

FY 2026-2029

Transportation Improvement Program

TIP

DRAFT



Bel-O-Mar Transportation Study (Belomar)

Transportation Improvement Program (TIP)

Wheeling, WV-OH Urban Area

105 Bridge Street Plaza

Wheeling, WV 26003





Submit Comments by Mail

Attn: Transportation Planning Director

**Bel-O-Mar Transportation Study (Belomar)
Transportation Improvement Program (TIP)
Wheeling, WV-OH Urban Area
105 Bridge Street Plaza
Wheeling, WV 26003**

Submit Comments by Web Survey

Open comments anchor page: https://www.belomar.org/open_comments/

Direct web survey link url: <https://arcg.is/0CjmGi>

Direct web survey QR code:





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Belomar TIP Narrative and Policy

Introduction

The Belomar Transportation Improvement Program (TIP) for Fiscal Years 2026-2029 serves as a short-term implementation plan for federally funded transportation projects within the Belomar Metropolitan Planning Organization (MPO) region. The TIP ensures that projects align with the region's long-range metropolitan transportation plan (MTP) and federal requirements.

The Belomar MPO covers Belmont County, Ohio, and Ohio and Marshall Counties, West Virginia, forming a multistate planning area. The program identifies priority projects across all transportation modes, ensuring a financially constrained investment strategy. The development of this program is done in collaboration with the United States Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and Federal Transportation Administration (FTA), the Ohio Department of Transportation (ODOT), the West Virginia Department of Transportation (WVDOT), the Ohio Valley Regional Transit Authority (OVRTA), and the Eastern Ohio Regional Transit Authority (EORTA). A full glossary of terms and acronyms is available in Section 11.

Performance Based Planning and Programming

Each project in the project listing is associated with a performance measure. Upon request, each project can be analyzed for its contribution to that performance measure.

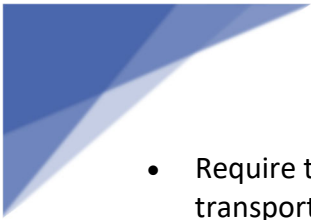
Belomar adheres to federal performance-based planning principles to ensure efficient use of transportation funds. The TIP aligns with statewide performance targets and contributes to national goals such as safety, infrastructure condition, congestion reduction, and environmental sustainability.

Belomar supports statewide performance measures and integrates them into project selection and programming. Specific performance targets for safety, pavement and bridge conditions, and system reliability are included in **Section 5-8**, allowing for efficient updates as needed.

Compliance with U.S. Civil Rights Laws and Protections

Belomar is committed to ensuring compliance with United States (U.S.) civil rights laws, which prohibit discrimination based on race, color, national origin, sex, disability, or other legally protected statuses. The TIP incorporates policies that:

- Ensure that funding decisions do not disproportionately allocate resources or impose adverse impacts on any group protected under U.S. civil rights laws.
- Prevent the selection or approval of projects that would create disproportionate adverse impacts on communities based on legally protected characteristics.

- 
- Require that all legally protected groups have full and fair access to participation in the transportation planning process.
 - Ensure that local agencies providing a funding match demonstrate their financial capacity to support projects without violating U.S. civil rights protections. Projects submitted by local agencies must also follow these same guidelines to ensure compliance with all applicable requirements.
 - Upon request of the Belmar Technical Advisory Committee (TAC), Belomar’s projects and programs can be analyzed further for compliance with this section.

Details on compliance measures, outreach efforts, and engagement strategies are outlined in the Consolidated Public Participation and Civil Rights Plan **Section 10**.

Project Listing and Fiscal Constraint


The project listing in the TIP includes, at a minimum, the following information to comply with federal requirements:

- Project name, description, and sponsor
- Estimated total cost and funding sources
- Implementation schedule, including fiscal year(s) of funding
- Project location and relevant geographic details
- Performance measure association
- Any applicable environmental and air quality considerations

Belomar does not add any projects to the TIP that do not have a dedicated, available, and eligible funding source. Within municipalities, Belomar can program regionally allocated federal funds for projects based on suballocated funding made available by ODOT and WVDOT. Programmed projects must be fiscally constrained based on regionally allocated federal available funding from each state.

Projects programmed using local partners using state allocated federal funds must receive confirmation of the availability of the funds and clearance to utilize the funds from the respective state that the federal funding is available for the proposed project. At a minimum, local agency partners proposing to provide a local match must have a resolution supporting the dedication of local funds and the implementation of the project. Furthermore, additional information may be requested to demonstrate the local agency’s ability to support the project.

The TIP includes a financially constrained list of projects with committed funding sources, ensuring fiscal accountability. The project selection process prioritizes investments that align with the MTP goals and state performance targets.



Fiscal constraint is managed differently in Ohio and West Virginia:

- In Ohio, fiscal constraint is monitored by ODOT Statewide Planning through the ODOT e-STIP platform, which includes guidelines for overprogramming based on project cost adjustments, delays, and cancellations.
- In West Virginia, fiscal constraint is managed by WVDOT's Division of Planning and Programming, and projects are delivered to each county according to fiscal constraint determinations set by WVDOT and in reference to the obligation and expenditure tracking recorded in the FMIS (Financial Management Information System).

To maintain clarity and adaptability, the project listing and funding summaries are included separately in **Sections 1-4** by state, highway, and transit allowing for updates and modifications as necessary. Belomar publishes an annual listing of obligated projects each year in the Fall that is published on its website. This listing reflects projects programmed for obligation over the most recently available fiscal year.

Air Quality and Transportation Conformity


Belomar complies with federal air quality requirement. The TIP ensures that federally funded projects do not negatively impact air quality standards.

Belomar is designated as an Ozone Standard “Orphan” area, meaning transportation conformity is demonstrated through a more subjective qualitative analysis, as opposed to a rigorous quantitative analysis. Due to the revoked air quality nonconformity status, more stringent regulations don’t apply, but interagency oversight and monitoring is still required. However, interested parties may comment on this determination and request the Belomar TAC perform a more rigorous analysis, if the TAC agrees it is a planning priority of Belomar, and funding is approved by the Belomar Policy Committee. The TIP follows Environmental Protection Agency (EPA) and United States Department of Transportation (USDOT), WVDOT, and ODOT guidance to confirm that projects do not contribute to new air quality violations or delay attainment of air quality standards. Belomar uses the scope of the metropolitan transportation process to seek to incorporate projects that will improve air quality and reduce transportation emissions in the Belomar region. This is done by supporting projects that promote alternative modes of transportation and the development of alternative fuel vehicles, fleets, and stations.

Additional details on air quality compliance and historical conformity determinations are available in **Section 9**.

TIP Administration & Updates

Belomar follows the Ohio STIP Revision Guidelines and regionally allocated federal funding policy established by ODOT for Belmont County. For Marshall and Ohio Counties, Belomar adheres to the STIP/TIP Amendment and administrative modification procedures and definitions outlined in WVDOT's



STIP/TIP operating procedures and regionally allocated federal funding policy. Regionally allocated federal funding is technically known as sub-allocated funds.

To advance revisions to the STIP/TIP that qualify as an amendment in the project’s respective jurisdiction, the Belomar TAC must recommend the project for consideration to the Belomar Policy Committee. The Belomar Policy Committee must approve the amendment or a new TIP by following its bylaws, relevant state and federal laws, and the Belomar Consolidated Public Participation and Civil Rights Plan.

The TIP is developed on a biennial basis (every 2 years) in coordination with state transportation agencies. Amendments and administrative modifications follow established procedures to reflect funding changes, project progress, or updated federal requirements.

Belomar collaborates with ODOT, WVDOT, EORTA, OVRTA, FHWA, and FTA to ensure that TIP revisions remain compliant while facilitating project implementation.

Conclusion

The Belomar TIP complies with federal, state, and regional policies, including those related to civil rights, air quality, and public participation. The TIP ensures that transportation projects support long-term planning goals while remaining financially constrained and performance-driven.

Belomar remains committed to transparency and accessibility in its transportation planning efforts. Any document, term, or acronym referenced in this TIP can be provided with more information upon request.

Sections Listing

- Section 1** WV Highway Project Listing, Funding Summary, and Fiscal Constraint
- Section 2** OH Highway Project Listing, Funding Summary, and Fiscal Constraint
- Section 3** WV Transit Project Listing, Funding Summary, and Fiscal Constraint
- Section 4** OH Transit Project Listing, Funding Summary, and Fiscal Constraint
- Section 5** WV Highway Performance Measures and Targets
- Section 6** OH Highway Performance Measures and Targets
- Section 7** WV Transit Performance Measures and Targets
- Section 8** OH Transit Performance Measures and Targets
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- Section 11** Glossary of Terms and Acronyms
- Section 12** Adopting Resolution



Sections

Section 1 WV Highway Project Listing, Funding Summary, and Fiscal Constraint

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REQUEST TO AMEND/MODIFY PROJECTS - FFY 2023 - 2028**

**Federal Fiscal Year 2026
MARSHALL**

FFY	DISTRICT	MPO	OBLIG DATE	FUND TYPE	PHASE	ROUTE	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	FEDERAL PROJ. NUMBER	LENGTH	BEG. MP	TOTAL DOLLAR COST	FED. DOLLAR COST	GROUPABLE	PERFORMANCE MEASURE
STATUS																
2026	6	BELOMAR		STBG <5K POP	ROW	CO005	BRITT RUN BR	REPLACE BRIDGE	S326- 005/00 6.49 00	STBG0005203D	0.005	6.49	\$50,000	\$40,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 3 - ADD NEW PROJECT																
2026	6	BELOMAR		NHPP	CON	US250	CAMERON RD WIDENING	WIDEN, RESURF	U326 250 01072 00	NHPP0250242D	1.61	10.72	\$4,200,000	\$3,360,000	GROUPABLE	PM3
2023-2028 ADMIN MOD 3 - MOVE TO FEB 2026; 2023-2028 ADMIN MOD 2 - COST INCREASE, MOVED TO FFY 2025																
2026	6	BELOMAR		TAP	CON		CAMERON SIDEWALK REPAIR	SIDEWALK REPAIR	U326-CAMER-1. 00	TAP2021454D			\$159,365	\$127,492	GROUPABLE	PM3
2023-2028 ADMIN MOD 3 - MOVE TO NOV 2025, ADD NEW PROJECT																
2026	6	BELOMAR		STBG-OFF	CON	CO074/02	KAUSOOTH BR	REPLACE BRIDGE	S326 74/2 010 00	STP0742003D	0.04	0.1	\$2,852,000	\$2,281,600	GROUPABLE	PM2
2023-2028 ADMIN MOD 3 - UPDATED EST FUNDING; 2023-2028 ADMIN MOD 1 - MOVED TO FFY 2026																
2026	6	BELOMAR		HWI-OFF	CON	0010	POZELL BR	REPLACE BRIDGE	S326- 010/00 0.94 01 23	STBG0010340D	0.01	0.94	\$500,000	\$400,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 2 - ADD NEW PROJECT																
2026	6	BELOMAR		HWI-OFF	ROW		ROOSEVELT AVE BRIDGE	BRIDGE REPAIR	S326 RABR 01 00	STBG2023181D	0.02	0.01	\$10,000	\$10,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 1 - ADD NEW PROJECT																
2026	6	BELOMAR		NHPP	CON	US250	US 250 SIGNING RENOVATION	SIGNING	U326 250 3526 00	STBG0250284D	6.93	35.26	\$5,000,000	\$5,000,000	GROUPABLE	PM1
2023-2028 ADMIN MOD 3 - ADD NEW PROJECT																

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REQUEST TO AMEND/MODIFY PROJECTS - FFY 2023 - 2028**

Federal Fiscal Year 2026

OHIO

FFY	DISTRICT	MPO	OBLIG DATE	FUND TYPE	PHASE	ROUTE	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	FEDERAL PROJ. NUMBER	LENGTH	BEG. MP	TOTAL DOLLAR COST	FED. DOLLAR COST	GROUPABLE	PERFORMANCE MEASURE
STATUS																
2026	6	BELOMAR		HWI-BR	CON	US0040	GERMAN BRI	BRIDGE REHABILITATION	S335 40 910 00	STBG0040102D	0.02	9.1	\$435,000	\$348,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 2 - ADD NEW PROJECT; 2023-2028 ADMIN MOD 2 - MOVED TO OCTOBER 2025																
2026	6	BELOMAR		HWI-OFF	ROW	MNS0438	HOMESTEAD AVENUE BRIDGE	REPLACE SUB SUPER STRUCTURE	S335- 438 0.00 00	HWI0438002D	0.006	0.008	\$10,000	\$10,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 3 - ADD NEW PROJECT																
2026	6	BELOMAR		STBG-FLEX	CON		JUNIOR AVENUE BRIDGE	BRIDGE REPAIR	S335 JABR 01 00	STBG2023136D	0.02	0.02	\$200,000	\$1,600,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 2 - ADD NEW GROUP PROJECT																
2026	6	BELOMAR		HWI-BR	ROW	0029	MORGAN BR	REPLACE BRIDGE	S335- 029/00 0.98 00 24	STBG0029047D	0.005	0.98	\$50,000	\$40,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 2 - ADD NEW PROJECT; MOVED TO OCTOBER 2025																
2026	6	BELOMAR		HWI-OFF	CON		SHILLING BRIDGE	BRIDGE REPAIR	S335 SHIL 0.01 00	STBG2023082D	0.02	0.01	\$2,400,000	\$2,400,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 3 - UPDATED EST FUNDING; 2023-2028 ADMIN MOD 2 - COST INCREASE																
2026	6	BELOMAR		NHPP-BR	CON	US250	US 250 I/C BRIDGE +4	C&P (ABUTMENT 1 - 2)	S335 250 00128 00	NHPP0250281D	0.08	1.27	\$6,100,000	\$4,880,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 2 - DATE CHANGE TO BALANCES STIP																

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REQUEST TO AMEND/MODIFY PROJECTS - FFY 2023 - 2028**

**Federal Fiscal Year 2027
MARSHALL**

FFY	DISTRICT	MPO	OBLIG DATE	FUND TYPE	PHASE	ROUTE	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	FEDERAL PROJ. NUMBER	LENGTH	BEG. MP	TOTAL DOLLAR COST	FED. DOLLAR COST	GROUPABLE	PERFORMANCE MEASURE
STATUS																
2027	6	BELOMAR		STBG <5K POP	CON	CO005	BRITT RUN BR	REPLACE BRIDGE	S326- 005/00 6.49 00	STBG0005204D	0.005	6.49	\$600,000	\$480,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 3 - ADD NEW PROJECT																
2027	6	BELOMAR		HWI-OFF	CON		ROOSEVELT AVE BRIDGE	BRIDGE REPAIR	S326 RABR 01 00	STBG2023182D	0.02	0.01	\$750,000	\$750,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 1 - ADD NEW PROJECT																
2027	6	BELOMAR		HWI-BR	CON	CO050	WOLF RUN BR	CULVERT	U3265014200	STBG0050422D	0.03	1.42	\$730,000	\$584,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 2 - DATE CHANGE TO BALANCE STIP																

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REQUEST TO AMEND/MODIFY PROJECTS - FFY 2023 - 2028**

Federal Fiscal Year 2027

OHIO

FFY	DISTRICT	MPO	OBLIG DATE	FUND TYPE	PHASE	ROUTE	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	FEDERAL PROJ. NUMBER	LENGTH	BEG. MP	TOTAL DOLLAR COST	FED. DOLLAR COST	GROUPABLE	PERFORMANCE MEASURE
STATUS																
2027	6	BELOMAR		STBG-FLEX	CON		28TH STREET BRIDGE	BRIDGE REPLACEMENT	S335 28TH 01 00	STBG2023200D	0.02	0.13	\$1,200,000	\$960,000	GROUPABLE	PM2
2023-2028 ADM MOD 1 - ADD NEW PROJECT																
2027	6	BELOMAR		HWI-BR	CON	FANS8274	BAKER STREET BRIDGE (AUTH AC)	BRIDGE REPLACEMENT	S335 274	STBG8274001DBC	0.02	0.09	\$9,075,000	\$4,075,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 3 - MOVE TO DEC 2026; 2023-2028 ADMIN MOD 2 - COST INCREASE																
2027	6	BELOMAR		HWI-OFF	CON	MNS0438	HOMESTEAD AVENUE BRIDGE	REPLACE SUB SUPER STRUCTURE	S335- 438 0.00 00	HWI0438003D	0.006	0.008	\$750,000	\$750,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 3 - ADD NEW PROJECT																
2027	6	BELOMAR		HWI-BR	CON	0029	MORGAN BR	REPLACE BRIDGE	S335- 029/00 0.98 00 24	STBG0029048D	0.005	0.98	\$600,000	\$480,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 2 - ADD NEW PROJECT; MOVED TO OCTOBER 2026																

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REQUEST TO AMEND/MODIFY PROJECTS - FFY 2023 - 2028**

**Federal Fiscal Year 2028
MARSHALL**

FFY	DISTRICT	MPO	OBLIG DATE	FUND TYPE	PHASE	ROUTE	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	FEDERAL PROJ. NUMBER	LENGTH	BEG. MP	TOTAL DOLLAR COST	FED. DOLLAR COST	GROUPABLE	PERFORMANCE MEASURE
STATUS																
2028	6	BELOMAR		HWI-BR	ENG	WV002	ARCH A MOORE JR BRIDGE	BRIDGE REPAIR	S326 2 001 00	NHPP0002824D	0.02	0.01	\$400,000	\$320,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 1 - ADD NEW PROJECT - 2023-2028 ADMIN MOD 2 - MOVED START DATE TO OCTOBER 2027																
2028	6	BELOMAR		HWI-BR	ROW	WV002	ARCH A MOORE JR BRIDGE	BRIDGE REPAIR	S326 2 001 00	NHPP0002825D	0.02	0.01	\$100,000	\$80,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 1 - ADD NEW PROJECT - 2023-2028 ADMIN MOD 2 - MOVED START DATE TO OCTOBER 2028																
2028	6	BELOMAR		HWI-BR	ENG	US250	BELLAIRE I/C BRIDGE	DESIGN STUDY - REPLACEMENT	S226 250 3788 00	NHPP0250288D	0.02	37.88	\$550,000	\$440,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 3 - MOVE TO JUNE 2028; 2023-2028 ADMIN MOD 1 - ADD NEW PROJECT																

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
REQUEST TO AMEND/MODIFY PROJECTS - FFY 2023 - 2028**

**Federal Fiscal Year 2028
OHIO**

FFY	DISTRICT	MPO	OBLIG DATE	FUND TYPE	PHASE	ROUTE	PROJECT NAME	TYPE OF WORK	STATE PROJ. NUMBER	FEDERAL PROJ. NUMBER	LENGTH	BEG. MP	TOTAL DOLLAR COST	FED. DOLLAR COST	GROUPABLE	PERFORMANCE MEASURE
STATUS																
2028	6	BELOMAR		STBG 50-200K POP	CON	FANS8274	BAKER STREET BRIDGE (CONVERT AC)	BRIDGE REPLACEMENT	S335 274	STBG8274001DBC	0.02	0.09		\$5,000,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 3 - MOVE TO DEC 2026; 2023-2028 ADMIN MOD 2 - COST INCREASE																
2028	6	BELOMAR		HWI-BR	ENG	CO0006	CHAPEL ROAD BRIDGE	DESIGN REPORT - REPLACEMENT	S235 6 028 00	STBG0006072D	0.01	0.28	\$150,000	\$120,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 2 - ADD NEW PROJECT; 2023-2028 ADMIN MOD 2 - MOVED TO OCTOBER 2027																
2028	6	BELOMAR		HWI-BR	ENG	US0040	SCOTT LUMBER BRIDGE	DESIGN STUDY - REPLACEMENT	S235 40 964 00	STBG0040097D	0.02	9.64	\$400,000	\$320,000	GROUPABLE	PM2
2023-2028 ADMIN MOD 2 - ADD NEW GROUP PROJECT																

STIP - 2023-2028 Financial Charts

Federal Bill: Infrastructure Investment and Jobs Act (IIJA)

CORE PROGRAM	FFY 2026				
	Available Funds			Scheduled Obligations	Total Remaining Funds
	Carryover Balance	FFY 2025 APPORTIONMENT	Total Funds		
CMAQ ⁵	21.0	11.5	32.4	5.5	26.9
CMAQ PM 2.5	0.0	3.8	3.8	3.8	0.0
Carbon Reduction - Flex	14.7	4.9	19.6	0.0	19.6
Carbon Reduction <5K Population	11.1	5.0	16.1	2.8	13.3
Carbon Reduction 5-50K Population	1.4	1.1	2.5	1.0	1.5
Carbon Reduction 50-200K Population	1.7	2.5	4.2	2.1	2.1
Carbon Reduction TMA	2.2	0.6	2.8	0.0	2.8
Protect	6.0	16.0	22.0	14.0	8.0
NEVI	45.0	15.0	60.0	0.0	60.0
HSIP ⁴	47.8	33.8	81.6	30.1	51.5
NHPP	0.7	272.2	272.9	270.0	2.9
NHPP - Bridge	0.0	36.6	36.6	36.6	0.0
NHFP	0.0	14.9	14.8	14.9	0.0
NRT	1.9	1.3	3.2	1.4	1.8
RR/Hwy X-ing	6.5	2.2	8.7	1.9	6.7
SPR - STATEWIDE	10.0	8.2	18.2	7.1	11.1
SPR RESEARCH	7.3	2.7	10.1	2.4	7.7
PL - METROPOLITAN	2.7	2.2	5.0	1.8	3.2
STBG - Flex	5.2	49.3	54.4	41.7	12.8
STBG <5K Population	10.1	43.1	53.2	49.4	3.8
STBG 5-50K Population	0.0	8.4	8.4	8.5	-0.1
STBG 50-200K Population	1.0	19.6	20.6	28.9	-8.3
STBG - TMA	20.7	4.7	25.4	3.4	22.0
STBG - Off System Bridges	0.1	14.6	14.8	14.8	0.0
TAP - Flex	1.1	4.3	5.4	5.4	0.0
TAP <5K Population	15.1	3.4	18.5	0.0	18.5
TAP 5-200K Population	0.2	0.1	0.3	0.0	0.3
TAP 5-50K Population	2.4	0.7	3.1	0.0	3.1
TAP 50-200K Population	6.0	1.6	7.6	0.0	7.6
TAP TMA	1.1	0.4	1.5	0.2	1.3
Other ¹	22.2	5.2	27.4	0.4	27.1
Total Core Funds	265.4	589.8	855.1	547.9	307.2

Obligation Authority	-	-	-	-	-
August Redistribution (Estimated)	-	-	-	-	-
TOTAL Obligation Authority	-	-	-	-	-

NON-CORE FUNDS

NHPP Exempt	0.8	6.9	7.7	6.9	0.8
Highway Infrastructure - ADHS	26.5	37.3	63.8	37.0	26.8
Highway Infrastructure - Bridge	115.9	49.3	165.2	73.2	92.0
Highway Infrastructure - Off System Bridge	29.4	15.2	44.6	11.5	33.1
Direct Federal	0.7	0.0	0.7	0.0	0.7
Other-Fed Non-Core	51.8	0.0	51.8	0.0	51.8
TOTAL Non-Core Funds	225.1	108.7	333.8	128.6	205.2

Total Obligated Funds	-	-	-	-	-
Total Highway Program	-	-	-	676.5	-

STIP - 2023-2028 Financial Charts

Federal Bill: Infrastructure Investment and Jobs Act (IIJA)

CORE PROGRAM	FFY 2027				
	Available Funds			Scheduled Obligations	Total Remaining Funds
	Carryover Balance	FFY 2025 APPORTIONMENT	Total Funds		
CMAQ ⁵	26.9	11.5	38.4	5.5	32.9
CMAQ PM 2.5	0.0	3.8	3.9	3.8	0.1
Carbon Reduction - Flex	19.6	4.9	24.5	0.0	24.5
Carbon Reduction <5K Population	13.3	5.0	18.3	2.8	15.5
Carbon Reduction 5-50K Population	1.5	1.1	2.5	1.0	1.5
Carbon Reduction 50-200K Population	2.1	2.5	4.6	2.1	2.5
Carbon Reduction TMA	2.8	0.6	3.3	0.0	3.3
Protect	8.0	16.0	24.0	14.0	10.0
NEVI	60.0	15.0	75.0	0.0	75.0
HSIP ⁴	51.5	33.8	85.3	30.1	55.2
NHPP	2.9	272.2	275.2	254.8	20.4
NHPP - Bridge	0.0	36.6	36.6	36.6	0.0
NHFP	0.0	14.9	14.8	14.9	0.0
NRT	1.8	1.3	3.1	1.4	1.7
RR/Hwy X-ing	6.7	2.2	8.9	1.9	7.0
SPR - STATEWIDE	11.1	8.2	19.2	7.1	12.1
SPR RESEARCH	7.7	2.7	10.4	2.4	8.0
PL - METROPOLITAN	3.2	2.2	5.4	1.8	3.6
STBG - Flex	12.8	49.3	62.1	41.7	20.4
STBG <5K Population	3.8	43.1	46.9	46.1	0.8
STBG 5-50K Population	-0.1	8.4	8.3	7.9	0.4
STBG 50-200K Population	-8.3	19.6	11.3	19.5	-8.2
STBG - TMA	22.0	4.7	26.7	3.4	23.3
STBG - Off System Bridges	0.0	14.6	14.6	10.2	4.4
TAP - Flex	0.0	4.3	4.2	2.4	1.8
TAP <5K Population	18.5	3.4	21.9	3.0	18.9
TAP 5-200K Population	0.3	0.1	0.4	0.0	0.4
TAP 5-50K Population	3.1	0.7	3.8	0.0	3.8
TAP 50-200K Population	7.6	1.6	9.2	0.0	9.2
TAP TMA	1.3	0.4	1.7	0.2	1.5
Other ¹	27.1	5.2	32.3	0.4	32.0
Total Core Funds	307.2	589.8	896.9	514.8	382.1

Obligation Authority	-	-	-	-	-
August Redistribution (Estimated)	-	-	-	-	-
TOTAL Obligation Authority	-	-	-	-	-

NON-CORE FUNDS

NHPP Exempt	0.8	6.9	7.7	6.9	0.8
Highway Infrastructure - ADHS	26.8	37.3	64.1	37.0	27.1
Highway Infrastructure - Bridge	92.0	49.3	141.3	73.2	68.1
Highway Infrastructure - Off System Bridge	33.1	15.2	48.3	11.5	36.8
Direct Federal	0.7	0.0	0.7	0.0	0.7
Other-Fed Non-Core	51.8	0.0	51.8	0.0	51.8
TOTAL Non-Core Funds	205.2	108.7	313.9	128.6	185.3

Total Obligated Funds	-	-	-	-	-
Total Highway Program	-	-	-	643.4	-

STIP - 2023-2028 Financial Charts

Federal Bill: Infrastructure Investment and Jobs Act (IIJA)

CORE PROGRAM	FFY 2028				
	Available Funds			Scheduled Obligations	Total Remaining Funds
	Carryover Balance	FFY 2025 APPORTIONMENT	Total Funds		
CMAQ ⁵	32.9	11.5	44.4	5.5	38.9
CMAQ PM 2.5	0.1	3.8	3.9	3.8	0.1
Carbon Reduction - Flex	24.5	4.9	29.4	0.0	29.4
Carbon Reduction <5K Population	15.5	5.0	20.5	2.8	17.7
Carbon Reduction 5-50K Population	1.5	1.1	2.6	1.0	1.6
Carbon Reduction 50-200K Population	2.5	2.5	5.0	2.1	3.0
Carbon Reduction TMA	3.3	0.6	3.9	0.0	3.9
Protect	10.0	16.0	26.0	14.0	12.0
NEVI	75.0	15.0	90.0	0.0	90.0
HSIP ⁴	55.2	33.8	89.0	30.1	58.9
NHPP	20.4	272.2	292.6	254.8	37.8
NHPP - Bridge	0.0	36.6	36.6	36.6	0.0
NHFP	0.0	14.9	14.8	14.9	0.0
NRT	1.7	1.3	3.1	1.4	1.7
RR/Hwy X-ing	7.0	2.2	9.2	1.9	7.2
SPR - STATEWIDE	12.1	8.2	20.3	7.1	13.2
SPR RESEARCH	8.0	2.7	10.8	2.4	8.4
PL - METROPOLITAN	3.6	2.2	5.8	1.8	4.0
STBG - Flex	20.4	49.3	69.7	41.7	28.0
STBG <5K Population	0.8	43.1	43.9	40.3	3.6
STBG 5-50K Population	0.4	8.4	8.8	7.9	0.9
STBG 50-200K Population	-8.2	19.6	11.3	19.5	-8.2
STBG - TMA	23.3	4.7	28.0	3.4	24.6
STBG - Off System Bridges	4.4	14.6	19.1	10.2	8.9
TAP - Flex	1.8	4.3	6.1	2.4	3.7
TAP <5K Population	18.9	3.4	22.3	3.0	19.3
TAP 5-200K Population	0.4	0.1	0.5	0.0	0.5
TAP 5-50K Population	3.8	0.7	4.5	0.0	4.5
TAP 50-200K Population	9.2	1.6	10.8	0.0	10.8
TAP TMA	1.5	0.4	1.9	0.2	1.7
Other ¹	32.0	5.2	37.2	0.4	36.9
Total Core Funds	382.1	589.8	971.9	509.0	462.8

Obligation Authority	-	-	-	-	-
August Redistribution (Estimated)	-	-	-	-	-
TOTAL Obligation Authority	-	-	-	-	-

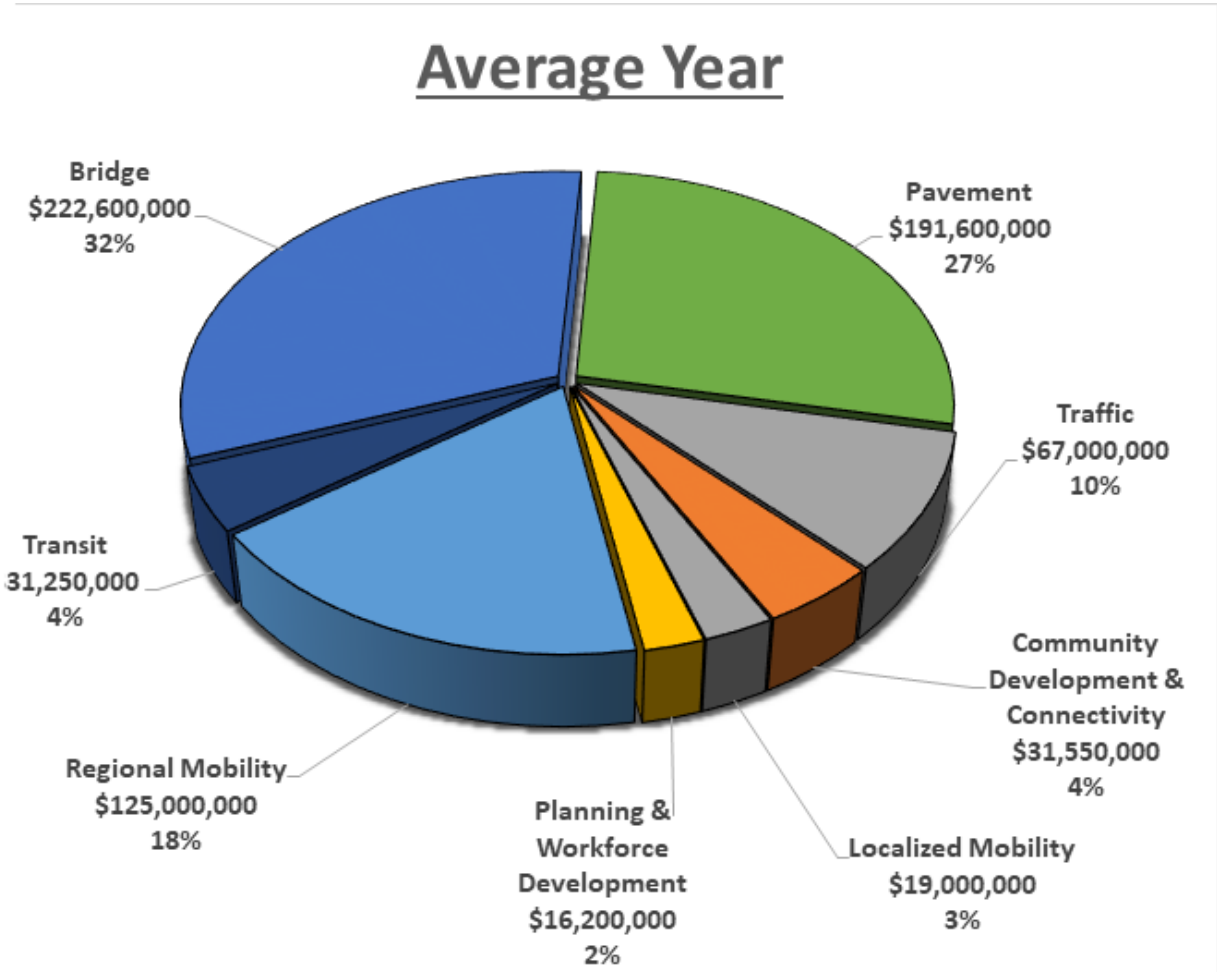
NON-CORE FUNDS

NHPP Exempt	0.0	6.9	6.9	6.9	0.0
Highway Infrastructure - ADHS	0.8	37.3	38.1	37.0	1.1
Highway Infrastructure - Bridge	27.1	49.3	76.5	65.1	11.4
Highway Infrastructure - Off System Bridge	68.1	15.2	83.3	15.6	67.7
Direct Federal	36.8	15.6	52.4	0.0	52.4
Other-Fed Non-Core	0.7	0.0	0.7	0.0	0.7
TOTAL Non-Core Funds	133.5	124.3	257.7	124.6	133.1

Total Obligated Funds	-	-	-	-	-
Total Highway Program	-	-	-	633.6	-

WV STIP Fiscal Summary by Program

Combining stakeholder and public input with strategic planning and forecasting resulted in the desire for the Average Year in the 2023-2028 STIP to resemble the following:





Section 2 OH Highway Project Listing, Funding Summary, and Fiscal Constraint

80599 - BEL IR 70 14.24

PID: 80599 Project Name: BEL IR 70 14.24 Primary Work Category: Roadway Major Rehab Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: Bridge (NHS), CMAQ STIP Type: Individual

Termini: BEL 70/40/331 Interchange Total Project Estimate: \$25,987,751

Description:

The project will modify the interchange at IR 70, US 40 and SR 331 to improve the traffic flow in the area. The project consists of asphalt pavement, widening and resurfacing on portions of US 40, SR 331, Airport Road and Hammond Road. The project includes the relocation of portions of Covered Bridge Road and the relocation of the Hammond Road Connection to SR 331 with a new two-lane roadway between Hammond Road and SR 331. Work also includes bridges being replaced or rehabbed on IR 70 over US 40 and on SR 331 over IR 70, construction of storm sewer, curb, traffic signals and necessary traffic control devices.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DBT	MPO CMAQ	\$2,357,874	\$345,572	\$172,786	\$ -	\$ -	\$ -	\$2,876,232
Total DBT		\$2,357,874	\$345,572	\$172,786	\$ -	\$ -	\$ -	\$2,876,232
Total		\$2,357,874	\$345,572	\$172,786	\$ -	\$ -	\$ -	\$2,876,232

89314 - BEL-CR 29/Commons Mall Crossing

PID: 89314 Project Name: BEL-CR 29/Commons Mall New Roadway Crossing Primary Work Category: Sponsoring Agency: Belmont County TID Air Quality Status: Non-Exempt (Analyzed)

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: PHED STIP Type: Individual

Termini: St. Clairsville. Mall Rd south of I-70 to US 40. Total Project Estimate: \$16,571,404

Description:

Construction of a new 1.66 mile connector roadway west of Mall Road from the intersection of Mall Rd/Banfield Road, running west then north, constructing a new bridge over IR 70, then continuing north to connect to Phase I of Commons Mall Crossing road built by the TID (PID 92593) which connects to US 40. (Previous Prel Devel work done under PID 77785.)

