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*Belomar Transportation Planning Work  
Program*

*Commonly referred to as the Unified Planning and Work Program  
(UPWP)*

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**Bel-O-Mar Transportation Study (Belomar)**

**Belomar 3-C Plan**

**Wheeling, WV-OH Urban Area**

**105 Bridge Street Plaza**

**Wheeling, WV 26003**





Submit Comments by Mail or Office Address

Attn: Transportation Planning Director  
Bel-O-Mar Transportation Study (Belomar)  
105 Bridge Street Plaza Wheeling, WV 26003

Submit Comments by Web Survey through Belomar's Open  
Comments page: [https://www.belomar.org/open\\_comments/](https://www.belomar.org/open_comments/)

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

Web survey QR code:





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## ***Belomar FY 2026 Transportation Planning Work Program***

### *Unified Planning and Work Program (UPWP)*

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#### **Introduction**

The FY 2026 Belomar Transportation Planning Work Program, commonly referred to as the Unified Planning Work Program (UPWP) defines the transportation planning priorities and activities for the Bel-O-Mar Transportation Study (Belomar) from July 1, 2025 – June 30, 2026. This plan ensures compliance with federal regulations providing a structured approach for transportation planning in coordination with federal, state, and local agencies.

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#### **Regional Transportation Planning Priorities**

The Belomar transportation planning area consists of Belmont County Ohio, Marshall County, WV, and Ohio County, WV. This UPWP focuses on addressing:

- Maintaining an MPO Staff of at least 3 full-time employees.
- Finalizing and adopting the MTP by June 2026.
- Supporting the development the Regional Safety Action Plan through a SS4A Grant.
- Supporting the development of performance-based planning priorities of EORTA and OVRTA.
- Integrating the FY 2026-2029 TIP into the EcoInteractive Project Tracker Dashboard and maintaining project tracking with amendments and administrative modifications.
- Developing strategies for acceleration of project delivery.
- Planning-level project development work.
- Researching and developing data collection and visualization tools to track infrastructure condition before and after project implementation.
- Revisions of the FY 2026-2029 Transportation Improvement Program (TIP)
- Performance-based planning integration for regional transportation projects.
- Development and maintenance of the Belomar Data Cloud.
- Support for bicycle and pedestrian accessibility and transit integration efforts.
- Entering into a Esri Enterprise Service Agreement.

This UPWP is developed in partnership with the West Virginia Department of Transportation (WVDOT), Ohio Department of Transportation (ODOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and local stakeholders. Overall, the Belomar Work Program can be characterized as core compliance, enhanced data and visualization access, project development, and complete streets planning development.

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## Funding structure

The MPO's planning activities are funded through a combination of federal, state, and local matching funds. The federal funds are derived from FHWA Planning funds (PL) and FTA Metropolitan Planning Program funds (MPP). These funds are combined into a Consolidated Planning Grant (CPG). CPG funds usually require a 20% match, with the exception of planning activities that implement the Complete Streets Non-Federal Match Planning Waiver. For Belomar, ODOT and WVDOT collaborate to reduce Belomar's local match requirement of non-Complete Streets Planning activities to 10%, as WVDOT and ODOT use state funds to provide a combined total of 10% on each element. Finally, Belomar will use its ability to carryover funding in Ohio for Complete Streets Planning activities, that require no federal match. The budget satisfies the requirement to use a minimum of 2.5% of funds towards Complete Streets Planning activities through the regional Multimodal Element (3% of Total Budget) and the use of Carryover for the Complete Streets planning activities in Ohio. More details can be found in by clicking the link here [FY26BelomarWorkPlanSummary.xlsx](#) or in **Section 1**.

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## Cost Allocation Plan

The indirect and fringe benefit rates used herein are as follows:

Cost Category	Rate to Direct Wages
Indirect	1.2292
Fringe Benefit	0.5924

The rate calculation is found on the following pages and is based on the organizational structure. Bel-O-Mar's cognizant agency for approval of cost allocation plans is the United States Department of Commerce. More details can be viewed in **Section 3**. Section 3 contains excerpts of Belomar's full Indirect Cost Plan. The full plan can be made available upon request.

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## Budget overview

This UPWP is fiscally constrained and follows federal funding guidelines. A summary of funding sources and cost allocations is available by clicking the link here [FY26BelomarWorkPlanSummary.xlsx](#) or in **Section 1**.

