	5307	\$72,000
								<b>\$360,000</b>
111982	Operating Assistance	Exempt	30.09.01 Federal	Operating	2025	Federal Transit Direct	5307	\$435,580
111982	Operating Assistance	Exempt	30.09.01 State UTP	Operating	2025	General Revenue	GRF	\$58,000
111982	Operating Assistance	Exempt	30.09.01 State E&D	Operating	2025	General Revenue	GRF	\$27,000
111982	Operating Assistance	Exempt	30.09.01 Local Fare	Operating	2025	Local Match	Fare	\$97,000
111982	Operating Assistance	Exempt	30.09.01 Local Other	Operating	2025	Local Match	Levy	\$1,185,753
								<b>\$1,803,333</b>

Amended: 2-15-24

## Eastern Ohio Regional Transit Authority

PID	Project Description/ Location	Air Quality	ALI Code / Quantity	Phase (Transit)	Fiscal Year	Fund Type (F,S,O)	Obligation Description	Estimate Amount
111982	Operating Assistance	Exempt	30.09.01 Federal	Operating	2026	Federal Transit Direct	5307	\$444,829
111982	Operating Assistance	Exempt	30.09.01 State UTP	Operating	2026	General Revenue	GRF	\$58,000
111982	Operating Assistance	Exempt	30.09.01 State E&D	Operating	2026	General Revenue	GRF	\$27,000
111982	Operating Assistance	Exempt	30.09.01 Local Fare	Operating	2026	Local Match	Fare	\$97,000
111982	Operating Assistance	Exempt	30.09.01 Local Other	Operating	2026	Local Match	Levy	\$1,248,637
								<b>\$1,875,466</b>
111982	Operating Assistance	Exempt	30.09.01 Federal	Operating	2027	Federal Transit Direct	5307	\$454,170
111982	Operating Assistance	Exempt	30.09.01 State UTP	Operating	2027	General Revenue	GRF	\$58,000
111982	Operating Assistance	Exempt	30.09.01 State E&D	Operating	2027	General Revenue	GRF	\$27,000
111982	Operating Assistance	Exempt	30.09.01 Local Fare	Operating	2027	Local Match	Fare	\$97,000
111982	Operating Assistance	Exempt	30.09.01 Local Other	Operating	2027	Local Match	Levy	\$1,314,315
								<b>\$1,950,485</b>

Amended: 2-15-24

## VI. PRIORITIZATION

Based on input provided by an ad-hoc committee appointed by the BOMTS Policy Committee Chairman, staff was directed to establish a prioritized scoring process which gauges a project's contribution to achieving the Goals and Objectives established in the current long range plan. Each of the seven goals would have a point range with the overall total adding up to 100. The goals were weighed based on each member's ranking of importance, which was 1 through 7. Based on the average ranking, each goal was assigned a point range rounded in 5 point increments. This resulted in the following scoring process.

Goal	Points
* Promote efficiency of operation and emphasize preservation of existing transportation system	Up to 25
* Increase safety	Up to 20
* Support economic vitality	Up to 20
* Increase accessibility and mobility options	Up to 15
* Protect and enhance the environment	Up to 10
* Enhance Intermodal Connectivity	Up to 5
* Support Security	Up to 5
Total Overall points:	100

A project which addresses multiple goals receives points associated with each goal. Projects on the interstate system receive additional points. Maintenance type projects generally were given 20 points.

For purposes of the Transportation Improvement Program, the scoring system will only be applied to the original program, and will not be updated with each revision. Scoring projects in this manner does not affect the year in which a project is programmed, as scores are applied after the four year program has been established. A project's score essentially relates the relative value of the project from a local perspective. The following provides relative priorities of projects included in the FY2024 - FY2027 TIP.

### **Belmont County Highway Projects**

		Points	Rank
D11-GR-FY2023	Interchange Improvement	45	1
BEL-SR7 Traffic Study	SR7 Corridor Study	20	2
BEL-Barnesville Trail	Bike/Ped	15	3 (tie)
BEL-National Rd. Tunnel	Bike/Ped	15	3 (tie)

### **Ohio County Highway Projects**

		Points	Rank
OHIO-70-11.65	Dallas Pike to PA state line. Resurface.	25	1 (tie)
OHIO-470-0.13	I-470 Bridge. Renovate.	25	1 (tie)
OHIO-250-1.23	US250 Interchange Bridges. Clean and paint.	15	3 (tie)
OHIO-250-2.53	US250 from MP 2.52 to I-70. Concrete rehab.	20	2 (tie)
OHIO-40-2.77	National Road. Design/build ADA ramps.	15	3 (tie)
OHIO-40-0.16	Zane St. Design/build ADA ramps.	15	3 (tie)
OHIO-40-12.75	On US 40, Valley Grove. Bridge replacement.	20	2 (tie)
OHIO-2-7.13	Warwood Ave. Design/build ADA ramps.	15	3 (tie)
OHIO-1-2.83	Mine bridge. Replace bridge.	20	2 (tie)
OHIO-6-0.00	Chapline Hill Rd. Design/build ADA ramps.	15	3 (tie)

### **Marshall County Highway Projects**

		Points	Rank
MARSHALL-US250-10.72	US250 from Cameron S. Corp. line to N. Corp. line. Resurface/Widen.	25	1
MARSHALL-CR2/27	E. Baltimore St. Design/build ADA ramps.	15	3
MARSHALL-CRF74/2	Kausooth Bridge. Replace bridge.	20	2

- Districtwide projects are not ranked with Marshall County Projects

**Transit Projects**

		Points	Rank
OVRTA	Operating Assistance FY2024	15	1 (tie)
OVRTA	Operating Assistance FY2025	15	1 (tie)
OVRTA	Operating Assistance FY2026	15	1 (tie)
OVRTA	Operating Assistance FY2027	15	1 (tie)
EORTA	Operating Assistance FY2024	15	1 (tie)
EORTA	Operating Assistance FY2025	15	1 (tie)
EORTA	Operating Assistance FY2026	15	1 (tie)
EORTA	Operating Assistance FY2027	15	1 (tie)
OVRTA	Replacement Support Vehicles (SUV, Truck)	10	2 (tie)
OVRTA	Replace Bus Washer	10	2 (tie)
OVRTA	Replacement Vans	10	2 (tie)
OVRTA	Replacement Buses	15	1 (tie)
OVRTA	Replacement Bus washer	10	2 (tie)
EORTA	Replacement Van	10	2 (tie)
EORTA	Replacement Bus	15	1 (tie)

## **VII. PUBLIC INVOLVEMENT**

Provisions of federal transportation legislation pertaining to the TIP require a reasonable opportunity for public comment prior to the program's approval. In accordance with Belomar's process, notices were published in the local newspapers regarding opportunities for early involvement in developing the TIP. This notice was also posted on the website and Facebook page. After the draft document was prepared, a public notice for public involvement was published in all three local newspapers and posted on the agency's website and Facebook page. The notice was also placed in local libraries. This notice also included information for an open house. A video presentation was prepared for the open house and was also posted on the website. A second public notice was published during the public comment period and prior to the open house. It also included information for the open house. The open house and public comment period were consistent with the public comment period for the Ohio STIP.

Regarding mid-year revisions to the TIP, Belomar will issue press releases in advance of any proposed amendment of the TIP. Such releases will describe the proposed amendment and indicate the duration of the comment period. This process has been shown to provide adequate notification. State policies regarding revisions, as well as FHWA and FTA interpretation of project eligibility for authorization, are acknowledged. These revisions are also posted on the agency website and Facebook page. TIP projects can also be adjusted by an administrative modification of statewide grouped projects. The objective of the administrative modification is to expedite the project delivery. Groupable projects generally are system preservation projects. Amendments and modifications are done based on WVDOT and ODOT policies for the groupable project. The policy and statewide groups are included in Appendix A. Additional detailed explanation is available in the WV FY2020 - FY2025 STIP Appendix E.