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DBT	Garvee / SIB Repayments	\$2,911,766	\$373,797	\$369,586	\$365,375	\$361,163	\$179,681	\$4,561,368
Total DBT		\$2,911,766	\$373,797	\$369,586	\$365,375	\$361,163	\$179,681	\$4,561,368
Total		\$2,911,766	\$373,797	\$369,586	\$365,375	\$361,163	\$179,681	\$4,561,368

100626 - BEL SR 7A 0.000

PID: 100626 Project Name: BEL SR 7A 0.000 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: Bridgeport. SR 7 to IR 70 Total Project Estimate: \$380,873

Description: Asphalt overlay with rigid repairs including new curb and sidewalk.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Labor	\$ -	\$799	\$ -	\$ -	\$ -	\$ -	\$799
Total DD		\$ -	\$799	\$ -	\$ -	\$ -	\$ -	\$799
CO	Preservation	\$ -	\$ -	\$280,784	\$ -	\$ -	\$ -	\$280,784
	State	\$ -	\$ -	\$70,196	\$ -	\$ -	\$ -	\$70,196
	Labor	\$ -	\$ -	\$24,569	\$ -	\$ -	\$ -	\$24,569
Total CO		\$ -	\$ -	\$375,549	\$ -	\$ -	\$ -	\$375,549
ENV	Labor	\$ -	\$4,525	\$ -	\$ -	\$ -	\$ -	\$4,525
Total ENV		\$ -	\$4,525	\$ -	\$ -	\$ -	\$ -	\$4,525
Total		\$ -	\$5,324	\$375,549	\$ -	\$ -	\$ -	\$380,873

100665 - BEL US 40 6.440

PID: 100665 Project Name: BEL US 40 6.440 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: Morristown. BEL-40 SLM 6.59 to 14.57 Total Project Estimate: \$4,587,694

Description: General System Minor Rehabilitation; Asphalt overlay, including pavement repairs and pavement markings

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$3,512,000	\$ -	\$ -	\$ -	\$ -	\$3,512,000
	Labor	\$ -	\$175,600	\$ -	\$ -	\$ -	\$ -	\$175,600
	State	\$ -	\$878,000	\$ -	\$ -	\$ -	\$ -	\$878,000
Total CO		\$ -	\$4,565,600	\$ -	\$ -	\$ -	\$ -	\$4,565,600
Total		\$ -	\$4,565,600	\$ -	\$ -	\$ -	\$ -	\$4,565,600

102348 - BEL SR 9 16.070

PID: 102348 Project Name: BEL SR 9 16.070 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM, OMEGA Performance Measures: STIP Type: Group

Termini: St. Clairsville to New Athens Total Project Estimate: \$3,940,163

Description:

General System Minor Rehabilitation; Resurfacing SR 9 from St. Clairsville to New Athens, including pavement repairs and pavement markings

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Labor	\$ -	\$26,783	\$ -	\$ -	\$ -	\$ -	\$26,783
Total ENV		\$ -	\$26,783	\$ -	\$ -	\$ -	\$ -	\$26,783
DD	Labor	\$ -	\$4,727	\$ -	\$ -	\$ -	\$ -	\$4,727
Total DD		\$ -	\$4,727	\$ -	\$ -	\$ -	\$ -	\$4,727
CO	Labor	\$ -	\$ -	\$150,333	\$ -	\$ -	\$ -	\$150,333
	Preservation	\$ -	\$ -	\$3,006,656	\$ -	\$ -	\$ -	\$3,006,656
	State	\$ -	\$ -	\$751,664	\$ -	\$ -	\$ -	\$751,664
Total CO		\$ -	\$ -	\$3,908,653	\$ -	\$ -	\$ -	\$3,908,653
Total		\$ -	\$31,510	\$3,908,653	\$ -	\$ -	\$ -	\$3,940,163

102503 - BEL SR 148 0.000

PID: 102503	Project Name: BEL SR 148 0.000	Primary Work Category: Roadway Major Rehab	Sponsoring Agency: DISTRICT 11-Planning	Air Quality Status: Exempt
ODOT Dist(s): 11	Locale: BEL	MPO(s) / RTPO(s): BOM	Performance Measures:	STIP Type: Group
Termini: SR 800 to SLM 12.02				Total Project Estimate: \$15,047,410

Description:
General System Major Rehabilitation; Full Depth Reclamation (FDR)

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$2,812,600	\$ -	\$ -	\$ -	\$2,812,600
	Major Programs	\$ -	\$ -	\$11,250,400	\$ -	\$ -	\$ -	\$11,250,400
	Labor	\$ -	\$ -	\$984,410	\$ -	\$ -	\$ -	\$984,410
Total CO		\$ -	\$ -	\$15,047,410	\$ -	\$ -	\$ -	\$15,047,410
Total		\$ -	\$ -	\$15,047,410	\$ -	\$ -	\$ -	\$15,047,410

106237 - BEL SR 7 19.750

PID: 106237	Project Name: BEL SR 7 19.750	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 11-Planning	Air Quality Status: Exempt
ODOT Dist(s): 11	Locale: BEL	MPO(s) / RTPO(s): BOM	Performance Measures: Bridge (NHS)	STIP Type: Individual

Termini:
0.9 miles East of Bridgeport

Total Project
Estimate:
\$56,047,861

Description:

Replace existing bridge with multiple shorter span bridges. The replacement bridges will be based on AER developed under PID 105324.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$3,500,000	\$ -	\$ -	\$3,500,000
	State	\$ -	\$ -	\$ -	\$10,000,000	\$ -	\$ -	\$10,000,000
	Major Programs	\$ -	\$ -	\$ -	\$40,000,000	\$ -	\$ -	\$40,000,000
Total CO		\$ -	\$ -	\$ -	\$53,500,000	\$ -	\$ -	\$53,500,000
DD	State	\$ -	\$ -	\$ -	\$400,000	\$ -	\$ -	\$400,000
	Major Programs	\$ -	\$ -	\$ -	\$1,600,000	\$ -	\$ -	\$1,600,000
Total DD		\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$2,000,000
Total		\$ -	\$ -	\$ -	\$55,500,000	\$ -	\$ -	\$55,500,000

107505 - BEL SR 147 4.90

PID: 107505	Project Name: BEL SR 147 4.90	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DISTRICT 11-Planning	Air Quality Status: Exempt
ODOT Dist(s): 11	Locale: BEL	MPO(s) / RTPO(s): BOM	Performance Measures:	STIP Type: Group

Termini:
Barnesville. Bethesda. SR 147 from SR 800 to Belmont WCL

Total Project
Estimate:
\$3,608,800

Description:
General System Minor Rehabilitation; Asphalt resurfacing of SR 147, including pavement repairs and pavement markings

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$138,800	\$ -	\$ -	\$ -	\$ -	\$138,800
	State	\$ -	\$694,000	\$ -	\$ -	\$ -	\$ -	\$694,000
	Preservation	\$ -	\$2,776,000	\$ -	\$ -	\$ -	\$ -	\$2,776,000
Total CO		\$ -	\$3,608,800	\$ -	\$ -	\$ -	\$ -	\$3,608,800
Total		\$ -	\$3,608,800	\$ -	\$ -	\$ -	\$ -	\$3,608,800

107533 - BEL IR 70 19.170

PID: 107533 Project Name: BEL IR 70 19.170 Primary Work Category: Roadway Major Rehab Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: Pavement (Interstate) STIP Type: Individual

Termini: SLM 19.17 to 23.69 Total Project Estimate: \$58,615,366

Description: Priority System Major Rehabilitation; Pavement replacement or rubblize and roll with new flexible pavement

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	State	\$ -	\$40,977	\$ -	\$ -	\$ -	\$ -	\$40,977
	Major Programs	\$ -	\$368,791	\$ -	\$ -	\$ -	\$ -	\$368,791
Total DD		\$ -	\$409,768	\$ -	\$ -	\$ -	\$ -	\$409,768
CO	Major Programs	\$ -	\$ -	\$ -	\$ -	\$45,900,000	\$ -	\$45,900,000
	Labor	\$ -	\$ -	\$ -	\$ -	\$3,570,000	\$ -	\$3,570,000
	State	\$ -	\$ -	\$ -	\$ -	\$5,100,000	\$ -	\$5,100,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$54,570,000	\$ -	\$54,570,000
Total		\$ -	\$409,768	\$ -	\$ -	\$54,570,000	\$ -	\$54,979,768

107537 - BEL SR 379 0.000

PID: 107537 Project Name: BEL SR 379 0.000 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: MOE Co. Line to SR 147 Total Project Estimate: \$712,928

Description: Preventative Maintenance; Chip Seal on BEL-379

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$666,288	\$ -	\$ -	\$666,288
	Labor	\$ -	\$ -	\$ -	\$46,640	\$ -	\$ -	\$46,640
Total CO		\$ -	\$ -	\$ -	\$712,928	\$ -	\$ -	\$712,928
Total		\$ -	\$ -	\$ -	\$712,928	\$ -	\$ -	\$712,928

107668 - BEL SR 7 11.870

PID: 107668	Project Name: BEL SR 7 11.870	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 11-Planning	Air Quality Status: Exempt
ODOT Dist(s): 11	Locale: BEL	MPO(s) / RTPO(s): BOM	Performance Measures: Bridge (NHS)	STIP Type: Group

Termini:
3.92 miles North of SR 872

Total Project
Estimate:
\$24,902,000

Description:

Replace deck on existing steel beam bridge BEL-7-1187 (SFN 0700312). Project will also replace the bearings and repair the substructure units.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Preservation	\$ -	\$ -	\$ -	\$ -	\$160,000	\$ -	\$160,000
	State	\$ -	\$ -	\$ -	\$ -	\$40,000	\$ -	\$40,000
	Labor	\$ -	\$1,000	\$ -	\$ -	\$ -	\$ -	\$1,000
Total DD		\$ -	\$1,000	\$ -	\$ -	\$200,000	\$ -	\$201,000
ENV	Preservation	\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000
	State	\$ -	\$ -	\$125,000	\$ -	\$ -	\$ -	\$125,000
	Labor	\$1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,000
Total ENV		\$1,000	\$ -	\$625,000	\$ -	\$ -	\$ -	\$626,000
Total		\$1,000	\$1,000	\$625,000	\$ -	\$200,000	\$ -	\$827,000

109650 - BEL SR 7 0.000

PID: 109650 Project Name: BEL SR 7 0.000 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini: Powhatan Point. MON Co. Line to Powhatan NCL Total Project Estimate: \$1,234,272

Description:

General System Minor Rehab.; Resurfacing of SR 7 including fine graded polymer asphalt overlay, pavement repairs and pavement markings

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$ -	\$949,440	\$ -	\$949,440
	State	\$ -	\$ -	\$ -	\$ -	\$237,360	\$ -	\$237,360
	Labor	\$ -	\$ -	\$ -	\$ -	\$47,472	\$ -	\$47,472
Total CO		\$ -	\$ -	\$ -	\$ -	\$1,234,272	\$ -	\$1,234,272
Total		\$ -	\$ -	\$ -	\$ -	\$1,234,272	\$ -	\$1,234,272

109690 - BEL IR 70 12.650

PID: 109690 Project Name: BEL IR 70 12.650 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: Pavement (Interstate) STIP Type: Group

Termini: SLM 12.61 to CR 56 Total Project Estimate: \$3,791,657

Description:

Priority System Minor Rehabilitation; Asphalt overlay including pavement repairs and pavement markings

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$364,582	\$ -	\$ -	\$364,582
	Preservation	\$ -	\$ -	\$ -	\$3,281,242	\$ -	\$ -	\$3,281,242
	Labor	\$ -	\$ -	\$ -	\$145,833	\$ -	\$ -	\$145,833
Total CO		\$ -	\$ -	\$ -	\$3,791,657	\$ -	\$ -	\$3,791,657
Total		\$ -	\$ -	\$ -	\$3,791,657	\$ -	\$ -	\$3,791,657

109893 - BEL 7 Traffic Study

PID: 109893 Project Name: BEL 7 Traffic Study Primary Work Category: Other Studies/ Tasks Sponsoring Agency: BOMTS Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Individual

Termini: SR 7 from Powhatan Point to Shadyside Total Project Estimate: \$68,000

Description:

Traffic study for the SR 7 corridor between Powhatan Point and Shadyside. The study is intended to provide a unified "game plan" for transportation improvements for both ODOT and local governments in anticipation of a large petrochemical development being consider for the Dilles Bottom area in Belmont County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO STBG	\$ -	\$68,000	\$ -	\$ -	\$ -	\$ -	\$68,000
Total OTH		\$ -	\$68,000	\$ -	\$ -	\$ -	\$ -	\$68,000
Total		\$ -	\$68,000	\$ -	\$ -	\$ -	\$ -	\$68,000

112374 - BEL SR 149 2.11

PID: 112374 Project Name: BEL SR 149 2.11 Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 0.3 miles East of TR 311 (Patterson Hill Rd) Total Project Estimate: \$1,548,095

Description:

Repair existing corrugated metal pipe structure carrying SR 149 over an unnamed tributary of McMahan Creek, with a structural liner.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$1,148,800	\$ -	\$ -	\$ -	\$ -	\$1,148,800
	Labor	\$ -	\$100,520	\$ -	\$ -	\$ -	\$ -	\$100,520
	State	\$ -	\$287,200	\$ -	\$ -	\$ -	\$ -	\$287,200
Total CO		\$ -	\$1,536,520	\$ -	\$ -	\$ -	\$ -	\$1,536,520
Total		\$ -	\$1,536,520	\$ -	\$ -	\$ -	\$ -	\$1,536,520

112544 - D11-DS-FY2026

PID: 112544 Project Name: D11-DS-FY2026 Primary Work Category: Bridge / Culvert Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BHJ, BOM, OMEGA Performance Measures: Bridge (NHS) STIP Type: Group

Termini: Bridge Deck Sealing throughout District 11 Total Project Estimate: \$261,200

Description: Sealing bridge decks throughout District 11, particularly in JEF County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Labor	\$ -	\$1,000	\$ -	\$ -	\$ -	\$ -	\$1,000
Total ENV		\$ -	\$1,000	\$ -	\$ -	\$ -	\$ -	\$1,000
CO	Labor	\$ -	\$10,200	\$ -	\$ -	\$ -	\$ -	\$10,200
	State	\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$250,000
Total CO		\$ -	\$260,200	\$ -	\$ -	\$ -	\$ -	\$260,200
Total		\$ -	\$261,200	\$ -	\$ -	\$ -	\$ -	\$261,200

112669 - BEL SR 148 8.280

PID: 112669 Project Name: BEL SR 148 8.280 Primary Work Category: Culvert Preservation Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 2.7 miles east of intersection of S.R. 148 with S.R. 26. Total Project Estimate: \$586,673

Description: Culvert replacement along S.R. 148 in Belmont County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$52,425	\$ -	\$ -	\$ -	\$52,425
	State	\$ -	\$ -	\$104,850	\$ -	\$ -	\$ -	\$104,850
	Preservation	\$ -	\$ -	\$419,398	\$ -	\$ -	\$ -	\$419,398
Total CO		\$ -	\$ -	\$576,673	\$ -	\$ -	\$ -	\$576,673
Total		\$ -	\$ -	\$576,673	\$ -	\$ -	\$ -	\$576,673

112838 - D11 CS FY2026

PID: 112838 Project Name: D11 CS FY2026 Primary Work Category: Pavement Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BHJ, BOM, OMEGA Performance Measures: STIP Type: Group

Termini: various routes and locations district wide Total Project Estimate: \$260,000

Description: District 11 crack sealing

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$250,000
	Labor	\$ -	\$10,000	\$ -	\$ -	\$ -	\$ -	\$10,000
Total CO		\$ -	\$260,000	\$ -	\$ -	\$ -	\$ -	\$260,000
Total		\$ -	\$260,000	\$ -	\$ -	\$ -	\$ -	\$260,000

113965 - D11 Bridge Inspection CY 21-22

PID: 113965 Project Name: D11 Bridge Inspection CY 21-22 Primary Work Category: Asset Inventory / Inspection Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BHJ, BOM, OMEGA Performance Measures: STIP Type: Group

Termini: District wide bridge inspections Total Project Estimate: \$1,000,000

Description: Perform element level inspections and Assetwise inventory checks for select District 11 bridges. Perform underwater dive inspections for District 11 Bridges.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	State	\$899,623	\$100,377	\$ -	\$ -	\$ -	\$ -	\$1,000,000
Total OTH		\$899,623	\$100,377	\$ -	\$ -	\$ -	\$ -	\$1,000,000
Total		\$899,623	\$100,377	\$ -	\$ -	\$ -	\$ -	\$1,000,000

114334 - D11 Bridge Inspection CY 24-25

PID: 114334 Project Name: D11 Bridge Inspection CY 24-25 Primary Work Category: Asset Inventory / Inspection Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BHJ, BOM, OMEGA Performance Measures: STIP Type: Group

Termini: District wide bridge inspections Total Project Estimate: \$750,000

Description: Perform element level inspections and Assetwise inventory checks for select District 11 bridges.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	State	\$741,067	\$8,933	\$ -	\$ -	\$ -	\$ -	\$750,000
Total OTH		\$741,067	\$8,933	\$ -	\$ -	\$ -	\$ -	\$750,000
Total		\$741,067	\$8,933	\$ -	\$ -	\$ -	\$ -	\$750,000

114335 - D11 Bridge Inspection CY 25-26

PID: 114335 Project Name: D11 Bridge Inspection CY 25-26 Primary Work Category: Asset Inventory / Inspection Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BHJ, BOM, OMEGA Performance Measures: STIP Type: Group

Termini: District wide bridge inspections Total Project Estimate: \$1,000,000

Description: Perform element level inspections and Assetwise inventory checks for select District 11 bridges.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	State	\$777,643	\$222,357	\$ -	\$ -	\$ -	\$ -	\$1,000,000
Total OTH		\$777,643	\$222,357	\$ -	\$ -	\$ -	\$ -	\$1,000,000
Total		\$777,643	\$222,357	\$ -	\$ -	\$ -	\$ -	\$1,000,000

114336 - D11 Bridge Inspection CY 26-27

PID: 114336 Project Name: D11 Bridge Inspection CY 26-27 Primary Work Category: Asset Inventory / Inspection Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BHJ, BOM, OMEGA Performance Measures: STIP Type: Group

Termini:
District wide bridge inspections

Total Project Estimate: \$1,250,000

Description:
Perform element level inspections and Assetwise inventory checks for select District 11 bridges.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	State	\$ -	\$750,000	\$500,000	\$ -	\$ -	\$ -	\$1,250,000
Total OTH		\$ -	\$750,000	\$500,000	\$ -	\$ -	\$ -	\$1,250,000
Total		\$ -	\$750,000	\$500,000	\$ -	\$ -	\$ -	\$1,250,000

114388 - BEL US 40 23.26

PID: 114388 Project Name: BEL US 40 23.26 Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini:
0.2 miles west of intersection of US 40 with Handel St.

Total Project Estimate: \$15,895,710

Description:
Replace superstructure of bridge carrying US 40 over Wheeling Creek, CR 10 and an abandoned railroad.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$959,146	\$ -	\$ -	\$ -	\$ -	\$959,146
	State	\$ -	\$13,702,091	\$ -	\$ -	\$ -	\$ -	\$13,702,091
Total CO		\$ -	\$14,661,237	\$ -	\$ -	\$ -	\$ -	\$14,661,237
Total		\$ -	\$14,661,237	\$ -	\$ -	\$ -	\$ -	\$14,661,237

114403 - D11-DS-FY2027

PID: 114403 Project Name: D11-DS-FY2027 Primary Work Category: Bridge / Culvert Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BHJ, BOM, OMEGA Performance Measures: Bridge (NHS) STIP Type: Group

Termini: Bridge Deck Sealing throughout District 11 Total Project Estimate: \$1,964,560

Description: Sealing bridge deck throughout District 11

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$75,560	\$ -	\$ -	\$ -	\$75,560
	State	\$ -	\$ -	\$1,889,000	\$ -	\$ -	\$ -	\$1,889,000
Total CO		\$ -	\$ -	\$1,964,560	\$ -	\$ -	\$ -	\$1,964,560
Total		\$ -	\$ -	\$1,964,560	\$ -	\$ -	\$ -	\$1,964,560

114425 - BEL SR 148 5.51

PID: 114425 Project Name: BEL SR 148 5.51 Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 0.03 miles west of Jct CR-26. Total Project Estimate: \$1,383,077

Description: Rehabilitate bridge carrying SR 148 over Long Run by replacing the superstructure.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$219,000	\$ -	\$ -	\$219,000
	Preservation	\$ -	\$ -	\$ -	\$876,000	\$ -	\$ -	\$876,000
	Labor	\$ -	\$ -	\$ -	\$76,650	\$ -	\$ -	\$76,650
Total CO		\$ -	\$ -	\$ -	\$1,171,650	\$ -	\$ -	\$1,171,650
Total		\$ -	\$ -	\$ -	\$1,171,650	\$ -	\$ -	\$1,171,650

114427 - BEL/JEF-7-6.11/0.00

PID: 114427 Project Name: BEL/JEF-7-6.11/0.00 Primary Work Category: Traffic Control Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BHJ, BOM Performance Measures: Safety STIP Type: Group

Termini: BEL-7-(6.11-8.68), JEF-7-(0.00-14.76)(19.22-34.55) Total Project Estimate: \$1,721,345

Description:

Upgrade the existing guide, regulatory, and warning signs along mainline and the lead-in signing at the interchanges for SR 7 in Belmont and Jefferson counties.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$112,611	\$ -	\$ -	\$112,611
	Preservation	\$ -	\$ -	\$ -	\$1,286,987	\$ -	\$ -	\$1,286,987
	State	\$ -	\$ -	\$ -	\$321,747	\$ -	\$ -	\$321,747
Total CO		\$ -	\$ -	\$ -	\$1,721,345	\$ -	\$ -	\$1,721,345
Total		\$ -	\$ -	\$ -	\$1,721,345	\$ -	\$ -	\$1,721,345

114444 - BEL SR 7 20.310

PID: 114444 Project Name: BEL SR 7 20.310 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Group

Termini: 0.03 mi. S. of ramp to US 250 to 0.2 mi. S. of CR 4 Total Project Estimate: \$1,741,210

Description:

Preventative Maintenance; Double Microsurfacing

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$334,848	\$ -	\$ -	\$ -	\$334,848
	Preservation	\$ -	\$ -	\$1,339,392	\$ -	\$ -	\$ -	\$1,339,392
	Labor	\$ -	\$ -	\$66,970	\$ -	\$ -	\$ -	\$66,970
Total CO		\$ -	\$ -	\$1,741,210	\$ -	\$ -	\$ -	\$1,741,210
Total		\$ -	\$ -	\$1,741,210	\$ -	\$ -	\$ -	\$1,741,210

114478 - D11 CS FY2027

PID: 114478 Project Name: D11 CS FY2027 Primary Work Category: Pavement Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BHJ, BOM, OMEGA Performance Measures: STIP Type: Group

Termini: various routes and locations district wide

Total Project Estimate: \$374,500

Description: District 11 crack sealing

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$350,000	\$ -	\$ -	\$ -	\$350,000
	Labor	\$ -	\$ -	\$24,500	\$ -	\$ -	\$ -	\$24,500
Total CO		\$ -	\$ -	\$374,500	\$ -	\$ -	\$ -	\$374,500
Total		\$ -	\$ -	\$374,500	\$ -	\$ -	\$ -	\$374,500

115860 - BEL-70-10.08

PID: 115860 Project Name: BEL-70-10.08 Primary Work Category: Culvert Preservation Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: BEL-70-10.11 location is 0.5 miles east of Morristown exit.

Total Project Estimate: \$255,692

Description: Field paving of culvert under I.R. 70 in Belmont County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$22,000	\$ -	\$ -	\$ -	\$ -	\$22,000
	Preservation	\$ -	\$198,000	\$ -	\$ -	\$ -	\$ -	\$198,000
	State	\$ -	\$22,000	\$ -	\$ -	\$ -	\$ -	\$22,000
Total CO		\$ -	\$242,000	\$ -	\$ -	\$ -	\$ -	\$242,000
Total		\$ -	\$242,000	\$ -	\$ -	\$ -	\$ -	\$242,000

116246 - BEL-70-0.84/24.16/25.04

PID: 116246 Project Name: BEL-70-0.84/24.16/25.04 Primary Work Category: Culvert Preservation Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini:
Three locations on BEL-70: 0.84, 24.16, and 25.04 mm.

Total Project Estimate: \$543,977

Description:
Replacement of broken-back conduits at 3 locations on BEL-70.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	State	\$ -	\$1,000	\$ -	\$ -	\$ -	\$ -	\$1,000
	Preservation	\$ -	\$9,000	\$ -	\$ -	\$ -	\$ -	\$9,000
Total ENV		\$ -	\$10,000	\$ -	\$ -	\$ -	\$ -	\$10,000
CO	State	\$ -	\$ -	\$ -	\$48,543	\$ -	\$ -	\$48,543
	Preservation	\$ -	\$ -	\$ -	\$436,890	\$ -	\$ -	\$436,890
	Labor	\$ -	\$ -	\$ -	\$48,543	\$ -	\$ -	\$48,543
Total CO		\$ -	\$ -	\$ -	\$533,977	\$ -	\$ -	\$533,977
Total		\$ -	\$10,000	\$ -	\$533,977	\$ -	\$ -	\$543,977

116281 - D11-DS-FY2028

PID: 116281 Project Name: D11-DS-FY2028 Primary Work Category: Bridge / Culvert Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BHJ, BOM, OMEGA Performance Measures: Bridge (NHS) STIP Type: Group

Termini:
Bridge Deck Sealing throughout District 11

Total Project Estimate: \$2,052,960

Description:
Sealing bridge deck throughout District 11

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$1,974,000	\$ -	\$ -	\$1,974,000
	Labor	\$ -	\$ -	\$ -	\$78,960	\$ -	\$ -	\$78,960
Total CO		\$ -	\$ -	\$ -	\$2,052,960	\$ -	\$ -	\$2,052,960
Total		\$ -	\$ -	\$ -	\$2,052,960	\$ -	\$ -	\$2,052,960

116394 - D11-CS-FY2028

PID: 116394	Project Name: D11-CS-FY2028	Primary Work Category: Pavement Maintenance	Sponsoring Agency: DISTRICT 11-Planning	Air Quality Status: Exempt
ODOT Dist(s): 11	Locale: D11	MPO(s) / RTPO(s): BHJ, BOM, OMEGA	Performance Measures:	STIP Type: Group

Termini:
various routes and locations district wide

Total Project
Estimate:
\$374,500

Description:
District 11 crack sealing

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$24,500	\$ -	\$ -	\$24,500
	State	\$ -	\$ -	\$ -	\$350,000	\$ -	\$ -	\$350,000
Total CO		\$ -	\$ -	\$ -	\$374,500	\$ -	\$ -	\$374,500
Total		\$ -	\$ -	\$ -	\$374,500	\$ -	\$ -	\$374,500

116428 - D11-SIGN-FY2029

PID: 116428 Project Name: D11-SIGN-FY2029 Primary Work Category: Traffic Control (Safety) Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BOM, OMEGA Performance Measures: Safety STIP Type: Group

Termini: TUS-77-(20.70-34.95), JEF-22-(6.98-16.44) Total Project Estimate: \$1,427,000

Description: Replace the existing guide, warning and regulatory signing along IR 77 in Tuscarawas County and US 22 in Jefferson County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$77,000	\$ -	\$77,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$947,000	\$ -	\$947,000
	State	\$ -	\$ -	\$ -	\$ -	\$153,000	\$ -	\$153,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$1,177,000	\$ -	\$1,177,000
ENV	State	\$ -	\$ -	\$ -	\$31,450	\$ -	\$ -	\$31,450
	Preservation	\$ -	\$ -	\$ -	\$181,050	\$ -	\$ -	\$181,050
Total ENV		\$ -	\$ -	\$ -	\$212,500	\$ -	\$ -	\$212,500
DD	State	\$ -	\$ -	\$ -	\$5,550	\$ -	\$ -	\$5,550
	Preservation	\$ -	\$ -	\$ -	\$31,950	\$ -	\$ -	\$31,950
Total DD		\$ -	\$ -	\$ -	\$37,500	\$ -	\$ -	\$37,500
Total		\$ -	\$ -	\$ -	\$250,000	\$1,177,000	\$ -	\$1,427,000

116582 - BEL SR 7 4.82

PID: 116582	Project Name: BEL SR 7 4.82	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 11-Planning	Air Quality Status: Exempt
ODOT Dist(s): 11	Locale: BEL	MPO(s) / RTPO(s): BOM	Performance Measures: Bridge (NHS)	STIP Type: Group

Termini:
2.64 mi North of NCL Powhattan Point

Total Project
Estimate:
\$4,386,000

Description:
Replace bridge carrying SR 7 over Narrows Run with new structure. In stream work is required.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	State	\$ -	\$ -	\$ -	\$ -	\$85,000	\$ -	\$85,000
	Labor	\$ -	\$ -	\$ -	\$ -	\$10,000	\$ -	\$10,000
Total DD		\$ -	\$ -	\$ -	\$ -	\$95,000	\$ -	\$95,000
ENV	State	\$ -	\$ -	\$ -	\$150,000	\$ -	\$ -	\$150,000
	Preservation	\$ -	\$ -	\$ -	\$600,000	\$ -	\$ -	\$600,000
	Labor	\$ -	\$10,000	\$ -	\$ -	\$ -	\$ -	\$10,000
Total ENV		\$ -	\$10,000	\$ -	\$750,000	\$ -	\$ -	\$760,000
Total		\$ -	\$10,000	\$ -	\$750,000	\$95,000	\$ -	\$855,000

116698 - D11-TSG-FY2027

PID: 116698 Project Name: D11-TSG-FY2027 Primary Work Category: Traffic Control Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BOM, OMEGA Performance Measures: Safety STIP Type: Group

Termini: BEL 40 21.31 (Aldi/NAPA Dr), BEL CR 28A 0.76, COL 267 1.94, COL 170 0.13, COL 170 0.21, TUS 800/183 33.92/0.00

Total Project Estimate: \$1,391,000

Description: Update the traffic signal hardware at 6 signalized intersections in District 11.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$260,000	\$ -	\$ -	\$ -	\$260,000
	Preservation	\$ -	\$ -	\$1,040,000	\$ -	\$ -	\$ -	\$1,040,000
	Labor	\$ -	\$ -	\$91,000	\$ -	\$ -	\$ -	\$91,000
Total CO		\$ -	\$ -	\$1,391,000	\$ -	\$ -	\$ -	\$1,391,000
Total		\$ -	\$ -	\$1,391,000	\$ -	\$ -	\$ -	\$1,391,000

116813 - BEL-70-20.00

PID: 116813 Project Name: BEL-70-20.00 Primary Work Category: Traffic Control Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BOM Performance Measures: Safety STIP Type: Group

Termini: BEL-CR 28A-(0.32-0.34)(0.62-0.64)

Total Project Estimate: \$452,984

Description: Update the traffic signal hardware at the IR 70 westbound and eastbound off ramps at Mall Road (CR 28A) in Belmont County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Preservation	\$ -	\$ -	\$ -	\$ -	\$10,080	\$ -	\$10,080
	State	\$ -	\$ -	\$ -	\$ -	\$2,520	\$ -	\$2,520
Total DD		\$ -	\$ -	\$ -	\$ -	\$12,600	\$ -	\$12,600
ENV	State	\$ -	\$ -	\$ -	\$14,280	\$ -	\$ -	\$14,280
	Preservation	\$ -	\$ -	\$ -	\$57,120	\$ -	\$ -	\$57,120
Total ENV		\$ -	\$ -	\$ -	\$71,400	\$ -	\$ -	\$71,400
Total		\$ -	\$ -	\$ -	\$71,400	\$12,600	\$ -	\$84,000

117042 - BEL SR 7 14.15

PID: 117042 Project Name: BEL SR 7 14.15 Primary Work Category: Roadway Major Rehab Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: Bridge (NHS), Pavement (Non-Interstate NHS) STIP Type: Individual

Termini: SLM 14.15 to SLM 17.74 Total Project Estimate: \$36,220,428

Description: Priority System Major Rehabilitation; Remove and replace existing pavement

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$1,883,000	\$ -	\$ -	\$1,883,000
	Preservation	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$2,000,000
	Major Programs	\$ -	\$ -	\$ -	\$23,520,000	\$ -	\$ -	\$23,520,000
	State	\$ -	\$ -	\$ -	\$6,380,000	\$ -	\$ -	\$6,380,000
Total CO		\$ -	\$ -	\$ -	\$33,783,000	\$ -	\$ -	\$33,783,000
Total		\$ -	\$ -	\$ -	\$33,783,000	\$ -	\$ -	\$33,783,000

118147 - BEL SR 147 24.65/25.87

PID: 118147 Project Name: BEL SR 147 24.65/25.87 Primary Work Category: Geologic Maintenance / Slide Repair Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 0.4 miles east of T.R. 507/Sheba Rd (24.65mm) and 0.4 miles west of C.R. 54/Pipe Creek (25.88mm) Total Project Estimate: \$1,164,997

Description: Slope stabilization at two locations on S.R. 147 in Belmont County, the 24.65mm and the 25.88mm

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Other	\$ -	\$792,000	\$ -	\$ -	\$ -	\$ -	\$792,000
	State	\$ -	\$88,000	\$ -	\$ -	\$ -	\$ -	\$88,000
	Labor	\$ -	\$88,000	\$ -	\$ -	\$ -	\$ -	\$88,000
Total CO		\$ -	\$968,000	\$ -	\$ -	\$ -	\$ -	\$968,000
Total		\$ -	\$968,000	\$ -	\$ -	\$ -	\$ -	\$968,000

118148 - BEL SR 148 20.10

PID: 118148 Project Name: BEL SR 148 20.10 Primary Work Category: Geologic Maintenance / Slide Repair Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 0.2 miles west of T.R. 126/Moores Run Rd Total Project Estimate: \$1,330,293