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## Project timeline & deliverables

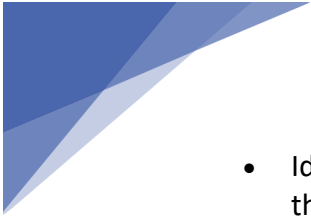
The UPWP ties each work task to funding, description of work, who will complete the work, and expected task outcomes in compliance with federal code. The work program maintains a full project schedule which is provided by clicking the link here [FY26BelomarWorkPlanSummary.xlsx](#) or in **Section 1**.

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## Compliance with federal regulations

This UPWP fully complies with federal regulations ensuring a structured and transparent approach to metropolitan transportation planning. It includes:

- A discussion of regional transportation priorities. (page 3)

- 
- Identification of major work activities and associated funding sources by clicking the link here [FY26BelomarWorkPlanSummary.xlsx](#) or in **Section 1**.
  - A structured work plan outlining who will perform the tasks, expected deliverables, and the timeline by clicking the link here [FY26BelomarWorkPlanSummary.xlsx](#) or in **Section 1**.
  - Fiscal constraint and budget documentation in **Section 1**.
  - Performance-based planning integration in work tasks as demonstrated in by clicking the link here [FY26BelomarWorkPlanSummary.xlsx](#) or in **Section 1**.
  - Public participation and US Civil Rights Laws compliance of the program as certified in **Section 5**.
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## Conclusion

This document serves as the official guide for transportation planning activities and resource allocation within the MPO planning area, ensuring continuing, cooperative, and comprehensive (3-C) performance-based planning program that complies with federal, state, and local regulations. This FY 2026 UPWP ensures compliance with federal code, maintains clarity and conciseness, and presents transportation planning efforts in a structured and accessible format for reviewers. For additional information, contact Bel-O-Mar Regional Council at (304) 242-1800.

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## Sections

- **Section 1:** Funding summary, project timeline, and deliverables
- **Section 2:** Belomar Organizational Chart
- **Section 3:** Indirect Cost Plan Excerpt
- **Section 4:** Funding allocation documentation
- **Section 5:** Self-Certification
- **Section 6:** Glossary of Common Transportation Terms



## **Section 1:** Funding summary, project timeline, and deliverables

Also available by clicking the link here [FY26BelomarWorkPlanSummary.xlsx](#)

Large printouts are available on request.