In conjunction with the public involvement process for the TIP, the public notices that are published note the area's attainment and redesignation status for the Ozone and PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS) and the need for transportation conformity determination.

The public notices are included on pages VII-2, VII-3, and VII-4. These were placed on the website and Facebook page. No comments were received.

The draft document goes through a public comment period. It starts with ODOT STIP review process that solicits public comments and includes Belomar's TIP by reference. In addition, the TIP goes through a local public review process as per the approved Participation Plan. Comments are solicited for a period of two weeks and public notices are placed on press media, social media and displayed in public libraries. In addition, an open house was held as per the public notices and audio-visual material was prepared for public input.

## TIMES LEADER

JANUARY 7, 2023

...points to close out a rained game, and we have to win the first half of the event. really well to get a win."

### PUBLIC NOTICE

Notice is hereby given that the draft Transportation Improvement Program (TIP) for Belmont, Ohio and Marshall Counties is currently being developed by the Bel-O-Mar Regional Council, in cooperation with the Ohio Department of Transportation, West Virginia Department of Transportation, the local municipal and county governments and local transit authorities.

The TIP for the Belmont-Ohio-Marshall Transportation Study Area includes projects and programs for which implementation is anticipated in the next fiscal year and the following three years. In general, all projects and programs which will utilize federal transportation funding must be included in the endorsed TIP.

Interested parties, including representatives of the affected public and transportation agencies, private providers of transportation, freight shippers, providers of freight transportation services and other transportation stakeholders who desire to present their views on the development of this document and/or submit written comments should contact:

Bel-O-Mar Regional Council  
105 Bridge Street Plaza  
P.O. Box 2086  
Wheeling, WV 26003

Notice is also given that Belmont, Ohio and Marshall Counties have been re-designated to attainment of the 1997 PM<sub>2.5</sub> (fine particulates) standards. Thus, emissions analysis is not required for PM<sub>2.5</sub> conformity. Other conformity requirements still apply. Qualitative Conformity for the 1997 Ozone Standards is required. It is anticipated that the FY2024 – FY2027 TIP will include projects consistent with the conforming 2045 Long Range Transportation Plan.

Inquiries for additional information, written requests for a meeting as well as any other written comments should be directed to "The Transportation Study Director" at the above address from January 8, 2023 through January 22, 2023. Comments can also be submitted online at <https://www.belomar.org/contact-us/>

## WHEELING INTELLIGENCER AND WHEELING NEWS REGISTER

JANUARY 7, 2023

who played significant minutes. the Jets (1-4) are back in action Tuesday.  
All told, the Big Reds put four play- day at undefeated Martins Ferry.

### PUBLIC NOTICE

Notice is hereby given that the draft Transportation Improvement Program (TIP) for Belmont, Ohio and Marshall Counties is currently being developed by the Bel-O-Mar Regional Council, in cooperation with the Ohio Department of Transportation, West Virginia Department of Transportation, the local municipal and county governments and local transit authorities.

The TIP for the Belmont-Ohio-Marshall Transportation Study Area includes projects and programs for which implementation is anticipated in the next fiscal year and the following three years. In general, all projects and programs which will utilize federal transportation funding must be included in the endorsed TIP.

Interested parties, including representatives of the affected public and transportation agencies, private providers of transportation, freight shippers, providers of freight transportation services and other transportation stakeholders who desire to present their views on the development of this document and/or submit written comments should contact:

Bel-O-Mar Regional Council  
105 Bridge Street Plaza  
P.O. Box 2086  
Wheeling, WV 26003

Notice is also given that Belmont, Ohio and Marshall Counties have been re-designated to attainment of the 1997 PM<sub>2.5</sub> (fine particulates) standards. Thus, emissions analysis is not required for PM<sub>2.5</sub> conformity. Other conformity requirements still apply. Qualitative Conformity for the 1997 Ozone Standards is required. It is anticipated that the FY2024 – FY2027 TIP will include projects consistent with the conforming 2045 Long Range Transportation Plan.

Inquiries for additional information, written requests for a meeting as well as any other written comments should be directed to "The Transportation Study Director" at the above address from January 8, 2023 through January 22, 2023. Comments can also be submitted online at <https://www.belomar.org/contact-us/>



## TIMES LEADER

MARCH 19, 2023

5:30 p.m.

(Tapad)

Calif.

### PUBLIC NOTICE

Notice is hereby given that the Transportation Improvement Program (TIP) for Belmont, Ohio and Marshall Counties has been prepared in draft form and will be available for public review and comment. The TIP includes federal aid highway and transit projects and programs for which implementation is anticipated during the next four fiscal years beginning July 1, 2023.

The TIP will be available for review from March 27, 2023 through April 10, 2023 in the office of Belomar Regional Council, at the address shown below. The TIP, including highway and transit project listings, will also be available on Belomar's website and Facebook page.

Notice is also given that Belmont, Ohio and Marshall Counties have been re-designated to attainment of the 1997 PM<sub>2.5</sub> (fine particulates) standards. Thus, emissions analysis is not required for PM<sub>2.5</sub> conformity. Other conformity requirements still apply. Qualitative Conformity determination for the 1997 Ozone Standards is required. The FY2024 – FY2027 TIP includes projects consistent with the conforming 2045 Long Range Transportation Plan.

An open house for public input is scheduled on April 6th from 4 p.m. to 6 p.m. at Belomar's Office.

Interested parties, including representatives of the affected public and transportation agencies, private providers of transportation, freight shippers, providers of freight transportation services and other transportation stakeholders who desire to present their views on the draft TIP should visit <http://www.belomar.org/trans/tip> or submit written comments to:

Belomar Regional Council  
105 Bridge Street Plaza  
Wheeling, WV 26003  
(304) 242-1800

Written comments should be directed to the Transportation Director, at the above address and must be received by April 10, 2023.

## WHEELING INTELLIGENCER AND WHEELING NEWS REGISTER

MARCH 19, 2023

TMC

(5-55) Movie A River Runs Through It (1992)

Movie \*\*\* Begin Again (2013)

(6-45) Movie \*\*\* Paris Can Wait (2016)

Movie

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## TIMES LEADER

APRIL 3, 2023

panic, some hurt by shattered glass and explosion. Tables and chairs were bro-

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## WHEELING INTELLIGENCER AND WHEELING NEWS REGISTER

APRIL 3, 2023

agement Agency.

A piece of wood fell over them. Sc

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## **VIII. PRIOR FUND UTILIZATION**

The projects listed in the TIP are financially constrained and are expected to be implemented as programmed. Regulations also allow TIP amendments and modifications that affect projects in the TIP. To monitor a project's progress and associated fund utilization, a list of major projects from the previous TIP is prepared. This list shows the status of the major projects and is included in this section.

Based on FHWA/FTA guidance, a separate Annual Listing of Projects is also prepared. All projects using federal funds are included in the annual listing. As the TIP is developed on a July 1 basis, the Annual Listing is published by the end of September. Belomar will solicit the necessary information from WVDOT, ODOT and the OVRTA/EORTA to compile the information. Public notices will be published informing the public of the opportunity to review and comment on the documentation. The listing will also be posted on the website.

With regards to the requirement for listing "major" projects from the previous TIP that were implemented and identifying any significant delays in the implementation of "major" projects, the list on the following page has been prepared. For purposes of this document, a major project will be considered to be any project with construction or transit capital acquisition cost of \$3,000,000 or greater. While transit operating assistance is over \$3 million threshold, there are no major transit capital projects in this program.