Description: Landslide avoidance by realignment of S.R. 148 in Belmont County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	State	\$3,840	\$1,000	\$ -	\$ -	\$ -	\$ -	\$4,840
	Other	\$15,360	\$4,000	\$ -	\$ -	\$ -	\$ -	\$19,360
Total RW		\$19,200	\$5,000	\$ -	\$ -	\$ -	\$ -	\$24,200
CO	State	\$ -	\$ -	\$98,094	\$ -	\$ -	\$ -	\$98,094
	Labor	\$ -	\$ -	\$98,094	\$ -	\$ -	\$ -	\$98,094
	Other	\$ -	\$ -	\$882,843	\$ -	\$ -	\$ -	\$882,843
Total CO		\$ -	\$ -	\$1,079,031	\$ -	\$ -	\$ -	\$1,079,031
Total		\$19,200	\$5,000	\$1,079,031	\$ -	\$ -	\$ -	\$1,103,231

118149 - BEL SR 149 15.10

PID: 118149 Project Name: BEL SR 149 15.10 Primary Work Category: Geologic Maintenance / Slide Repair Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 0.7 miles west of S.R. 9. Total Project Estimate: \$932,834

Description: Slope stabilization/retaining wall restoration along S.R. 149 in Belmont County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Other	\$ -	\$585,000	\$ -	\$ -	\$ -	\$ -	\$585,000
	Labor	\$ -	\$65,000	\$ -	\$ -	\$ -	\$ -	\$65,000
	State	\$ -	\$65,000	\$ -	\$ -	\$ -	\$ -	\$65,000
Total CO		\$ -	\$715,000	\$ -	\$ -	\$ -	\$ -	\$715,000
Total		\$ -	\$715,000	\$ -	\$ -	\$ -	\$ -	\$715,000

118151 - BEL US 250 8.15

PID: 118151 Project Name: BEL US 250 8.15 Primary Work Category: Geologic Maintenance / Slide Repair Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 800' east of the upper intersection with Beeson Lane. Total Project Estimate: \$531,633

Description: Slope stabilization along U.S. 250 in Belmont County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$47,700	\$ -	\$ -	\$47,700
	Other	\$ -	\$ -	\$ -	\$429,300	\$ -	\$ -	\$429,300
	State	\$ -	\$ -	\$ -	\$47,700	\$ -	\$ -	\$47,700
Total CO		\$ -	\$ -	\$ -	\$524,700	\$ -	\$ -	\$524,700
Total		\$ -	\$ -	\$ -	\$524,700	\$ -	\$ -	\$524,700

118152 - BEL SR 7 18.59

PID: 118152 Project Name: BEL SR 7 18.59 Primary Work Category: Geologic Maintenance / Slide Repair Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini:
0.20 miles north of the 470 bridge over 7

Total Project Estimate:
\$667,558

Description:
Mine outfall remediation along S.R. 7 in Belmont County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	State	\$ -	\$5,000	\$ -	\$ -	\$ -	\$ -	\$5,000
Total RW		\$ -	\$5,000	\$ -	\$ -	\$ -	\$ -	\$5,000
CO	State	\$ -	\$ -	\$55,774	\$ -	\$ -	\$ -	\$55,774
	Labor	\$ -	\$ -	\$55,774	\$ -	\$ -	\$ -	\$55,774
	Other	\$ -	\$ -	\$501,967	\$ -	\$ -	\$ -	\$501,967
Total CO		\$ -	\$ -	\$613,515	\$ -	\$ -	\$ -	\$613,515
Total		\$ -	\$5,000	\$613,515	\$ -	\$ -	\$ -	\$618,515

118601 - BEL US 40 15.81

PID: 118601 Project Name: BEL US 40 15.81 Primary Work Category: Culvert Preservation Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 100ft west of Pine Lane Total Project Estimate: \$502,649

Description: Culvert replacement along U.S. 40 in Belmont County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$238,290	\$ -	\$ -	\$ -	\$238,290
	Labor	\$ -	\$ -	\$29,786	\$ -	\$ -	\$ -	\$29,786
	State	\$ -	\$ -	\$59,573	\$ -	\$ -	\$ -	\$59,573
Total CO		\$ -	\$ -	\$327,649	\$ -	\$ -	\$ -	\$327,649
DD	Preservation	\$ -	\$24,000	\$ -	\$ -	\$ -	\$ -	\$24,000
	State	\$ -	\$6,000	\$ -	\$ -	\$ -	\$ -	\$6,000
Total DD		\$ -	\$30,000	\$ -	\$ -	\$ -	\$ -	\$30,000
Total		\$ -	\$30,000	\$327,649	\$ -	\$ -	\$ -	\$357,649

118611 - BEL SR 7 25.27

PID: 118611 Project Name: BEL SR 7 25.27 Primary Work Category: Geologic Maintenance / Slide Repair Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: Just west of the Picoma exit bridge, along the southbound ramps (RA07037 and RA07038). Total Project Estimate: \$606,872

Description: Mine outfall remediation along S.R. 7 in Belmont County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$50,500	\$ -	\$ -	\$ -	\$50,500
	Other	\$ -	\$ -	\$454,500	\$ -	\$ -	\$ -	\$454,500
	Labor	\$ -	\$ -	\$50,500	\$ -	\$ -	\$ -	\$50,500
Total CO		\$ -	\$ -	\$555,500	\$ -	\$ -	\$ -	\$555,500
RW	State	\$ -	\$5,000	\$ -	\$ -	\$ -	\$ -	\$5,000
Total RW		\$ -	\$5,000	\$ -	\$ -	\$ -	\$ -	\$5,000
Total		\$ -	\$5,000	\$555,500	\$ -	\$ -	\$ -	\$560,500

118742 - BEL IR 70 7.64

PID: 118742 Project Name: BEL IR 70 7.64 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: Pavement (Interstate) STIP Type: Group

Termini: SLM 7.61 to SLM 12.62 Total Project Estimate: \$2,184,000

Description: Priority System Minor Rehabilitation; Concrete pavement repairs

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$210,000	\$ -	\$ -	\$ -	\$ -	\$210,000
	Labor	\$ -	\$84,000	\$ -	\$ -	\$ -	\$ -	\$84,000
	Preservation	\$ -	\$1,890,000	\$ -	\$ -	\$ -	\$ -	\$1,890,000
Total CO		\$ -	\$2,184,000	\$ -	\$ -	\$ -	\$ -	\$2,184,000
Total		\$ -	\$2,184,000	\$ -	\$ -	\$ -	\$ -	\$2,184,000

118762 - D11 Bridge Maintenance FY 2029

PID: 118762 Project Name: D11 Bridge Maintenance FY 2029 Primary Work Category: Bridge / Culvert Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BHJ, BOM, OMEGA Performance Measures: STIP Type: Group

Termini: Bridge Preventative Maintenance throughout District 11 Total Project Estimate: \$2,093,520

Description: Bridge Maintenance throughout District 11

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$80,520	\$ -	\$80,520
	State	\$ -	\$ -	\$ -	\$ -	\$2,013,000	\$ -	\$2,013,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,093,520	\$ -	\$2,093,520
Total		\$ -	\$ -	\$ -	\$ -	\$2,093,520	\$ -	\$2,093,520

118823 - BEL SR 148 22.8

PID: 118823 Project Name: BEL SR 148 22.8 Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 2.75 Miles West of JCT SR 7. Total Project Estimate: \$724,120

Description: Replace culvert bridge carrying SR 148 over an Unnamed Tributary of Captina Creek.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$54,385	\$ -	\$ -	\$54,385
	Labor	\$ -	\$ -	\$ -	\$27,193	\$ -	\$ -	\$27,193
	Preservation	\$ -	\$ -	\$ -	\$217,542	\$ -	\$ -	\$217,542
Total CO		\$ -	\$ -	\$ -	\$299,120	\$ -	\$ -	\$299,120
DD	Preservation	\$ -	\$60,000	\$ -	\$ -	\$ -	\$ -	\$60,000
	State	\$ -	\$15,000	\$ -	\$ -	\$ -	\$ -	\$15,000
Total DD		\$ -	\$75,000	\$ -	\$ -	\$ -	\$ -	\$75,000
Total		\$ -	\$75,000	\$ -	\$299,120	\$ -	\$ -	\$374,120

118910 - D11-SP-FY2029

PID: 118910 Project Name: D11-SP-FY2029 Primary Work Category: Pavement Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BHJ, BOM, OMEGA Performance Measures: STIP Type: Group

Termini: Spot Paving and Surface Treatment throughout District 11 Total Project Estimate: \$1,060,000

Description: Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$60,000	\$ -	\$60,000
	State	\$ -	\$ -	\$ -	\$ -	\$1,000,000	\$ -	\$1,000,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$1,060,000	\$ -	\$1,060,000
Total		\$ -	\$ -	\$ -	\$ -	\$1,060,000	\$ -	\$1,060,000

118912 - D11-CS-FY2029

PID: 118912 Project Name: D11-CS-FY2029 Primary Work Category: Pavement Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: D11 MPO(s) / RTPO(s): BHJ, BOM, OMEGA Performance Measures: STIP Type: Group

Termini: various routes and locations district wide Total Project Estimate: \$267,500

Description: District 11 crack sealing

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$250,000	\$ -	\$250,000
	Labor	\$ -	\$ -	\$ -	\$ -	\$17,500	\$ -	\$17,500
Total CO		\$ -	\$ -	\$ -	\$ -	\$267,500	\$ -	\$267,500
Total		\$ -	\$ -	\$ -	\$ -	\$267,500	\$ -	\$267,500

119483 - BEL TR 428 0.30

PID: 119483 Project Name: BEL TR 428 0.30 Primary Work Category: Bridge Preservation Sponsoring Agency: BELMONT COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: Limited roadway work on either side of the structure to tie into the proposed structure and railing. Total Project Estimate: \$1,645,785

Description: Replacement of Bridge No. BEL T0428 00300 (SFN 0733385), which carries TR 428 (Coleman Rd.) over Wheeling Creek.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local Programs	\$ -	\$1,306,950	\$ -	\$ -	\$ -	\$ -	\$1,306,950
	Local	\$ -	\$130,695	\$ -	\$ -	\$ -	\$ -	\$130,695
Total CO		\$ -	\$1,437,645	\$ -	\$ -	\$ -	\$ -	\$1,437,645
Total		\$ -	\$1,437,645	\$ -	\$ -	\$ -	\$ -	\$1,437,645

119797 - BEL SR 7 8.21

PID: 119797 Project Name: BEL SR 7 8.21 Primary Work Category: Bridge / Culvert Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: Bridge (NHS) STIP Type: Group

Termini: At the location of SR 7 and SR 872 interchange. Total Project Estimate: \$825,000

Description: Repair damage to bridge carrying SR 872 over SR 7 caused by over height vehicle collision.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$600,000	\$ -	\$ -	\$ -	\$ -	\$600,000
	Labor	\$ -	\$75,000	\$ -	\$ -	\$ -	\$ -	\$75,000
	State	\$ -	\$150,000	\$ -	\$ -	\$ -	\$ -	\$150,000
Total CO		\$ -	\$825,000	\$ -	\$ -	\$ -	\$ -	\$825,000
Total		\$ -	\$825,000	\$ -	\$ -	\$ -	\$ -	\$825,000

119917 - BEL SR 149 5.32

PID: 119917 Project Name: BEL SR 149 5.32 Primary Work Category: Bridge / Culvert Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 0.01 Miles East of CR 4 (aka Willow Grove Rd) Total Project Estimate: \$229,026

Description: Increase resiliency of bridge carrying SR 149 over Little McMahon Creek by repairing drilled shafts and placing Rock Channel Protection.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$15,800	\$ -	\$ -	\$ -	\$ -	\$15,800
	PROTECT	\$ -	\$142,200	\$ -	\$ -	\$ -	\$ -	\$142,200
	Preservation	\$ -	\$800	\$ -	\$ -	\$ -	\$ -	\$800
	State	\$ -	\$16,000	\$ -	\$ -	\$ -	\$ -	\$16,000
Total CO		\$ -	\$174,800	\$ -	\$ -	\$ -	\$ -	\$174,800
Total		\$ -	\$174,800	\$ -	\$ -	\$ -	\$ -	\$174,800

119920 - BEL SR 149 10.52

PID: 119920 Project Name: BEL SR 149 10.52 Primary Work Category: Bridge / Culvert Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 0.03 miles south of intersection with CR 5 (Main St.) Total Project Estimate: \$268,924

Description: Increase resiliency of bridge carrying SR 149 over Williams Creek by installing Rock Channel Protection along the forward abutment.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	PROTECT	\$ -	\$ -	\$ -	\$100,000	\$ -	\$ -	\$100,000
	Labor	\$ -	\$ -	\$ -	\$12,500	\$ -	\$ -	\$12,500
	State	\$ -	\$ -	\$ -	\$25,000	\$ -	\$ -	\$25,000
Total CO		\$ -	\$ -	\$ -	\$137,500	\$ -	\$ -	\$137,500
Total		\$ -	\$ -	\$ -	\$137,500	\$ -	\$ -	\$137,500

120180 - BEL Morristown Multimodal Safety

PID: 120180 Project Name: BEL Morristown Multimodal Safety Primary Work Category: Pedestrian Facilities Sponsoring Agency: Belmont County Port Authority Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: CMAQ, Non-SOV, Safety STIP Type: Individual

Termini: Various (see Work Locations) Total Project Estimate: \$2,800,000

Description: Multi-modal project in the Village of Morristown, including sidewalk construction/reconstruction, shared lane bicycle route, and trail construction.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$45,000	\$ -	\$ -	\$ -	\$ -	\$45,000
Total DD		\$ -	\$45,000	\$ -	\$ -	\$ -	\$ -	\$45,000
CO	Local Programs	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$2,000,000
	Safety	\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000
Total CO		\$ -	\$ -	\$2,500,000	\$ -	\$ -	\$ -	\$2,500,000
Total		\$ -	\$45,000	\$2,500,000	\$ -	\$ -	\$ -	\$2,545,000

120453 - BEL IR 70 14.35/18.19

PID: 120453 Project Name: BEL IR 70 14.35/18.19 Primary Work Category: Culvert Preservation Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: Two locations on BEL-70; 14.36 is near the US 40/SR 331 interchange between 40 and 331, 18.25 is at the SR 9 interchange. Total Project Estimate: \$549,117

Description: Culvert rehabilitation at two locations on I.R. 70.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$430,729	\$ -	\$ -	\$ -	\$430,729
	State	\$ -	\$ -	\$47,859	\$ -	\$ -	\$ -	\$47,859
	Labor	\$ -	\$ -	\$47,859	\$ -	\$ -	\$ -	\$47,859
Total CO		\$ -	\$ -	\$526,447	\$ -	\$ -	\$ -	\$526,447
Total		\$ -	\$ -	\$526,447	\$ -	\$ -	\$ -	\$526,447

120772 - BEL SR 7 18.24

PID: 120772 Project Name: BEL SR 7 18.24 Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: Bridge (NHS) STIP Type: Group

Termini: Intersection of SR 7 and IR 470 Ramps A & B termini. Total Project Estimate: \$421,300

Description: Repair bridge carrying SR 7 over IR 470 ramp traffic from over height vehicle strike. No in stream work anticipated.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$76,600	\$ -	\$ -	\$ -	\$ -	\$76,600
	Preservation	\$ -	\$306,400	\$ -	\$ -	\$ -	\$ -	\$306,400
	Labor	\$ -	\$38,300	\$ -	\$ -	\$ -	\$ -	\$38,300
Total CO		\$ -	\$421,300	\$ -	\$ -	\$ -	\$ -	\$421,300
Total		\$ -	\$421,300	\$ -	\$ -	\$ -	\$ -	\$421,300

120773 - BEL SR 148 3.12

PID: 120773 Project Name: BEL SR 148 3.12 Primary Work Category: Bridge / Culvert Maintenance Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 3.14 MI E OF JCT SR 800 Total Project Estimate: \$330,000

Description: Repair railing on bridge carrying SR 148 over North Fork Captina Creek. Seal deck with HMWM Resin.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$30,000	\$ -	\$ -	\$30,000
	Preservation	\$ -	\$ -	\$ -	\$240,000	\$ -	\$ -	\$240,000
	State	\$ -	\$ -	\$ -	\$60,000	\$ -	\$ -	\$60,000
Total CO		\$ -	\$ -	\$ -	\$330,000	\$ -	\$ -	\$330,000
Total		\$ -	\$ -	\$ -	\$330,000	\$ -	\$ -	\$330,000

122030 - BEL SR 379 0.77/1.10

PID: 122030 Project Name: BEL SR 379 0.77/1.10 Primary Work Category: Geologic Maintenance / Slide Repair Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: BEL-379-0.77: 0.58 miles north of T.R. 728. BEL-379-1.10: 0.90 miles north of T.R. 728. Total Project Estimate: \$1,168,810

Description: Landslide stabilization at two locations on S.R. 379 in Belmont County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$1,083,000	\$ -	\$ -	\$1,083,000
	Labor	\$ -	\$ -	\$ -	\$75,810	\$ -	\$ -	\$75,810
Total CO		\$ -	\$ -	\$ -	\$1,158,810	\$ -	\$ -	\$1,158,810
ENV	Preservation	\$ -	\$8,000	\$ -	\$ -	\$ -	\$ -	\$8,000
	State	\$ -	\$2,000	\$ -	\$ -	\$ -	\$ -	\$2,000
Total ENV		\$ -	\$10,000	\$ -	\$ -	\$ -	\$ -	\$10,000
Total		\$ -	\$10,000	\$ -	\$1,158,810	\$ -	\$ -	\$1,168,810

122033 - BEL SR 147 25.45

PID: 122033 Project Name: BEL SR 147 25.45 Primary Work Category: Geologic Maintenance / Slide Repair Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 0.8 miles west of C.R. 54. Total Project Estimate: \$743,700

Description: Landslide stabilization along S.R. 147 in Belmont County.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Other	\$ -	\$ -	\$ -	\$533,600	\$ -	\$ -	\$533,600
	State	\$ -	\$ -	\$ -	\$133,400	\$ -	\$ -	\$133,400
	Labor	\$ -	\$ -	\$ -	\$66,700	\$ -	\$ -	\$66,700
Total CO		\$ -	\$ -	\$ -	\$733,700	\$ -	\$ -	\$733,700
ENV	State	\$ -	\$2,000	\$ -	\$ -	\$ -	\$ -	\$2,000
	Preservation	\$ -	\$8,000	\$ -	\$ -	\$ -	\$ -	\$8,000
Total ENV		\$ -	\$10,000	\$ -	\$ -	\$ -	\$ -	\$10,000
Total		\$ -	\$10,000	\$ -	\$733,700	\$ -	\$ -	\$743,700

122218 - BEL SR 147 1.81/2.33

PID: 122218	Project Name: BEL SR 147 1.81/2.33	Primary Work Category: Culvert Preservation	Sponsoring Agency: DISTRICT 11-Planning	Air Quality Status: Exempt
ODOT Dist(s): 11	Locale: BEL	MPO(s) / RTPO(s): BOM	Performance Measures:	STIP Type: Group

Termini:
BEL-147-1.81: 0.7 miles north of S.R. 265. BEL-147-2.33: 0.2 miles east of Douglas Road.

Total Project
Estimate:
\$779,317

Description:
Culvert replacement at two locations on BEL-147.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Preservation	\$ -	\$ -	\$12,000	\$ -	\$ -	\$ -	\$12,000
	State	\$ -	\$ -	\$3,000	\$ -	\$ -	\$ -	\$3,000
Total ENV		\$ -	\$ -	\$15,000	\$ -	\$ -	\$ -	\$15,000
CO	Preservation	\$ -	\$ -	\$ -	\$ -	\$555,867	\$ -	\$555,867
	Labor	\$ -	\$ -	\$ -	\$ -	\$69,483	\$ -	\$69,483
	State	\$ -	\$ -	\$ -	\$ -	\$138,967	\$ -	\$138,967
Total CO		\$ -	\$ -	\$ -	\$ -	\$764,317	\$ -	\$764,317
Total		\$ -	\$ -	\$15,000	\$ -	\$764,317	\$ -	\$779,317

122391 - D11-ITS-FY2027

PID: 122391	Project Name: D11-ITS-FY2027	Primary Work Category: Transport System Mgmt and Ops (TSMO)	Sponsoring Agency: DISTRICT 11-Planning	Air Quality Status: Exempt
ODOT Dist(s): 11	Locale: D11	MPO(s) / RTPO(s): BHJ, BOM, OMEGA	Performance Measures: PHED, TTRI (Interstate)	STIP Type: Group
Termini: BEL-70, BEL-70, BEL-70, JEF-22, JEF-22, TUS-250, TUS-77, TUS-77				Total Project Estimate: \$1,621,050

Description:

Installation of new CCTV (closed-circuit television) cameras at eight locations throughout District 11. Locations include BEL IR 70 & SR 9 interchange, BEL IR 70 & US 40 interchange, BEL IR 70 & SR 331 interchange, JEF US 22 & Veterans Memorial Bridge (VMB) interchange, JEF US 22 & SR 7 interchange, TUS US 250 & US 36 interchange, TUS IR 77 & SR 212 interchange, and TUS IR 77 & US 36 interchange.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$106,050	\$ -	\$ -	\$ -	\$106,050
	State	\$ -	\$ -	\$1,515,000	\$ -	\$ -	\$ -	\$1,515,000
Total CO		\$ -	\$ -	\$1,621,050	\$ -	\$ -	\$ -	\$1,621,050
Total		\$ -	\$ -	\$1,621,050	\$ -	\$ -	\$ -	\$1,621,050

122451 - BEL SR 7 24.97

PID: 122451 Project Name: BEL SR 7 24.97 Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt
 ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: Bridge (NHS) STIP Type: Group

Termini:
 1.47 Miles South of the Jefferson County Line

Total Project Estimate: \$650,000

Description:

Eliminate scour at bridge BEL-7-2497 carrying SR 7 over Patton Run and TR 469 by reestablishing the banks of Patton Run and fore slope of TR 469. The project will protect against future scour by placing rock channel protect along the banks of Patton Run.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$800	\$ -	\$ -	\$800
	PROTECT	\$ -	\$ -	\$ -	\$472,000	\$ -	\$ -	\$472,000
	Labor	\$ -	\$ -	\$ -	\$59,000	\$ -	\$ -	\$59,000
	State	\$ -	\$ -	\$ -	\$118,200	\$ -	\$ -	\$118,200
Total CO		\$ -	\$ -	\$ -	\$650,000	\$ -	\$ -	\$650,000
Total		\$ -	\$ -	\$ -	\$650,000	\$ -	\$ -	\$650,000

122458 - BEL SR 7 23.61

PID: 122458 Project Name: BEL SR 7 23.61 Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 11-Planning Air Quality Status: Exempt
 ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: Bridge (NHS) STIP Type: Group

Termini:
 1.71 Miles North Of JCT SR 647

Total Project Estimate: \$221,000

Description:

PROTECT bridge carrying SR 7 over Glenn's Run by placing Rock Channel Protection along both abutments.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	PROTECT	\$ -	\$ -	\$ -	\$160,000	\$ -	\$ -	\$160,000
	Preservation	\$ -	\$ -	\$ -	\$800	\$ -	\$ -	\$800
	Labor	\$ -	\$ -	\$ -	\$20,000	\$ -	\$ -	\$20,000
	State	\$ -	\$ -	\$ -	\$40,200	\$ -	\$ -	\$40,200
Total CO		\$ -	\$ -	\$ -	\$221,000	\$ -	\$ -	\$221,000
Total		\$ -	\$ -	\$ -	\$221,000	\$ -	\$ -	\$221,000

122471 - BEL CR 82 0.46

PID: 122471 Project Name: BEL CR 82 0.46 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: BELMONT COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: 0.46 mi. north of SR 149 to US 40 Total Project Estimate: \$584,338

Description: Asphalt resurfacing with full-depth pavement repairs as needed.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000
	Local	\$ -	\$ -	\$84,338	\$ -	\$ -	\$ -	\$84,338
Total CO		\$ -	\$ -	\$584,338	\$ -	\$ -	\$ -	\$584,338
Total		\$ -	\$ -	\$584,338	\$ -	\$ -	\$ -	\$584,338

122487 - BEL Thompson Dr Rehabilitation

PID: 122487 Project Name: BEL Thompson Dr Rehabilitation Primary Work Category: Roadway Minor Rehab Sponsoring Agency: St. Clairsville, City of Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini: SR 9 to Clark Rd Total Project Estimate: \$1,397,944

Description: Roadway rehabilitation, including full-depth pavement repairs, curbs, culverts, and drainage structures.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000
	Local	\$ -	\$ -	\$897,944	\$ -	\$ -	\$ -	\$897,944
Total CO		\$ -	\$ -	\$1,397,944	\$ -	\$ -	\$ -	\$1,397,944
Total		\$ -	\$ -	\$1,397,944	\$ -	\$ -	\$ -	\$1,397,944

122878 - BEL-IR 70 EB Weigh Station TP

PID: 122878 Project Name: BEL-IR 70 EB Weigh Station TP Primary Work Category: Other Building / Facility Work Sponsoring Agency: ODOT SPONSORING AGENCY Air Quality Status: Exempt

ODOT Dist(s): 11 Locale: BEL MPO(s) / RTPO(s): BOM Performance Measures: STIP Type: Group

Termini:
BEL IR-70 EB weigh stations in Belmont County

Total Project Estimate:
\$1,926,000

Description:
Construction of trucking parking at BEL-I70 EB weigh station. Development will be completed under PID 122864.

TIP Project Comments:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$1,800,000	\$ -	\$ -	\$ -	\$ -	\$1,800,000
	Labor	\$ -	\$126,000	\$ -	\$ -	\$ -	\$ -	\$126,000
Total CO		\$ -	\$1,926,000	\$ -	\$ -	\$ -	\$ -	\$1,926,000
Total		\$ -	\$1,926,000	\$ -	\$ -	\$ -	\$ -	\$1,926,000

Group Budgets

STIP Fund Type	2026	2027	2028	2029	Total
Local Programs	\$1,306,950	\$ -	\$ -	\$ -	\$1,306,950
Major Programs	\$ -	\$11,250,400	\$ -	\$ -	\$11,250,400
MPO CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -
MPO CRP	\$ -	\$ -	\$ -	\$ -	\$ -
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -
MPO STBG	\$ -	\$ -	\$ -	\$ -	\$ -
MPO TA	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$2,263,843	\$956,467	\$962,900	\$ -	\$4,183,210
Preservation	\$10,541,000	\$7,267,249	\$7,210,380	\$2,622,387	\$27,641,017
PROTECT	\$142,200	\$ -	\$732,000	\$ -	\$874,200
State	\$19,705,652	\$9,929,863	\$5,707,326	\$3,919,847	\$39,262,687
Labor	\$2,055,294	\$1,759,736	\$872,640	\$361,975	\$5,049,645
Local	\$130,695	\$982,282	\$ -	\$ -	\$1,112,976
Total	\$36,145,634	\$32,145,997	\$15,485,246	\$6,904,209	\$90,681,086

Federal budgets are apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

Fiscal Constraints


STIP Year	2025	2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance
Federal Funds													
Local Programs	\$ -	\$1,306,950	\$1,306,950	\$ -	\$2,000,000	\$2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Major Programs	\$ -	\$368,791	\$368,791	\$ -	\$11,250,400	\$11,250,400	\$ -	\$65,120,000	\$65,120,000	\$ -	\$45,900,000	\$45,900,000	\$ -
MPO CMAQ	-\$272,786	\$582,184	\$345,572	-\$36,174	\$582,184	\$172,786	\$373,224	\$582,184	\$ -	\$955,408	\$582,184	\$ -	\$1,537,592
MPO CRP	\$71,048	\$52,394	\$ -	\$123,442	\$52,394	\$ -	\$175,836	\$52,394	\$ -	\$228,230	\$52,394	\$ -	\$280,624
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO STBG	\$489,690	\$464,188	\$68,000	\$885,878	\$464,188	\$ -	\$1,350,066	\$464,188	\$ -	\$1,814,254	\$464,188	\$ -	\$2,278,442
MPO TA	\$1,898	\$1,295	\$ -	\$3,193	\$1,295	\$ -	\$4,488	\$1,295	\$ -	\$5,783	\$46,557	\$ -	\$52,340
Other	\$ -	\$2,263,843	\$2,263,843	\$ -	\$956,467	\$956,467	\$ -	\$962,900	\$962,900	\$ -	\$ -	\$ -	\$ -
Preservation	\$ -	\$10,541,000	\$10,541,000	\$ -	\$7,267,249	\$7,267,249	\$ -	\$9,210,380	\$9,210,380	\$ -	\$2,622,387	\$2,622,387	\$ -
PROTECT	\$ -	\$142,200	\$142,200	\$ -	\$ -	\$ -	\$ -	\$732,000	\$732,000	\$ -	\$ -	\$ -	\$ -
Safety	\$ -	\$ -	\$ -	\$ -	\$500,000	\$500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$15,036,356	\$976,338	\$ -	\$22,146,903	\$1,903,613	\$ -	\$76,025,280	\$3,003,674	\$ -	\$48,522,387	\$4,148,997
Other Funds													
State	\$ -	\$19,746,628	\$19,746,628	\$ -	\$9,929,863	\$9,929,863	\$ -	\$22,487,326	\$22,487,326	\$ -	\$9,019,847	\$9,019,847	\$ -
Garvee / SIB Repayments	\$ -	\$373,797	\$373,797	\$ -	\$369,586	\$369,586	\$ -	\$365,375	\$365,375	\$ -	\$361,163	\$361,163	\$ -
Labor	\$ -	\$2,055,294	\$2,055,294	\$ -	\$1,759,736	\$1,759,736	\$ -	\$6,255,640	\$6,255,640	\$ -	\$3,931,975	\$3,931,975	\$ -
Local	\$ -	\$175,695	\$175,695	\$ -	\$982,282	\$982,282	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$22,351,415	\$ -	\$ -	\$13,041,466	\$ -	\$ -	\$29,108,341	\$ -	\$ -	\$13,312,985	\$ -
Total	\$289,849	\$38,074,260	\$37,387,771	\$976,338	\$36,115,644	\$35,188,369	\$1,903,613	\$106,233,682	\$105,133,621	\$3,003,674	\$62,980,695	\$61,835,372	\$4,148,997

Federal budgets are apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.



Section 3 WV Transit Project Listing, Funding Summary, and Fiscal Constraint



Section 4 OH Transit Project Listing, Funding Summary, and Fiscal Constraint

2026 - 2029 BOM Transit TIP Project List

PID	Project Name	Air Quality Status	List Type	Project Description	TIP Project Comments	Subaward Name	Grantee Agency	Grantee District	Grantee County	Grantee MPO	Quantity	Scope	Scope Description	ALI	ALI Description	Fund Type	S/TIP Year (SFY)	Line Item Estimate	Total Subaward Estimate	Total Project TIP Period Estimate
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		26 300901 UTP EROTA	EORTA	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	5307	2026	\$444,829.00	\$1,875,466.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		26 300901 UTP EROTA	EORTA	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	State	2026	\$58,000.00	\$1,875,466.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		26 300901 UTP EROTA	EORTA	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	Local	2026	\$1,372,637.00	\$1,875,466.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		27 300901 UTP EROTA	EORTA	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	5307	2027	\$454,170.00	\$1,950,485.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		27 300901 UTP EROTA	EORTA	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	State	2027	\$58,000.00	\$1,950,485.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		27 300901 UTP EROTA	EORTA	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	Local	2027	\$1,438,315.00	\$1,950,485.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		28 300901 UTP EROTA	EORTA	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	5307	2028	\$463,708.00	\$2,028,504.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		28 300901 UTP EROTA	EORTA	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	State	2028	\$58,000.00	\$2,028,504.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		28 300901 UTP EROTA	EORTA	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	Local	2028	\$1,506,796.00	\$2,028,504.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		29 300901 UTP EROTA	EORTA	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	5307	2029	\$473,446.00	\$2,109,645.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		29 300901 UTP EROTA	EORTA	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	State	2029	\$58,000.00	\$2,109,645.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		29 300901 UTP EROTA	EORTA	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	Local	2029	\$1,578,199.00	\$2,109,645.00	\$7,964,100.00
118283	5310 - SFY2026 ODOT Administered	Exempt	Group	SFY 2026 ODOT Large Urban 5310 Allocations (FFY 2026) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.		Bel-O-Mar	Agencies in BOM Region (Planning)	11	BEL	BOM		111-00	Bus Rolling Stock	11.12.15	Buy Replacements - Vans	5310 Small Urban / Rural (ODOT)	2026	\$79,799.26	\$99,749.07	\$99,749.07
118283	5310 - SFY2026 ODOT Administered	Exempt	Group	SFY 2026 ODOT Large Urban 5310 Allocations (FFY 2026) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.		Bel-O-Mar	Agencies in BOM Region (Planning)	11	BEL	BOM		111-00	Bus Rolling Stock	11.12.15	Buy Replacements - Vans	Local	2026	\$19,949.81	\$99,749.07	\$99,749.07
118284	5310 - SFY2027 ODOT Administered	Exempt	Group	SFY 2027 ODOT Large Urban 5310 Allocations (FFY 2027) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.		Bel-O-Mar	Agencies in BOM Region (Planning)	11	BEL	BOM		111-00	Bus Rolling Stock	11.12.15	Buy Replacements - Vans	5310 Small Urban / Rural (ODOT)	2027	\$81,304.25	\$101,630.31	\$101,630.31
118284	5310 - SFY2027 ODOT Administered	Exempt	Group	SFY 2027 ODOT Large Urban 5310 Allocations (FFY 2027) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.		Bel-O-Mar	Agencies in BOM Region (Planning)	11	BEL	BOM		111-00	Bus Rolling Stock	11.12.15	Buy Replacements - Vans	Local	2027	\$20,326.06	\$101,630.31	\$101,630.31
123296	5310 - SFY2028 ODOT Administered	Exempt	Group	SFY 2028 ODOT Large Urban 5310 Allocations (FFY 2028) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.		Bel-O-Mar	Agencies in BOM Region (Planning)	11	BEL	BOM		111-00	Bus Rolling Stock	11.12.15	Buy Replacements - Vans	Local	2028	\$20,326.06	\$20,326.06	\$20,326.06
123302	5310 - SFY2029 ODOT Administered	Exempt	Group	SFY2029 ODOT Large Urban 5310 allowances (FFY2029) are included in this PID. These projects included are for STIP/TIP purpose and this PID is designed to be transitioned into actuals.		Bel-O-Mar	Agencies in BOM Region (Planning)	11	BEL	BOM		111-00	Bus Rolling Stock	11.12.15	Buy Replacements - Vans	Local	2029	\$20,326.06	\$20,326.06	\$20,326.06

Revision

Revision Number	Revision Name	Revision Type	Estimated Submission Date	Approved Date
0.4	Draft 01.3	Original	31/01/2025	31/01/2025

Fiscal Constraints

STIP Year	2025	2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance
Non-ODOT Administered Federal Funds													
5309 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5307	\$821,651	\$838,905	\$444,829	\$1,215,727	\$856,522	\$454,170	\$1,618,080	\$874,509	\$463,708	\$2,028,881	\$892,874	\$473,446	\$2,448,309
5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5310 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$444,829	\$1,215,727	\$ -	\$454,170	\$1,618,080	\$ -	\$463,708	\$2,028,881	\$ -	\$473,446	\$2,448,309
ODOT Administered Federal Funds													
5310 Small Urban / Rural (ODOT)	\$ -	\$79,799	\$79,799	\$ -	\$81,304	\$81,304	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$444,829	\$1,215,727	\$ -	\$454,170	\$1,618,080	\$ -	\$463,708	\$2,028,881	\$ -	\$473,446	\$2,448,309
Flex Fund Transfer													
MPO CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO TA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Funds													
State	\$ -	\$58,000	\$58,000	\$ -	\$58,000	\$58,000	\$ -	\$58,000	\$58,000	\$ -	\$58,000	\$58,000	\$ -
Local	\$ -	\$1,392,587	\$1,392,587	\$ -	\$1,458,641	\$1,458,641	\$ -	\$1,527,122	\$1,527,122	\$ -	\$1,598,525	\$1,598,525	\$ -
Total	\$ -	\$ -	\$1,450,587	\$ -	\$ -	\$1,516,641	\$ -	\$ -	\$1,585,122	\$ -	\$ -	\$1,656,525	\$ -
Total	\$821,651	\$2,369,292	\$1,975,215	\$1,215,727	\$2,454,468	\$2,052,115	\$1,618,080	\$2,459,631	\$2,048,830	\$2,028,881	\$2,549,399	\$2,129,971	\$2,448,309

Federal budgets are apportionment amounts assuming no inflation.


Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

Group Budgets

STIP Fund Type	2026	2027	2028	2029	Total
5310 Small Urban / Rural (ODOT)	\$79,799	\$81,304	\$ -	\$ -	\$161,104
Local	\$19,950	\$20,326	\$20,326	\$20,326	\$80,928
Total	\$99,749	\$101,630	\$20,326	\$20,326	\$242,032

Federal budgets are apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

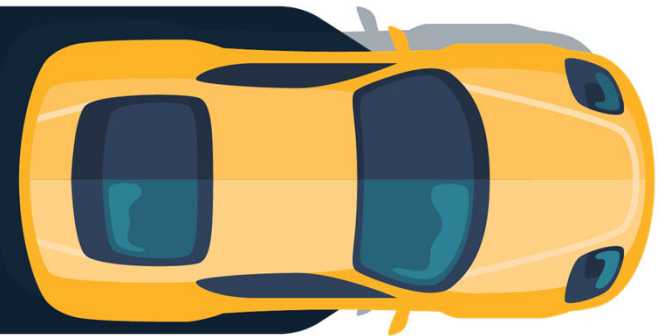


Section 5 WV Highway Performance Measures and Targets



Safety Performance Measures

Marsha K. Mays, P.E., Traffic Engineering Division, WVDOT
WVAMPO Quarterly Meeting
December 5, 2024



Safety Performance Measures

- 23 CFR 490.207(a)
 - Final Rule Established March 2016
- Established the Process for Establishing & Reporting Safety Targets
- Required Targets to Apply to ALL Public Roads
- Established a National Definition for Serious Injuries
- Established Annually in State's HSIP Annual Report
 - 1st Safety Performance Targets Established in the 8/31/2017 HSIP Report
 - Established for Calendar Year 2018
 - Based upon 5 Year Averages
 - Began with the 5-Year Period Ending in 2016

Required Safety Performance Measures

- 1. Number of Fatalities**
 - 2. Rate of Fatalities per 100 Million VMT**
 - 3. Number of Serious Injuries**
 4. Rate of Serious Injuries per 100 Million VMT
 5. Number of Non-Motorized (Pedestrian & Bicyclist) Fatalities & Serious Injuries
- States may choose to establish their own additional SPMs
 - GHSP has more SPMs required by NHTSA

(Performance Measures appearing in **Bold** type must match Targets for the NHTSA Safety Grants Program in the Highway Safety Plan)

Safety Performance Measures – Coordination & Collaboration

- Intended to Ensure Connection of the HSIP and the HSP to the SHSP
 - SHSP (DOH-Traffic Engineering)
 - HSIP (DOH-Traffic Engineering)
 - HSP (GHSP)
- Intended to Result in Comprehensive Transportation & Safety Planning
- Requires the State DOT & the State’s MPOs to Coordinate to the “Maximum Extent Possible”
- West Virginia’s Highway Safety Management Task Force has Typically been used to Coordinate all Things Safety Amongst Safety Partners



Targets should:

- Data-Driven
- Realistic
- Maintain Momentum
- Remain Focus
- Relate with SHSP Goals
 - Do Not Have to Fully Align

Safety Performance Target Requirements for MPOs

- Must establish Targets for the Same 5 Safety Performance Measures as the DOT
- MPOs must adopt their Targets No More than 180 Days after the State Establishes their Targets
 - February 27th of each year
- MPOs have two options
 - Agreeing to Support the State's Established Targets
 - Establishing their Own Safety Performance Targets (Number or Rate)
 - For All Public Roads in the MPO Area
 - MPOs Choosing to Establish their own Rate Based Target must:
 - Report the VMT Used to Establish the Target
 - Report the Methodology Used to Estimate the VMT
- Thus far, WV's MPOs have Chosen to Support the State's Targets



Safety Performance Target Requirements for MPOs

- MPO Targets are Reported to the State DOT
 - Must be Made Available to FHWA Upon Request
- MPO Targets Are NOT Included in the Assessment as to Whether a State has Met its Targets or Made Significant Progress Towards its Targets

Performance Year

- Coined by FHWA, not in 23 CFR 490
- Based on 5-year Rolling Averages required for all Safety Performance Measures
- Refers to last Calendar Year in the 5-year Rolling Average

Figure 1 – Performance Year Example



Meeting Target or Making Significant Progress

- FHWA Decides whether the State has “Met” or “Made Significant Progress” toward required Safety Targets each year
- FHWA does not assess “Met” or “Made Significant Progress” toward:
 - MPO goals established under 23 CFR 490.209(c)
 - Separate State SPMs established under 23 CFR 490.209 (b)
- Meeting a Performance Target

Actual Performance \leq Safety Target

- Making Significant Progress Toward Meeting a Performance Target
- Target is Not Met; however:

Actual Performance \leq Baseline



FHWA's Overall Determination of Meeting or Making Significant Progress Towards Targets

- Requires that for at least 4 of the Performance Targets, a State DOT either:
 - Met
 - Did not meet, but made Significant Progress

How West Virginia is Setting our Targets

- SHSP 2050 Vision: Zero Fatalities & 66% Fewer Serious Injuries
- For ANNUAL Data
 - For COUNT BASED TARGETS - Use an Exponential Reduction
 - Reduce the SHSP 2021 Baseline for Fatalities to ZERO
 - Reduce the SHSP 2021 Baseline for Serious Injuries and Non-Motorist to 33%
 - For RATE BASED TARGETS – Calculate Rates Based on Counts or Count Targets
- Reset ANNUAL Targets Each Year Based on Actual Performance; while maintaining same 2050 Target
- Calculate 5-Year Averages to Establish TARGETS
 - Use as many real values as possible, then use Annual Targets

Fatalities

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Fatalities	Zero Fatalities by 2050 (from 2021)	Actual 5-Year Average	278.8	281.0	273.2	266.4		
		Target 5-Year Average	271.4	263.7	262.1	262.1	263.6	259.2

- 2050 Goal: 19.3
- The 5-Year Average will not be Zero until 2054
- In 2050, the Annual Fatality Count Should be ZERO.

Fatality Rate

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Fatality Rate	Zero Fatalities by 2050 (from 2021)	Actual 5-Year Average	1.502	1.575	1.602	1.594		
		Target 5-Year Average	1.465	1.457	1.558	1.692	1.640	1.542

- 2050 Goal: 0.098

Serious Injuries

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Serious Injuries	66% Reduction in Serious Injuries by 2050 (from 2021)	Actual 5-Year Average	992.2	909.4	859.8	818.6		
		Target 5-Year Average	1040.1	1002.4	926.4	854.8	792.4	784.7

- 2050 Goal: 295.8
- In 2050, the Annual Serious Injury Count Should be no more than 255.

Serious Injury Rate

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Serious Injury Rate	66% Reduction in Serious Injuries by 2050 (from 2021)	Actual 5-Year Average	5.311	5.056	5.006	4.878		
		Target 5-Year Average	5.326	5.023	5.634	5.972	4.932	4.661

- 2050 Goal: 1.502

Non-Motorized Fatal & Serious Injuries

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Non-Motorized Fatal & Serious Injuries	66% Reduction in Fatal & Serious Injuries by 2050 (from 2021)	Actual 5-Year Average	91.6	87.4	89.0	84.6		
		Target 5-Year Average	91.5	86.2	80.9	74.9	83.9	82.6

- 2050 Goal: 31.1
- By 2050, this should all be Serious Injuries and no Fatalities
- By 2050, the Annual Non-Motorized Serious Injuries should be no more than 27



MPO Specific Target Calculations

- WVDOT has provided these calculations in the past, as a courtesy
- All MPOs have thus far elected to Support the State's Targets
 - Many review the MPO Specific Calculations to Gauge their MPO's Contribution to the State's Goal
- Traffic Engineering is Actively Working to Develop those now

West Virginia Infrastructure Condition Targets PM2


Measure	2-Year Target	4-Year Target
% Interstate Pavement: Good	73.8%	72%
% Interstate Pavement: Poor	>4%	>4%
% Non-Interstate NHS Pavement: Good	>43%	>42%
% Non-Interstate NHS Pavement: Poor	< 5%	<5%
% NHS Bridges: Good	>11.5%	>12%
% NHS Bridges: Poor	<14%	<13%

WVDOT Travel Time Reliability Targets (PM3)

Measure	2-Year Target	4-Year Target
% of Person-Miles Traveled on the Interstate that are Reliable	>97%	>96%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	>93%	>92%
Level of Truck Travel Time Reliability (LOTTR)	<1.35	<1.40

WVDOT Emissions Reduction Targets PM(3)

Total CMAQ Emission Reduction (PM3)		
Measure	2-Year Target	4-Year Target
Volatile Organic Compounds (VOC) Total Emission Reduction	>0.09 kg/day	>0.09 kg/day
Nitrous Oxide (NOx) Total Emission Reduction	>0.1 kg/day	>0.1 kg/day
Particulate Matter 2.5 (PM2.5) Total Emission Reduction	>1.0 kg/day	>1.0 kg/day



Section 6 OH Highway Performance Measures and Targets



**Department of
Transportation**
transportation.ohio.gov

Mike DeWine, Governor
Jon Husted, Lt. Governor
Jack Marchbanks, Ph.D., Director

July 26, 2024

Ohio Metropolitan Planning Organizations
Executive Directors

Re: Coordinating Annual Safety Performance Targets for 2025

Dear Colleagues,

The Ohio Department of Transportation (ODOT) recently completed coordination with the Ohio Department of Public Safety (ODPS) to mutually agree on a set of annual safety performance targets for 2025. ODOT and ODPS have once again agreed to two percent (2%) annual reduction targets for all five safety performance measures.

ODOT is now coordinating with Ohio Metropolitan Planning Organizations (MPOs) on the establishment of these targets. **MPOs have until August 26, 2024, to coordinate with ODOT on the state's safety targets. ODOT is requesting MPO policy board resolutions adopting safety targets by February 26, 2025.** This letter explains how the state establishes its safety targets and the options for MPOs to establish safety targets. Please note that reporting and target setting for other performance measures occur on a separate, biennial cycle.

Background

The Federal Highway Administration (FHWA) requires states to establish targets for five safety performance measures for all public roadways within the state regardless of ownership or functional class. The required performance measures are:

1. Number of fatalities
2. Rate of fatalities
3. Number of serious injuries
4. Rate of serious injuries
5. Number of non-motorized fatalities and serious injuries

Together, these performance measures foster transparency and accountability, and help organizations track safety progress at the regional, state, and national level.

Timeline

The timeline for establishing safety performance targets is as follows:

- **July 1, 2024** – This was the deadline for ODPS to submit the state’s Highway Safety Plan to the National Highway Traffic Safety Administration. This plan includes the five required targets. ODOT and ODPS worked together to mutually agree upon the same targets for these measures, and ODPS has submitted the plan.
- **August 31, 2024** – ODOT must submit the Highway Safety Improvement Program (HSIP) Report to FHWA by this date. This report establishes targets identical to those in the Highway Safety Plan. In turn, MPOs are required to establish safety targets within 180 days of the submittal of ODOT’s HSIP Report.
- **February 26, 2025** – Ohio MPOs must establish safety targets for their respective metropolitan planning areas. ODOT requests that MPO safety performance targets be adopted through MPO policy board resolutions.

Ohio Continuing 2% Annual Reduction Targets

After reviewing historical crash trends and other factors, ODOT and ODPS have once again adopted a two percent (2%) annual reduction target for all five performance measures. Ohio has adopted these aggressive targets because the state is making a record level of investments in safety, totaling \$202 million annually. In addition, we want to emphasize that Ohio is choosing to adopt aggressive target reductions as a matter of philosophy and motivation. Ohio can’t – in good conscience – set negative targets or low expectations and expect to inspire Ohioans to do more to improve safety in our state.

The following table shows Ohio’s safety targets for calendar year (CY) 2025. The baseline and target for each performance measure is based on a 5-year rolling average. The rate of fatalities and serious injuries is determined per 100 million vehicle-miles traveled (VMT). The baseline is Ohio’s actual performance for 2023, calculated using data for 2019 to 2023.

Ohio Safety Performance Targets for 2025

Performance Measure	Baseline (2023)	Target (2025)
Fatalities	1,228.2	1,180.0
Fatality Rate	1.12	1.08
Serious Injuries	7,790.5	7,482.0
Serious Injury Rate	6.77	6.51
Non-Motorized Fatalities & Serious Injuries	842.4	809.0

Please contact ODOT with any questions or comments on Ohio’s safety performance targets by August 26, 2024.

MPO Safety Performance Targets

For each safety performance measure, each MPO has two options for establishing a target:

- Adopt the statewide target and agree to plan and program projects so they contribute toward the accomplishment of the ODOT safety target for that performance measure; or
- Adopt a cooperatively developed, quantifiable target for that performance measure for its metropolitan planning area.

If your MPO is considering establishing any safety targets specific to its planning area, please coordinate with ODOT prior to adopting the targets. ODOT has created several interactive tools and reports to help MPOs develop regional targets, available here:

<https://www.transportation.ohio.gov/programs/highway+safety/dashboard-tests/04-strategic-highway-safety-plan-dashboards>.

If you have questions about this letter, please contact Nathaniel Vogt in ODOT's Division of Planning at (614) 351-2849 or nathaniel.vogt@dot.ohio.gov. Please send him your MPO's board resolution adopting safety targets by February 26, 2025.

Respectfully,



James Gates, Deputy Director
ODOT Division of Planning

Ohio Infrastructure Condition Targets

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	< 3%	<3%
% NHS Bridges: Good	>55%	<55%
% NHS Bridges: Poor	<3%	<3%

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	>80%	>80%
Level of Truck Travel Time Reliability (LOTTR)	<1.50	<1.50



**Department of
Transportation**
transportation.ohio.gov

Mike DeWine, *Governor*
Jon Husted, *Lt. Governor*
Jack Marchbanks, Ph.D., *Director*

July 18, 2024

Ohio Metropolitan Planning Organizations
Executive Directors

Re: Coordinating Adjustments to Four-Year Performance Targets

Dear Colleagues,

Federal regulations require ODOT to submit a report to the Federal Highway Administration (FHWA) on the performance of the transportation system in Ohio, including progress toward meeting performance targets, on October 1, 2024. The Mid Performance Period Progress Report covers the first two years of the four-year performance period (2022-2025).

As part of this reporting process, ODOT and MPOs may revise any established 4-year targets as needed. Any changes to the targets must be coordinated between ODOT and the relevant MPOs. This letter is part of ODOT's efforts to coordinate with MPOs on 4-year target adjustments. Please note that performance reporting and target setting for safety measures occur on a separate, annual cycle.

For your consideration, please find the attached slides that ODOT staff presented at the June meeting of the Transportation Committee of the Ohio Association of Regional Councils. The slides contain tables of transportation performance data that we intend to report to FHWA.

ODOT does not propose changes to any of the targets for Infrastructure Condition, System Reliability, or Congestion Reduction. As the tables in the attachment illustrate, the state is exceeding the established 2-year targets for these measures, and the performance trends for most of these measures are improving.

ODOT is proposing a change to one of the Environmental Sustainability targets. The measure for assessing performance toward this goal 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 (PM 2.5, VOC, and NOx) under the CMAQ

program for which the area is designated by USEPA as in nonattainment or maintenance of air quality standards.

Although the state targets for this performance period, set in 2022, were conservative when compared to the baseline of previous years' data, the state was far short of its 2-year targets for reductions in NOx and PM 2.5. Although the long-term trend is declining, the annual reported emission reductions have had a high degree of variability in recent years. This variability could partly explain why the 2-year targets were not met.

Observing that past performance has been a poor indicator for estimating future emissions reduction, ODOT analyzed CMAQ funding commitments programmed for the next two years to better estimate the 4-year performance. The review found 55 applicable CMAQ projects, and 76 percent of those projects have emissions reduction estimates available. The table below (also included in the attachment) summarizes the results of the review.

Environmental Sustainability Adjusted Targets					
Performance Measure	Prior 2-Year Performance (2022-2023)	Estimated Future 2-Year Performance (2024-2025)	Estimated 4-Year Performance (2022-2025)	Proposed 4-Year Target (2022-2025)	Target Change
Total Emissions Reduction - VOC (kg/day)	110.492	60	170.5	> 60.000	0
Total Emissions Reduction - NOx (kg/day)	167.087	84	251.1	> 250.000	0
Total Emissions Reduction - PM 2.5 (kg/day)	11.947	6.3	18.2	> 18.200	↓ 11.8

VOC: Volatile Organic Compounds | NOx: Nitrogen Oxides | PM 2.5: Particulate Matter, <2.5 micrometers.

ODOT expects that the established 4-year targets for VOC and NOx will be achieved, but the estimated 4-year performance for PM 2.5 emissions reduction, 18.2 kg/day, is well below the established 4-year target of 30 kg/day. Because the estimates of future performance exclude almost one-quarter of the applicable CMAQ projects, ODOT believes these are prudent estimates of future emissions reduction. **Therefore, ODOT proposes that the 4-year target for PM 2.5 emissions reductions for Ohio be adjusted to 18.200 kg/day.**

It is important that ODOT and its MPO partners move forward in a coordinated effort on target adjustments. ODOT is asking MPOs to review the information in this letter and attachment, consider the proposed adjustment above and whether any other target adjustments are needed. If your MPO concurs with the proposal to adjust only the PM 2.5 emissions reduction target, please respond with email from the chief executive of the MPO (Executive Director or Transportation Director, as most appropriate per your MPO's organizational structure) with your MPO's concurrence. ODOT does not require anything

more formal than an email, however, please proceed as your MPO's bylaws require. To allow sufficient time for additional coordination, as needed, **we would like to receive your response by August 15, 2024.**

We greatly appreciate your assistance in this effort and look forward to any comments you might provide. If you have questions, please contact Nathaniel Vogt at (614) 351-2849 or nathaniel.vogt@dot.ohio.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Phinney". The signature is written in a cursive, flowing style.

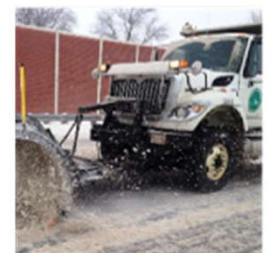
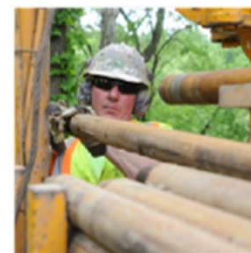
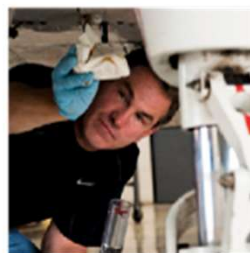
Scott Phinney, P.E.

Administrator

ODOT Office of Statewide Planning & Research

Attachment: Mid-Performance Period Progress Report OARC 6-28-24.pdf

MID PERFORMANCE PERIOD PROGRESS REPORT

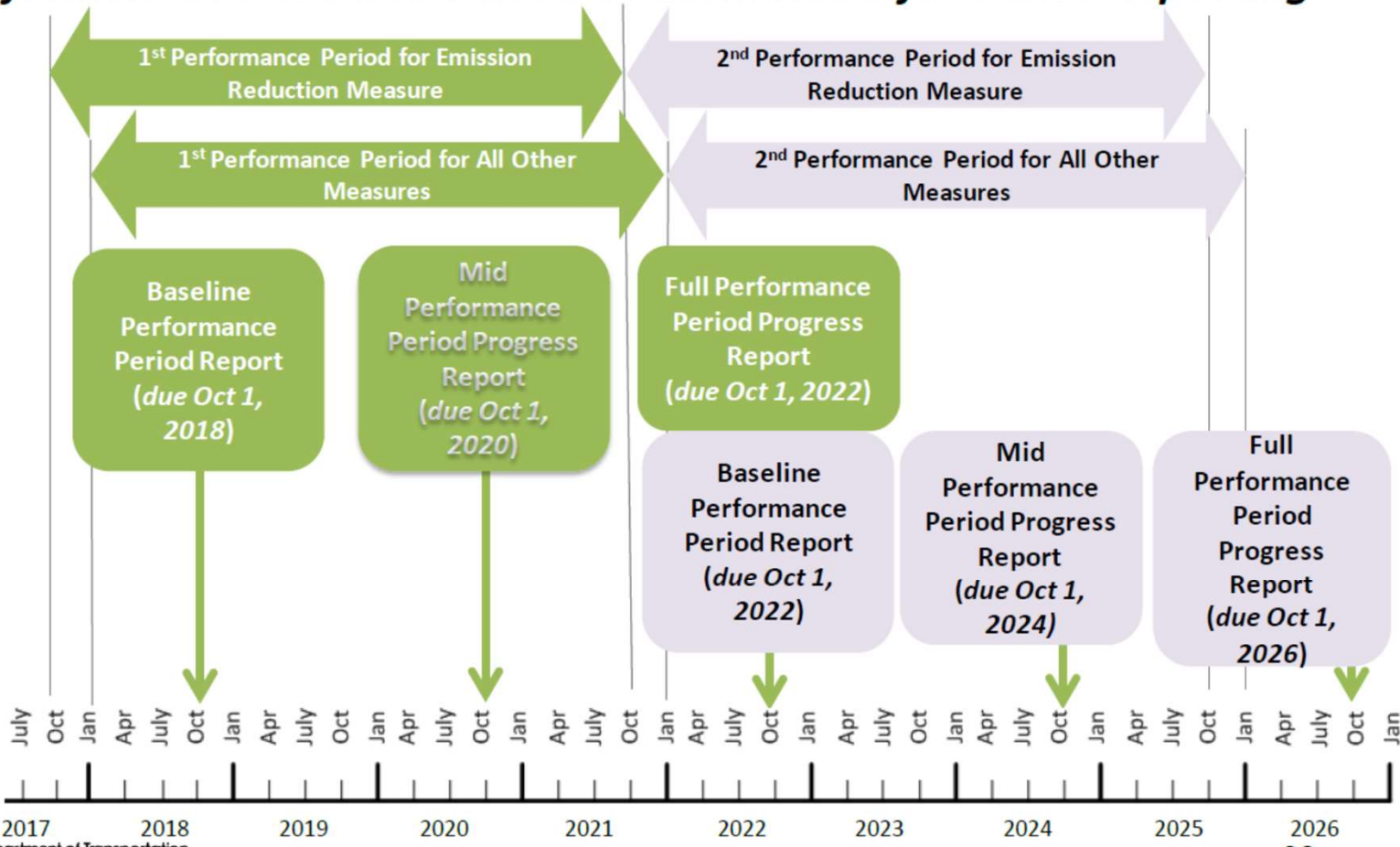


Nathaniel Vogt, P.E.
Transportation Planner
ODOT Office of Statewide Planning & Research



BIENNIAL REPORTING TIMELINE

Performance Period and State DOT Biennial Performance Reporting



MID PERIOD REPORTING TIMELINE

- Today: Present 2-year performance & 4-year target coordination
- Mid-July: ODOT report to MPOs
 - 2-year performance vs. 2-year targets
 - ODOT's proposed adjustments to 4-year targets
- Mid-August: MPO comments to ODOT
 - Comments on ODOT's proposed adjustments
 - MPO's proposed adjustments to 4-year targets
- Mid-August to mid-September: Coordination of target adjustments
- October 1st: ODOT submits report with adjusted targets to FHWA
- March 30, 2025: MPOs adopt adjusted targets (if any)



PAVEMENT & BRIDGE CONDITION




Infrastructure Condition Measures and Targets						
Performance Measure	Baseline	2-Year Performance	2-Year Target	4-Year Target	Target Met?	Trend
Interstate Pavement Condition						
% Good	72.9%	74.9%	> 55%	> 55%	Yes	↑
% Poor	0.1%	0.1%	< 1%	< 1%	Yes	↔
Non-Interstate NHS Pavement Condition						
% Good	46.4%	51.0%	> 40%	> 40%	Yes	↑
% Poor	1.9%	1.1%	< 2%	< 2%	Yes	↓
NHS Bridge Conditions						
% Good	60.9%	62.1%	> 55%	> 55%	Yes	↑
% Poor	2.0%	2.0%	< 3%	< 3%	Yes	↔

Key:	
↑	Increasing, improving
↓	Decreasing, improving
↓	Decreasing, not improving
↔	Little to no annual change
⤴	Inconsistent changes

- No adjustments to 4-year targets proposed










SYSTEM RELIABILITY

System Reliability Measures and Targets						
Performance Measure	Baseline	2-Year Performance	2-Year Target	4-Year Target	Target Met?	Trend
Travel Time Reliability (TTR) - Interstates	98.8%	97.0%	> 85.0%	> 85.0%	Yes	
Travel Time Reliability (TTR) - Non-Interstates	96.4%	95.8%	> 80.0%	> 80.0%	Yes	
Truck Travel Time Reliability (TTTR) Index	1.19	1.22	< 1.50	< 1.50	Yes	

- No adjustments to 4-year targets proposed



CONGESTION REDUCTION (PHED)

Congestion Reduction Measures and Targets						
Performance Measure	Baseline	2-Year Performance	2-Year Target	4-Year Target	Target Met?	Trend
Annual Peak Hours of Excessive Delay (PHED) per Capita						
Akron Region	5.6	3.4	< 5.0	< 5.0	Yes	
Canton Region	1.6	1.2	< 3.0	< 3.0	Yes	
Cincinnati Region	7.1	5.4	< 9.0	< 9.0	Yes	
Cleveland Region	6.8	4.8	< 21.0	< 21.0	Yes	
Columbus Region	5.1	4.5	< 10.0	< 10.0	Yes	
Dayton Region	6.3	4.9	< 7.2	< 7.2	Yes	
Toledo Region	6.1	5.2	< 7.0	< 7.0	Yes	

- No adjustments to 4-year targets proposed






CONGESTION REDUCTION (NON-SOV)

Congestion Reduction Measures and Targets						
Performance Measure	Baseline	2-Year Performance	2-Year Target	4-Year Target	Target Met?	Trend
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel						
Akron Region	17.3%	21.5%	> 16.0%	> 16.0%	Yes	↑
Canton Region	16.3%	19.9%	> 15.0%	> 15.0%	Yes	↑
Cincinnati Region	20.0%	24.3%	> 18.5%	> 18.5%	Yes	↑
Cleveland Region	20.6%	24.9%	> 18.5%	> 19.0%	Yes	↑
Columbus Region	20.8%	27.2%	> 18.5%	> 19.0%	Yes	↑
Dayton Region	18.1%	21.7%	> 16.1%	> 16.1%	Yes	↑
Toledo Region	16.1%	18.7%	> 15.0%	> 15.0%	Yes	↑

- No adjustments to 4-year targets proposed



EMISSIONS REDUCTION

Environmental Sustainability Measures and Targets						
Performance Measure	Baseline (2018-2021)	2-Year Performance (2022-2023)	2-Year Target (2022-2023)	4-Year Target (2022-2025)	Target Met?	Trend
Total Emissions Reduction - VOC (kg/day)	620.195	110.492	> 60.000	> 60.000	Yes	
Total Emissions Reduction - NOx (kg/day)	1018.130	167.087	> 250.000	> 250.000	No	
Total Emissions Reduction - PM 2.5 (kg/day)	246.405	11.947	> 30.000	> 30.000	No	

- Measure reduction from CMAQ-funded projects in air quality designated areas
- 2-year targets for NOx & PM2.5 not met
- Targets conservative relative to baseline performance
- Annual reductions have had high variability



PROPOSED TARGETS FOR EMISSIONS REDUCTION

Environmental Sustainability Adjusted Targets					
Performance Measure	Prior 2-Year Performance (2022-2023)	Estimated Future 2-Year Performance (2024-2025)	Estimated 4-Year Performance (2022-2025)	Proposed 4-Year Target (2022-2025)	Target Change
Total Emissions Reduction - VOC (kg/day)	110.492	60	170.5	> 60.000	0
Total Emissions Reduction - NOx (kg/day)	167.087	84	251.1	> 250.000	0
Total Emissions Reduction - PM 2.5 (kg/day)	11.947	6.3	18.2	> 18.200	↓ 11.8

- Reviewed CMAQ program for FFY 2024 & 2025
- Estimated future performance on eligibility requests & OSUCC evaluations
- Emissions reduction estimates available for 76% of applicable projects
- Proposed target reflects the anticipated cumulative emissions reduction



COORDINATION OF ADJUSTMENTS

- ODOT report to be sent to MPOs in mid-July
- Response requested from all MPOs by August 15th
 - E-mail from Executive Director or Transportation Director
 - Concurrence with proposed 4-year targets
 - Any target adjustments proposed by MPO
 - Note: This is due before CMAQ performance plans are due
- Response to proposed PM 2.5 adjustment
 - BHJ and SCATS: E-mail as above for other targets
 - AMATS and NOACA: Included in CMAQ performance plan



CMAQ PERFORMANCE PLANS

- Applies to AMATS, LCATS, MORPC, NOACA, & OKI
- Like Mid Period Progress Report, but only for CMAQ measures
 - 2-year performance on PHED, Non-SOV, & emissions reduction
 - Progress of CMAQ projects in 2022 plan & their contribution toward achieving 2-year targets
 - **Adjusted 4-year targets** (These MPOs must establish targets specific to their areas per 23 CFR 490.105(f)(6)(iii))
 - Update on CMAQ projects and their contribution toward achieving 4-year targets
- Mid-September: MPOs submit plans to ODOT
- October 1st: ODOT submits plans with state progress report



ODOT REQUIREMENTS FOR TARGET ADJUSTMENTS

- What ODOT must do for a target to be adjusted

	Most Statewide Targets	PHED & Non-SOV	Statewide Emissions Reduction
Coordination	ODOT must coordinate with the relevant MPOs	Shall be agreed upon and made collectively by all State DOTs and MPOs for the urbanized area	ODOT must coordinate with the relevant MPOs
Adoption & Reporting	Submit Mid Performance Period Progress Report to FHWA	Submit Mid Performance Period Progress Report to FHWA (targets reported by the State DOTs and MPOs for each urbanized area shall be identical)	Submit Mid Performance Period Progress Report to FHWA



MPO REQUIREMENTS FOR TARGET ADJUSTMENTS

- What an MPO must do for a target to be adjusted

	Most Statewide Targets	PHED & Non-SOV	Emissions Reduction & MPO Quantifiable Targets
Coordination	ODOT must coordinate with the relevant MPOs	Shall be collectively developed and agreed upon by all State DOTs & MPOs for the urbanized area	Shall be collectively developed, documented, and mutually agreed upon by ODOT & MPO
Adoption (MPOs report performance in MTP)	MPO shall, within 180 days, either agree to support the adjusted ODOT target or commit to a new quantifiable target	MPO shall, within 180 days, commit to a new quantifiable target (targets reported by the State DOTs and MPOs for each urbanized area shall be identical)	CMAQ Performance Plans shall include the adjusted target(s); MPOs shall commit to other new quantifiable targets within 180 days






**Department of
Transportation**

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THANK YOU



Section 7 WV Transit Performance Measures and Targets



Section 8 OH Transit Performance Measures and Targets

EORTA Asset Management Performance Measures Targets

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%

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%


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+

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
REVENUE VEHICLES						
Age - % 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					
EQUIPMENT						
Age - % 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				
FACILITIES						
Condition - % 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					



Section 9 Air Quality Conformity Documentation

Bel-O-Mar Transportation Study

2026-2029 Transportation Improvement Program (TIP)

1/8/2025

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Acknowledgements

This *Transportation Conformity Report* for the 2026-2029 Transportation Improvement Program (TIP) was prepared by Bel-O-Mar Transportation Study (Belomar). Individuals from the following agencies were involved with Transportation Conformity Determination Report. They include:

- Anthony Hill (ODOT)
- Randy Lane (ODOT)
- Samuel Granato (ODOT)
- Perry McCutcheon (WVDOH)
- Brian Carr (WVDOH)
- Graham Johnson (OEPA)
- William Kenny (OEPA)
- Matt Kemper (WV DEP)
- Gregory Becoat (EPA Region 3 – Mid Atlantic)
- Tony Maietta (EPA Region 5 – Great Lakes, Air Pollutants, Transportation Conformity)
- Kara Greathouse (FHWA – WV)
- Samuel Wallace (FHWA – OH]

Executive Summary

Belomar, a US EPA designated 1997 Ozone Standard “Orphan” area, completed the transportation conformity process for the 2026– 2029 TIP. In accordance to US DOT guidance 1997 Ozone Standard “Orphan” area, the conformity determination is based on a qualitative conformity demonstration.