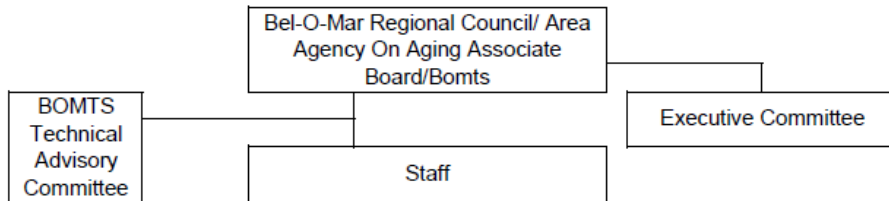




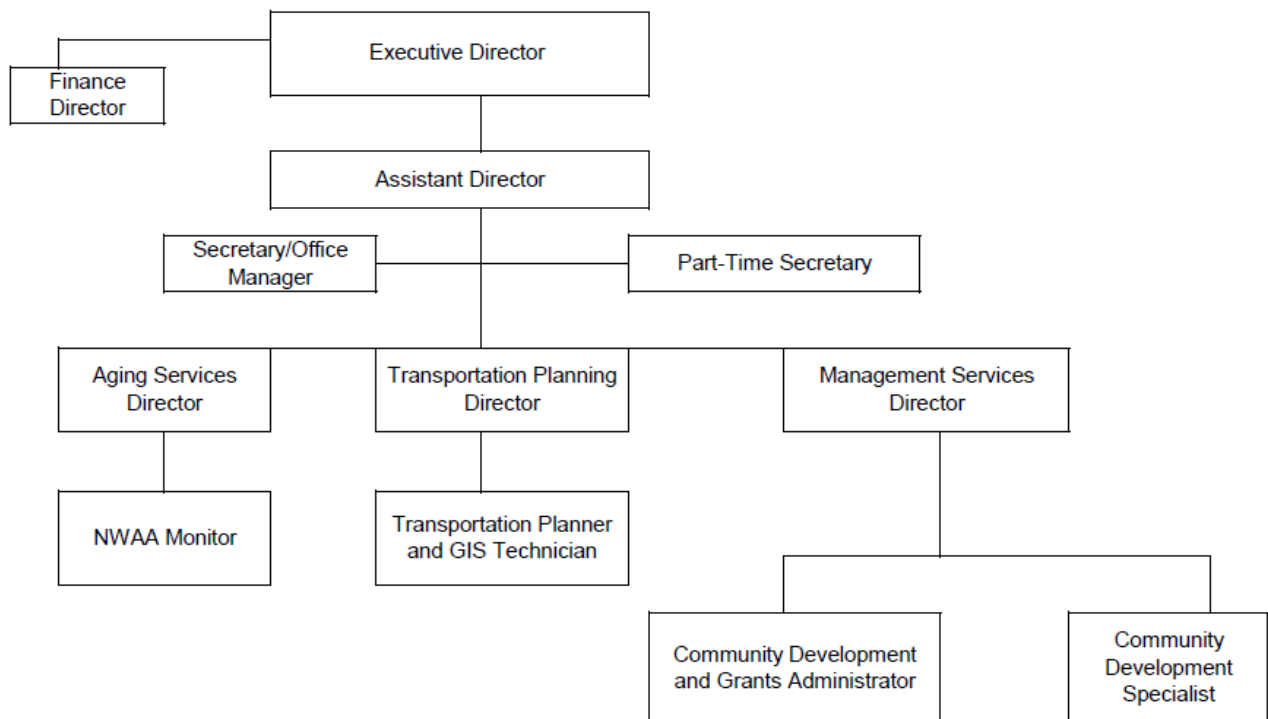


## Section 2: Belomar Organizational Chart

### Regional Council Structure



### Staff Structure



### Section 3: Indirect Cost Plan Excerpt

**BELOMAR REGIONAL COUNCIL AND INTERSTATE PLANNING COMMISSION  
SCHEDULE OF INDIRECT RATE CALCULATION  
For the Fiscal Year Ended June 30, 2024**

**Indirect:**

<b>Direct Labor</b>		<b>\$</b>	<b>374,212</b>	
			<u>374,212</u>	
<b>Indirect:</b>				
Administration	\$		142,600	
Indirect fringes			96,401	
Other indirect			225,452	
Less: agency other (dues)			(2,306)	
Less: agency lease payment (dues)			(71)	
<b>Total indirect</b>		<b>\$</b>	<b>462,076</b>	
<b>Total direct labor</b>		<b>\$</b>	<b>374,212</b>	
			<u>374,212</u>	
<b><u>Indirect rate</u></b>			<u>1.2348</u>	

Fringe benefits:	Aging	Transportation	Management Services	Totals
Direct salaries	\$ 94,785	\$ 137,753	\$ 141,674	\$ 374,212
Direct fringes	\$ 47,686	\$ 103,085	\$ 91,977	\$ 242,748
Fringe rate	<u>0.5031</u>	<u>0.7483</u>	<u>0.6492</u>	<u>0.6487</u>



## Section 4: Funding allocation documentation

**PART II CONSOLIDATED PL & FTA FUNDING INITIATIVES**

**iv. Federal FY 2025 Consolidated Planning Allocations  
for MPO FY 2025 UPWPs**

MPO	WV 2020 UZA POPULATION	TOTAL WV 2020 UZA POPULATION	2020 IN-STATE UZA POPULATION FACTOR
BHJ	28,553	600,298	4.8%
BOM	44,056	600,298	7.3%
KYOVA	90,438	600,298	15.1%
RIC	163,709	600,298	27.3%
WWW	55,431	600,298	9.2%
MMM	77,620	600,298	12.9%
FR	57,468	600,298	9.6%
HEP	83,023	600,298	13.8%
<b>TOTAL</b>	<b>600,298</b>		<b>100.0%</b>

FFY 25 FHWA PL APPORTIONMENT	\$2,233,242
PL ROLLOVER	\$1,632,772
FFY 25 FTA Section 5303 Grant*	\$830,252
<b>Total:</b>	<b>\$4,696,266</b>
<b>LESS: FFY 25 MPO CONTINGENCY (10%)</b>	<b>\$469,627</b>
<b>TOTAL AVAILABLE FOR DISTRIBUTION</b>	<b>\$4,226,639</b>
<b>LESS: TOTAL OF BASE ALLOCATION</b>	<b>\$800,000</b>
<b>TOTAL FOR POPULATION BASED DISTRIBUTION</b>	<b>\$3,427,000</b>