### **Belmont County**

<b>PID</b>	<b>Project</b>	<b>Type</b>	<b>Construction Phase</b>	<b>Status</b>
87341	BEL-IR70-5.040	I-70 from Guernsey Co. line to MP 5.04; rehab/overlay.	C	Complete
102489	BEL-IR70-15.72	I-70, 1.13 miles east of SR800 to 0.14 miles west of TR260; rehab/resurface.	C	Sold
100588	BEL-IR70-26.18	On I-70, 0.42 miles east of B&O RR; replace bridge deck.	P	Active
102409	BEL-SR7-5.88	SR7, 0.3 miles south of Shadyside SR7 SB ramp; slide repair.	C	Active
110324	BEL-SR7-11.52	SR7 interchange with CR7; replace deck.	C	Sold
107535	BEL-SR7-14.08	SR7 from MP 14.08 to 17.74; rehab/overlay.	C	Sold
106237	BEL-SR7-19.25	SR7, 0.7 miles east of Bridgeport; replace bridge.	C	Active
107487	BEL-SR147-13.23	SR147 in Village of Belmont and SR149 from MP 10.99 to US40; rehab/resurface.	C	Sold

### Ohio County

Project	Description	Phase	Status
OHIO-I-70 S335-70-0.01	I-70 bridges; replace/renovate 25 bridges.	C	Nearing Completion
OHIO-I-70 S335-70-11.95-03	I-70 mining project panels 17 & 18; subsidence repair.	C	Completed
OHIO-I-470 S335-470-0.03	I-470 bridge 0.01 mile east of Ohio state line; renovate bridge.	C	Carried over to FY2024 – FY2027 TIP
OHIO-I70 S335-70-11.96	I-70 mining panel 19, replace due to subsidence.	C	Completed
OHIO-WV2 U335-2-2.13	WV2 from MP 2.13 to MP 3.78; lighting, sidewalks and resurfacing.	C	Under Construction
OHIO—WV251 S335-251-0.06	Wheeling Suspension Bridge; paint and lighting.	C	Under Construction
OHIO-I-70 S335-70-11.85	Dallas Pike to PA line; resurface.	C	Carried over to FY2024 – FY2027 TIP
OHIO-US250 S335-250-0.94	South Wheeling 18 <sup>th</sup> St.; joint repair, ADA ramps.	C	Completed
OHIO-I-70 S335-70-11.95-D5	I-70 mining panel 20; replace due to subsidence.	C	Completed

### Marshall County

Project	Description	Phase	Status
Marshall-WV2 U326-2-4.50 (03)	WV2 from Kent to Franklin Road; upgrade to 4 lanes.	C	Obligated
Marshall-WV2 U352-2-11.65	WV2 from Proctor to Kent; upgrade to 4 lanes.	C	Completed
Marshall- CR74 S326-74-3.72	CR74 Big Tribble Bridge; replace bridge.	C	Obligated
Marshall-WV2 S326-2-7.85	WV2 from Woodland to Cresap Road; resurface.	C	Obligated

## **IX. ENVIRONMENTAL JUSTICE**

As required by FHWA and FTA, to prevent minority and low income populations from disproportionate adverse environmental effects of transportation projects and programs, a process was developed to identify locations of minority and low income communities. Target areas consisting of a high proportion of minorities and low income populations were selected in the three county Metropolitan Planning Organization (MPO) region. The MPO includes Belmont County, Ohio and West Virginia counties of Ohio and Marshall.

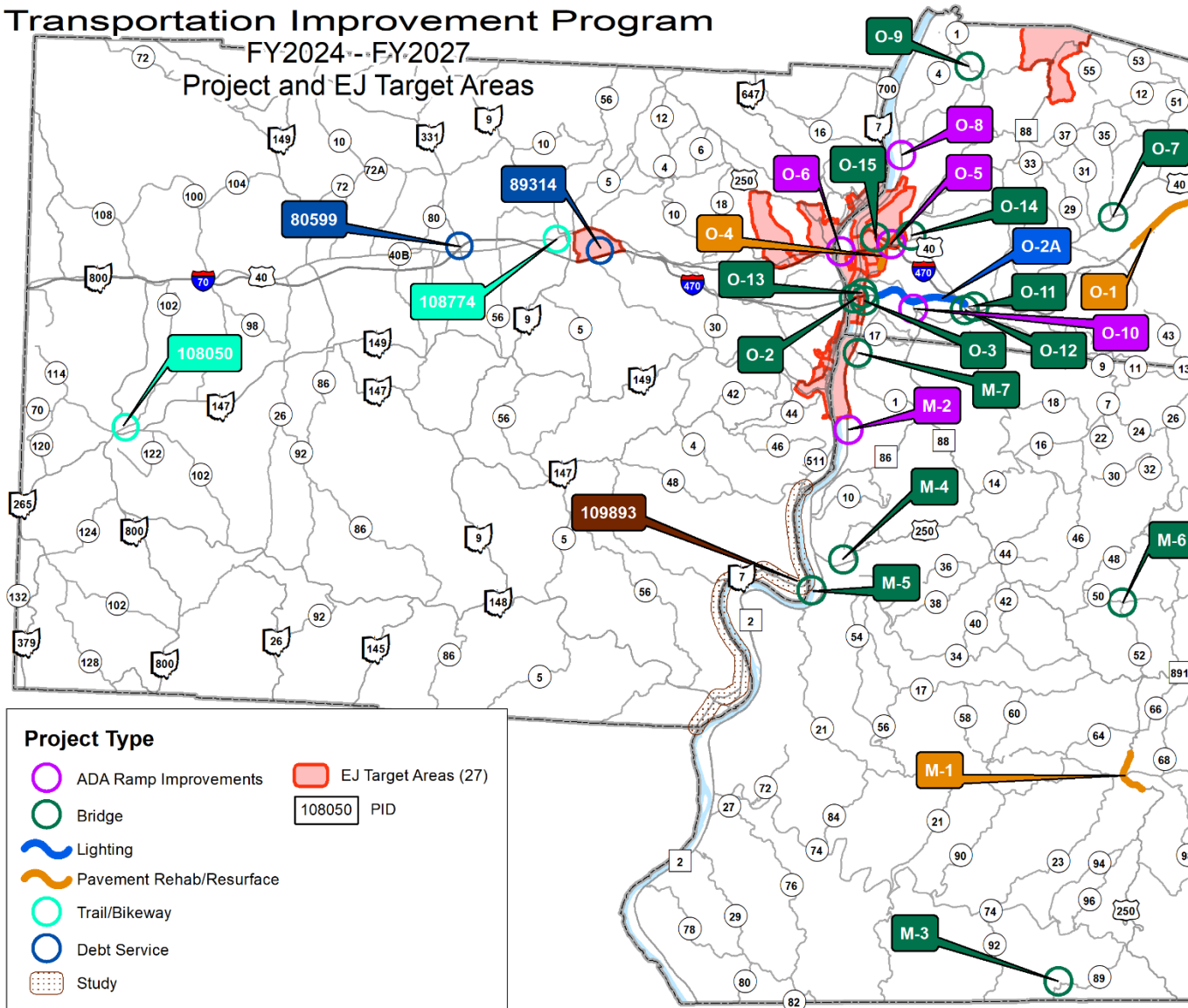
The Environmental Justice (EJ) target areas are selected using 2020 census data and 2016 – 2020 America Community Survey (ACS) data. The MPO population is 139,513. The minority population is 4.8% and 13.4% of the population, is below poverty level. In identifying EJ target areas, it was desirable to identify blocks that met or exceeded countywide and/or regional averages of minority population and persons below poverty level. However, due to a lack of data detail at the census block level, block groups were used. All block groups that exceeded the county average for both variables were selected. Also selected, were block groups that exceeded regional averages. Twenty-four (24) block groups exceeded the county average for both variables. Only three (3) block groups, in addition to county-based selection, exceeded regional averages. These were contiguous to the previously selected block groups. It was decided to include these block groups, due to location and adjacency to other selected block groups. A total of 27 block groups are identified as EJ target areas based on the 2020 census and latest available ACS data. Target areas are presented on the next page. These areas are used for the EJ analysis. However, it is recognized that in conducting a regionwide selection process, a few pockets of minority and/or low income populations may have been missed. If any identifiable pocket of missed disadvantaged population is found, it will be included in the analysis. A detailed report on the identification of target areas is presented on our website at [www.belomar.org/pdf/bomts\\_ej\\_2020.pdf](http://www.belomar.org/pdf/bomts_ej_2020.pdf).