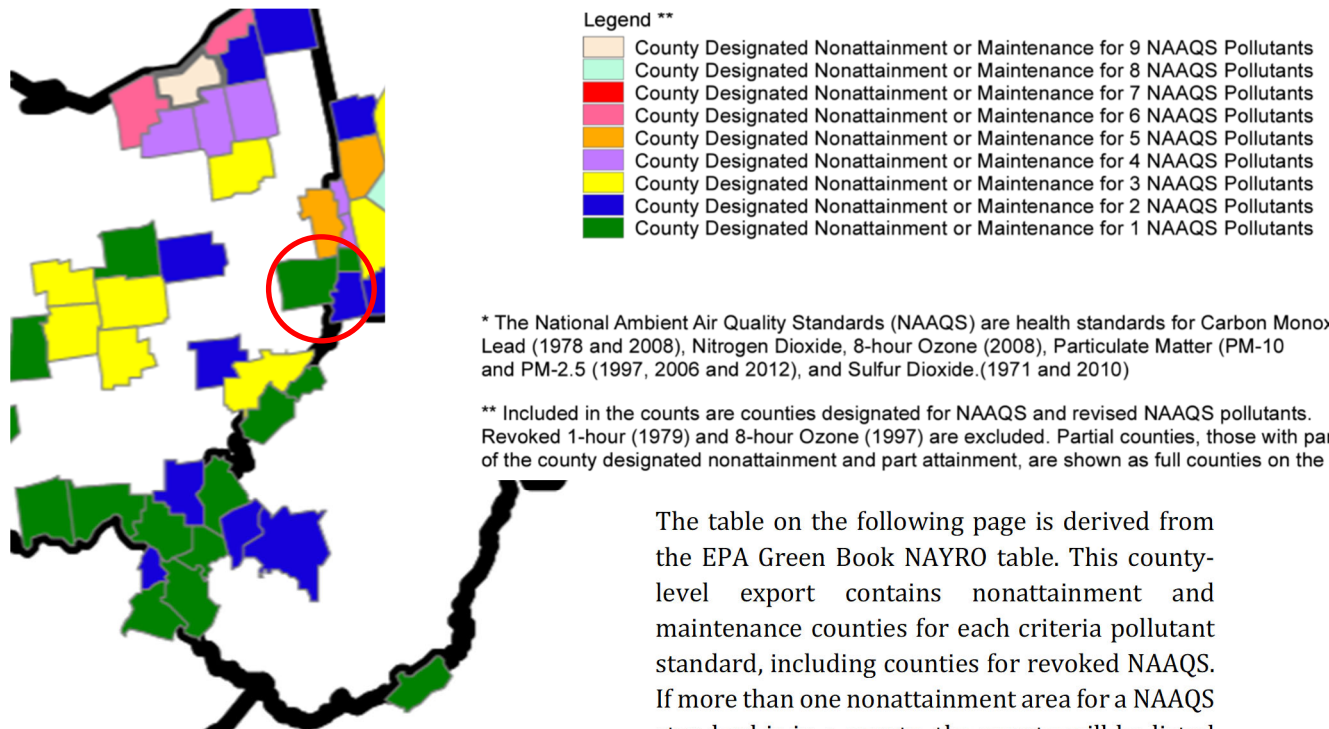
This report documents that the 2026-2029 TIP conformity determination was completed consistent with CAA Section 176(c) requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Transportation Conformity Process

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

Counties Designated "Nonattainment" or "Maintenance"

for Clean Air Act's National Ambient Air Quality Standards (NAAQS) *



* The National Ambient Air Quality Standards (NAAQS) are health standards for Carbon Monoxide, Lead (1978 and 2008), Nitrogen Dioxide, 8-hour Ozone (2008), Particulate Matter (PM-10 and PM-2.5 (1997, 2006 and 2012), and Sulfur Dioxide.(1971 and 2010)

** Included in the counts are counties designated for NAAQS and revised NAAQS pollutants. Revoked 1-hour (1979) and 8-hour Ozone (1997) are excluded. Partial counties, those with part of the county designated nonattainment and part attainment, are shown as full counties on the map.

The table on the following page is derived from the EPA Green Book NAYRO table. This county-level export contains nonattainment and maintenance counties for each criteria pollutant standard, including counties for revoked NAAQS. If more than one nonattainment area for a NAAQS standard is in a county, the county will be listed

with a row for each nonattainment area. There are no split designations in the Belomar planning area.

Belomar Air Quality Historical Timeline

State	County	pollutant	revoked_naaqs	area_name	1992	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2024	effec_rede	nonattain*	
OH	Belmont	Ozone (1997)	Revoked	Wheeling, WV-OH			04	05	06																6/15/2007		
OH	Belmont	PM-2.5 (1997)		Wheeling, WV-OH				05	06	07	08	09	10	11	12											8/29/2013	
WV	Marshall	Ozone (1997)	Revoked	Wheeling, WV-OH			04	05	06																	6/14/2007	
WV	Marshall	PM-2.5 (1997)		Wheeling, WV-OH				05	06	07	08	09	10	11	12											9/30/2013	
WV	Marshall	Dioxide (2010)		Marshall, WV												13	14	15	16	17	18	19				11/25/2020	
WV	Ohio	Ozone (1997)	Revoked	Wheeling, WV-OH			04	05	06																	6/14/2007	
WV	Ohio	PM-2.5 (1997)		Wheeling, WV-OH				05	06	07	08	09	10	11	12											9/30/2013	

Source: EPA Green Book Data, accessed December 2024

*non-attainment areas are listed as "Yes", if not a non-attainment area, than the field is blank, and visualized with a green cell fill

2.0 Belomar 2026-2029 Transportation Improvement Program (TIP)

The 2026-2029 TIP is one part of the MPO's transportation planning and programming process. The TIP are projects that are obligated with federal funds over the next 4 years. Projects in the TIP must be consistent with the MTP. The MTP and TIP are subject to public comment and review based on the Belomar Public Participation Plan.

3.0 Transportation Conformity Determination: General Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended metropolitan MTPs and TIPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years.

Summary of Pollutants and Conformity Determination for Belomar Region

1997 Ozone NAAQS

Belomar (Wheeling, WV-OH) is classified as a revoked area under the 1997 ozone NAAQS, having been redesignated to attainment in 2007. Although the standard has been revoked, a transportation conformity determination for the 1997 ozone NAAQS is still required, per EPA guidance and the *South Coast II* ruling. This determination is performed through a qualitative analysis, as the area is considered an orphan maintenance area under current regulations.

1997 PM2.5 NAAQS

Belomar was designated nonattainment for the 1997 PM2.5 NAAQS but was redesignated to attainment in 2013 with an approved maintenance plan. While transportation conformity applies to this pollutant, Belomar is subject to conformity requirements under the 1997 PM2.5 standard only. EPA's revocation of the 1997 PM2.5 standard limits conformity analysis to the maintenance plan, and a qualitative analysis has historically been deemed sufficient. Quantitative analysis using the MOVES model is not required to make a conformity determination given there are no projects that are expected to contribute to a large increase in PM 2.5 from mobile sources. The Transportation Plan for 2040, for example, included all plan projects in its emissions analysis and demonstrated conformity through a qualitative analysis. The plan also met hot-spot analysis requirements, noting no significant increase in diesel traffic.

2010 Sulfur Dioxide (SO₂) NAAQS

Marshall County, WV, within the Belomar region, was designated nonattainment for the 2010 SO₂ NAAQS but was redesignated to attainment with an approved maintenance plan in 2020. The primary contributor to SO₂ emissions is the Mitchell Power Plant, a point source. Mobile sources contribute minimally to overall SO₂ emissions in the region. Consistent with EPA guidance, transportation conformity determinations for SO₂ rely on qualitative analysis, reflecting the negligible impact of mobile source emissions in the maintenance area.

¹ The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation .

Summary of Approach

For the Belomar region, transportation conformity determinations for the metropolitan transportation plan (MTP) and transportation improvement program (TIP) involve qualitative analyses for:

- The 1997 ozone NAAQS,
- The 1997 PM_{2.5} NAAQS, and
- The 2010 SO₂ NAAQS.

This approach aligns with EPA guidance and the specific characteristics of each pollutant's contributions within the Belomar area, ensuring compliance while recognizing the limited role of mobile source emissions in these maintenance plans

4.0 Transportation Conformity Requirements

5.1 Overview

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

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

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

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

5.2 Latest Planning Assumptions

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

5.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted, consistent with the Ohio Conformity SIP, with WV SIP, FHWA, FTA, and EPA. Public consultation was conducted consistent with planning rule requirements in 23 CFR 450 and the Belomar Public Participation Plan.

5.4 Timely Implementation of TCMs

The Ohio SIP and WV SIP do not include any TCMs.

5.5 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The Belomar 2026-2029 TIP is fiscally constrained.

Conclusion

The conformity determination process completed for the 2026-2029 TIP demonstrates that this planning document meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix:

A1.0 2026-2029 TIP Approval and
conformity determinations:

A2.0 Public Involvement Documents

[Add MPO 2026 - 2029 TIP approval and conformity determination Resolution(s)]

A3.0 Interagency Consultation Documents



RE: Belomar IAC: Request for Concurrence on Qualitative Analysis for Belomar 2026-2029 TIP

From Graham.Johnson@epa.ohio.gov <Graham.Johnson@epa.ohio.gov>

Date Mon 1/27/2025 9:24 AM

To Sam Richardson <srichardson@belomar.org>; ANTHONY.HILL@dot.ohio.gov <ANTHONY.HILL@dot.ohio.gov>; Randy.Lane@dot.ohio.gov <Randy.Lane@dot.ohio.gov>; Brian Carr <Brian.E.Carr@wv.gov>; Matt.A.Kemper@wv.gov <Matt.A.Kemper@wv.gov>; becoat.gregory@epa.gov <becoat.gregory@epa.gov>; Kara Greathouse <kara.greathouse@dot.gov>; Perry.J.McCutcheon@wv.gov <Perry.J.McCutcheon@wv.gov>; Sam Wallace <samuel.wallace@dot.gov>; Sam.Granato@dot.ohio.gov <Sam.Granato@dot.ohio.gov>; maietta.anthony@epa.gov <maietta.anthony@epa.gov>; Randy.Lane@dot.ohio.gov <Randy.Lane@dot.ohio.gov>

Cc Scott Hicks <hicks@belomar.org>; James Benner <jbenner@belomar.org>

Good morning,

Ohio EPA concurs with a qualitative analysis to demonstrate conformity of the 2026-2029 TIP.

Thank you,



Graham Johnson (He/Him)
Rules Coordinator, Office of Air Pollution Control
50 W. Town Street, Suite 700
Columbus, Ohio 43215
Graham.Johnson@epa.ohio.gov

From: Sam Richardson <srichardson@belomar.org>

Sent: Monday, January 13, 2025 12:11 PM

To: Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>; Lane, Randy <Randy.Lane@dot.ohio.gov>; Brian Carr <Brian.E.Carr@wv.gov>; Johnson, Graham <Graham.Johnson@epa.ohio.gov>; Matt.A.Kemper@wv.gov; becoat.gregory@epa.gov; Kara Greathouse <kara.greathouse@dot.gov>; Perry.J.McCutcheon@wv.gov; Sam Wallace <samuel.wallace@dot.gov>; Granato, Samuel <Sam.Granato@dot.ohio.gov>; maietta.anthony@epa.gov; Lane, Randy <Randy.Lane@dot.ohio.gov>

Cc: Scott Hicks <hicks@belomar.org>; James Benner <jbenner@belomar.org>

Subject: Belomar IAC: Request for Concurrence on Qualitative Analysis for Belomar 2026-2029 TIP

Dear Interagency Partners,

Please see the Draft Transportation Air Quality Conformity for the Belomar 2026-2029 Transportation Improvement Program (TIP). The purpose of this email is to request concurrence with Belomar using a qualitative analysis for the 2026-2029 TIP for its Transportation Air Quality Conformity Determination.

Please view the attachment and indicate your concurrence or lack thereof by replying to this email. If no comment is received by Monday January 27, 2025, at noon, concurrence will be assumed.


Thank you for your time and attention this this matter,
Sam

Samuel Richardson
Transportation Planning Director

Bel-O-Mar Transportation Study
Bridging data and development through planning

 105 Bridge Street Plaza ♦ Wheeling, WV ♦ 26003

 srichardson@belomar.org

 (304) 238-9562

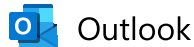
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Belomar IAC: Request for Concurrence on Qualitative Analysis for Belomar 2026-2029 TIP

From Nallaballi, Neena <Nallaballi.Neena@epa.gov>

Date Thu 1/23/2025 1:58 PM

To ANTHONY.HILL@dot.ohio.gov <ANTHONY.HILL@dot.ohio.gov>; Randy.Lane@dot.ohio.gov <Randy.Lane@dot.ohio.gov>; Brian Carr <Brian.E.Carr@wv.gov>; Graham.Johnson@epa.ohio.gov <Graham.Johnson@epa.ohio.gov>; Matt.A.Kemper@wv.gov <Matt.A.Kemper@wv.gov>; Becoat, Gregory <becoat.gregory@epa.gov>; Kara Greathouse <kara.greathouse@dot.gov>; Perry.J.McCutcheon@wv.gov <Perry.J.McCutcheon@wv.gov>; Sam Wallace <samuel.wallace@dot.gov>; Sam.Granato@dot.ohio.gov <Sam.Granato@dot.ohio.gov>; Maietta, Anthony (he/him/his) <maietta.anthony@epa.gov>; Randy.Lane@dot.ohio.gov <Randy.Lane@dot.ohio.gov>; Langman, Michael <langman.michael@epa.gov>; Sam Richardson <srichardson@belomar.org>; Nallaballi, Neena <Nallaballi.Neena@epa.gov>

Cc Scott Hicks <hicks@belomar.org>; James Benner <jbenner@belomar.org>



IRONSCALES couldn't recognize this email as this is the first time you received an email from this sender
Nallaballi.Neena@epa.gov

Good afternoon,

EPA R5 concurs with a Qualitative analysis to demonstrate conformity of the 2026-2029 TIP.

Thank you

Neena Nallaballi

Control Strategies Section

EPA Region-5

Nallaballi.Neena@epa.gov

312-353-1770

From: Sam Richardson <srichardson@belomar.org>
Sent: Monday, January 13, 2025 11:11 AM
To: ANTHONY.HILL@dot.ohio.gov; Randy.Lane@dot.ohio.gov; Brian Carr <Brian.E.Carr@wv.gov>; graham.johnson@epa.ohio.gov; Matt.A.Kemper@wv.gov; Becoat, Gregory <becoat.gregory@epa.gov>; Kara Greathouse <kara.greathouse@dot.gov>; Perry.J.McCutcheon@wv.gov; Sam Wallace <samuel.wallace@dot.gov>; Sam.Granato@dot.ohio.gov; Maietta, Anthony (he/him/his) <maietta.anthony@epa.gov>; Randy.Lane@dot.ohio.gov
Cc: Scott Hicks <hicks@belomar.org>; James Benner <jbenner@belomar.org>
Subject: Belomar IAC: Request for Concurrence on Qualitative Analysis for Belomar 2026-2029 TIP

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Dear Interagency Partners,

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Please view the attachment and indicate your concurrence or lack thereof by replying to this email. If no comment is received by Monday January 27, 2025, at noon, concurrence will be assumed.

Thank you for your time and attention this this matter,

Sam

[Samuel Richardson](#)


Transportation Planning Director


Bel-O-Mar Transportation Study

[Bridging data and development through planning](#)

 105 Bridge Street Plaza ♦ Wheeling, WV ♦ 26003

 srichardson@belomar.org

 (304) 238-9562

 www.belomar.org



RE: Belomar IAC: Request for Concurrence on Qualitative Analysis for Belomar 2026-2029 TIP

From Wallace, Samuel (FHWA) <samuel.wallace@dot.gov>

Date Fri 1/24/2025 3:10 PM

To Sam Richardson <srichardson@belomar.org>; ANTHONY.HILL@dot.ohio.gov <ANTHONY.HILL@dot.ohio.gov>; Randy Lane <Randy.Lane@dot.ohio.gov>; Brian Carr <Brian.E.Carr@wv.gov>; Graham.Johnson@epa.ohio.gov <Graham.Johnson@epa.ohio.gov>; Matt.A.Kemper@wv.gov <Matt.A.Kemper@wv.gov>; becoat.gregory@epa.gov <becoat.gregory@epa.gov>; Kara Greathouse <kara.greathouse@dot.gov>; Perry.J.McCutcheon@wv.gov <Perry.J.McCutcheon@wv.gov>; Sam.Granato@dot.ohio.gov <Sam.Granato@dot.ohio.gov>; maietta.anthony@epa.gov <maietta.anthony@epa.gov>; Randy Lane <Randy.Lane@dot.ohio.gov>; Johnson, Jocelyn (FTA) <jocelyn.johnson@dot.gov>

Cc Scott Hicks <hicks@belomar.org>; James Benner <jbenner@belomar.org>

Hi Sam,

FHWA-OH Division concurs with the qualitative analysis for the advancement of the air quality conformity determination for the Belomar FY2026-2029 TIP.

Thank you for the document and coordination!

Best Regards,
Sam

**Sam Wallace**

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

From: Sam Richardson <srichardson@belomar.org>

Sent: Monday, January 13, 2025 12:11 PM

To: ANTHONY.HILL@dot.ohio.gov; Randy Lane <randy.lane@dot.ohio.gov>; Brian Carr <Brian.E.Carr@wv.gov>; graham.johnson@epa.ohio.gov; Matt.A.Kemper@wv.gov; becoat.gregory@epa.gov; Greathouse, Kara (FHWA) <kara.greathouse@dot.gov>; perry.j.mccutcheon@wv.gov; Wallace, Samuel (FHWA) <samuel.wallace@dot.gov>; Sam.Granato@dot.ohio.gov; maietta.anthony@epa.gov; Randy Lane <randy.lane@dot.ohio.gov>

Cc: Scott Hicks <hicks@belomar.org>; James Benner <jbenner@belomar.org>

Subject: Belomar IAC: Request for Concurrence on Qualitative Analysis for Belomar 2026-2029 TIP

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Please view the attachment and indicate your concurrence or lack thereof by replying to this email. If no comment is received by Monday January 27, 2025, at noon, concurrence will be assumed.


Thank you for your time and attention this this matter,
Sam


Samuel Richardson
Transportation Planning Director

Bel-O-Mar Transportation Study
Bridging data and development through planning

 105 Bridge Street Plaza ♦ Wheeling, WV ♦ 26003

 srichardson@belomar.org

 (304) 238-9562

 www.belomar.org



RE: Belomar IAC: Request for Concurrence on Qualitative Analysis for Belomar 2026-2029 TIP

From Greathouse, Kara (FHWA) <kara.greathouse@dot.gov>

Date Thu 1/16/2025 1:06 PM

To Sam Richardson <srichardson@belomar.org>; ANTHONY.HILL@dot.ohio.gov <ANTHONY.HILL@dot.ohio.gov>; Randy Lane <Randy.Lane@dot.ohio.gov>; Brian Carr <Brian.E.Carr@wv.gov>; Graham.Johnson@epa.ohio.gov <Graham.Johnson@epa.ohio.gov>; Matt.A.Kemper@wv.gov <Matt.A.Kemper@wv.gov>; becoat.gregory@epa.gov <becoat.gregory@epa.gov>; Perry.J.McCutcheon@wv.gov <Perry.J.McCutcheon@wv.gov>; Sam Wallace <samuel.wallace@dot.gov>; Sam.Granato@dot.ohio.gov <Sam.Granato@dot.ohio.gov>; maietta.anthony@epa.gov <maietta.anthony@epa.gov>; Randy Lane <Randy.Lane@dot.ohio.gov>

Cc Scott Hicks <hicks@belomar.org>; James Benner <jbenner@belomar.org>

FHWA-WV concurs with BOMs Transportation Air Quality Conformity Determination.

Kara Greathouse
Transportation Community Planner
304-531-4991

From: Sam Richardson <srichardson@belomar.org>

Sent: Monday, January 13, 2025 12:11 PM

To: ANTHONY.HILL@dot.ohio.gov; Randy Lane <randy.lane@dot.ohio.gov>; Brian Carr <Brian.E.Carr@wv.gov>; graham.johnson@epa.ohio.gov; Matt.A.Kemper@wv.gov; becoat.gregory@epa.gov; Greathouse, Kara (FHWA) <kara.greathouse@dot.gov>; perry.j.mccutcheon@wv.gov; Wallace, Samuel (FHWA) <samuel.wallace@dot.gov>; Sam.Granato@dot.ohio.gov; maietta.anthony@epa.gov; Randy Lane <randy.lane@dot.ohio.gov>

Cc: Scott Hicks <hicks@belomar.org>; James Benner <jbenner@belomar.org>

Subject: Belomar IAC: Request for Concurrence on Qualitative Analysis for Belomar 2026-2029 TIP

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Thank you for your time and attention this this matter,
Sam


Samuel Richardson
Transportation Planning Director


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 srichardson@belomar.org

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Outlook

Re: Belomar IAC: Request for Concurrence on Qualitative Analysis for Belomar 2026-2029 TIP

From Carr, Brian E <brian.e.carr@wv.gov>
Date Mon 1/27/2025 9:31 AM
To Sam Richardson <srichardson@belomar.org>

WVDOH concurs with BOMs Transportation Air Quality Conformity Determination.

Brian E. Carr

WVDOH Planning Division

Charleston, WV

304-414-6906

On Mon, Jan 13, 2025 at 12:11 PM Sam Richardson <srichardson@belomar.org> wrote:

Dear Interagency Partners,

Please see the Draft Transportation Air Quality Conformity for the Belomar 2026-2029 Transportation Improvement Program (TIP). The purpose of this email is to request concurrence with Belomar using a qualitative analysis for the 2026-2029 TIP for its Transportation Air Quality Conformity Determination.

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Thank you for your time and attention this this matter,
Sam


Samuel Richardson
Transportation Planning Director

Bel-O-Mar Transportation Study
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Section 10 Consolidated Public Participation and Civil Rights Plan



**Participation Plan for Transportation
Planning and Programming**

Belmont-Ohio-Marshall Transportation Study

July, 2018

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INTRODUCTION

A public participation plan describes the actions to be taken to provide opportunities for a wide range of stakeholders and the general public for involvement in the transportation planning process for the metropolitan planning area. The planning area for this plan includes Belmont County in Ohio and Ohio and Marshall Counties in West Virginia.

Since the year 1962, all federal surface transportation acts have required that urbanized areas with the population of 50,000 or more must follow a continuing comprehensive and cooperative transportation planning process as a prerequisite for receiving federal highway funds. Public participation has been an integral part of this process. Starting with the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) of 2005, all Metropolitan Planning Organizations (MPOs) are required to have a public participation plan. Periodic review and update of this plan is also required. This plan encompasses the transportation planning process for the three county metropolitan planning area. It specifically addresses the statutory requirement and actions required for the transportation plan and transportation improvement program. It generally addresses action to be taken for the other planning activities.

The activities and actions presented in this plan meet the statutory requirements for engaging the public and providing opportunities for participation in the planning process and providing input on various products generated through the continuing, comprehensive and cooperative transportation planning process. In no way actions included here preclude other additional actions for public participation.

STATUTORY REQUIREMENTS

Public participation has been a prerequisite for the approval of metropolitan plans and programs prior to the requirement for the Public Participation Plan (PPP). Starting with the Surface Transportation Act SAFETEA-LU (Public Law 109-59; August 10, 2005), a Public Participation Plan document is required. SAFETEA-LU was followed by the Moving Ahead for Progress in the 21st Century (MAP-21) (Public Law 112-141; July 6, 2012). MAP-21 identified the stakeholders and the content of the PPP. As per 49 U.S.C. 5303(i)(6):

“Participation by Interested Parties – In General. Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.”

Also, an overview of public involvement and outreach provided by the Federal Transit Administration (FTA) states:

“In accordance with 23 CFR 450.316, a metropolitan planning organization (MPO) is required to engage in a metropolitan planning process that creates opportunities for public involvement, participation, and consultation throughout the development of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). Under this requirement, MPOs must allow for:

- adequate public notice of public participation activities;
- review and comment at key decision points in the development of the MTP and TIP; and
- multiple, accessible participation formats including electronic and in-person.”

The Transportation Plan and Transportation Improvement Program (TIP) are two required documents. The Transportation Plan has a horizon of at least twenty years, while the Transportation Improvement Program is a short range document with specific projects expected to be initiated in a four year period. At present, the TIP is updated biennially, while the Transportation Plan is updated every five years.

The public participation process for both documents is covered in the Public Participation Plan. The contents of a participation plan are specified under 49 U.S.C. 5303(i)(6). These are:

Contents of Participation Plan – A participation plan –

“(i) shall be developed in consultation with all interested parties; and

“(ii) shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.

“(C) Methods. – In carrying out subparagraph (A), the metropolitan planning organization shall, to the maximum extent practicable –

“(i) hold any public meetings at convenient and accessible locations and times;

“(ii) employ visualization techniques to describe plans; and

“(iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph (A).

“(7) Publication. A transportation plan involving Federal participation shall be published or otherwise made readily available by the metropolitan planning organization for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.”

The Surface Transportation Act, Fixing America’s Surface Transportation Act (FAST ACT) (Public Law 114-94, December 4, 2015) also required that the public transit operators must be included as a voting member on the MPO policy board.

Although Belomar has engaged the public in the transportation planning process starting with the first transportation plan in 1965, the first Public Involvement Process document was prepared in response to the provisions of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (Public Law 102-240, December 18, 1991). This process was expanded to include the requirements of the SAFETEA-LU. A SAFETEA-LU compliant document “Participation Plan for Transportation Planning and Programming” was prepared and adopted by Belomar in the year 2007. This document was reviewed after MAP-21 was enacted. The transportation planning process in the three county metropolitan area has been following the provisions in this document.

This is an update of the current Public Participation Plan. It addresses the requirements of the MAP-21 and FAST ACT. In preparing this plan, the best practices for engaging the public in small metropolitan areas were reviewed and evaluated.

GOALS, OBJECTIVES AND ACTIONS

The goal of this plan is to provide ample opportunities for public involvement and public engagement throughout the planning process.

The objectives and actions are as follows:

- (i) Objective: start engagement early in the planning process and sustain it through the approval/adoption of the planning product.

Actions:

- a) Paid public notices, announcing the opportunity for early involvement in the process and at key decision points published in local news media.
- b) Issue press releases, as needed.
- c) Use of multi-media to get the word out.
- d) Reach known stakeholders by electronic mailings.
- e) Make announcements at local meetings and in the agency newsletter.
- f) Provide multi-media option for input, including 24/7 option.

- ii) Objective: Reach out to the public at large and special groups.

Actions:

- a) Identify special groups; access special groups by regular mail, email or phone.
- b) Provide 24/7 access to material and opportunity for input to the public at large.
- c) Utilize visualization techniques to present material in an easily understood format. Graphics and maps will be used to provide visualization of data, analyses and projects.

- iii) Provide multiple participation formats.

Actions :

- a) Extensive use of website and Facebook page for posting, notices, press releases and documents.
- b) Provide opportunities for input via website, Facebook, email, in person, USPS mail and comments at public meetings/open houses.
- c) Use visualization techniques including maps, graphs, charts and graphical renderings for presentation.

PARTICIPATION PLAN

The primary products of the metropolitan planning process are the long range transportation plan and the transportation improvement program. This plan addresses the participation process from the initiation to adoption of these documents by the Belmont-Ohio-Marshall Transportation Study Policy Committee. It also addresses actions for the involvement of special groups and opportunities to participate in other transportation planning activities.

The public participation plan addresses the requirements of the MAP-21 and FAST ACT and 23 CFR 450.316. The actions noted in this plan are not all inclusive. Additional actions designed to improve public engagement and/or provide more opportunities for participation are not excluded. The draft plan is

adopted after a 45 day public comment period. A public notice will be published announcing the availability of the plan and opportunity to provide comments. Availability will also be announced by email communication to known special groups and all BOMTS board members. Plan will be available 24/7 on the website and Facebook page with an opportunity to provide comments online. In addition, written comments will be received in person or via USPS mail.

All comments will be noted and addressed. If comments result in substantial change to the document, public comment period will be repeated with the revised draft document.

TRANSPORTATION PLAN

The transportation plan (the Plan) for the Belomar region will address a minimum twenty (20) year planning horizon. It shall include both long range and short range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient and safe movement of people and goods.

The transportation plans are required to be updated every four years in areas designated as non-attainment for the National Ambient Air Quality Standards (NAAQs). All other areas have five years for the update. The previous plan followed a four year plan update cycle and the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued the conformity determination letter on September 9, 2016. The four year update cycle was required due to the areas designation as maintenance area for the 1997 NAAQs for ozone and non-attainment of PM_{2.5} NAAQs of 2013. For the PM_{2.5}, EPA has made a determination that the PM_{2.5} emissions from mobile sources are insignificant. Further, the area was redesignated as attainment for ozone in June, 2007. It is also noted that based on the ambient monitoring, the area is in attainment of 2015 ozone standard of 0.070 ppm. The transportation plan is now updated every five years as required by FHWA and FTA. However, due to a ruling from the U.S. Court of Appeals for the District of Columbia Circuit, the long range plan conformity determination is required every four years.

A listing of the involvement process for the plan is as follows:

1. Belomar will publish a public notice in the local newspapers seeking early public involvement in developing the plan. The public notice will seek public input for at least a fourteen (14) day comment period. The notice will be posted on the agency website and linked to the agency Facebook page.
2. An email will be sent to all stakeholders, including special groups, with known email addresses providing them opportunity for input and/or participation in the plan development process.
3. A comment input form will be available on the website. Upon the completion of a draft plan, a public notice will be published in the local newspapers announcing the scheduling of at least one (1) public meeting on the document.

The public notice will initially appear in the newspapers at least fourteen (14) days before the scheduled date of any public meeting. A second copy of the public notice will be republished at least five (5) days before the meeting. The draft plan will be available on the website, in local libraries and in Belomar's office. The draft document availability announcement and an online link to the plan will be sent to all stakeholders and special groups with known email addresses.

4. Public meetings will be held at an accessible location. Upon request, reasonable accommodations will be provided for people with disabilities. Reasonable accommodation will also be provided, upon request, to non-English speaking individuals. At least one meeting will be held at a location accessible by public transit.
5. Visual graphics and maps will be utilized for the public meetings.
6. The comment period will be a minimum of fourteen (14) days prior to the meeting at which the Policy Committee action is anticipated on the draft document. Comments will be received online, onsite, via mail, on social media, email, and in person.
7. A copy of the draft plan will be available at the office of the Belomar Regional Council at 105 Bridge Street Plaza, Wheeling, West Virginia and will be placed in local libraries. Belomar will also provide reasonable access for public review of the technical and policy information used in developing the plan. Paper copies of the draft plan will be made available upon request. A charge for reproduction may be applied. In addition, the plan will be available on the agency website and will be accessible via Facebook.
8. The draft plan will be provided to members of the Resource Advisory Group (RAG) and the air quality agencies in a time frame consistent with the fourteen (14) day comment period.
9. Written comments on the draft plan should be directed to Transportation Director, Belomar Regional Council, P.O. Box 2086, Wheeling, WV 26003. A written response will be provided in a timely fashion, generally within ten (10) working days, to substantive comments.
10. Comments generated on the draft plan will be evaluated and the results of this evaluation will be reflected in the final plan. More specifically, significant written comments received will be summarized in a separate section of the document, which will describe Belomar's response to the received comments.
11. If it becomes apparent that the final plan will differ significantly from the draft plan initially made available for public comment and raises new material issues which interested parties could not have reasonably foreseen, Belomar will again make the document available for public comment subject to the requirements as those followed in seeking public involvement on the draft plan.

TRANSPORTATION PLAN REVISION

1. Regarding revision(s) to the Transportation Plan, once it is formally adopted by the BOMTS Policy Committee, press releases will be issued in advance of any proposed revision. Such releases will describe the proposed revision and indicate the duration of the comment period, which will be a minimum of fourteen (14) days from the date of issue. Belomar will also provide reasonable access for public review of the technical and policy information used in developing the revision.
2. The press release will be posted on the agency website. Notice regarding the Transportation Plan revision will also be provided to the RAG and to the air quality agencies in accordance with the Memorandum of Understanding (MOU).

3. Written comments on the plan revision should be directed to Transportation Director, Belomar Regional Council, P.O. Box 2086, Wheeling, WV 26003. A written response will be provided in a timely fashion, generally within ten (10) business days, to substantive comments.
4. Comments generated on the plan revision will be evaluated and the results of this evaluation will be reflected in the plan. More specifically, significant written comments received will be summarized in a separate section of the document, which will describe Belomar's response to these comments.
5. If it becomes apparent that the plan revision will differ significantly from the plan revision initially made available for public comment and raises new material issues which interested parties could not have reasonably foreseen, Belomar will again make the document available for public comment, subject to the same requirements as those followed in seeking initial public involvement on the plan revision.
6. Belomar will make the approved plan available for information purposes on the website and onsite.
7. The final plan, along with all revisions, will remain available for review on the agency website throughout its effective time frame.
8. A response to comments received on the approved plan will be provided within a reasonable time generally ten (10) business days.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program is a comprehensive listing of specific Federal-aid transportation projects (e.g., highway and transit) scheduled for implementation in the metropolitan planning area over a four year time span. The program must also include projects deemed to be regionally significant, regardless of whether or not federal funds are utilized. The TIP can be revised as needed based on the procedures set forth by the WVDOT and ODOT, according to the provisions of 23 CFR 450 and 49 CFR 613. Projects can be added/deleted or revised as a TIP amendment with public notice and policy committee action or they can be revised as per administrative modification without the requirement of public notice and policy committee action. Also, maintenance/operations type of projects can be revised in the Statewide Transportation Improvement Program (STIP) by WVDOT and ODOT. There is a strict definition of TIP amendment, modification and STIP revisions of maintenance/operations projects. These definitions and associated procedures are included in [APPENDIX A](#). West Virginia STIP and TIP operating guidelines are also included in [APPENDIX A](#).

The public involvement process for the development of the TIP and subsequent revision(s) is:

1. Belomar will publish an early involvement notice in the local newspapers during the month of January. This time frame is subject to change in order to maintain consistency with the development schedules established by the State of Ohio and the State of West Virginia. The public notice will seek public input for at least a fourteen (14) day comment period. The notice will be available on the website and on the Facebook page. An input form for comments will also be available on the website.
2. Public notices regarding the availability of the draft TIP will initially be published in local newspapers at least one (1) week before the scheduled beginning of the public comment period. The comment period itself will be for a minimum of fourteen (14) days prior to the meeting at which Policy Committee

action is anticipated on the document. These notices will be published in consistency with the development schedules established by the State of Ohio and the State of West Virginia. A second copy of the public notice will be published during the comment period. The notices will be posted on the agency website, however the date of posting will have no affect on the timeframe noted above.

3. A copy of the draft TIP will be available for review at the office of the Belomar Regional Council at 105 Bridge Street Plaza, Wheeling, West Virginia and on the agency website and Facebook page. The local draft TIP will additionally be incorporated into the Statewide Transportation Improvement Programs (STIPs) for the States of Ohio and West Virginia and made available for review and comment in accordance with the procedures of the respective states. As much as possible, the comment period for the TIP will be coordinated with the comment period for the STIP. Belomar will also provide reasonable access for public review of the technical and policy information used in developing the document. Paper copies of the draft TIP will be made available upon request. A charge for reproduction may be applied.
4. The draft TIP will be posted on the agency website during the 14 day comment period described above. The public notices will note the posting and identify the web address.
5. The draft TIP will be sent to the members of the Resource Advisory Group and the air quality agencies for review and comment, consistent with the time frame for the public comment period.
6. Written comments on the draft TIP will be directed to Transportation Director, Belomar Regional Council, P.O. Box 2086, Wheeling, WV 26003. Comments will also be received on the website <http://www.belomar.org> and by email at belomar@belomar.org. A written response will be provided in a timely fashion, generally within ten (10) working days, to all substantive comments.
7. Comments generated on the draft TIP will be evaluated and the results of this evaluation will be reflected in the final TIP. More specifically, significant written comments received will be summarized in a separate section of the document, which will describe Belomar's response(s) to these comments.
8. If it becomes apparent that the final TIP will differ significantly from the draft TIP initially made available for public comment and raises new material issues which interested parties could not have reasonably foreseen, Belomar will again make the document available for public comment subject to the same requirements as those followed in seeking public involvement on the draft TIP. These public involvement requirements however, are subject to consistency with the development schedules established by the State of Ohio and the State of West Virginia.
9. Regarding amendments to the final TIP, once it is formally adopted by the BOMTS Policy Committee, press releases will be issued to the major newspapers in the area in advance of any proposed revision. Such releases will describe the proposed amendments and indicate the duration of the comment period. Belomar will also provide reasonable access for public review of the technical and policy information used in developing the revision. Administrative modification and revisions to ODOTs statewide line item projects and WVDOT's groupable projects will be done according to the procedures established by each state. These procedures are included in **APPENDIX A**.
10. The press release will be posted on the agency website and Facebook page. Notice regarding the TIP revision will also be provided to the RAG and to the air quality agencies in accordance with the MOU.