\* VALUE ESTIMATED, FFY 25 APPORTIONMENT NOT YET RECEIVED

MPO	BASE ALLOCATION \$60,000	2020 IN-STATE UZA POP FACTOR	IN-STATE UZA POP AMOUNT	TOTAL FY 2025 CONSOLIDATED FUND ALLOCATION	WVDOT MATCH	FY 2025 CONSOLIDATED and WVDOT ALLOCATIONS
BHJ	\$100,000	4.8%	\$163,000	\$263,000	\$32,875	\$295,875
BOM	\$100,000	7.3%	\$252,000	\$352,000	\$44,000	\$396,000
KYOVA	\$100,000	15.1%	\$516,000	\$616,000	\$77,000	\$693,000
RIC	\$100,000	27.3%	\$935,000	\$1,035,000	\$129,375	\$1,164,375
WWW	\$100,000	9.2%	\$316,000	\$416,000	\$52,000	\$468,000
MMM	\$100,000	12.9%	\$443,000	\$543,000	\$67,875	\$610,875
FR	\$100,000	9.6%	\$328,000	\$428,000	\$53,500	\$481,500
HEP	\$100,000	13.8%	\$474,000	\$574,000	\$71,750	\$645,750
<b>TOTAL</b>	<b>\$800,000</b>	<b>100.00%</b>	<b>\$3,427,000</b>	<b>\$4,227,000</b>	<b>\$528,375</b>	<b>\$4,755,375</b>



**To:** MPO Executive Directors and MPO Transportation Directors  
**From:** Scott Phinney, Administrator, Office of Statewide Planning and Research  
**Date:** December 16, 2024  
**Subject:** Ohio Metropolitan Planning Organization SFY 2026 Work Programs

This memorandum will initiate development of the SFY 2026 Ohio MPO Work Programs (July 2025 – June 2026). The Work Programs will document the MPOs' SFY 2026 urban transportation planning programs, products, and budgets. The core planning program activities will be financed through the Ohio Consolidated Planning Grant (CPG). The CPG is financed with a combination of FHWA metropolitan planning (PL) and Federal Transit Agency (FTA) 5303 planning funds.

PL funding will be based on an ODOT estimate of the available FFY 2026 Ohio PL funds. The 5303 funding component will be based on the FFY 2025 Ohio 5303 appropriation amount. Because neither of the budgetary amounts are currently available, MPOs are advised to build their SFY 2026 Work Programs equal to the estimates shown in Table 1. Revised CPG funding amounts will be provided to the MPOs as soon as possible in advance of the final due date for Work Programs.

Planning emphasis areas for the SFY 2026 Work Programs include:

- MPO Capital Programs Management
  - Implementation of strategies for improved performance
  - Monitoring of established performance measures
- Development and Maintenance of 2026-2029 TIP/STIP
  - Staff time for document development and project prioritization
  - Coordination between member communities, ODOT, US DOT and other stakeholders
  - Reporting on regional transportation performance measures
- Title VI and Environmental Justice
  - MPOs should clearly document specific activities they are conducting related to Title VI and EJ within their annual work programs.

Work Program budget tables will record Federal, State, and local funding for the MPOs' entire SFY 2026 transportation planning program, including any prior year carry over funding. CPG, FTA 5307, FHWA STBG and CMAQ, and regionally significant locally funded projects are to be

recorded. Carryover funding should be explicitly labeled and must be shown separately from SFY26 CPG funds. The budget tables must be stratified by direct, other direct, indirect, fringe benefit and total costs using the standard Ohio work element categories. A listing and description of the standard categories is included in the [Ohio MPO Administration Manual](#).

Work Program budget table fringe and indirect rates must reflect MPO Agency Indirect Cost Allocation Plans (CAP) established consistent with provisions of 2 CFR 200 Appendix VIII, State and Local Government. ODOT will not reimburse SFY 2026 MPO Work Program expenditures until a fully executed CAP agreement is in place.

ODOT and USDOT reviews of the draft MPO Work Programs will include verification that the tasks and work products contained within provide sufficient detail to comply with the federal requirements established in [23 C.F.R. §450.308\(c\)](#). Specifically, work descriptions must indicate who will perform the work (MPO, ODOT, transit provider, etc.), a detailed schedule for completing the work, an itemization of the resulting work products, the proposed funding by activity and task, and a summary of the total amounts and sources of federal and matching funds. Work Programs that fall short of these requirements cannot be approved until determined to be in compliance.