The public involvement process encompasses outreach efforts to involve targeted populations in the planning process. These efforts include public notices, press releases, and placing notices, brochures and documents in libraries located in target areas. In addition, open houses are held and announcements are made available on the website, press media and social media.

# Transportation Improvement Program

FY2024 - FY2027

Project and EJ Target Areas



Identified EJ target areas are contiguous with the exception of two block groups. One block group in Ohio County includes West Liberty University. It is a resident university. The other block group is in the City of St. Clairsville. These two block groups were not identified as target areas with 2010 census data.

Projects in this TIP were overlaid on the target areas for the analysis. In Belmont County, all projects, fully or partially funded with the MPO suballocated funds were used and on the West Virginia side, all projects in Ohio and Marshall counties were overlaid.

### **Belmont County Highway Projects**

Looking at the overlay, two projects are bike/pedestrian trail projects. One is St. Clairsville and the other is in Barnesville. Both projects are rails to trails projects. There are no target areas in Barnesville or in its vicinity. This is a new rails to trails conversion project. St. Clairsville's project is an active transportation project and is accessible from the adjacent target area. This is a preservation project. Of the two trail projects, one is in the urbanized area and one is in the non-urbanized area of the county. These projects have no adverse effect on the target areas.

The two debt service projects are a new roadway known as the "Mall Road Connector" and the I70/SR331 interchange modification. Previous analysis of these projects did not identify any adverse effect.

The SR7 corridor operational study is to identify improvement on SR7, a principal arterial that benefits local residents and external trips passing through the area. The study is to identify operational issues and remedies, it has no adverse effect on target groups.

The sixth project is an ODOT districtwide safety project to repair or replace guardrail. It has no adverse effect on target areas.

The statewide group projects are system preservation and safety projects. These are selected based on the objective statewide condition rating score, analysis and ranking. These projects have positive effect and do not adversely affect the target areas. Since grouped projects are selected by the state based on an objective criteria for the system preservation, they have no disparate effect on the target areas.

### **Ohio County Highway Projects**

There are seventeen (17) projects in Ohio County. Of these, four (4) are design/build ADA ramps and nine (9) are bridge projects. Others include interstate, resurfacing and lighting, and traffic signal replacement on a principal arterial. Of the seventeen (17) projects, seven (7) are in or adjacent to the EJ target areas. Of these, four (4) are bridge, two (2) new ADA ramps and one (1) pavement rehabilitation project. All of these projects will have positive impact on the EJ target areas. None of the planned projects will have adverse effect. Programmed projects do not have disparate effect on the targeted areas.

### **Marshall County Highway Projects**

The Marshall County listing has twenty-one (21) projects. However, thirteen (13) projects are districtwide projects. All districtwide projects are system preservation projects and include bridge inspections, roadway striping, LED light retrofit and new ADA ramps. These projects have broader districtwide impact. Of the eight (8) remaining projects, five (5) are bridge projects, one

(1) each for sign renovation, resurfacing and new ADA ramps. There is one EJ target area in Marshall County and programmed projects do not have any adverse or disparate effect on the target area.

### **Transit Projects**

Transit projects included through FY2027 are primarily intended to maintain existing services. Prior quantitative environmental justice analysis of transit determined that service was equitable to target and non-target areas, and as such, no specific actions were needed to achieve environmental justice objectives. Although minor route and schedule revisions have been made, the prior findings are considered to remain valid. Transit fixed routes run along the Ohio River and on both sides of the river. In the east west direction, they run along National Road. The two outlying target areas, West Liberty and St. Clairsville are not on the fixed routes. These areas were only recently identified and were not part of the 2010 census based target areas.

The West Liberty target area is not in the urbanized area, while the St. Clairsville area is. The existing fixed route service terminates near the St. Clairsville target area. A multi-modal transportation study is planned in FY2024. This study will again address equitable access based on the quantitative analysis. The existing transit routes have no adverse effect on the target area or have any disparate effect on target areas.



## **X. AIR QUALITY CONFORMITY**

The Wheeling Metropolitan Area, consisting of Belmont County in Ohio and Ohio and Marshall Counties in West Virginia, was designated as non-attainment of 1997 National Ambient Air Quality Standards (NAAQS) for Ozone and PM<sub>2.5</sub> (fine particulate matter). The area was in violation of the 8-hour standard of 0.08 ppm for Ozone. For PM<sub>2.5</sub>, the non-attainment was for the annual standard only. The PM<sub>2.5</sub> annual standard is exceeded if the three year average of annual mean concentration of PM<sub>2.5</sub> is greater than 15 micrograms per cubic meter.

These designations required Transportation Conformity under the Clean Air Act. The purpose is to ensure that the federally supported highway and transit projects/activities are consistent with (conform to) the state air quality implementation plan (SIP). Belomar has made conformity determinations for the Long Range Plans (LRP) and the Transportation Improvement Programs (TIP) prepared after the year 2004. Most recent conformity determination was made and approved for the Transportation Plan for 2045. FHWA approved conformity for this plan in November, 2021.

The area was redesignated as attainment of the 1997 Ozone NAAQS in June, 2007 and 1997 PM<sub>2.5</sub> NAAQS in September, 2013. In April, 2015, the 1997 Ozone NAAQS were revoked and no further Ozone conformity determinations were required for the long range plan and TIP. However, pursuant to a United States Court of Appeals for Washington, D. C., ruling issued on February 16, 2018, Ozone conformity determination was needed again with the new designation as the 1997 Ozone standard “orphan” area.

An emissions based conformity determination of Belomar’s Transportation Plan for 2040 and FY2018 - FY2021 TIP was done. This conformity determination was approved on September 6, 2018.

On August 24, 2016, (see 81 FR58010 {effective on October 24, 2016}) EPA revoked the 1997 annual PM<sub>2.5</sub> NAAQS in areas that have been designated as attainment. Thus as of October 24, 2016, PM<sub>2.5</sub> conformity is no longer required. A conformity determination for the 1997 Ozone NAAQS is still needed.

In December, 2019, ODOT initiated an interagency consultation for advancing qualitative Transportation Plan and new FY2021 - FY2024 TIP conformity determination. As a result of this, a qualitative conformity determination was needed for the FY2021 - FY2024 TIP. In the absence of regional emissions analysis, the qualitative regional conformity is to include other requirements of the rule (40 CFR§ 93.109) such as interagency consultation process, fiscal constraints, latest planning assumptions and public involvement.

The Transportation Plan for 2045 was prepared in the year 2021 and included the conformity determination. The plan was adopted by policy board resolution on July 22, 2021. The conformity was approved on November 16, 2021. This conformity determination also reaffirmed the conformity of the FY2021 - FY2024 TIP.

The FY2024 – FY2027 TIP development process started with an early involvement public notice in January 2023. This included the region’s air quality status and need for qualitative conformity determination for the 1997 ozone standard. An interagency consultation for the conformity process was initiated by ODOT. This culminated with USDOT’s confirmation for advancing qualitative Transportation Plan/FY2024 – 2027 TIP conformity determination. Appropriate emails are included in Appendix C. In addition, the MPO initiated the IAC process



for a qualitative conformity determination for the West Virginia portion of the TIP. No comments or objections on the previously used qualitative analysis process were received. The conformity determination of the entire TIP, including West Virginia and Ohio projects, is consistent with the previously approved qualitative analysis as reaffirmed by the USDOT confirmation to ODOT.