11. Written comments on the TIP revision will be directed to Transportation Director, Belomar Regional Council, P.O. Box 2086, Wheeling, WV 26003. Comments will also be received on the agency website and by email. A written response will be provided in a timely fashion, generally within ten (10) working days, to all comments.
12. Comments generated on the TIP revision will be evaluated and the results of this evaluation will be reflected in the TIP. More specifically, significant written comments received will be summarized in a separate section of the document, which will describe Belomar's response to these comments.
13. If it becomes apparent that the TIP revision will differ significantly from the TIP revision initially made available for public comment and raises new material issues which interested parties could not have reasonably foreseen, Belomar will again make the document available for public comment subject to the same requirements as those followed in seeking initial public involvement on the TIP revision. These public involvement requirements however, are subject to consistency with the schedules established by the State of Ohio and the State of West Virginia.
14. Belomar will make the approved TIP available for information purposes on the agency website and Facebook page.
15. The final TIP, along with all revisions, will remain available for review on the agency website throughout its effective time frame.

OTHER TRANSPORTATION PLANNING ACTIVITIES

In addition to the development and preparation of the TIP and Transportation Plan, Belomar may be involved in various activities and programs for which involvement efforts may be appropriate. Such activities include corridor studies, subarea studies, major transportation investment studies, transit studies and pedestrian/bikeway studies. As deemed appropriate, the general involvement process described for the preparation of the TIP will be utilized. However, in lieu of public notices, consideration will be given to the use of press releases, if this approach appears to be more effective. Other efforts considered appropriate for the specific activity may also be undertaken. These may include open houses, public stakeholder meetings, targeted brochures and special announcements.

During the course of a study, if any deviation from the actions described here is necessary, it will be noted in the report.

AIR QUALITY

A Memorandum of Understanding (MOU) has been executed which established consultation procedures regarding transportation conformity. The MOU is incorporated herein by reference.

The MOU identifies the responsibilities of each agency regarding the transportation conformity determination. The area is in attainment of the 1997 NAAQs. It was not classified under new standards. EPA has also ruled that the PM_{2.5} emissions from mobile sources are insignificant. Based on these findings and guidance from EPA, FHWA and FTA, emissions analysis is required for budget test necessary for the transportation conformity. Budget test is required for Ozone precursor of Volatile Organic Compounds

(VOC) and Nitrogen Oxide (NOx) only. The draft plan and TIP, along with TIP revisions, is provided to all parties listed in the MOU. The requirements of the conformity process, including interagency consultation and use of latest planning assumptions are followed as per the MOU. A project level hot spot analysis is also potentially required.

The hot spot analysis requirement is met for Ohio projects through the Ohio PM_{2.5} hot spot analysis addressed through the NEPA process. For West Virginia projects, no project will involve significant increase in diesel trucks and diesel buses and no project will even approach AADT (Annual Average Daily Traffic) of 125,000.

ENVIRONMENTAL JUSTICE AND OTHER TARGET POPULATIONS

Belomar developed a process which resulted in the identification of targeted areas regarding environmental justice. Target areas are selected based on minority population and persons below poverty level. Target areas are used to access disproportionate adverse effects of transportation projects, plans and programs. Additional transportation analyses include persons 65 years or older, households with zero automobile, persons with disabilities and non-English speaking. These population groups are generally considered to be underserved by existing transportation systems and are associated with the mobility impairment and mode choice.

For the identified target areas, hard copies of the draft Transportation Plan and/or the Executive Summary will be made available at the most convenient public locations such as city buildings and public libraries. Public notices and/or press releases will identify the available sites. Select members of the EJ and other target groups with known email addresses, will be provided opportunities to comment and encouraged to spread the word of available opportunities, including serving as or nominating a community liaison. Outreach efforts will also include community liaisons.

As part of the coordinated public transit-human services transportation plan update, Belomar will facilitate and encourage the involvement of a broad range of stakeholders, including people with disabilities.

OPPORTUNITIES FOR PEOPLE WITH DISABILITIES

In compliance with the American Disability Act (ADA) all MPO facilities are wheelchair accessible. All public meetings are held at accessible locations. Upon request, reasonable accommodations are provided. People with disabilities, with known email addresses, receive notices and material for comments and review.

OPPORTUNITIES FOR NON-ENGLISH SPEAKING POPULATION

As per the American Community Survey (ACS) of 2011 – 2015, there are 520 persons in the region who “speak English less than very well”. This is less than 1% (0.38%) of the total population. Of the non-English speaking group, the majority are Spanish speaking followed closely by other Indo-European languages. To date, no individual has requested language service at any public meeting or otherwise. The participation of non-English speaking persons is important, however, due to the limited resources of small

MPOs, full time language assistance and translation, services are not provided. A list of translation providers is kept for use on an as needed basis.

ADVOCACY AND SPECIAL PURPOSE GROUPS

Information regarding opportunities to participate and provide input will be sent to all known and relevant advocacy and special groups. This will be communicated by email. Select meetings will be attended to stay connected and stay in tune with issues and preferred solutions. Occasionally surveys will be conducted to seek input.

PUBLIC SERVICE

Belomar will continue its transportation related public service activities. These activities generally involve responding to requests for information and data. Historically, these requests have been associated with traffic count data, project status information, socio-economic data, and GIS products. Belomar will attempt to respond to all reasonable requests for service of information and will include the provision of such service in the work program, annually. Occasionally, meetings of non-profit organizations are also attended.

PUBLIC MEETINGS

Transportation related meetings will continue to be open to the public and held at accessible locations. Meeting notices will continue to be provided to local newspapers, radio stations and television stations, and will be posted to the agency website. The format of the meetings will be interactive.

AGENCY NEWSLETTER

Belomar's newsletter, with broad based distribution, will be used as an additional mechanism for the identification of opportunities for review and comment of various documents, as well as the identification of significant transportation issues of the area.

VISUALIZATION AND USE OF THE WORLD WIDE WEB

Belomar will continue to improve on visualization techniques utilized to provide an understanding of existing and proposed transportation plans and programs. Mapping will be provided as a means to identify project location, as well as to depict issues of concern, e.g. environmental justice target areas, projected level of service problem areas, etc. The agency website will be utilized as appropriate to provide the available documentation. Efforts will also be made to develop interactive mapping as a means to convey additional information to all interested parties.

OTHER ONGOING ACTIONS

As part of the Transportation Plan development process, Belomar will continue to solicit information from local officials and development agencies regarding future growth, land use, economic development initiatives, and other issues of local concern. The information will be reflected in the Traffic Analysis Zone (TAZ) statistics utilized in the travel demand model. Additionally, Belomar will request copies of any comprehensive development and/or economic plans adopted by local governments. These documents will be reviewed to ensure consistency with the Transportation Plan.

Belomar will continue to work with the local transit authorities to address capital and operating issues, and to ensure consistency between any positions formally taken by the respective transit boards and the Transportation Plan.

Belomar will periodically survey local freight shippers to solicit input for the planning process, including the identification of any impediments to freight movement.

Belomar will attend select meetings of special groups to stay engaged and encourage participation in the planning process.

PERIODIC REVIEW

This participation plan will be periodically reviewed and updated as needed. Revising needed basic procedures contained herein requires a public comment period before such revised procedures are utilized. However, activities which enhance the basic procedures provided herein shall not be considered revisions subject to public comment. Examples include, but are not limited to, the conduct of any meeting, formal or informal, which enhances the opportunity for public comment, the creation of any transportation related ad-hoc committee which may provide input for planning and programming activities, and any other action or use of media not listed here, that would enhance public participation or will provide additional opportunities for participation.

For revisions subject to public comment, a notice will be published in the local newspapers announcing the opportunity for review and comment. A 45 day comment period will be provided with the expiration date specified. The notice will be posted to the agency website, however the date of posting will have no effect on the specified time frame. Policy committee action on the revision may occur at any time following the 45 day comment period.

APPENDIX A

WVDOT and ODOT STIP/TIP Guidelines



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 21st 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: 

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

Procedures for Grouping Projects

Projects would be taken from the current Transportation Improvement Program (TIP) that meet the Groupable Projects criteria and placed in the appropriate group (See groups below). If there are currently no projects for an MPO in one or more of the groups, the groups would still be in the TIP for use as future projects are added to the MPO area. Groupable projects would be listed and shown in the MPO's TIP with the same amount of information that was previously displayed. The difference would be that, since these projects are more routine/maintenance in nature or have been vetted through a competitive process, groupable projects would not need formal action from the Policy Board. When new a groupable project is added to an MPO area, the MPO would be notified of the adjustment to their TIP and sent the corresponding project information. At the next scheduled meeting, the project would be presented to the Policy Board as an adjustment to their TIP.

Since this procedure would cover many to most of the TIP amendments that are currently being done by the MPOs, it would allow the MPO staff and DOH staff to work on the front end helping to plan future projects and provide input into the project selection process. The Groupable Projects process also is expected to assist in expediting delivery of the project by not having to wait on the next scheduled MPO meeting or having to have an emergency MPO meeting to meet potential deadlines.

Most States utilize this process as provided in federal regulations and the use of groupable projects is supported by our Federal Highway Administration office, the West Virginia Department of Transportation, the West Virginia Division of Highways, the West Virginia MPO Association and by your MPO staff as a way to deliver the area's program more efficiently, reduce the amount of staff time preparing TIP amendment documents and moving the MPOs toward more of a planning function thus enabling more input on the front end of project development instead of the tail end. This process is used in the three border states (Ohio, Kentucky, and Maryland) with whom WV shares a planning boundary and is being utilized by the five WV border MPOs for work outside WV. All eight WV MPO's have either incorporated or are currently working to incorporate this process into their procedures for WV projects.

To this end:

- The WVDOH and the MPOs would conduct annual coordination meetings with the respective District(s) within the MPO's geographical area;
- The MPOs would invite the WVDOH District personnel to its Technical Advisory Committee meetings;
- The WVDOH would include the MPOs in the solicitation of asset management type projects for consideration for funding;
- The WVDOH would share information of WVDOH asset management methodologies;
- The WVDOH would notify the MPO of any Intent to Apply for Transportation Alternatives and Recreational Trails funding; and
- The WVDOH will provide the data related project for an administrative adjustment to the TIP.

WVDOH Groupable Projects*

Group	Description
Maintenance and System Preservation - Bridge Program	<i>Bridge Maintenance, Rehabilitation, and Replacement; inspections -such as bridge overlays/sealing, clean and paint, deck expansion joints,</i>
Maintenance and System Preservation - Pavement	<i>Pavement Maintenance, Rehabilitation and Reconstruction, Resurfacing</i>
Maintenance and System Preservation - Other	<i>Other Maintenance, Rehabilitation, and Replacement (non-pavement) items such as lighting, guardrail, retaining walls, slides, signal and sign renovation and/or replacements</i>
Operational Improvements - Miscellaneous	<i>Localized mobility; striping and signing; lighting, signals, signage, non - capacity adding work</i>
Bike and Pedestrian and Community Development	<i>Non-traditional transportation projects with Transportation Alternative funding and/or Recreational Trail funding</i>
Emergency Relief (ER) Projects**	<i>Emergency projects due to storm events</i>
Technical Support	<i>Non-capital program projects such as: research, bridge inspections, agency funded positions, etc.</i>

*** Projects that are not regionally significant, environmental document type of CE, non-capacity adding, exempt from air quality analysis**

**** If core FHWA funds are used**

**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION DIVISION OF
HIGHWAYS
DIVISION OF PUBLIC TRANSIT
FEDERAL HIGHWAY ADMINISTRATION - WEST VIRGINIA DIVISION
FEDERAL TRANSIT ADMINISTRATION - REGION III OFFICE**

STIP and TIP OPERATING GUIDELINES (7/10/2017)

INTRODUCTION/BACKGROUND

This document represents the established set of procedures to be employed within the State of West Virginia for development of the Statewide Transportation Improvement Program (STIP) and modifications to the STIP or the Transportation Improvement Program (TIP). The development of the West Virginia STIP will be in accordance with 23 CFR 450.212, 450.216(d), and 450.220 (See Appendix). Development of the Metropolitan Planning Organizations (MPO) TIP shall be in accordance with 23 CFR and 23 CFR 450.330 (See Appendix).

SUMMARY OF REQUIREMENTS AND AGREEMENTS

Development of the STIP/TIP

The STIP is a complete list and description of all Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) funded projects that are to be advanced by year for the next four-year period. Projects contained in the STIP should be consistent with the statewide long-range transportation plan (LRP), statewide planning processes and consistent with MPO long-range transportation plans, TIPs and processes. The West Virginia Department of Transportation (WVDOT) must submit the entire proposed STIP to the FHWA and the FTA for joint approval at least every four years. Air quality non-attainment and maintenance areas must include a conformity determination. Amendments to the STIP can be submitted any time.

The TIP is a staged multi-year, intermodal program of all FHWA/FTA funded transportation projects, which is consistent with each MPO's long-range transportation plan. TIPs must be updated at least every four years and approved by the MPO and the Governor. Amendments to the TIP will require a corresponding amendment to the STIP.

The TIP and STIP shall include all capital and non-capital projects (i.e. transit operations) or phases of project development, which are targeted to use FHWA and/or FTA funding. The STIP also includes all regionally significant transportation projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded with Title 23, U.S.C. or Federal Transit Act funds (e.g., addition of an interchange to the Interstate System with State, local and/or private funds). A regionally significant project is generally defined as a project on a facility that serves regional transportation needs. The public must be provided ample opportunity for involvement in development of the TIPs and the STIP.

Included Projects – Only projects included in the STIP approved by the FHWA and the FTA shall be eligible for funds administered by the FHWA and FTA. The WVDOT and each individual MPO develops long-range plans from which projects are drawn. Prior to their inclusion in the STIP, projects must be consistent with the WVDOT's long-range transportation plan (LRP), the West Virginia Multi-Modal Statewide Transportation Plan, dated June 2010.

- The addition of new projects to the STIP could require amending the LRP and could require a new air quality conformity determination. For MPO areas, the project will be compared with the currently approved long-range plan to determine consistency. For non-MPO areas, the project will be compared with the currently approved statewide policy plan and any regionally approved long-range plan. It is unlikely that any new projects in non-MPO areas would be inconsistent with the statewide plan.
- In MPO areas, project selection and TIP approval is performed by both the MPO and the State. Projects listed in the TIP must be consistent with the LRP. TIP projects are then included in the STIP without modification.
- Outside MPO areas, project selections are performed by the State in consultation with affected local officials as per the FHWA approved WVDOT Public Involvement Process and the WVDOT Procedures for Consultation with Local Officials with Responsibility for Transportation.
- The first year of the STIP is viewed as the "agreed to" list of projects selected for implementation. If projects in the first year are delayed, projects in the subsequent three years may be advanced. The WVDOT currently prepares a six-year STIP with the last two years being provided for planning and information purposes only and thus, not formally approved as part of the four-year STIP.

Financial Constraint – The STIP must be financially constrained by year. It must contain all projects proposed for FHWA or FTA funding. Determinations of STIP financial constraint will occur at the initial approval of the document by the FHWA and the FTA and when STIP amendments are formally submitted to the FHWA and the FTA for approval.

Conformity – In nonattainment and maintenance areas, the FHWA and the FTA must jointly find that the TIP conforms with the adopted air quality Statewide Implementation Plan (SIP) and that priority has been given to the timely implementation of transportation control measures contained in the SIP in accordance with 40 CFR Part 51, Requirements for Preparation, Adoption, and Submittal of Implementation Plans. As per the FHWA West Virginia Division/FTA Region III Memorandum of Understanding (MOU), the FHWA is the lead Federal agency for air conformity determinations.

Self-Certification – The State and the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted according to the 3C planning process (Comprehensive, Cooperative, and Continuous) and is carried out cooperatively by the WVDOT, MPO, and the Transit operator.

Individual Listing or Grouped Projects – Grouping of projects allows flexibility and reduces paperwork for programming minor projects. Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the Environmental Protection Agency's transportation conformity regulations (40 CFR part 93, subpart A). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the STIP. The WVDOT, FHWA and FTA have administratively concurred that projects with an estimated construction cost of less than \$10 million is of appropriate scale to consider for grouping. For air quality non-attainment/maintenance areas, only projects that are exempt from conformity requirements may be grouped. If a project cannot qualify as a CE or be considered exempt from air quality conformity, it must be listed individually.

Illustrative Projects – Federal law provides language regarding unfunded projects. Such projects may be listed in the STIP and TIP. They are considered for information only. Approval of a separate STIP and TIP amendment is necessary to advance them as funded Federal-aid projects. Illustrative projects are not subject to conformity analysis; however, advancement of an illustrative project by amendment to the STIP may require a new conformity analysis.

Public Involvement – The public involvement process for development of the STIP and amendments to the STIP are defined in the currently approved version of the WVDOT Public Involvement Process and the WVDOT Procedures for Consultation with Local Officials with Responsibility for Transportation. Individual public involvement procedures for each MPO shall apply for amendments to the TIP and meet public involvement requirements for STIP amendments. The public involvement process for the TIP and the STIP may run concurrently for all STIP amendments.

Approval of the STIP

The initial approval of the STIP is a joint FHWA/FTA action; subsequent amendments only require joint approval if both the FHWA and the FTA are involved. Otherwise, the funding agency makes the approval action.

STIP Modifications

The following parameters will be applied to define actions to be taken on various types of amendments. The STIP may be amended at any time.

Amendment – Amendments to the STIP include, but are not limited to:

- Non-groupable projects amendment – addition or deletion of a project from the approved STIP, addition or deletion of a project phase exceeding \$2 million, changes in individual project estimates having significant impact on financial constraint (> than \$2 million or 10% of the phase estimate (whichever is greater)), significant changes in project scope (e.g., number of lanes, typical section, project termini), or any change which affects air quality conformity.

- Groupable projects amendment – changes in groupable categories exceeding 10% of the groupable category estimate, any single project phase within a groupable project category that exceeds \$10 million and any change which affects air quality conformity regardless of the funding source.

Amendments require federal approval before project authorization. The MPO will transmit TIP amendments to the WVDOT with documentation that explains the change and when it was acted upon by the policy board. The WVDOT then formally sends the amendment to the appropriate federal agency for review and approval. Amendment documentation shall demonstrate the impact on financial constraint of the STIP in the amendment request. An amendment consisting of a new individual project for inclusion in the STIP is subject to financial constraint, public involvement, and FHWA/FTA approval. In air quality non-attainment or maintenance areas, non-exempt project amendments trigger a new conformity analysis and determination. The new TIP conformity determination must be made prior to inclusion in the STIP.

Administrative Adjustment – Administrative adjustments to the STIP/TIP include, but are not limited to:

- Non-groupable projects adjustment – minor changes in project description, advancement of projects from year two, three, or four of the STIP, changes in individual project phase estimates having no significant impact on financial constraint (< than \$2 million or 10% of the project phase estimate (whichever is greater)), and has no effect on air quality conformity.
- Groupable projects adjustment – addition or deletion of a project phase that does not exceed \$10 million for a project phase within an eligible groupable project category, cost increases/decreases in the groupable project category that do not exceed 10% of the groupable project estimate, cost increases in project phases up to a maximum of \$10 million total project phase cost, and has not effect on air quality conformity.

Administrative adjustments to the STIP/TIP do not require federal approval. The WVDOT will report administrative adjustments to the STIP quarterly. If the WVDOT is uncertain whether a modification qualifies as an adjustment, the appropriate Federal agency should be consulted prior to taking the action.

APPENDIX

§ 450.212 Public Involvement

(a) Public involvement processes shall be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. The processes shall provide for:

- (1) Early and continuing public involvement opportunities throughout the transportation planning and programming process;
- (2) Timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs, and projects;
- (3) Reasonable public access to technical and policy information used in the development of the plan and STIP;
- (4) Adequate public notice of public involvement activities and time for public review and comment at key decision points, including but not limited to action on the plan and STIP;
- (5) A process for demonstrating explicit consideration and response to public input during the planning and program development process;
- (6) A process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households which may face challenges accessing employment and other amenities;
- (7) Periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.

(b) Public involvement activities carried out in a metropolitan area in response to metropolitan planning requirements in §450.322(c) or §450.324(c) may by agreement of the State and the MPO satisfy the requirements of this section.

(c) During initial development and major revisions of the statewide transportation plan required under §450.214, the State shall provide citizens, affected public agencies and jurisdictions, employee representatives of transportation and other affected agencies, private and public providers of transportation, and other interested parties a reasonable opportunity to comment on the proposed plan. The proposed plan shall be published, with reasonable notification of its availability, or otherwise made readily available for public review and comment. Likewise, the official statewide transportation plan (see

§450.214(d)) shall be published, with reasonable notification of its availability, or otherwise made readily available for public information.

(d) During development and major revision of the statewide transportation improvement program required under §450.216, the Governor shall provide citizens, affected public agencies and jurisdictions, employee representatives of transportation or other affected agencies, private providers of transportation, and other interested parties, a reasonable opportunity for review and comment on the proposed program. The proposed program shall be published, with reasonable notification of its availability, or otherwise made readily available for public review and comment. The approved program (see §450.220(c)) if it differs significantly from the proposed program, shall be published, with reasonable notification of its availability, or otherwise made readily available for public information.

(e) The time provided for public review and comment for minor revisions to the statewide transportation plan or statewide transportation improvement program will be determined by the State and local officials based on the complexity of the revisions.

(f) The State shall, as appropriate, provide for public comment on existing and proposed procedures for public involvement throughout the statewide transportation planning and programming process. As a minimum, the State shall publish procedures and allow 45 days for public review and written comment before the procedures and any major revisions to existing procedures are adopted.

(g) The public involvement processes will be considered by the FHWA and the FTA as they make the planning finding required in §450.220(b) to assure that full and open access is provided to the decision making process.

(h) The State shall provide for non-metropolitan local official participation. The State shall have a documented process(es) that is separate and discrete from the public involvement process for consulting with non-metropolitan local officials representing units of general purpose local government and/or local officials with responsibility for transportation that provides an opportunity for their participation in the statewide transportation planning process and development of the statewide transportation improvement program.

(i) The State shall review and solicit comments from non-metropolitan local officials and other interested parties for a period of not less than 60 days regarding the effectiveness of the consultation process and proposed modifications within 2 years of process implementation, and thereafter at least once every 5 years. A specific request for comments shall be directed to the State association of counties, State municipal league, regional planning agencies, or directly to non-metropolitan local officials. The State, at its discretion, shall be responsible for determining whether to adopt any proposed modifications. If a proposed modification is not adopted, the State shall make publicly available its reasons for not accepting the proposed modification, including notification to non-metropolitan local officials or their associations.

§ 450.216 Statewide Transportation Improvement Program (STIP)

(a) Each State shall develop a statewide transportation improvement program for all areas of the State. In case of difficulties in developing the STIP portion for a particular area, e.g., metropolitan area, Indian tribal lands, etc., a partial STIP covering the rest of the State may be developed. The portion of the STIP in a metropolitan planning area (the metropolitan TIP developed pursuant to subpart C of this part) shall be developed in cooperation with the MPO. To assist this process, the State will need to provide MPOs with estimates of available Federal and State funds which the MPO can utilize in developing the metropolitan TIP. Metropolitan planning area TIPs shall be included without modification in the STIP, directly or by reference, once approved by the MPO and the Governor and after needed conformity findings are determined. Metropolitan TIPs in nonattainment and maintenance areas are subject to the FHWA and the FTA conformity findings before their inclusion in the STIP. In nonattainment and maintenance areas outside metropolitan planning areas, Federal findings of conformity must be made prior to placing projects in the STIP. The State shall notify the appropriate MPO, local jurisdictions, Federal land agency, Indian tribal government, etc., when a TIP including projects under the jurisdiction of the agency has been included in the STIP. All Title 23 and Federal Transit Act fund recipients will share information as projects in the STIP are implemented. The Governor shall provide for public involvement in development of the STIP as required by §450.212. In addition, the STIP shall:

- (1) Include a list of priority transportation projects proposed to be carried out in the first 4 years of the STIP. Since each TIP is approved by the Governor, the TIP priorities will dictate STIP priorities for each individual metropolitan area. As a minimum, the lists shall group the projects that are to be undertaken in each of the years, e.g., year 1, year 2, year 3;
- (2) Cover a period of not less than 4 years, but may at State discretion cover a longer period. If the STIP covers more than 4 years, the projects in the additional years will be considered by the FHWA and the FTA only as informational;
- (3) Contain only projects consistent with the statewide plan developed under §450.214;
- (4) In nonattainment and maintenance areas, contain only transportation projects found to conform, or from programs that conform, to the requirements contained in 40 CFR Part 51;
- (5) Be financially constrained by year and include sufficient financial information to demonstrate which projects are to be implemented using current revenues and which projects are to be implemented using proposed revenue sources while the system as a whole is being adequately operated and maintained. In nonattainment and maintenance areas, projects included in the first two years of the current STIP/TIP shall be limited to those for which funds are available or committed. In the case of proposed funding sources, strategies for ensuring their availability shall be identified;

(6) Contain all capital and non-capital transportation projects (including transportation alternatives, Federal Lands Access Program projects, trails projects, pedestrian walkways, and bicycle transportation facilities), or identified phases of transportation projects, proposed for funding under the Federal Transit Act (49 U.S.C. app. 1602, 1607a, 1612 and 1614) and/or title 23, U.S.C. excluding:

- (i) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;
- (ii) Metropolitan planning projects funded under 23 U.S.C. 104(d) and 49 U.S.C. 5305(d);
- (iii) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
- (iv) State planning and research projects funded with Surface Transportation Program funds;
- (v) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
- (vi) Research, development, demonstration, and deployment projects funded under 49 U.S.C. 5312, and technical assistance and standards development projects funded under 49 U.S.C. 5314;
- (vii) Project management oversight projects funded under 49 U.S.C. 5327; and
- (viii) State safety oversight programs funded under 49 U.S.C. 5329.

(7) Contain all regionally significant transportation projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded with title 23, U.S.C. or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act. (The STIP should, for information purposes, include all regionally significant transportation projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA. It should also include, for information purposes, if appropriate and cited in any TIPs, all regionally significant projects, to be funded with non-Federal funds);

(8) Include for each project the following:

- (i) Sufficient descriptive material (i.e., type of work, termini, length, etc.) to identify the project or phase;
- (ii) Estimated total cost;
- (iii) The amount of Federal funds proposed to be obligated during each program year;
- (iv) For the first year, the proposed category of Federal funds and source(s) of non-Federal funds;

(v) For the second, third, and fourth years, the likely category or possible categories of Federal funds and sources of non-Federal funds;

(vi) Identification of the agencies responsible for carrying out the project; and

(9) For non-metropolitan areas, include in the first year only those projects which have been selected in accordance with the project selection requirements in §450.222(c).

(b) Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR Part 51.

(c) Projects in any of the first four years of the STIP may be moved to any other of the first four years of the STIP subject to the project selection requirements of §450.222.

(d) The STIP may be amended at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this section (for STIP development), in §450.212 (for public involvement) and in §450.220 (for the FHWA and the FTA approval).

(e) In developing the statewide transportation improvement program, affected local officials with responsibility for transportation shall be involved on a consultation basis for the portions of the program in non-metropolitan areas of the State.

§ 450.220 Approvals

(a) At least every four years, each State shall submit the entire proposed STIP, and amendments as necessary, concurrently to the FHWA and the FTA for joint approval. The State shall certify that the transportation planning process is being carried out in accordance with all applicable requirements of:

(1) 23 U.S.C. 135, section 8(q) of the Federal Transit Act and this part;

(2) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

(3) Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub.L. 102-240, 105 Stat. 1914) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR part 23);

(4) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37, and 38);

(5) The provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities; and

(6) In States containing 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)).

(b) The FHWA and the FTA Administrators, in consultation with, where applicable, Federal lands agencies, will review the STIP or amendment and jointly make a finding as to the extent the projects in the STIP are based on a planning process that meets or substantially meets the requirements of title 23, U.S.C., the Federal Transit Act and subparts A, Band C of this part.

(c) If, upon review, the FHWA and the FTA Administrators jointly determine that the STIP or amendment meet, to an acceptable degree, the requirements of 23 U.S.C. 135 and these regulations (including subpart C where a metropolitan TIP is involved), they will approve the STIP. Approval action will take one of the following forms, as appropriate:

(1) Joint approval of the STIP;

(2) Joint approval of the STIP subject to certain corrective actions being taken;

(3) Joint approval of the STIP as the basis for approval of identified categories of projects; and/or

(4) Under special circumstances, joint approval of a partial STIP covering only a portion of the State.

(d) The joint approval period for a new STIP or amended STIP will not exceed four years. Where the State demonstrates that extenuating circumstances will delay the submittal of a new STIP or amended STIP for approval, FHWA and FTA will consider and take appropriate action on requests to extend the approval beyond four years for all or part of the STIP for a limited period of time. Where the request involves projects in a metropolitan planning area(s), the affected MPO(s) must concur in the request and if the delay was due to the development and approval of the TIP, the affected MPO(s) must provide supporting information for the request. If nonattainment and/or maintenance areas are involved, a request for an extension cannot be granted if the conformity determination on the TIP is no longer valid under EPA's conformity regulations (40 CFR part 51).

(e) If, upon review, the FHWA and the FTA Administrators jointly determine that the STIP or amendment does not substantially meet the requirements of 23 U.S.C. 135 and this part for any identified categories of projects, they will not approve the STIP.

(f) The FHWA and the FTA will notify the State of actions taken under this section.

(g) Where necessary in order to maintain or establish operations, the Federal Transit Administrator and/or the Federal Highway Administrator may approve operating assistance for specific projects or programs even though the projects or programs may not be included in an approved STIP.

§ 450.324 Transportation improvement program: General.

(a) The metropolitan transportation planning process shall include development of a transportation improvement program (TIP) for the metropolitan planning area by the MPO in cooperation with the State and public transit operators.

(b) The TIP must be updated at least every four years and approved by the MPO and the Governor. The frequency and cycle for updating the TIP must be compatible with the STIP development and approval process. Since the TIP becomes part of the STIP, the TIP lapses when the FHWA and FTA approval for the STIP lapses. In the case of extenuating circumstances, FHWA and FTA will consider and take appropriate action on requests to extend the STIP approval period for all or part of the STIP in accordance with §450.220(d). Although metropolitan TIPs, unlike statewide TIPs, do not need to be approved by the FHWA or the FTA, copies of any new or amended TIPs must be provided to each agency. Additionally, in nonattainment and maintenance areas for transportation related pollutants, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any new or amended TIPs (unless the amendment consists entirely of exempt projects) in accordance with the Clean Air Act requirements and the EPA conformity regulations (40 CFR part 51).

(c) There must be reasonable opportunity for public comment in accordance with the requirements of §450.316(b)(1) and, in nonattainment TMAs, an opportunity for at least one formal public meeting during the TIP development process. This public meeting may be combined with the public meeting required under §450.322(c). The proposed TIP shall be published or otherwise made readily available for review and comment. Similarly, the approved TIP shall be published or otherwise made readily available for information purposes.

(d) The TIP shall cover a period of not less than 4 years, but may cover a longer period if it identifies priorities and financial information for the additional years. The TIP must include a priority list of projects to be carried out in the first four years. As a minimum, the priority list shall group the projects that are to be undertaken in each of the years, i.e., year 1, year 2, year 3. In nonattainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the U.S. EPA conformity regulation (40 CFR part 51) and shall provide for their timely implementation.

(e) The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained). The financial plan

shall be developed by the MPO in cooperation with the State and the transit operator. The State and the transit operator must provide MPOs with estimates of available Federal and State funds which the MPOs shall utilize in developing financial plans. It is expected that the State would develop this information as part of the STIP development process and that the estimates would be refined through this process. Only projects for which construction and operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial analysis, the MPO shall take into account all projects and strategies funded under title 23, U.S.C., and the Federal Transit Act, other Federal funds, local sources, State assistance, and private participation. In nonattainment and maintenance areas, projects included for the first two years of the current TIP shall be limited to those for which funds are available or committed.

(f) The TIP shall include:

(1) All transportation projects, or identified phases of a project, (including pedestrian walkways, bicycle transportation facilities and transportation alternative projects) within the metropolitan planning area proposed for funding under title 23, U.S.C., (including Federal Lands Highway Program projects) and the Federal Transit Act, excluding safety projects funded under 23 U.S.C. 402, emergency relief projects (except those involving substantial functional, locational and capacity changes), and planning and research activities (except those funded with NHPP, STBG, and/or MA funds). Planning and research activities funded with NHPP, STBG and/or MA funds, other than those used for major investment studies, may be excluded from the TIP by agreement of the State and the MPO;

(2) Only projects that are consistent with the transportation plan;

(3) All regionally significant transportation projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with Title 23, U.S.C., or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act, etc.;

(4) For informational purposes and air quality analysis in nonattainment and maintenance areas, all regionally significant transportation projects proposed to be funded with Federal funds, including intermodal facilities, not covered in paragraphs (f)(1) or (f)(3) of this section; and

(5) For informational purposes and air quality analysis in nonattainment and maintenance areas, all regionally significant projects to be funded with non-Federal funds.

(g) With respect to each project under paragraph (f) of this section the TIP shall include:

(1) Sufficient descriptive material (i.e., type of work, termini, length, etc.) to identify the project or phase;

- (2) Estimated total cost;
- (3) The amount of Federal funds proposed to be obligated during each program year;
- (4) Proposed source of Federal and non-Federal funds;
- (5) Identification of the recipient/sub-recipient and State and local agencies responsible for carrying out the project;
- (6) In nonattainment and maintenance areas, identification of those projects which are identified as TCMs in the applicable SIP; and
- (7) In areas with Americans with Disabilities Act required Paratransit and key station plans, identification of those projects which will implement the plans.
- (h) In nonattainment and maintenance areas, projects included shall be specified in sufficient detail (design concept and scope) to permit air quality analysis in accordance with the U.S. EPA conformity requirements (40CFR part 51).
- (i) Projects proposed for FHWA and/or FTA funding that are not considered by the State and MPO to be of appropriate scale for individual identification in a given program year may be grouped by function, geographic area, and work type using applicable classifications under 23 CFR 771.117 (c) and (d). In nonattainment and maintenance areas, classifications must be consistent with the exempt project classifications contained in the U.S. EPA conformity requirements (40 CFR part 51).
- j) Projects utilizing Federal funds that have been allocated to the area pursuant to 23 U.S.C. 133(d)(3)(E) shall be identified.
- (k) The total Federal share of projects included in the TIP proposed for funding under Section 9 of the Federal Transit Act (49 U.S.C. app. 1607a) may not exceed Section 9 authorized funding levels available to the area for the program year.
- (l) Procedures or agreements that distribute suballocated Surface Transportation Block Grant or Section 9 funds to individual jurisdictions or modes within the metropolitan area by predetermined percentages or formulas are inconsistent with the legislative provisions that require MPOs in cooperation with the State and transit operators to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the planning process.
- (m) For the purpose of including Federal Transit Act Section 3 funded projects in a TIP the following approach shall be followed:
 - (1) The total Federal share of projects included in the first year of the TIP shall not exceed levels of funding committed to the area; and

(2) The total Federal share of projects included in the second, third and/or subsequent years of the TIP may not exceed levels of funding committed, or reasonably expected to be available, to the area.