**Table 1: SFY26 CPG Program ESTIMATE**

<b>MPO</b>	<b>FTA 5303</b>	<b>FHWA PL</b>	<b>CPG</b>	<b>State Match</b>	<b>Local Match</b>	<b>Total</b>
Akron	\$363,985	\$1,107,792	\$1,471,777	\$183,972	\$183,972	\$1,839,722
Canton	\$161,344	\$547,664	\$709,008	\$88,626	\$88,626	\$886,259
Cincinnati	\$922,698	\$2,259,433	\$3,182,132	\$397,766	\$397,766	\$3,977,665
Cleveland	\$1,329,989	\$2,966,826	\$4,296,814	\$537,102	\$537,102	\$5,371,018
Columbus	\$890,901	\$2,379,000	\$3,269,901	\$408,738	\$408,738	\$4,087,377
Dayton	\$394,040	\$1,208,590	\$1,602,630	\$200,329	\$200,329	\$2,003,287
Huntington	\$20,565	\$108,009	\$128,575	\$16,072	\$16,072	\$160,718
Lima	\$50,499	\$277,452	\$327,951	\$40,994	\$40,994	\$409,938
Mansfield	\$53,694	\$298,201	\$351,895	\$43,987	\$43,987	\$439,869
Newark	\$57,855	\$263,781	\$321,636	\$40,204	\$40,204	\$402,045
Parkersburg	\$5,570	\$66,678	\$72,247	\$9,031	\$9,031	\$90,309
Sandusky	\$53,451	\$243,197	\$296,648	\$37,081	\$37,081	\$370,810
Springfield	\$63,968	\$384,498	\$448,466	\$56,058	\$56,058	\$560,582
Steubenville	\$27,830	\$175,125	\$202,956	\$25,369	\$25,369	\$253,695
Toledo	\$281,142	\$858,540	\$1,139,682	\$142,460	\$142,460	\$1,424,602
Wheeling	\$17,448	\$124,981	\$142,429	\$17,804	\$17,804	\$178,036
Youngstown	\$192,019	\$663,874	\$855,893	\$106,987	\$106,987	\$1,069,866



Draft Work Programs are due to the Office of Statewide Planning and Research on March 7, 2025. Work Program review meetings among the MPO, FHWA/FTA, District, and ODOT Central Office staff will be scheduled during the months of March/April 2025. Final Work Programs will be due on May 9, 2025. Work Program documentation is to be submitted electronically via the ODOT Sharepoint site at: <https://extranet.dot.state.oh.us/divisions/Planning/pln/STIP/default.aspx>. A folder for the 2026 Work Program has already been created and this folder should be used for all 2026 Work Program submissions. Should you have any questions please contact Nate Brugler at (614) 387-0459.

Respectfully,

A handwritten signature in black ink, appearing to read "Scott H. Phinney". The signature is written in a cursive style with a large, sweeping initial "S".

Scott Phinney, P.E.

Administrator

ODOT Office of Statewide Planning and Research



## Section 5: Self-Certification



## Section 6: Glossary of Common Transportation Terms

## Glossary of Common Transportation Terms, Definitions, and Acronyms

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### 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

- **Bel-O-Mar Regional (Belomar)** – The regional infrastructure planning and development agency Belmont County, OH, and Ohio, Marshall, and Wetzel counties in WV.
- **Belomar Transportation Study or MPO (Metropolitan Planning Organization)** – The regional agency responsible for transportation planning in Belmont County, OH, and Ohio and Marshall counties in 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

- **Eastern Ohio Regional Transit Authority (EORTA)** – The public transportation bus rapid transit system that provides services to Belmont County, Ohio.
- **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.
- **Ohio STIP Revision Guidelines** – The procedures governing changes to the Statewide Transportation Improvement Program in Ohio.
- **Ohio Valley Regional Transit Authority (OVRTA)** – The public transportation bus rapid transit system that provides services to Ohio and Marshall counties in West Virginia.

## 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.
- **Public Transportation Agency Safety Plans (PTASP)** - The Public Transportation Agency Safety Plans (PTASP) regulation (49 CFR Part 673) requires operators of public transportation systems that receive federal funds under the FTA Urbanized Area Formula Grants (Section 5307), and rail transit agencies subject to the FTA State Safety Oversight (SSO) program, to develop an Agency Safety Plan (ASP) that includes the processes and procedures to implement a Safety Management System (SMS). SMS is a comprehensive, collaborative, and systematic approach to managing safety.

## 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

- **Transit Asset Management (TAM) Plan** - Every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Each transit provider must designate an Accountable Executive (49 CFR 625.5) to ensure appropriate resources for implementing the agency's TAM plan and the Transit Agency Safety Plan.
- **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.
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## 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**

- **Eastern Ohio Regional Transit Authority (EORTA)** – The public transportation bus rapid transit system that provides services to Belmont County, Ohio.
- **ODOT (Ohio Department of Transportation)** – The state agency overseeing transportation projects and policies in West Virginia.
- **Ohio Valley Regional Transit Authority (OVRTA)** – The public transportation bus rapid transit system that provides services to Ohio and Marshall counties in West Virginia.
- **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.
- **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.