The FY2024 - FY2027 TIP is consistent with the conforming long range transportation plan. Only exempt or analyzed projects are included in the fiscally constrained TIP. It is developed in accordance with Belomar's Public Participation Plan. The conforming long range transportation plan followed the latest planning assumptions and was developed in consultation with local elected and appointed officials responsible for economic development, environmental protection, public transit, freight movement and multi-modal transportation.

The TIP and the TIP development process meet the requirements of the transportation conformity. Thus, the FY2024 - FY2027 TIP is a conforming TIP.

## **XI. TITLE VI AND ADA COMPLIANCE**

The Title VI of the Civil Rights acts requires that no person on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

Environmental Justice (EJ) requirements further ensure against disproportionately high and adverse human health or environmental effects of transportation programs, projects, policies, and activities on minority populations and low-income populations.

The Americans with Disabilities Act (ADA) prohibits discrimination against individuals with disabilities in all areas of public life including transportation.

Belomar has a Title VI plan, policy and formal complaint procedure. The policy specifically requires that all plans, programs and services of the agency be compliant with the nondiscriminatory provisions of the Title VI. A complaint process with a complaint form is also available. Agency has not received any complaint for the last five years. Further, Belomar has never received a Title VI complaint.

EJ target areas are identified after each decennial census. These areas identify census designated block groups where percentage of minorities and low income populations exceed the regional percentage. Projects and programs ensure that there is no disparate impact or adverse impact on these areas. Such an analysis for this TIP is included in this document. Current EJ target areas were identified using 2020 Census data.

Belomar, through the Coordinated Public Transit Human Services Transportation Plan, ensures that the mobility needs of the seniors and people with disability are met. The transit authorities also provide curb to curb service with wheelchair equipped vans. Fixed route buses are also accessible. Accessible sidewalks and curbs also exist in the area. This TIP includes four projects involving design/build of several ADA accessible curb ramps.

## **XII. COMMENTS AND RESPONSE**

No comments were received from the public. The public comment period ended on April 10, 2023.

## **APPENDIX A**

### **Amendments and Modification Policy**



# Procedures for Ohio Statewide Transportation Improvement Program (STIP) Amendments and Administrative Modifications

On February 14, 2007, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued their final rule for Statewide and Metropolitan Transportation Planning (72 Fed. Reg. 7224). On July 6, 2012, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) was signed into law which created a streamlined, performance-based, multimodal program to address the many challenges facing the U.S. transportation system and continued the requirements for a Statewide Transportation Improvement Program (STIP) that was originally established in 1991. In the final rule, the FHWA and the FTA have further clarified the differences between amendments and administrative modifications found in 23 CFR Part 450 and 49 CFR Part 613. The purpose of this document is to further define administrative modifications and amendments and to establish the procedures for processing administrative modifications and amendments in Ohio.

The following procedures are applicable for processing revisions (both administrative modifications and amendments) to the Ohio STIP. In accordance with the provisions of 23 CFR 450 and 49 CFR 613, Transportation Improvement Programs (TIPs) developed by Metropolitan Planning Organizations (MPOs) are incorporated into the STIP, and as such these procedures are also applicable to TIP modifications.

## 1. DEFINITIONS

### A. Administrative Modifications

Per 23 CFR 450.104 and in compliance with 49 CFR 613: *Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).*

Administrative Modifications do not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). Administrative Modifications are minor changes to the STIP/TIP that:

1. Revise a project description without causing significant change to the project scope or conflict with the environmental document.
2. Revise a project's fiscal year within the current STIP/TIP in accordance with 23 CFR 450.216(n) and in compliance with 49 CFR 613.
3. Change the source/type of federal funds (between federal, state, and local funds) by phase on a listed project or an individual statewide line item.
4. Split or combine individually listed projects in the current STIP/TIP without causing significant change to the project scope, environmental document, or air quality conformity.
5. Change the project lead agency.
6. Revise the ALI code with similar scope, project name, number of vehicles, or type of vehicles.



Administrative Modifications may be processed in accordance to these procedures and the procedures described in 23 CFR 450 and in compliance with 49 CFR 613, provided that the air quality conformity determinations, including the timely implementation of Transportation Control Measures (TCMs), are not affected and financial constraint is not impacted.

## B. Amendment

Per 23 CFR 450.104 and in compliance with 49 CFR 613: **Amendment** means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

Amendments are major revisions to the STIP/TIP that require federal approval, require public review and comment, redemonstration of fiscal constraint, or a conformity determination. Amendments are major revisions to the STIP/TIP that:

1. Add or delete a project or project phase into or out of the current STIP/TIP that are not categorized as statewide line items.
2. Significantly/majorly change the project description or scope.
3. Affect financial constraint or affect air quality conformity (regardless of the funding source).
4. Revise the project or project phase cost estimate over the thresholds noted in the below tables.

Highway/FHWA Projects		Transit/FTA Projects	
STIP Estimate	Amendment Needed if	STIP Estimate	Amendment Needed if
\$1 - \$2,999,999	Over 50% of the project/phase cost	\$1 - \$999,999	Over 50% of the project/phase cost
\$3,000,000 - \$9,999,999	Over 30% of the project/phase cost	\$1,000,000 - \$4,999,999	Over 30% of the project/phase cost
\$10,000,000 and Above	Over 20% of the project/phase cost	\$5,000,000 and Above	Over 20% of the project/phase cost

5. Revisions to the STIP/TIP and cannot be completed by an Administrative Modification.

## 2. PROCEDURES

### A. Administrative Modifications

Each MPO may elect to adopt procedures for administrative modifications which are the same as the procedures described above or more restrictive. An MPO may elect not to process any TIP changes as administrative modifications and as a result all changes would be processed as amendments. Each MPO-approved administrative modification will be forwarded to the ODOT Office of Systems Planning and Program Management and/or ODOT Office of Transit through the appropriate ODOT District Office for approval on behalf of the Governor. The MPO Board may delegate approval of Administrative Modifications to the MPO's Executive Director. If the MPO Board delegates approval of Administrative Modifications to the Executive Director, the MPO will need to provide copies of the delegation to ODOT.

Once approved by ODOT, on behalf of the Governor, the Administrative Modification will be incorporated into Ohio's STIP and no Federal action will be required. ODOT will notify the MPO of the approved administrative modification.

## B. Amendments

Amendments to the Ohio STIP must be developed in accordance with the provisions of 23 CFR 450.326 and/or 23 CFR 450.216 and in compliance with 49 CFR 613 and approved by the appropriate federal agency in accordance with 23 CFR 450.218. Each approved MPO TIP amendment will be forwarded to the ODOT Office of Systems Planning and Program Management and/or ODOT Office of Transit through the appropriate ODOT District office for approval on behalf of the Governor. Once approved by ODOT on behalf of the Governor, ODOT will forward the amendment to FHWA or FTA for federal approval according to the established quarterly scheduled submittal or necessary special submittal. Once approved by FHWA or FTA the amendment will be incorporated into Ohio's STIP.