(n) As a management tool for monitoring progress in implementing the transportation plan, the TIP shall:

(1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including intermodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;

(2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects;

(3) In nonattainment and maintenance areas, describe the progress in implementing any required TCMs, including the reasons for any significant delays in the planned implementation and strategies for ensuring their advancement at the earliest possible time; and

(4) In nonattainment and maintenance areas, include a list of all projects found to conform in a previous TIP and are now part of the base case for the purpose of air quality conformity analyses. Projects shall be included in this list until construction or acquisition has been fully authorized, except when a three-year period has elapsed subsequent to the NEPA approval without any major action taking place to advance the project.

(o) In order to maintain or establish operations, in the absence of an approved metropolitan TIP, the FTA and/or the FHWA Administrators, as appropriate, may approve operating assistance.

§ 450.326 Transportation improvement program: Modification.

The TIP may be modified at any time consistent with the procedures established in this part for its development and approval. In nonattainment or maintenance areas for transportation related pollutants if the TIP is amended by adding or deleting projects which contribute to and/or reduce transportation related emissions or replaced with a new TIP, new conformity determinations by the MPO and the FHWA and the FTA will be necessary. Public involvement procedures consistent with §450.316(b)(1) shall be utilized in amending the TIP, except that these procedures are not required for TIP amendments that only involve projects of the type covered in §450.324(i).

§ 450.328 Transportation improvement program: Relationship to statewide TIP.

(a) After approval by the MPO and the Governor, the TIP shall be included without modification, directly or by reference, in the STIP program required under 23 U.S.C. 135 and consistent with §450.220, except that in nonattainment and maintenance areas, a

conformity finding by the FHWA and the FTA must be made before it is included in the STIP. After approval by the MPO and the Governor, a copy shall be provided to the FHWA and the FTA.

(b) The State shall notify the appropriate MPO and Federal Lands Highways Program agencies, e.g., Bureau of Indian Affairs and/or National Park Service, when a TIP including projects under the jurisdiction of these agencies has been included in the STIP.

§ 450.330 Transportation improvement program: Action required by FHWA/FTA.

(a) The FHWA and the FTA must jointly find that each metropolitan TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the States, MPOs and transit operators in accordance with the provisions of 23 U.S.C. 134 and Section 8 of the Federal Transit Act (49 U.S.C. app. 1607). This finding shall be based on the self-certification statement submitted by the State and MPO under §450.334 and upon other reviews as deemed necessary by the FHWA and the FTA.

(b) In nonattainment and maintenance areas, the FHWA and the FTA must also jointly find that the metropolitan TIP conforms with the adopted SIP and that priority has been given to the timely implementation of transportation control measures contained in the SIP in accordance with 40 CFR Part 51. As part of their review in nonattainment areas requiring TCMs, the FHWA and the FTA will specifically consider any comments relating to the financial plans for the plan and TIP contained in the summary of significant comments required under §450.316(b). If the TIP is found to be in nonconformance with the SIP, the TIP shall be returned to the Governor and the MPO with the joint finding. If the TIP is found to conform to the SIP, the Governor/MPO shall be notified of the joint finding. After the FHWA and the FTA find the TIP to be in conformance, the TIP shall be incorporated, without modification, into the STIP, directly or by reference.

§ 450.332 Project selection for implementation.

(a) In areas not designated as TMAs and when §450.332(c) does not apply, projects to be implemented using Title 23 funds other than Federal lands projects or Federal Transit Act funds shall be selected by the State and/or the transit operator, in cooperation with the MPO from the approved metropolitan TIP. Federal Lands Highways projects shall be selected in accordance with 23 U.S.C. 204.

(b) In areas designated as TMAs where §450.332(c) does not apply, all Title 23 and Federal Transit Act funded projects, except projects on the NHS and projects funded under the bridge, interstate maintenance, and Federal Lands Highways programs, shall be selected by the MPO in consultation with the State and transit operator from the approved metropolitan TIP and in accordance with the priorities in the approved metropolitan TIP. Projects on the NHS, and projects funded under the bridge and Interstate maintenance programs shall be selected by the State in cooperation with the MPO, from the approved

MPO TIP. Federal Lands Highway Program projects shall be selected in accordance with 23 U.S.C. 204.

(c) Once a TIP that meets the requirements of §450.324 has been developed and approved, the first year of the TIP shall constitute an "agreed to" list of projects for project selection purposes and no further project selection action is required for the implementing agency to proceed with projects, except where the appropriated Federal funds available to the metropolitan planning area are significantly less than the authorized amounts. In this case, a revised "agreed to" list of projects shall be jointly developed by the MPO, State, and the transit operator if requested by the MPO, State, or the transit operator. If the State or transit operator wishes to proceed with a project in the second or third year of the TIP, the specific project selection procedures stated in paragraphs (a) and (b) of this section must be used unless the MPO, State, and transit operator jointly develop expedited project selection procedures to provide for the advancement of projects from the second or third year of the TIP.

(d) Projects not included in the STIP approved by FHWA and FTA will not be eligible for funding with Title 23, U.S.C., or Federal Transit Act funds.

(e) In nonattainment and maintenance areas, priority will be given to the timely implementation of TCMs contained in the applicable SIP in accordance with the U.S. EPA conformity regulations at 40 CFR Part 51.

**BELOMAR REGIONAL COUNCIL
AND
INTERSTATE PLANNING COMMISSION**

***TITLE VI PLAN AND
PROGRAM***

FOR

***TRANSPORTATION PLANNING
AND PROGRAMMING***

August, 2019

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APPENDIX

Appendix A	Policy Committee and Technical Advisory Committee (TAC) Membership
Appendix B	Key Procedures from the Approved Public Participation Plan
Appendix C	Title VI Complaint Documents
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INTRODUCTION

The Title VI section of the Civil Rights Act of 1964 establishes that “No person in the United States shall, 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.” Subsequent federal acts have prohibited discrimination based on disability, age or sex. An Executive Order (13166) improves access to services for Persons with Limited English Proficiency while ensuring that burden of this requirement is proportional to the resources of the federal fund recipient. Another Executive Order (12898) ensures environmental justice by requiring that the effects of transportation projects and programs on minorities and persons below poverty level be considered and addressed.

Belomar Regional Council and Interstate Planning Commission (Belomar) receives funds from the United States Department of Transportation (USDOT), West Virginia Department of Transportation (WVDOT) and the Ohio Department of Transportation (ODOT). As a recipient of federal funds, a Title VI plan is required for the metropolitan area. The bi-state metropolitan area includes Belmont County in Ohio and Ohio and Marshall Counties in West Virginia.

The Title VI Plan is needed to ensure that the transportation planning process, programs and policies do not discriminate against any protected class and comply with all federal and state statutes and regulations.

The plan includes processes and procedures to ensure all programs, services and policies of Belomar are implemented without regard to race, color or national origin. This document is reviewed periodically and updated as needed.

BACKGROUND

The Federal Aid Highway Act of 1962 required that all urbanized areas with population of 50,000 or more have a continuing, cooperative and comprehensive transportation planning process. In 1964, a Belmont-Ohio-Marshall Transportation Study (BOMTS) Coordinating Committee was formed to direct the urban transportation planning process in the Wheeling-Bridgeport urbanized area. The planning area consisted of Belmont County in Ohio and Ohio and Marshall Counties in West Virginia. The planning area is shown in Figure I.

In 1969, the Belmont-Ohio-Marshall (Belomar) Interstate Planning Commission was formed through the adopted Joint Resolution and Articles of Agreement. BOMTS Coordinating Committee became the standing committee of the commission. In 1974, through an amendment, Belomar Interstate Planning Commission became the Belomar Regional Council and Interstate Planning Commission.

In 1975, through an amendment, an ad hoc committee was formed. This was the formation of the BOMTS Policy Committee. ODOT and West Virginia Division of Highways (WVDOH) became voting members of the policy committee.

From 1975 to 1977, additional agreements were signed with WVDOH, ODOT and the Ohio Valley Regional Transportation Authority (OVRTA) and the Eastern Ohio Regional Transit Authority (EORTA) for a cooperative effort for transit planning in the region.

In 1979, the BOMTS Policy Committee approved the change in membership to equate it to the membership of Belomar Regional Council. The change also approved the joint meeting of the BOMTS Policy Committee and Belomar Regional Council. Additional members, who could vote only on transportation issues, were added to the Belomar Regional Council Policy Committee. BOMTS is generally referred to as “Belomar” by the locals and all stakeholders. In this report, “Belomar”, where used, stands for the Metropolitan Planning Organization (MPO) for the Wheeling-Bridgeport Urbanized Area. The overall organization structure of the Belomar Regional Council is shown in Figure II. The current membership of the policy committee that votes on transportation issues is included in Appendix A. The policy committee essentially includes local elected officials. A few appointed officials are also included. The policy committee is assisted by a Technical Advisory Committee (TAC). TAC membership consists of mostly appointed officials involved in transportation issues. TAC membership is also included in Appendix A. The Policy Committee meets quarterly and TAC generally meets two to four times a year.

Starting with the first long range transportation plan in 1969, Belomar has adopted an all inclusive approach. All residents and stakeholders have equal opportunity to participate in the planning process. Over time, the Citizen Participation Plan was prepared; Title VI policies and complaint procedures were prepared. Environmental Justice target areas were identified and efforts were made to encourage participation from minorities and other disadvantaged groups. Since its inception in 1964, no discrimination complaint has been filed or brought to the agency’s attention.

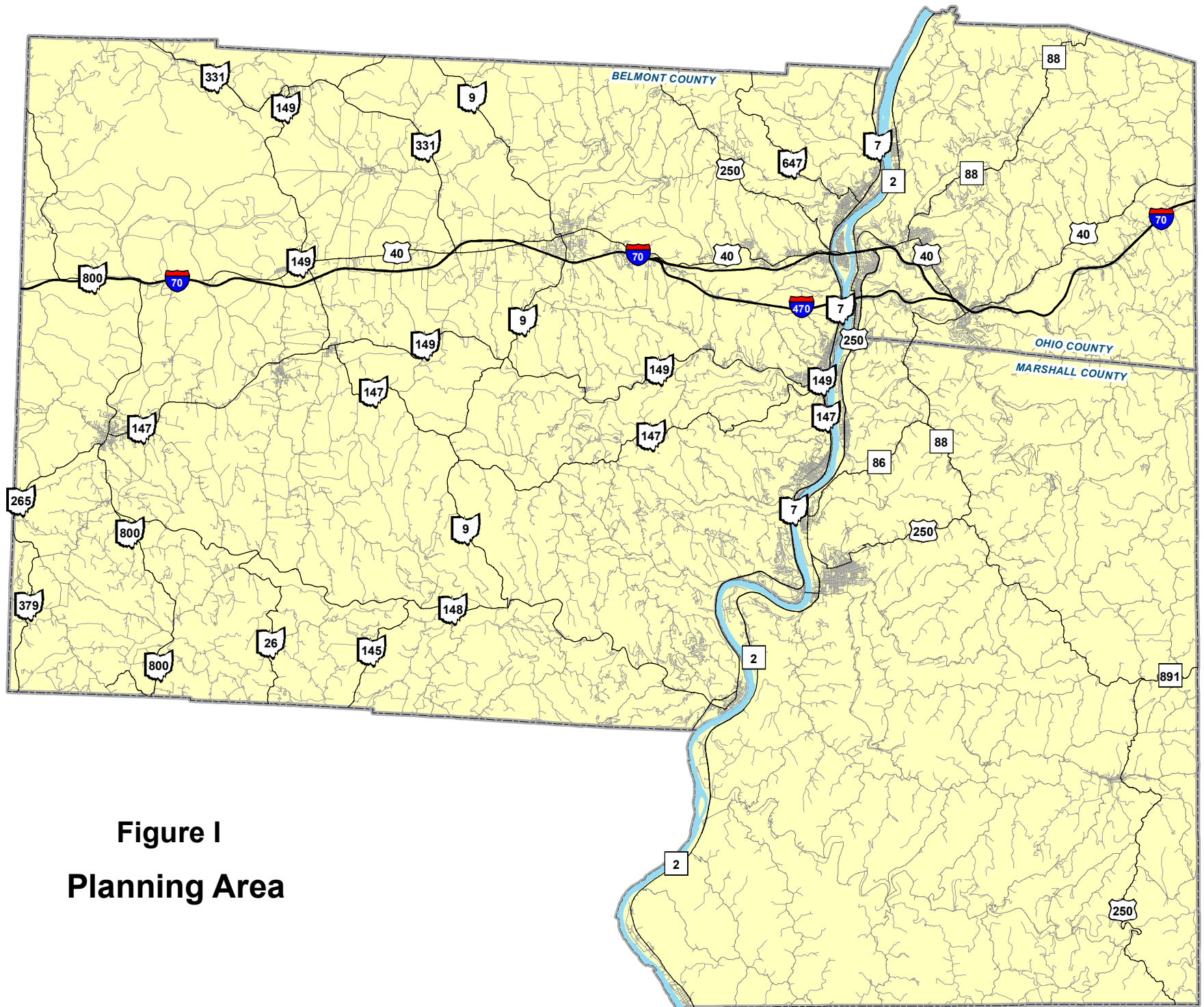
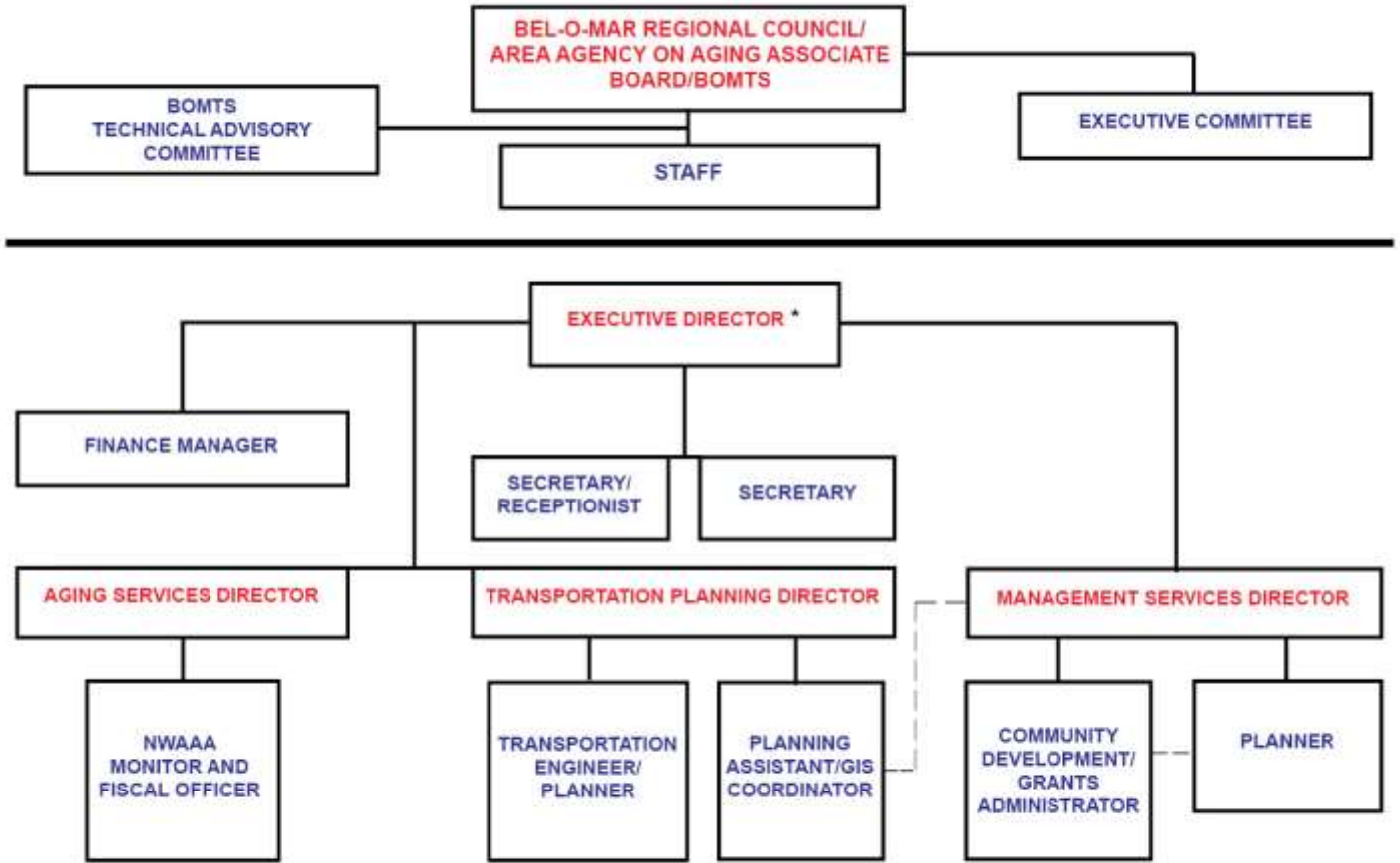


Figure I
Planning Area

Figure II

ORGANIZATIONAL CHART



* Executive Director serves as the designated Title VI Coordinator.

Current as of August, 2019

Belomar is a small Metropolitan Planning Organization (MPO). The Executive Director serves as the designated Title VI Coordinator and fulfills the associated agency’s Title VI responsibilities. Executive director has gone through the Title VI training as part of the federal grant administration in West Virginia’s counties. Preference for the future training will be webinars and web-based conferences. At the direction of the Executive Director, MPO staff will participate in the Title VI related continuing education and training.

PURPOSE

The purpose of the Title VI Plan is to ensure that the transportation planning processes, programs and policies of the Metropolitan Planning Organization (MPO) do not discriminate against any of the protected class and to comply with all federal and state statutes and regulations.

REGIONAL DEMOGRAPHICS

According to the 2010 Census, the regional population is 147,950. The minority population is less than 5%. The regional demographics are shown in Table I.

TABLE I

County	Population	Persons 65 years or older	Minority Population	% Minority Population	*Population With a Disability	% with a Disability	*Population 5 Years & Older	*5 yrs & Older Speaks English Less Than Very Well	% 5 yrs & Older Speaks English Less than Very Well
Belmont	70,400	12,419	3,592	5.10	10,951	15.56	65,440	181	0.28
Marshall	33,107	5,814	602	1.82	4,872	14.72	30,329	67	0.22
Ohio	44,443	8,213	2,402	5.40	6,455	14.52	40,662	188	0.46
Total	147,950	26,446	6,596	4.46	22,278	15.06	136,431	436	0.32

Source: Population & Minority Population from US Census Bureau, 2010 Census

*Source: US Census Bureau, 2013-2017 American Community Survey, 5-Year Estimates.

The percent of people with disability is 15% and the number of people who speak English less than very well is 436. This is less than 1% (0.32%) of regional population of 5 years or older.

PUBLIC PARTICIPATION

Public participation in the planning process has been an integral part of the planning process at Belomar since its inception. The public is invited to participate by using the news media and social media. Public notices, advertisements, website, Facebook page and the annual listing of projects is utilized for public awareness. Public participation is an essential component of the Continuing, Cooperative and Comprehensive Transportation Planning Process.

Starting with the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) of 2005, all Metropolitan Planning Organizations (MPOs) are required to have a public participation plan. Periodic review and update of this plan is also required. This plan encompasses the transportation planning process for the three county metropolitan planning area. It specifically addresses the statutory requirement and actions required for the transportation plan and transportation improvement program. It generally addresses actions to be taken for the other planning activities.

SAFETEA-LU is superseded by the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation Act (FAST ACT). MAP-21 and FAST ACT also require a Public Participation Plan (PPP). Belomar's first PPP was prepared in 2007. A recent update of the PPP was approved in July, 2018.

A public participation plan describes the actions to be taken to provide opportunities for a wide range of stakeholders and the general public for involvement in the transportation planning process for the metropolitan planning area. As shown in Figure I, the planning area for the Belomar plan includes Belmont County in Ohio and Ohio and Marshall Counties in West Virginia.

The activities and actions presented in this plan meet the statutory requirements for engaging the public and providing opportunities for participation in the planning process and providing input on various products generated through the continuing, comprehensive and cooperative transportation planning process. The public is made aware of the opportunities to participate via public notices, press releases, strategic placement of documents, website and social media. Key public participation procedures from this plan are included in Appendix B. The approved PPP for Belomar is used for engaging the public and Title VI protected class. This plan is available at www.belomar.org/trans/participation-plan/.

ENVIRONMENTAL JUSTICE

Belomar developed a process which resulted in the identification of targeted areas regarding environmental justice. Target areas are selected based on minority population and persons below poverty level. Target areas are used to assess disproportionate adverse effects of transportation projects, plans and programs. Target areas are shown in Figure III on the next page.

For the identified target areas, hard copies of the draft Transportation Plan and/or the Executive Summary is placed at the most convenient public locations such as city buildings and public libraries. Public notices and/or press releases identify the available sites. Select members of the EJ and other target groups with known email addresses, are provided opportunities to comment and encouraged to spread the word of available opportunities, including serving as or nominating a community liaison.

As part of the coordinated public transit-human services transportation plan update, Belomar encourages the involvement of a broad range of stakeholders, including people with disabilities.

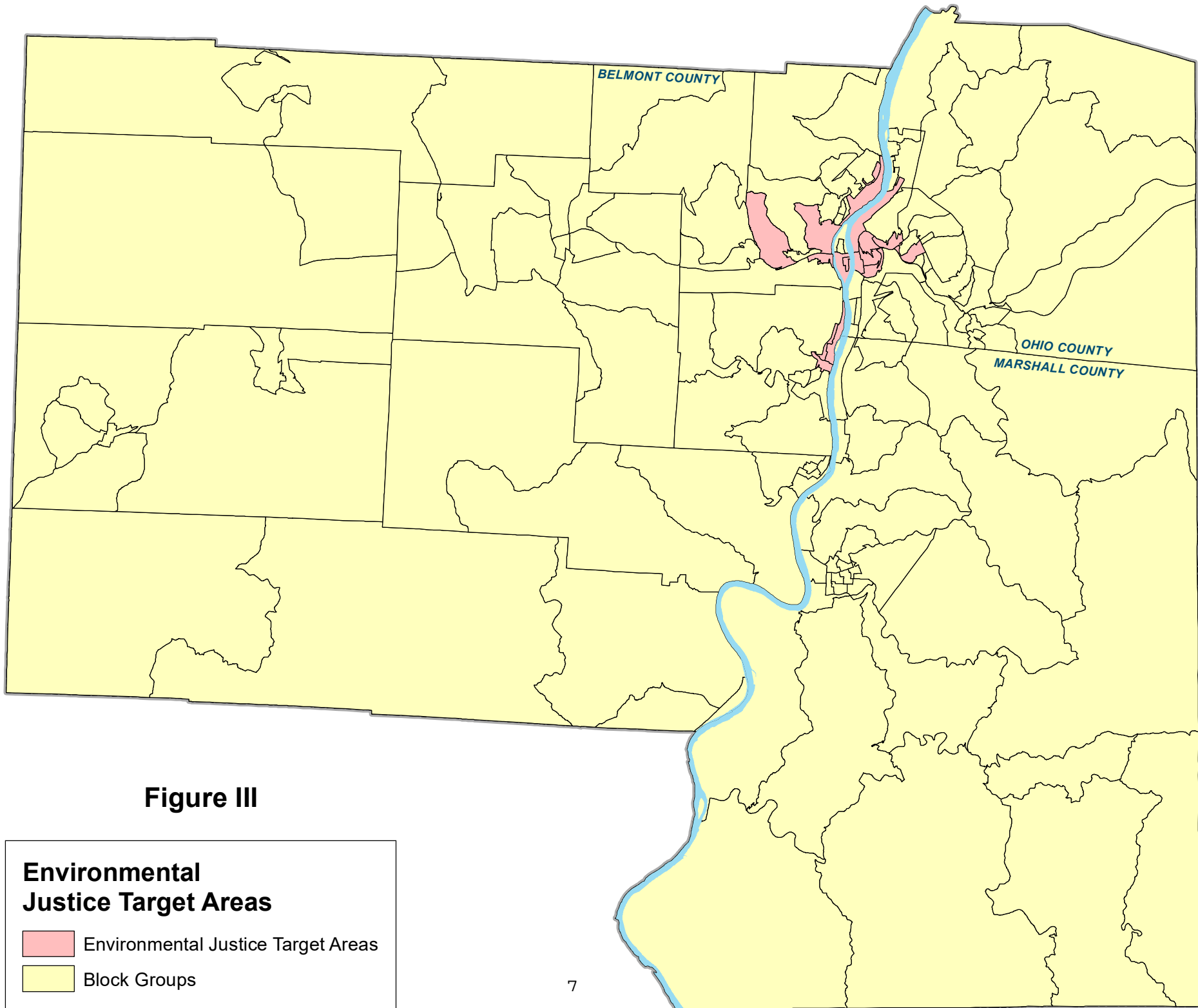




Figure III

**Environmental
Justice Target Areas**

-  Environmental Justice Target Areas
-  Block Groups

OPPORTUNITIES FOR PEOPLE WITH DISABILITIES

In compliance with the Americans With Disabilities Act (ADA), all Belomar facilities are wheelchair accessible. All public meetings are held at accessible locations. Upon request, reasonable accommodations are provided. People with disabilities, with known email addresses, receive notices and material for comments and review. With the implementation of Federal Transit Administration (FTA) Section 5310 program, the transit service is provided to the senior citizens and people with disabilities. The Coordinating Public Transit and Human Service Plan is required for the implementation of the Section 5310 program. This plan is approved by the Belomar Policy Board and goes through the required public participation process. This plan is available at Belomar's website at www.belomar.org/trans/coord-plan/.

OPPORTUNITIES FOR NON-ENGLISH SPEAKING POPULATION

As per the American Community Survey (ACS) of 2013 – 2017, there are 436 persons in the region who “speak English less than very well”. This is less than 1% (0.32%) of the total population 5 years or older. Of the non-English speaking group, the majority are Spanish speaking followed closely by other Indo-European languages. To date, no individual has requested language service at any public meeting or otherwise. The participation of non-English speaking persons is important, and a list of online translation providers is kept for use on as needed basis.

NON-DISCRIMINATION ASSURANCES

Belomar makes concerted efforts to ensure no one is discriminated in the delivery of services and programs. However, a public notice is posted on the premises and posted on the web site, to inform the public of non-discrimination policy and the complaint process if discrimination is felt. The public notice is shown on the next page.

POLICY STATEMENT

Belomar Regional Council and Interstate Planning Commission does not discriminate on the basis of race, color, national origin, age, sex, religion or disability in any of its programs or activities.

All plans, programs and services of the Belomar and contracted providers shall be operated in accordance with the nondiscriminatory provisions of Title VI of the Civil Rights Act of 1964, as amended; and other federal acts including the Civil Rights Restoration Act of 1987; Americans with Disabilities Act of 1990; Equal Pay Act of 1963; and Age Discrimination in Employment Act of 1967.

Belomar administers programs of the U.S. DOT, and abides by U.S. DOT 23 CFR 200; 49 CFR 21, 26 and 27; Environmental Justice Executive Order 12898 and Limited English Proficiency Executive Order 13166.



Belomar Regional Council

P.O. Box 2086 • Wheeling, WV 26003

Phone: 304-242-1800

Fax: 304-242-2437

TTY/TDD 1-800-982-8771

Notice of Public Rights Under Title VI

- In accordance with the Title VI of the Civil Rights Act and subsequent regulations, Belomar does not discriminate on the basis of race, color, national origin, disability, age or sex in programs and services offered.
- Any person who believes that he or she has been discriminated, can file a complaint using the complaint form from *Title VI Plan*, or using Contact Us form at www.belomar.org or directly with the appropriate federal or state agency following their process. Written complaints can be mailed to:

Executive Director
Belomar Regional Council
P.O. Box 2086
Wheeling, WV 26003

Belomar provides equal opportunity for participation in its programs and activities. An approved Public Participation Plan is followed to engage public and special groups in the transportation planning programs and activities.

The executive director of the Belomar Regional Council oversees the functions of the Belomar and shall implement the Title VI Plan, policy and complaint procedures for the Belomar area that includes Belmont County in Ohio and Ohio and Marshall Counties in West Virginia.

DELEGATED AUTHORITY

The Executive Director of the Belomar Regional Council is the designated Title VI Coordinator and shall be responsible for monitoring the implementation of the Title VI plan and policy. All relevant contacts for the Title VI Compliance are provided below:

CONTACTS FOR TITLE VI

Scott Hicks, Executive Director
Belomar Regional Council
105 Bridge Street Plaza
Wheeling, WV 26003
Phone: 304-242-1800 Fax: 304-242-2437
Email: hicks@belomar.org
Website: www.belomar.org

Ohio Civil Rights Commission
Central Office/Columbus Regional Office
30 East Broad Street, Fifth Floor
Columbus, OH 43215
Phone: 614-466-2785 Fax: 614-466-8776
Toll Free: 1-888-278-7101
Website: <http://crc.ohio.gov>

West Virginia Department of Transportation
Equal Employment Opportunity
1900 Kanawha Boulevard, East
Charleston, WV 25304
Phone: 304-558-3931 Fax: 304-558-4236
Email: dot.eeo@wv.gov
Website: www.transportation.wv.gov/eeo

West Virginia Equal Employment
Opportunity Office
50 Dee Drive
Charleston, WV 25311
Phone: 304-558-0400 or 0864
Fax: 304-558-3861
Website: <https://eeo.wv.gov>

WV Human Rights Commission
1321 Plaza East, Room 108
Charleston, WV 25301-1400
Phone: 304-558-2616 Fax: 304-558-0085
Toll Free: 1-888-676-5546
Website: <https://hrc.wv.gov>

Wheeling Human Rights Commission
51 – 16th Street
Wheeling, WV 26003
Phone: 304-234-3609 Fax: 304-234-3899
Email: hrc@wheelingwv.gov
Website: <https://www.wheelingwv.gov/human-rights-commission>

Ohio Department of Transportation
Office of Equal Opportunity Administrator
1980 West Broad Street
Columbus, OH 43223
Phone: 614-728-9245
Toll Free: 1-877-845-5058
Website: www.dot.state.oh.us

TITLE VI COMPLAINT PROCESS

Belomar has instituted a complaint procedure that includes a Complaint Form and a Complaint Log. Both documents are included in Appendix C. The complaint process has the following steps:

1. Title VI says “that no person in the United States shall, on the grounds of race, color or national origin, be denied the benefits of or be subject to discrimination under any program or activity receiving Federal financial assistance.” Written complaints recorded on the attached “Complaint Form” are to be date stamped by the person who received the complaint and entered into the attached “Complaint Log.” Documented receipts are to be provided to complainants who hand deliver complaints. Complaints are also received on the website. Online complaints will be acknowledged online and logged in the log form. Person(s) filing a written complaint must use the “complaint form”.

Alternatively, a complaint can be filed at local or state agencies using contact information on page 10.

2. Complaints must be filed with the agency within one hundred eighty (180) days of the date of the alleged discriminatory act or treatment occurred.
3. When complaints are received by the Executive Director, the complainant shall be referred to the Ohio Department of Transportation or the West Virginia Department of Transportation, based on the origin of the complaint, within three (3) business days of the date of receipt. The Ohio Department of Transportation or the West Virginia Department of Transportation will forward complaints to the FHWA or FTA. A final report after inquiry will be issued within one hundred eighty (180) days of the date of filing the complaint.
4. Any party dissatisfied with the Final Report will be advised of the right to file a complaint with the applicable state and/or federal agency.
5. No person who has filed a complaint, testified, assisted or participated in any manner in an investigation shall be intimidated, threatened, coerced or retaliated against.

To date, no Title VI Complaint has been received by Belomar.

CONTRACT COMPLIANCE

Belomar contracts have primarily been with contractors on the ODOT or WVDOT’s approved contractor list. These are pre-qualified contractors and are required to include non-discrimination clauses in the contract. Belomar also follows Section 5G of the West Virginia Code for other contracts. Since WVDOT provides most planning funds to Belomar, Section 5G process will also be used in the planning area for other contracts. All contractors will be required to include non-discrimination clauses in their contracts.

TITLE VI AND THE TRANSPORTATION PLANNING PROCESS

The planning process is all inclusive and transparent. The general public and all stakeholders are provided opportunities for participation at key decision points in the process. A Public Participation Plan (PPP) includes specific actions for public outreach and participation. This plan is reviewed periodically and updated as needed. The PPP is available on the website at www.belomar.org. Key procedures from this plan are included in Appendix B. The PPP is reviewed and updated periodically.

Belomar's office is located on a fixed transit route and is an ADA compliant accessible office. A website and Facebook page are maintained and opportunity exists to provide comments online 24/7. Public notices and press releases are issued and posted on the website and social media as needed to seek input. For key documents, open houses are held.

After each decennial census, environmental justice (EJ) target areas are identified based on minority population and persons below poverty level. These target areas are used to study if the transportation projects or programs will have any adverse effect. The residents of the target areas are also encouraged to participate in the planning process as documented in the Belomar participation plan.

A Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) are the primary documents prepared by the MPO. In the preparation of these documents, Belomar describes the analyses and outreach efforts undertaken for providing equal opportunity for participation starting from the initiation to adoption of each document. EJ target areas are used to study the adverse effects of the plan projects and TIP projects. Any adverse effect identified is further analyzed for mitigation. This process is explained in the LRTP and TIP documents. The Long Range Plan is updated every five years and an air quality conformity determination of the plan is done every four years. The TIP is updated biennially and includes all federally funded and regionally significant highway, transit and other transportation projects.

An annual work program for utilizing FHWA/FTA consolidated planning funds is prepared. This work program includes a certification that the transportation planning process is in conformance with regulations and is being conducted in accordance with all applicable requirements. Applicable requirements include the requirements of Title VI of the Civil Rights Act of 1964, as amended. A copy of the recent certification is included in Appendix D.

An extensive Title VI Assessment Tool used by the Ohio Department of Transportation is also used to ascertain compliance with Title VI requirements. This tool is included in Appendix D. A Notice of Public Rights Title VI is available 24/7 at the agency website and posted in the office.