### SUMMARY OF ACTIONS

ACTION (STIP/TIP Change/Revision)	MODIFICATION (Minor Revisions – Federal Approval Not Required)	AMENDMENT (Major Revisions – Federal Approval Required)
Revise a project description without causing *significant change to the project scope or conflict with the environmental document	X	
Revise a project's fiscal year within the current STIP/TIP	X	
Change the source/type of federal funds (from federal to state funds, state to federal funds, federal to local funds, local to federal funds, state to local funds, or local to state funds)	X	
Split or combine individually listed projects in the current STIP/TIP without causing *significant change to the project scope, environmental document, or air quality conformity	X	
Change funding types for individual statewide line items	X	
Change in the project lead agency	X	
Revise the ALI code, project name, number of vehicles, or type of vehicles	X	
Adding or deleting projects or project phases into or out of the current STIP/TIP that are not categorized as statewide line items		X
Any *significant or major change to the project description or scope		X
Any change that affects financial constraint or affects air quality conformity (regardless of the funding source)		X
Funding Changes over the threshold (see below tables)		X

*\*Significant change is when a transportation feature is added or removed.*

*Note: Amendments are major revisions to the STIP/TIP that require federal approval, require public review and comment, redemonstration of fiscal constraint, or a conformity determination.*

Highway/FHWA Projects	
STIP Estimate	Amendment Needed if
\$1 - \$2,999,999	Over 50% of the project/phase cost
\$3,000,000 - \$9,999,999	Over 30% of the project/phase cost
\$10,000,000 and Above	Over 20% of the project/phase cost

Transit/FTA Projects	
STIP Estimate	Amendment Needed if
\$1 - \$999,999	Over 50% of the project/phase cost
\$1,000,000 - \$4,999,999	Over 30% of the project/phase cost
\$5,000,000 and Above	Over 20% of the project/phase cost



### 3. DISPUTE RESOLUTION

If a question arises on the interpretation of the definition of an Amendment or Administrative Modification, ODOT, the MPO, FHWA, and FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an Amendment or Administrative Modification, the final decision rests with the FHWA for highway projects and FTA for transit projects.

#### **Procedures of Ohio STIP Amendments and Administrative Modifications Approved by ODOT, FHWA, and FTA**

Note: Signatures appear on separate pages.

Date: 9/24/13 Signed:   
Jerry Wray, Director, ODOT / jw



**Procedures of Ohio STIP Amendments and Administrative Modifications  
Approved by ODOT, FHWA, and FTA**

Note: Signatures appear on separate pages.

Date: 9-24-2013

Signed:

A handwritten signature in blue ink, appearing to read "Laura S. Leffler", is written over a horizontal line.

Laura S. Leffler, Division Administrator, FHWA

**Procedures of Ohio STIP Amendments and Administrative Modifications  
Approved by ODOT, FHWA, and FTA**

Note: Signatures appear on separate pages.

Date: 9-24-2013 Signed:   
Marisol R. Simón, Regional Administrator, FTA

## WVDOT GROUPABLE CORE PROGRAM DESCRIPTION

Starting with the 2020-2025 STIP, the WVDOT has created eight (8) core programs (groups). Most projects are groupable under these groups. Projects with a phase cost larger than \$10,000,000, safety projects, new traffic signal projects, new lane additions, new roads or new bridges, expansion projects that add capacity and projects that affect air quality are considered not groupable. All other projects will be considered groupable under the new STIP/TIP operating guidelines. The core groups are described below. Detailed explanation is available in Appendix E of the State STIP.

<b>Program/ Group #</b>	<b>Program/Group Name</b>	<b>Program/Group Description</b>
1	Bridge Program	Inspections; Bridge Replacement; Bridge Rehabilitation; Bridge and Concrete Overlays/Sealers; Bridge Clean & Paint
2	Community Development and Connectivity Program	Metropolitan Planning; Community Development; Bike and Pedestrian Projects
3	Localized Mobility Improvement Program	Slide Correction; Road/Curve Improvement; New Road/Bridge Construction; Add Auxiliary Lane; New Lane Construction
4	Planning and Workforce Development Program	Workforce Development; Training; Statewide Planning and Research Program; Metropolitan Planning Program
5	Regional Mobility Program	New Road/Bridge Construction; APD Program; Other
6	Resurfacing Program	Federal Aid (FA) Other Resurfacing; FA Interstate Resurfacing; APD Program; Safety Improvement
7	Traffic Program	Traffic Signals; Striping; Signing; Safety Improvement; RR Signals; Lighting
8	Transit Program	Section 5304, 5307, 5310, 5311, 5329, 5337, 5339

## **APPENDIX B**

### **ODOT Fiscal Constraint**

## Highway STIP Fiscal Constraint

January 2023

Amount in Millions

	2024 Budget*	2024 Estimate	2024 Balance	2025 Budget	2025 Estimate	2025 Balance	2026 Budget	2026 Estimate	2026 Balance	2027 Budget	2027 Estimate	2027 Balance
<b>Federal Funds by Program</b>												
Garvee Debt Service	\$35.0	\$35.0	\$ .0	\$29.9	\$29.9	\$ .0	\$24.5	\$24.5	\$ .0	\$ .0	\$ .0	\$ .0
Discretionary / Earmark	\$38.1	\$1.0	\$37.1	\$10.5	\$ .0	\$47.6	\$10.5	\$ .0	\$58.1	\$10.5	\$ .0	\$68.6
Emergency	\$3.3	\$ .6	\$2.7	\$ .9	\$ .0	\$3.6	\$ .9	\$ .0	\$4.5	\$ .9	\$ .0	\$5.3
FLAP	\$157.8	\$19.3	\$138.5	\$63.0	\$4.0	\$197.5	\$63.0	\$24.6	\$235.9	\$63.0	\$ .0	\$298.9
Garvee / SIB	\$161.6	\$121.5	\$40.1	\$165.8	\$137.0	\$68.9	\$162.6	\$46.3	\$185.2	\$112.8	\$28.6	\$269.4
Local Programs	\$364.5	\$229.1	\$135.4	\$414.1	\$252.0	\$297.5	\$401.3	\$256.6	\$442.1	\$410.8	\$250.5	\$602.3
Major Programs	\$213.9	\$146.4	\$67.5	\$164.4	\$105.4	\$126.4	\$167.7	\$68.3	\$225.7	\$136.7	\$44.0	\$318.5
MPO STBG	\$118.2	\$39.4	\$78.8	\$87.7	\$83.8	\$82.7	\$89.5	\$37.8	\$134.4	\$71.7	\$17.2	\$189.0
MPO CMAQ	\$48.1	\$1.3	\$46.8	\$18.2	\$ .0	\$65.0	\$18.6	\$ .0	\$83.6	\$ .0	\$ .0	\$83.6
MPO CRP	\$27.6	\$13.0	\$14.6	\$17.3	\$18.8	\$13.2	\$17.7	\$5.1	\$25.8	\$13.0	\$3.3	\$35.5
MPO TA	\$11.7	\$5.8	\$6.0	\$ .0	\$ .4	\$5.5	\$ .0	\$ .0	\$5.5	\$ .0	\$ .0	\$5.5
MPO **CRRSAA	\$5.5	\$ .5	\$5.0	\$2.7	\$ .7	\$7.0	\$2.7	\$ .0	\$9.8	\$2.7	\$ .0	\$12.5
RTPO STBG	\$97.1	\$45.0	\$52.1	\$49.6	\$ .0	\$101.8	\$49.6	\$ .0	\$151.4	\$49.6	\$ .0	\$201.0
National Highway Freight	\$155.0	\$14.6	\$140.5	\$101.7	\$19.4	\$222.8	\$100.9	\$7.2	\$316.5	\$55.9	\$3.3	\$369.2
Other	\$496.1	\$629.9	(\$133.8)	\$693.1	\$672.0	(\$112.8)	\$663.7	\$633.0	(\$82.2)	\$666.1	\$638.9	(\$55.0)
Preservation	\$7.6	\$ .6	\$7.0	\$14.8	\$ .8	\$21.0	\$14.8	\$ .0	\$35.8	\$14.8	\$ .0	\$50.5
Rail	\$1.7	\$ .0	\$1.7	\$1.7	\$ .0	\$3.3	\$1.7	\$ .0	\$5.0	\$1.7	\$ .0	\$6.7
Rec Trails	\$138.7	\$107.1	\$31.7	\$151.5	\$122.3	\$60.8	\$124.1	\$56.2	\$128.7	\$102.6	\$26.5	\$204.7
Safety	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0
<b>Total Federal</b>	<b>\$2081.5</b>	<b>\$1410.0</b>	<b>\$671.5</b>	<b>\$1986.8</b>	<b>\$1446.5</b>	<b>\$1211.8</b>	<b>\$1913.5</b>	<b>\$1159.5</b>	<b>\$1965.8</b>	<b>\$1712.8</b>	<b>\$1012.3</b>	<b>\$2666.3</b>
<b>Other Funds</b>												
State	\$1706.8	\$378.3	\$1328.5	\$797.3	\$228.3	\$1897.4	\$622.4	\$130.2	\$2389.7	\$563.3	\$44.9	\$2908.1
Local	\$88.7	\$88.7	\$ .0	\$76.9	\$76.9	\$ .0	\$72.8	\$72.8	\$ .0	\$65.8	\$65.8	\$ .0
Labor	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0	\$ .0
<b>Total Other</b>	<b>\$1795.5</b>	<b>\$467.1</b>	<b>\$1328.5</b>	<b>\$874.2</b>	<b>\$305.2</b>	<b>\$1897.4</b>	<b>\$695.1</b>	<b>\$202.9</b>	<b>\$2389.7</b>	<b>\$629.1</b>	<b>\$110.7</b>	<b>\$2908.1</b>
<b>Total</b>	<b>\$3877.0</b>	<b>\$1877.0</b>	<b>\$2000.0</b>	<b>\$2861.0</b>	<b>\$1751.7</b>	<b>\$3109.3</b>	<b>\$2608.7</b>	<b>\$1362.5</b>	<b>\$4355.5</b>	<b>\$2341.9</b>	<b>\$1122.9</b>	<b>\$5574.5</b>

\* 2024 budget includes anticipated 2023 carry forward. Federal budgets are apportionment amounts assuming no inflation.

\*\* Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

Highway TIP Fiscal Constraint for BOM Region

BOM	2023	2024	2024	2024	2025	2025	2025	2026	2026	2026	2027	2027	2027
MMT1	Carry Forward	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance
MPO Total	\$ 1,543,249	\$ 748,268	\$ 1,148,804	\$ 1,142,713	\$ 764,140	\$ 345,572	\$ 1,561,280	\$ 780,328	\$ 345,572	\$ 1,996,036	\$ 559,657	\$ 172,786	\$ 2,382,907
MPO STBG	\$ 1,395,495	\$ 671,158	\$ 1,148,804	\$ 917,849	\$ 684,582	\$ 345,572	\$ 1,256,859	\$ 698,274	\$ 345,572	\$ 1,609,561	\$ 559,657	\$ 172,786	\$ 1,996,431
MPO CMAQ	\$ 15,166	\$ 9,017	\$ -	\$ 24,183	\$ 10,103	\$ -	\$ 34,286	\$ 11,210	\$ -	\$ 45,496	\$ -	\$ -	\$ 45,496
MPO TA	\$ 132,588	\$ 68,093	\$ -	\$ 200,681	\$ 69,455	\$ -	\$ 270,136	\$ 70,844	\$ -	\$ 340,980	\$ -	\$ -	\$ 340,980
MPO CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

1: Budgets represent apportionment amounts and assume no inflation.

## **APPENDIX C**

### **Interagency Consultation**

# Ohio MPO 2024 – 2027 Transportation Improvement Programs

## 1997 Ozone Standard “Orphan” Areas

### Conformity Analysis Summary

#### Overview:

Seven Ohio MPOs located within US EPA designated 1997 Ozone Standard “Orphan” Areas are developing new 2024 – 2027 Transportation Improvement Programs (TIP). One of the MPOs, the Toledo Metropolitan Area Council of Governments (TMACOG), is also concurrently developing a 2045 Transportation Plan Update.

As a 1997 Ozone Standard “orphan areas” and consistent with US EPA’s November 29, 2018 guidance resulting from the South Coast II Court Case, the MPOs will advance qualitative Transportation Plan and new 2021 – 2024 TIP transportation conformity determinations.

#### Affected MPO/Air Quality Areas:

AQ Area		New Conformity Determination	
1997 Ozone Standard Geography	MPO	Transportation Plan Update	2024-2027 TIP
Lucas & Wood Cos., OH	Toledo / TMACOG	No	Yes
Allen County, OH	Lima / LACRPC	No	Yes
Clark, Greene, Miami, & Montgomery Cos., OH	Dayton / MVRPC Springfield / CCS-TCC	No	Yes
Springfield / CCS-TCC		No	Yes
Mahoning & Trumbull Cos., OH	Youngstown / Eastgate	No	Yes
Belmont Co., OH Marshall & Ohio Cos., WV	Wheeling / Bel-O-Mar	No	Yes
Washington Co., OH Wood Co., WV	Parkersburg / WWW	No	Yes

#### Qualitative Conformity Determination Criteria – 40 CFR 93.109:

- Latest planning assumptions – Each MPO maintains current travel demand model socio-economic variables and highway/transit networks used to develop the MPOs’ Transportation Plans.
- Latest emission model – Should a future quantitative emission analyses be needed, the MPOs and ODOT will use US EPA’s MOVES 3
- TCMs – The Ohio SIP does not include any TCMs
- Conformity process schedule



- Each MPOs will conduct a public review of its 2024 - 2027 TIP and 1997 Ozone Standard “Orphan” area conformity determination information consistent with its adopted Public Involvement Process. The MPO TIP public involvement processes will be coordinated with ODOT’s STIP public involvement period, as recorded below.

<b>MPO</b>	<b>ODOT STIP Public Involvement Period</b>	<b>MPO TIP Public Involvement Period</b>	<b>MPO Policy Board TIP Approval &amp; Conformity Determination Resolution Date</b>
Toledo / TMACOG	March 10, 2023 – April 10, 2023	03/10/23 – 04/10/23	04/19/23
Lima / LACRPC		03/09/23 – 03/31/23	04/20/23
Dayton / MVRPC		03/21/23 – 04/19/23	05/04/23
Springfield / SCC-TCC		03/20/23 – 04/03/23	05/12/23
Youngstown / Eastgate		03/20/23 – 04/07/23	04/21/23
Wheeling / Bel-O-Mar		03/27/23 – 04/10/23	04/27/23
Parkersburg / WWW		03/14/23 – 04/14/23	05/19/23

- MPO Conformity Tests
  - 1997 Standard Ozone “Orphan Area” qualitative conformity determination

**Outcomes:**

-

## 1997 Ozone "Orphan" Areas IAC

[ANTHONY.HILL@dot.ohio.gov](mailto:ANTHONY.HILL@dot.ohio.gov)

Wed 12/21/2022 2:01 PM

To: andy.johns@dot.gov; Kane, Mark (FTA) <Mark.Kane@dot.gov>; maietta.anthony <maietta.anthony@epa.gov>; paul.braun <paul.braun@epa.ohio.gov>; gedeon@tmacog.org; tmazur@lacrpc.com; aramirez@mvrpc.org; lagresta@clarkcountyohio.gov; tracy.brown@movrc.org; Rakesh Sharma <rsharma@belomar.org>; [ksympson@eastgatecog.org](mailto:ksympson@eastgatecog.org)

Cc: Jordan Whisler <jordan.whisler@dot.ohio.gov>; [Nino.Brunello@dot.ohio.gov](mailto:Nino.Brunello@dot.ohio.gov)

Hello Ohio Air Quality Interagency Consultation Partners,

ODOT and our MPO partners are initiating transportation conformity interagency consultation for the Ohio 2024 – 2027 S/TIP. Interagency consultation (IAC) will be accomplished via a series of email streams and conference calls. The initial effort will focus on the Ohio MPOs/Air Quality Areas that are solely designated as 1997 Ozone Standard “Orphan” Areas. In Ohio there are seven MPOs in six of the solely 1997 Ozone AQ areas – Dayton-Springfield (CCSTCC & MVRPC), Lima (LACRPC), Marietta-Parkersburg (WWIPC), Toledo (TMACOG), Wheeling-Bridgeport (Bel-O-Mar), Youngstown-Warren (Eastgate). Pursuant to the US EPA November 2018 Transportation Conformity Guidance for the South Coast II Court Decision, (<https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100VQME.pdf>) these seven MPOs will be advancing qualitative conformity determinations.