APPENDIX A

**POLICY COMMITTEE AND
TECHNICAL ADVISORY COMMITTEE (TAC)
MEMBERSHIP**

POLICY COMMITTEE MEMBERSHIP

Last Name	First Name	Title	Affiliation
Lorimor	Crystal	Director	Belmont Co. CIC
Meyer	Josh	President	Belmont County Commission
Dutton	JP	Commissioner, Belomar Vice Chair - OH	Belmont County Commission
Echemann	Jerry	Vice President	Belmont County Commission
Kuca	Edward	Mayor	City of Benwood
Scott	Betty	Mayor	City of Cameron
Blazer	Dave	Mayor	City of Glen Dale
Krajnyak	Bob	Mayor	City of Martins Ferry
Goddard	David	Mayor	City of McMechen
Remke	Phil	Mayor	City of Moundsville
Pugh	Terry	Mayor	City of St. Clairsville
Herron	Robert	City Manager	City of Wheeling
Elliott	Glenn	Mayor	City of Wheeling
Ferro	Mike	Commissioner	Marshall County Commission
Gruzinkas	John	Commissioner, Belomar Chairman	Marshall County Commission
Twigg	Bernard	Wesbanco	Marshall County Representative
McCormick	Tim	Commissioner, Belomar Vice Chair - WV	Ohio County Commission
Wharton	Randy	Commissioner	Ohio County Commission
Rigby	Don	Executive Director	Regional Economic Development Partnership
Murphy	Kenneth	Mayor	Town of Triadelphia
Griffith	Mark	Mayor	Town of West Liberty
Bunting	Dale	Mayor	Village of Barnesville
DiFabrizio	Vince	Mayor	Village of Bellaire
Sobel	Stan	Mayor	Village of Belmont
Lucas	Martin	Mayor	Village of Bethesda
Junkins	Don	Mayor	Village of Bethlehem
Smith	David	Mayor	Village of Bridgeport
Terek	Roy	Mayor	Village of Brookside
Reinacher	Charles	Mayor	Village of Clearview
Vincenzo	Angelo	Mayor	Village of Flushing
Pelkowski	Susan	Mayor	Village of Holloway
Stitt	Heather	Mayor	Village of Morristown
Haught	Jeff	Mayor	Village of Powhatan Point
Newhart	Bob	Mayor	Village of Shadyside
Kleeh	Chad	Mayor	Village of Valley Grove
Thalman	Chad	Vice Mayor	City of Wheeling
Weishar	Lisa	Executive Director	OVRTA/EORTA

TAC MEMBERSHIP

Last Name	First Name	Title	Representing
Lorimor	Crystal	Director	Belmont Co. CIC
Lively	Terry	Engineer	Belmont County
Atkins	Anthony	Director	Belmont County GIS
Porter	Scott	Service Director	City of Martins Ferry
Healy	Rick	City Manager	City of Moundsville
Murphy	Tom	Planning and Zoning Administrator	City of St. Clairsville
Herron	Robert	City Manager	City of Wheeling
Slanina	Conrad	City Engineer	City of Wheeling
Prager	Nancy	ECD Director	City of Wheeling
Stein	Stanley	Representative	EORTA
Leffler	Laurie	Division Administrator	FHWA - Ohio Division
Mero	Laura	Planning and Environmental Specialist	FHWA - Ohio Division
Inglis-Smith	Chandra	Transportation Planning Specialist	FHWA - WV Division
Workman	Jason	Director, Office of Program Development	FHWA - WV Division
DeAngelis	Michele	Transportation Program Specialist	FTA - Philadelphia
Long	Ryan	Community Planner, Off. of Plan. & Comm. Dev.	FTA Region 3
Granato	Sam	Modeling and Forecasting	ODOT
Warner	Scott	District Planning Engineer	ODOT
Shepler	Andrew	MPO Planner	ODOT
Moore	Dave	Statewide Planning Manager	ODOT
Hostin	Juana	Program Coordinator	ODOT
Townley	Jennifer	Deputy Director	ODOT - Division of Planning
Dyer	Chuck	Administrator - Office of Transit	ODOT - Division of Planning
Stewart	Greg	Administrator	Ohio County Commission
Thompson	Dana	Manager, Compliance and Enforcement	Ohio EPA, Division of Air Pollution Control
Weishar	Lisa	Executive Director	OVRTA/EORTA
O'Leary	Craig	Program Director	Regional Economic Development Partnership
Vacant		Administrator	Village of Bellaire
Tipton	Terry	Board of Public Affairs	Village of Shadyside
Robinson	Bill	Executive Director	West Virginia Division of Public Transit
Sullivan	Kevin		WV Division of Highways
Fewell	David	Technical Analyst	WVDEP, Division of Air Quality
Kinsey	Chris		WVDOT
Keller	Perry	Statewide Planning, Planning Division	WVDOT
Penn	Elwood	Director, Planning Division	WVDOT
Brabham	David	District Engineer	WVDOT, Division of Highways, District Six

APPENDIX B

KEY PROCEDURES FROM THE APPROVED PUBLIC PARTICIPATION PLAN

APPENDIX B

PUBLIC PARTICIPATION PROCEDURES

A listing of the involvement process for the Transportation Plan is as follows:

1. Belomar will publish a public notice in the local newspapers seeking early public involvement in developing the plan. The public notice will seek public input for at least a fourteen (14) day comment period. The notice will be posted on the agency website and linked to the agency Facebook page.
2. An email will be sent to all stakeholders, including special groups, with known email addresses providing them opportunity for input and/or participation in the plan development process.
3. A comment input form will be available on the website. Upon the completion of a draft plan, a public notice will be published in the local newspapers announcing the scheduling of at least one (1) public meeting on the document.

The public notice will initially appear in the newspapers at least fourteen (14) days before the scheduled date of any public meeting. A second copy of the public notice will be republished at least five (5) days before the meeting. The draft plan will be available on the website, in local libraries and in Belomar's office. The draft document availability announcement and an online link to the plan will be sent to all stakeholders and special groups with known email addresses.

4. Public meetings will be held at an accessible location. Upon request, reasonable accommodations will be provided for people with disabilities. Reasonable accommodation will also be provided, upon request, to non-English speaking individuals. At least one meeting will be held at a location accessible by public transit.
5. Visual graphics and maps will be utilized for the public meetings.
6. The comment period will be a minimum of fourteen (14) days prior to the meeting at which the Policy Committee action is anticipated on the draft document. Comments will be received online, onsite, via mail, on social media, email, and in person.
7. A copy of the draft plan will be available at the office of the Belomar Regional Council at 105 Bridge Street Plaza, Wheeling, West Virginia and will be placed in local libraries. Belomar will also provide reasonable access for public review of the technical and policy information used in developing the plan. Paper copies of the draft plan will be made available upon request. A charge for reproduction may be applied. In addition, the plan will be available on the agency website and will be accessible via Facebook.
8. The draft plan will be provided to members of the Resource Advisory Group (RAG) and the air quality agencies in a time frame consistent with the fourteen (14) day comment period.
9. Written comments on the draft plan should be directed to Transportation Director, Belomar Regional Council, P.O. Box 2086, Wheeling, WV 26003. A written response will be provided in a timely fashion, generally within ten (10) working days, to substantive comments.

10. Comments generated on the draft plan will be evaluated and the results of this evaluation will be reflected in the final plan. More specifically, significant written comments received will be summarized in a separate section of the document, which will describe Belomar's response to the received comments.
11. If it becomes apparent that the final plan will differ significantly from the draft plan initially made available for public comment and raises new material issues which interested parties could not have reasonably foreseen, Belomar will again make the document available for public comment subject to the requirements as those followed in seeking public involvement on the draft plan.

TRANSPORTATION PLAN REVISION

1. Regarding revision(s) to the Transportation Plan, once it is formally adopted by the BOMTS Policy Committee, press releases will be issued in advance of any proposed revision. Such releases will describe the proposed revision and indicate the duration of the comment period, which will be a minimum of fourteen (14) days from the date of issue. Belomar will also provide reasonable access for public review of the technical and policy information used in developing the revision.
2. The press release will be posted on the agency website. Notice regarding the Transportation Plan revision will also be provided to the RAG and to the air quality agencies in accordance with the Memorandum of Understanding (MOU).
3. Written comments on the plan revision should be directed to Transportation Director, Belomar Regional Council, P.O. Box 2086, Wheeling, WV 26003. A written response will be provided in a timely fashion, generally within ten (10) business days, to substantive comments.
4. Comments generated on the plan revision will be evaluated and the results of this evaluation will be reflected in the plan. More specifically, significant written comments received will be summarized in a separate section of the document, which will describe Belomar's response to these comments.
5. If it becomes apparent that the plan revision will differ significantly from the plan revision initially made available for public comment and raises new material issues which interested parties could not have reasonably unforescen, Belomar will again make the document available for public comment, subject to the same requirements as those followed in seeking initial public involvement on the plan revision.
6. Belomar will make the approved plan available for information purposes on the website and onsite.
7. The final plan, along with all revisions, will remain available for review on the agency website throughout its effective time frame.
8. A response to comments received on the approved plan will be provided within a reasonable time generally ten (10) business days.

The public involvement process for the development of the Transportation Improvement Program (TIP) and subsequent revision(s) is:

1. Belomar will publish an early involvement notice in the local newspapers during the month of January. This time frame is subject to change in order to maintain consistency with the development schedules established by the State of Ohio and the State of West Virginia. The public notice will seek public input for at least a fourteen (14) day comment period. The notice will be available on the website and on the Facebook page. An input form for comments will also be available on the website.
2. Public notices regarding the availability of the draft TIP will initially be published in local newspapers at least one (1) week before the scheduled beginning of the public comment period. The comment period itself will be for a minimum of fourteen (14) days prior to the meeting at which Policy Committee action is anticipated on the document. These notices will be published in consistency with the development schedules established by the State of Ohio and the State of West Virginia. A second copy of the public notice will be published during the comment period. The notices will be posted on the agency website; however, the date of posting will have no effect on the timeframe noted above.
3. A copy of the draft TIP will be available for review at the office of the Belomar Regional Council at 105 Bridge Street Plaza, Wheeling, West Virginia and on the agency website and Facebook page. The local draft TIP will additionally be incorporated into the Statewide Transportation Improvement Programs (STIPs) for the States of Ohio and West Virginia and made available for review and comment in accordance with the procedures of the respective states. As much as possible, the comment period for the TIP will be coordinated with the comment period for the STIP. Belomar will also provide reasonable access for public review of the technical and policy information used in developing the document. Paper copies of the draft TIP will be made available upon request. A charge for reproduction may be applied.
4. The draft TIP will be posted on the agency website during the 14 day comment period described above. The public notices will note the posting and identify the web address.
5. The draft TIP will be sent to the members of the Resource Advisory Group and the air quality agencies for review and comment, consistent with the time frame for the public comment period.
6. Written comments on the draft TIP will be directed to Transportation Director, Belomar Regional Council, P.O. Box 2086, Wheeling, WV 26003. Comments will also be received on the website <http://www.belomar.org> and by email at belomar@belomar.org. A written response will be provided in a timely fashion, generally within ten (10) working days, to all substantive comments.
7. Comments generated on the draft TIP will be evaluated and the results of this evaluation will be reflected in the final TIP. More specifically, significant written comments received will be summarized in a separate section of the document, which will describe Belomar's response(s) to these comments.
8. If it becomes apparent that the final TIP will differ significantly from the draft TIP initially made available for public comment and raises new material issues which interested parties could not have reasonably foreseen, Belomar will again make the document available for public comment subject to the same requirements as those followed in seeking public involvement on the draft TIP. These public involvement requirements however, are subject to consistency with the development schedules established by the State of Ohio and the State of West Virginia.
9. Regarding amendments to the final TIP, once it is formally adopted by the BOMTS Policy Committee, press releases will be issued to the major newspapers in the area in advance of any proposed revision. Such releases will describe the proposed amendments and indicate the duration of the comment period. Belomar will also provide reasonable access for public review of the technical and policy information

used in developing the revision. Administrative modification and revisions to ODOTs statewide line item projects and WVDOT's groupable projects will be done according to the procedures established by each state.

10. The press release will be posted on the agency website and Facebook page. Notice regarding the TIP revision will also be provided to the RAG and to the air quality agencies in accordance with the MOU.
11. Written comments on the TIP revision will be directed to Transportation Director, Belomar Regional Council, P.O. Box 2086, Wheeling, WV 26003. Comments will also be received on the agency website and by email. A written response will be provided in a timely fashion, generally within ten (10) working days, to all comments.
12. Comments generated on the TIP revision will be evaluated and the results of this evaluation will be reflected in the TIP. More specifically, significant written comments received will be summarized in a separate section of the document, which will describe Belomar's response to these comments.
13. If it becomes apparent that the TIP revision will differ significantly from the TIP revision initially made available for public comment and raises new material issues which interested parties could not have reasonably foreseen, Belomar will again make the document available for public comment subject to the same requirements as those followed in seeking initial public involvement on the TIP revision. These public involvement requirements however, are subject to consistency with the schedules established by the State of Ohio and the State of West Virginia.
14. Belomar will make the approved TIP available for information purposes on the agency website and Facebook page.
15. The final TIP, along with all revisions, will remain available for review on the agency website throughout its effective time frame.

ENVIRONMENTAL JUSTICE AND OTHER TARGET POPULATIONS

Belomar developed a process which resulted in the identification of targeted areas regarding environmental justice. Target areas are selected based on minority population and persons below poverty level. Target areas are used to access disproportionate adverse effects of transportation projects, plans and programs. Additional transportation analyses include persons 65 years or older, households with zero automobile, persons with disabilities and non-English speaking. These population groups are generally considered to be underserved by existing transportation systems and are associated with the mobility impairment and mode choice.

For the identified target areas, hard copies of the draft Transportation Plan and/or the Executive Summary will be made available at the most convenient public locations such as city buildings and public libraries. Public notices and/or press releases will identify the available sites. Select members of the EJ and other target groups with known email addresses, will be provided opportunities to comment and encouraged to spread the word of available opportunities, including serving as or nominating a community liaison. Outreach efforts will also include community liaisons.

As part of the coordinated public transit-human services transportation plan update, Belomar will facilitate and encourage the involvement of a broad range of stakeholders, including people with disabilities.

ADVOCACY AND SPECIAL PURPOSE GROUPS

Information regarding opportunities to participate and provide input will be sent to all known and relevant advocacy and special groups. This will be communicated by email. Select meetings will be attended to stay connected and stay in tune with issues and preferred solutions. Occasionally surveys will be conducted to seek input.

PUBLIC MEETINGS

Transportation related meetings will continue to be open to the public and held at accessible locations. Meeting notices will continue to be provided to local newspapers, radio stations and television stations, and will be posted to the agency website. The format of the meetings will be interactive.

APPENDIX C

TITLE VI COMPLAINT DOCUMENTS

BOMTS TITLE VI COMPLAINT FORM

Page 1

1. Name	2. Phone	3. Home Address (street #, city, state, zip)						
4. If applicable, name of person(s) who allegedly discriminated against you								
5. Location and position of person(s) if known								
6. Date of alleged incident								
7. Discrimination because of								
<table style="width: 100%; border: none;"><tr><td style="text-align: center;"><input type="checkbox"/> Race / color</td><td style="text-align: center;"><input type="checkbox"/> Creed / religion</td><td style="text-align: center;"><input type="checkbox"/> Age</td></tr><tr><td style="text-align: center;"><input type="checkbox"/> National origin</td><td style="text-align: center;"><input type="checkbox"/> Disability</td><td style="text-align: center;"><input type="checkbox"/> Retaliation</td></tr></table>			<input type="checkbox"/> Race / color	<input type="checkbox"/> Creed / religion	<input type="checkbox"/> Age	<input type="checkbox"/> National origin	<input type="checkbox"/> Disability	<input type="checkbox"/> Retaliation
<input type="checkbox"/> Race / color	<input type="checkbox"/> Creed / religion	<input type="checkbox"/> Age						
<input type="checkbox"/> National origin	<input type="checkbox"/> Disability	<input type="checkbox"/> Retaliation						
8. Explain as briefly and clearly as possible what happened and how you believe you were discriminated against. Indicate who was involved. Be sure to include how you feel other persons were treated differently than you. Also, attach any written material pertaining to your case.								

BOMTS TITLE VI COMPLAINT FORM

9. Why do you believe these events occurred?

10. What other information do you think is relevant to the investigation?

11. How can this/these issue(s) be resolved to your satisfaction?

12. Please list below any person(s) we may contact for additional information to support or clarify your complaint (witnesses, fellow employees, supervisors, others):

Name	Job Title	Address	Phone Number

Signature

Date

BOMTS TITLE VI COMPLAINT LOG

	NAME	DATE	RECEIVED BY
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			

If hand delivered, document with a receipt and give copy to complainant.

**BELMONT-OHIO-MARSHALL TRANSPORTATION STUDY
TITLE VI (CIVIL RIGHTS) POLICY AND COMPLAINT PROCEDURE**

I. Statement of Policy

WHEREAS, all plans, programs and services of the Belmont-Ohio-Marshall Transportation Study (BOMTS) and contracted providers shall be operated in accordance with the nondiscriminatory provisions of Title VI of the Civil Rights Act of 1964, as amended; the Federal Register; U.S. Department of Transportation 23 Code of Federal Regulation (CFR), Part 200.9 and 49 CFR, Parts 21, 26 and 27, Part V dated December 6, 2000; and,

WHEREAS, BOMTS administers programs of the U.S. DOT, and abides by U.S. DOT 23 and 49 CFR Parts 200.9 and 21, 26 and 27, respectively; and, in the event BOMTS distributes federal aid funds to another government entity, BOMTS will include Title VI language in all written agreements and will monitor for compliance; and

WHEREAS, the Transportation Study Director of the BOMTS and/or his/ her designee shall implement the BOMTS Title VI Policy and Complaint Procedure for the Study Area, which includes Belmont County in Ohio, and Ohio and Marshall Counties in West Virginia.

II. Delegated Authority

The Transportation Study Director and/or his or her designee shall be responsible for monitoring the implementation of the BOMTS Title VI Policy and Complaint Procedure, but not necessarily limited to the following:

1. Receiving and, if necessary, assisting with the writing of discrimination complaints which are filed by users of BOMTS Plans, Programs or Services.
2. Upon request, providing BOMTS users with copies of the BOMTS Title VI Policy and Complaint Procedure.

III. Complaint Procedure

The BOMTS shall have in effect the complaint process noted below which incorporates the elements of due process. These procedures cover all complaints regarding BOMTS programs or activities filed under Title VI of the Civil Rights Act of 1964 or 49 CFR 21, "Nondiscrimination in the Federally - Assisted Programs of the United States Department of Transportation." The process follows the steps identified below:

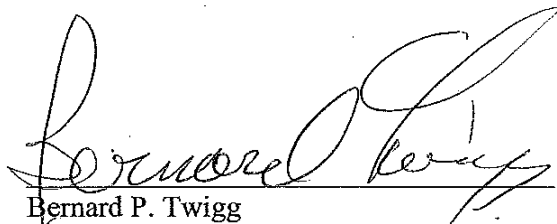
1. Title VI says “that no person in the United States shall, on the grounds of race, color or national origin, be denied the benefits of or be subject to discrimination under any program or activity receiving Federal financial assistance.” Written complaints recorded on the attached “Complaint Form” are to be date stamped by the person who received the complaint and entered into the attached “Complaint Log.” Documented receipts are to be provided to complainants who hand deliver complaints.
2. Complaints must be filed with the agency within one hundred eighty (180) days of the date of the alleged discriminatory act or treatment occurred.
3. When complaints are received by the BOMTS Transportation Study Director, the complainant shall be referred to the Ohio Department of Transportation or the West Virginia Department of Transportation, based on the origin of the complaint, within three (3) business days of the date of receipt. The Ohio Department of Transportation or the West Virginia Department of Transportation shall conduct its inquiry and issue its Final Report within one hundred eighty (180) days of the date of filing the complaint.
4. Any party dissatisfied with the Final Report will be advised of the right to file a complaint with the applicable state and or federal agency.
5. No person who has filed a complaint, testified, assisted or participated in any manner in an investigation shall be intimidated, threatened, coerced or retaliated against.

This document has been developed and designed in accordance with guidelines and procedures as enumerated in the preceding paragraphs.

IV. Effective Date

Adopted this 29th day of July, 2004.

Attest:



Bernard P. Twigg
Chairman
Bel-O-Mar Regional Council/
BOMTS Policy

APPENDIX D

**SELF-CERTIFICATION AND
ODOT TITLE VI COMPLIANCE TOOL**

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the West Virginia Department of Transportation and, the Ohio and West Virginia Departments 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, 49 U.S.C. 5303, 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 SAFETEA-LU (Pub. L. 109-59) 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)

Scott Hines
Signature

EXECUTIVE DIRECTOR
Title

5/4/16
Date

West Virginia Department of Transportation

Robert Heavrington
Signature

Deputy State Highway Engineer
Title

5/4/16
Date

Ohio Department of Transportation

Lloyd V. MacLellan
Signature

District II Deputy Director
Title

5/04/16
Date

Metropolitan Planning Organizations (MPOs) & Regional Transportation Planning Organizations (RTPOs)

General

1. Which office within your organization has lead responsibility for Title VI compliance?

Administration- Executive Director

2. Who is your designated Title VI Coordinator? Please provide the person's name, title and contact information.

Scott Hicks
Executive Director
Email: hicks@belomar.org
304-242-1800

3. Does your organization have a Title VI Program Plan? If so, please provide the website link or attach a copy.

<https://www.belomar.org/wordpress/wp-content/uploads/2018/09/bomts-title-VI-plan-for-transportation-planning.pdf>

4. Does your organization have a Title VI policy? If so, please provide the website link or attach a copy.

Yes (see Attachment I)

5. Does your organization have written Title VI complaint procedures? If so, please provide the website link or attach a copy.

Yes (see Attachment I)

6. Does your organization have a Title VI complaint form? If so, please provide the website link or attach a copy.

Yes (see Attachment I)

7. Does your organization make the public aware of the right to file a complaint? If so, describe how this is accomplished.

Via webpage

8. In the past three years, has your organization been named in any Title VI and/or other discrimination complaints or lawsuits?

Agency was not named in any discrimination complaint or law suit during the past three years.

Bel-O-Mar has never received any Title VI complaint.

9. If so, please provide the date the action was filed, a brief description of the allegations and the current status of the complaint or lawsuit. Describe any Title VI-related deficiencies that were identified and the efforts taken to resolve those deficiencies.

N/A

10. Has your organization provided written Title VI Assurances to ODOT? Is the Title VI Assurance included in the MPO self-certification resolution (Note, this only applies to MPOs, RTPOs do not approve self-certification resolutions)? If so, please provide a copy as an attachment.

Yes (see Attachment II)

11. Does your contract language include Title VI and other non-discrimination assurances?

Yes

12. Do you use any of the following methods to disseminate Title VI information to the public (select all that apply):

- i. Title VI posters in public buildings Yes
- ii. Title VI brochures at public events
- iii. Title VI complaint forms in public buildings
- iv. Title VI complaint forms at public events
- v. Title VI policy posted on your website Yes
- vi. Title VI Program Plan posted on your website Yes
- vii. Other (Please explain)

Public Involvement

13. Does your organization have a Public Participation Plan? If so, please provide the website link or attach a copy. When was the Public Participation Plan most recently updated?

Yes, available at <https://www.belomar.org/trans/participation-plan/>

Update in July, 2018

14. Please select which of the following outlets your organization uses to provide notices to different population groups (select all that apply):

- i. Neighborhood and community paper advertisements Yes
- ii. Community radio station announcements
- iii. Church and community event outreach Yes
- iv. Targeted fliers distributed in particular neighborhoods Yes
- v. Other (Please explain) Place documents for review and comments in Environmental Justice target areas.

15. Do you coordinate with local community groups to facilitate outreach to minorities and low-income populations? If so, please list groups. We approach local branch of the NAACP as needed.

16. Do you take the following into consideration when identifying a public meeting location (select all that apply):

- i. Parking Yes
- ii. Accessibility by public transportation
- iii. Meeting times Yes
- iv. Existence of ADA ramps Yes
- v. Familiarity of community with meeting location Yes

17. Have meeting participants requested special assistance (e.g., interpretation services) ahead of any public event in the past year? If so, describe how the request was addressed.

Enquired about the wheel chair accessibility of the board meeting location. They were informed that the location is wheel chair accessible.

Limited English Proficiency (LEP) and Language Assistance

18. Are you familiar with the LEP four-factor analysis methodology?

Yes, less than 2% of the population speaks language other than English. No non-english speaking person has asked for assistance in three decades. Small MPO has limited resources and retains list of websites

Transportation Planning Program - Data Collection and Analysis

28. Does your agency maintain documentation describing its procedures for incorporating Title VI requirements into the region's transportation planning program?

No formal documentation is kept. Necessary descriptions/analyses are included in documents as needed. Process for EJ analysis is included in the LRP and TIP.

29. Does your organization maintain socio-demographic data and mapping for the transportation planning region?

Yes

30. Does your organization use data to identify protected groups for consideration in the planning process?

Yes

31. Does your organization conduct Transportation Plan and Transportation Improvement Program environmental justice analyses of the impacts that planned transportation system investments will have on both minority (including low-income status populations) and non-minority areas? Discuss the assessment methodology and resulting documentation.

Yes. EJ analysis is done for both documents and the methodology is included in both documents that are available on our website www.belomar.org.

32. Does your organization track demographic information of participants in its transportation planning program public involvement events?

No

Technical Assistance

33. Provide the name, title, and contact information for the person who completed this questionnaire and the date the questionnaire was completed. Is this the person who should be contacted with follow-up questions? If not, please provide the name, title, and contact information for that individual.


Rakesh Sharma, Transportation Director. 2/15/2019

34. Do you have any questions regarding this questionnaire? If so, please include them here along with your email address or telephone number and an ODOT representative will respond.

No

35. Would your organization like Title VI training or other Civil Rights technical assistance from ODOT? If yes, please explain.

Yes! Preferably as online webinar.



Section 11 Glossary of Terms and Acronyms

Glossary of Common Transportation Terms, Definitions, and Acronyms

A

- **ADA (Americans with Disabilities Act)** – A federal law that prohibits discrimination based on disability and ensures accessible transportation options.
- **Air Quality Conformity** – A process that ensures transportation plans and projects meet Clean Air Act requirements to improve or maintain air quality.
- **Amendment** – A major revision to the TIP that involves adding or removing projects or making significant changes to scope, cost, or schedule.
- **Administrative Modification** – A minor revision that does not require public review, such as small cost changes or project timeline adjustments.

B

- **Belomar MPO (Metropolitan Planning Organization)** – The regional agency responsible for transportation planning in Belmont County, OH, and Ohio & Marshall Counties, WV.
- **Bicycle and Pedestrian Facilities** – Infrastructure that supports walking and cycling, including bike lanes, sidewalks, and shared-use paths.

C

- **CAA (Clean Air Act)** – Federal legislation that regulates air pollutants and requires transportation projects to comply with air quality standards.
- **Capital Improvement Program (CIP)** – A plan that outlines major infrastructure investments over multiple years.
- **Congestion Management Process (CMP)** – A systematic process to manage traffic congestion and improve transportation system performance.

E

- **E-STIP (Electronic Statewide Transportation Improvement Program)** – The online system used in Ohio to manage TIP and STIP amendments and modifications.

F

- **FHWA (Federal Highway Administration)** – The federal agency overseeing highway and transportation funding and regulations.
- **Fiscal Constraint** – A requirement that the TIP only includes projects with identified and available funding sources.
- **FMIS (Financial Management Information System)** – The federal system used to track obligations and expenditures of transportation funds.

- **FTA (Federal Transit Administration)** – The federal agency that supports public transit development and operations.

L

- **Long-Range Transportation Plan (LRTP)** – A planning document that outlines transportation investments and policies over a 20+ year period.
- **Locally Administered Project** – A project managed by a local government or agency using federal or state funds.

M

- **Maintenance Area** – A geographic area that previously did not meet air quality standards but is now in compliance and requires continued monitoring.
- **Metropolitan Planning Organization (MPO)** – A regional entity responsible for coordinating transportation planning and funding.
- **Mobility** – The ability of people and goods to move efficiently through a transportation system.
- **Mode** – A type of transportation, such as driving, walking, cycling, or public transit.

N

- **NEPA (National Environmental Policy Act)** – Federal law requiring environmental assessments for transportation projects.
- **Nonattainment Area** – A region that does not meet federally mandated air quality standards.

O

- **Obligation** – A commitment of federal transportation funds to a specific project or program.
- **ODOT (Ohio Department of Transportation)** – The state agency overseeing transportation projects and policies in West Virginia.
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- **Ohio STIP Revision Guidelines** – The procedures governing changes to the Statewide Transportation Improvement Program in Ohio.
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P

- **Performance Measures** – Quantitative indicators used to assess the effectiveness of transportation investments.
- **Public Participation Plan (PPP)** – A document that outlines how the public will be involved in the transportation planning process.

S

- **Statewide Transportation Improvement Program (STIP)** – A federally required, four-year transportation investment plan developed by state DOTs.
- **Suballocated Funds** – Federal or state funds designated for use by local governments within an MPO region.
- **Surface Transportation Block Grant (STBG)** – A flexible federal funding program that supports a variety of transportation projects.

T

- **TIP (Transportation Improvement Program)** – A short-term, federally required document that lists transportation projects planned for implementation in a four-year period.
- **Transportation Conformity** – A requirement ensuring that transportation projects comply with air quality standards.
- **Transit-Oriented Development (TOD)** – A planning strategy that promotes compact, walkable communities centered around public transit.

W

- **WVDOT (West Virginia Department of Transportation)** – The state agency overseeing transportation projects and policies in West Virginia.

Explanation of Acronyms

- **Advance Construction High Priority (ACHP)** – 80% Federal / 20% Local
- **Advance Construction (ACST)** – 80% Federal / 20% Local
- **August Redistribution (AUG REDI)** – TBD Federal
- **Bridge Replacement and Rehabilitation (BR)** – 80% Federal / 20% Local
- **Congestion Mitigation and Air Quality (CMAQ)** – 80-90% Federal / 10-20% Local
- **Congestion Mitigation and Air Quality, PM 2.5 (CMAQ 2.5)** – 80% Federal / 20% Local
- **Carbon Reduction Program (CRP)** – 80-100% Federal / 0-20% Local
- **Emergency Relief Program (ER)** – 80-100% Federal / 0-20% Local
- **Highway Safety Improvement Program (HSIP)** – 80-90% Federal / 10-20% Local
- **National Highway Freight Program (NHFP)** – 80-90% Federal / 10-20% Local
- **National Highway Performance Program (NHPP)** – 80-90% Federal / 10-20% Local
- **National Highway Performance Program (Exempt) (NHPP-EXE)** – 90% Federal / 10% Local
- **National Highway System (NHS)** – 80% Federal / 20% Local
- **Recreational Trails (NRT)** – 80% Federal / 20% Local
- **Railroad Crossings/Highway Crossings (RR/HWY XI)** – 90% Federal / 10% Local
- **FTA Formula (Operating/Capital) (Section 5307)** – 50/80% Federal / 50/20% Local
- **FTA Discretionary Capital Grant (Section 5309)** – 80% Federal / 20% Local
- **FTA Elderly/Handicapped Capital Grants (Section 5310)** – 80% Federal / 20% Local

- **Bus and Bus Facilities Program (Section 5339)** – 50% Federal / 50% Local
- **Surface Transportation Block Grant Program (STBG)** – 80-90% Federal / 10-20% Local
- **Surface Transportation Program (STP)** – 80% Federal / 20% Local
- **Surface Transportation Program - Off System Bridge (STP-OFF)** – 80% Federal / 20% Local
- **Transportation Alternatives Program (TAP)** – 80-90% Federal / 10-20% Local
- **Population Range (# POP)** – 80-90% Federal / 10-20% Local
- **Flexible Funds (FLEX)** – 80-90% Federal / 10-20% Local
- **Transportation Management Area (TMA)** – 80% Federal / 20% Local
- **Highway Infrastructure Program (HIP)** – 80% Federal / 20% Local

The maximum share of project costs that may be funded with Federal-aid highway funds (the “Federal share”) varies based upon the Federal-aid program from which the project receives funding. In some cases, the Federal share is also adjusted based on related statutory provisions.

- **Engineering (ENG)** – Design and technical planning for a transportation project.
- **Right of Way (ROW)** – Land acquisition for transportation improvements.
- **Construction (CON)** – The phase of physically building transportation infrastructure.
- **Feasibility Study (FS)** – A study to determine the viability of a proposed transportation project.
- **Environmental Impact Statement (EIS)** – A document that assesses potential environmental effects of a project.
- **Beginning Mile Point/Miles (BMP/mi)** – Measurement unit indicating the start location or length of a project.

Project Name / Type of Work

- **Bridge (BR)** – Infrastructure for crossing over roads, railways, or water.
- **Clean & Paint (C&P)** – Maintenance process for extending infrastructure lifespan.
- **Overlay (O/L)** – Resurfacing pavement to improve road conditions.
- **Inspection (INSP)** – Evaluating existing infrastructure for safety and maintenance needs.
- **Interchange (I/C)** – A highway junction allowing smooth traffic flow between roads.
- **Turnpike (TPK)** – A tolled roadway system.
- **North/South/East/West Bound (N/S/E/WB)** – Directional indicators for travel.

Agencies

- **West Virginia Department of Transportation (WVDOT)** – State agency overseeing transportation projects in West Virginia.
- **West Virginia Division of Highways (WVDOH)** – Division within WVDOT managing highways and infrastructure.
- **Kanawha Valley Regional Transportation Authority (KRT)** – Public transit agency serving the Kanawha Valley region.
- **Federal Highway Administration (FHWA)** – Federal agency managing national highway funding and regulations.

- **United States Department of Transportation (USDOT)** – Federal agency overseeing all modes of transportation.

This glossary provides key definitions to support understanding of transportation planning terms referenced in the TIP and related documents. Additional terms and explanations can be provided upon request.*The maximum share of project costs that may be funded with Federal-aid highway funds (the “Federal share”) varies based upon the Federal-aid program from which the project receives funding. In some cases, the Federal share is also adjusted based on related statutory provisions (23 U.S.C. 120).

Phase of Work / Other

- **ENG** – Engineering
- **ROW** – Right of Way
- **CON** – Construction
- **FS** – Feasibility Study
- **EIS** – Environmental Impact Statement
- **BMP/mi** – Beginning Mile Point/miles (unit)

Project Name/ Type of Work

- **BR** – Bridge
- **C&P** – Clean & Paint
- **O/L** – Overlay
- **INSP** – Inspection
- **I/C** – Interchange
- **TPK** – Turnpike
- **N/S/E/WB** – North/South/East/West Bound

Agencies

- **WVDOT** – West Virginia Department of Transportation
- **WVDOH** – West Virginia Division of Highways
- **OVRTA** – Ohio Valley Regional Transit Authority
- **ODOT** – Ohio Department of Transportation
- **EPA** – Environmental Protection Agency
- **OEPA** – Ohio EPA
- **WVDEP** – WV Department of Environmental Protection
- **FHWA** – Federal Highway Administration
- **USDOT** – United States Department of Transportation

This glossary provides key definitions to support understanding of transportation planning terms referenced in the TIP and other core transportation planning documents. Additional terms and explanations can be provided upon request.



Section 12 Adopting Resolution