Attached is a 2024 – 2027 TIP conformity summary for the seven 1997 Ozone “Orphan” Area MPOs. The conformity summary identifies the MPOs, their respective air quality area geographies, the [40 CFR 93.109](#) conformity criteria, and identifies the S/TIP public involvement periods for ODOT and the MPOs. Each MPO’s public involvement effort will include information on the region’s air quality conformity determination process.

Also attached is a word version of US DOT’s 1997 Ozone Area Conformity Documentation Template. US DOT has suggested that MPOs can edit this template to record the results of their T-Pan/TIP conformity processes.

ODOT and the affected MPOs request interagency consultation email review of the attached 1997 Ozone Orphan Area Conformity Summary. Please respond with questions, comments, or confirmation that seven 1997 Ozone Standard MPOs can advance qualitative T-Plan/2021 -2024 TIP conformity determinations.

Please respond with any questions or concerns you may have before end of business Friday, January 13<sup>th</sup>. A conference call can be scheduled, as needed.

Have a good day,

**Anthony Hill**

Transportation Planner  
ODOT Office of Statewide Planning & Research  
1980 W. Broad Street, Columbus, Ohio 43223  
(p) 614.752.2965  
[transportation.ohio.gov](http://transportation.ohio.gov)



## 1997 Ozone Orphan Areas

[ANTHONY.HILL@dot.ohio.gov](mailto:ANTHONY.HILL@dot.ohio.gov)

Wed 1/25/2023 3:18 PM

To: gedeon@tmacog.org; tmazur@lacrpc.com; aramirez@mvrpc.org;  
lagresta@clarkcountyohio.gov; tracy.brown@movrc.org; Rakesh Sharma  
<rsharma@belomar.org>; [ksympson@eastgatecog.org](mailto:ksympson@eastgatecog.org)

Cc: Jordan Whisler [jordan.whisler@dot.ohio.gov](mailto:jordan.whisler@dot.ohio.gov)

Hello All,

I just wanted to contact you to pass on USDOT's comment resulting from the IAC process. **From USDOT:**

*This serves as confirmation that seven 1997 Ozone Standard MPOs can advance qualitative T-Plan/2024 -2027 TIP conformity determinations.*

Please proceed as planned to utilize the 1997 Ozone Orphan Area Template to complete the TIP AQ qualitative analysis.

Once you have brought your MPO's TIP to your MPO board and a resolution has been passed, please send to me an email that contains the board resolution and the filled out 1997 Ozone Orphan Area Template. This email will serve as ODOT's notice that your MPO is ready for ODOT to proceed with making the formal TIP AQ Conformity determination request to USDOT.

As a side note, I know that many of the multi-state MPOs included on this email, are conducting their own IAC process and there is nothing wrong with doing so. I just wanted to make it known that ODOT will act as the lead agency for TIP AQ conformity. As instructed above, please send the requested materials to me so that ODOT can make the formal request to USDOT.

If there are any questions/concerns, please feel free to email or call me.

Have a good day,

**Anthony Hill**

Transportation Planner  
ODOT Office of Statewide Planning & Research  
1980 W. Broad Street, Columbus, Ohio 43223  
(p) 614.752.2965  
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## RE: Interagency Consultation for FY2024 - FY2028 TIP

Greathouse, Kara (FHWA) [kara.greathouse@dot.gov](mailto:kara.greathouse@dot.gov)

Tue 1/24/2023 7:33 AM

To: maietta.anthony [maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov); Rakesh Sharma <rsharma@belomar.org>; Brian Carr <Brian.E.Carr@wv.gov>; David Fewell <DAVID.R.FEWELL@WV.GOV>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>; Becoat.gregory [Becoat.gregory@epa.gov](mailto:Becoat.gregory@epa.gov)

Cc: ANTHONY.HILL@dot.ohio.gov <anthony.hill@dot.ohio.gov>; Johns, Andy (FHWA) <Andy.Johns@dot.gov>; Matt A Kemper <matt.a.kemper@wv.gov>; Jennings, Laura M <laura.m.jennings@wv.gov>

## **APPENDIX D**

### **Resolutions and Self Certification**

## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

WHEREAS, the USDOT Infrastructure Investment and Jobs Act (IIJA) legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; in accordance with 23 CFR 450.220, the West Virginia and Ohio Department of Transportation and the Belmont-Ohio-Marshall Transportation Study, the Metropolitan Planning Organization for the Wheeling WV-OH urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, 23 CFR Part 450 and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the IIJA (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

Belmont-Ohio-Marshall  
Transportation Study (BOMTS)



Signature

Executive Director  
Title

3-15-2022  
Date

West Virginia Department of Transportation

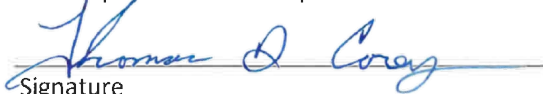


Signature

Secretary of Transportation  
Title

5-4-22  
Date

Ohio Department of Transportation



Signature

Thomas D Corey, District 11 Deputy Director  
Title

5/11/2022  
Date

**RESOLUTION OF THE  
BELOMAR REGIONAL COUNCIL AND INTERSTATE PLANNING COMMISSION POLICY  
COMMITTEE ADOPTING THE FY2024 - FY2027 TRANSPORTATION IMPROVEMENT PROGRAM**

- WHEREAS, the FY2024 - FY2027 Transportation Improvement Program (TIP) is prepared pursuant to the requirements of the Infrastructure Investment and Jobs Act (IIJA) and its predecessors Fixing America's Surface Transportation Act (FAST Act) and Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21); and
- WHEREAS, the Long Range Transportation Plan for 2045 was approved on July 22, 2021 and conformity determination was made on November 18, 2021; and
- WHEREAS, USEPA has revoked the 1997 annual PM2.5 national ambient air quality standards (NAAQs) for designated attainment areas; and
- WHEREAS, PM2.5 conformity of the FY2024 - FY2027 TIP projects is not required; and
- WHEREAS, USEPA revoked the 1997 Ozone NAAQs in the year 2015, but as per a February 16, 2018 ruling of the United States Court of Appeals for the District of Columbia, conformity determination for the 1997 Ozone NAAQs is required; and
- WHEREAS, as per the USEPA guidance of November 29, 2018 and the interagency consultation process, a qualitative conformity analysis is done for the 8-hour Ozone NAAQs; and
- WHEREAS, all other conformity requirements pursuant to the Clean Air Act, MAP21, Fast Act and IIJA continue to apply; and
- WHEREAS, the FY2024 - FY2027 TIP is consistent with the Transportation Plan for 2045 and demonstrates conformity as per the interagency consultation process; and
- WHEREAS, the public has been provided an opportunity to comment on the FY2024 - FY2027 TIP in accordance with Belomar's Public Participation Plan; and
- WHEREAS, the projects in the TIP were programmed through the cooperative effort of state and local officials; and
- WHEREAS, the TIP can be revised at any time, by endorsement of the Policy Committee in accordance with the Federal Regulations.

NOW, THEREFORE BE IT RESOLVED, that the FY2024 - FY2027 Transportation Improvement Program (TIP) is hereby approved.

Adopted this 20<sup>th</sup> day of April, 2023.

ATTEST:

  
\_\_\_\_\_

  
\_\_\_\_\_  
John Gruzinski, Chairman  
Bel-O-Mar Regional Council/  
BOMTS Policy Committee