



# Bel-O-Mar Transportation Study Planning Work Program

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

**FY 2027**



**Bel-O-Mar Transportation Study (Belomar)  
Belomar Planning Work Program FY27  
Wheeling, WV-OH Urban Area  
105 Bridge Street Plaza  
P.O. Box 2086  
Wheeling, WV 26003**

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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/ Request Accommodations via 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/0CimGi> Direct

Web Survey QR Code:



Alternatively, for additional assistance relating to accommodations, please contact:

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# Table of Contents

**Planning Area.....6**

**Introduction.....7**

**Regional Transportation Planning Priorities .....7**

**Funding Structure .....9**

**Cost Allocation Plan ..... 10**

**Budget Overview ..... 11**

**Project Timeline and Deliverables..... 11**

**Compliance with Federal Regulations ..... 11**

**Standard MPO Workflows ..... 12**

**Conclusion ..... 12**

**Section 1: Funding Summary, Project Timeline, and Deliverables ..... 13**

**Funding Summary..... 14**

**6011 - Regional Planning and Development – MPO Staff Labor ..... 15**

**6021 - Core Program Compliance - MPO Staff Labor ..... 17**

**6051 – Data and Mapping – MPO Staff Labor..... 19**

**6102 – Complete Streets Planning – MPO Staff Labor ..... 21**

**6251 – Service (WV) – MPO Staff Labor ..... 23**

**6252 – Service (OH) – MPO Staff Labor ..... 25**

**6741 – Public Transit Support - MPO Staff Labor ..... 27**

**6971 – Program Reporting – Executive and MPO Staff Labor ..... 29**

**6300 – SS4A – MPO Staff Labor and Contract Labor ..... 31**

**Award # 693JJ32540630..... 31**

**6401 – Comprehensive Operations Analysis – WV – Contract Labor ..... 33**

**State # T235-OVRTA-26 00 Federal # STBG-2026(163)D ..... 33**

**6402 – Comprehensive Operations Analysis – OH - Contract Labor PID #124981 ..... 35**

**Section 2: Belomar Organizational Chart ..... 37**

**Section 3: Indirect Cost Plan Excerpt..... 41**

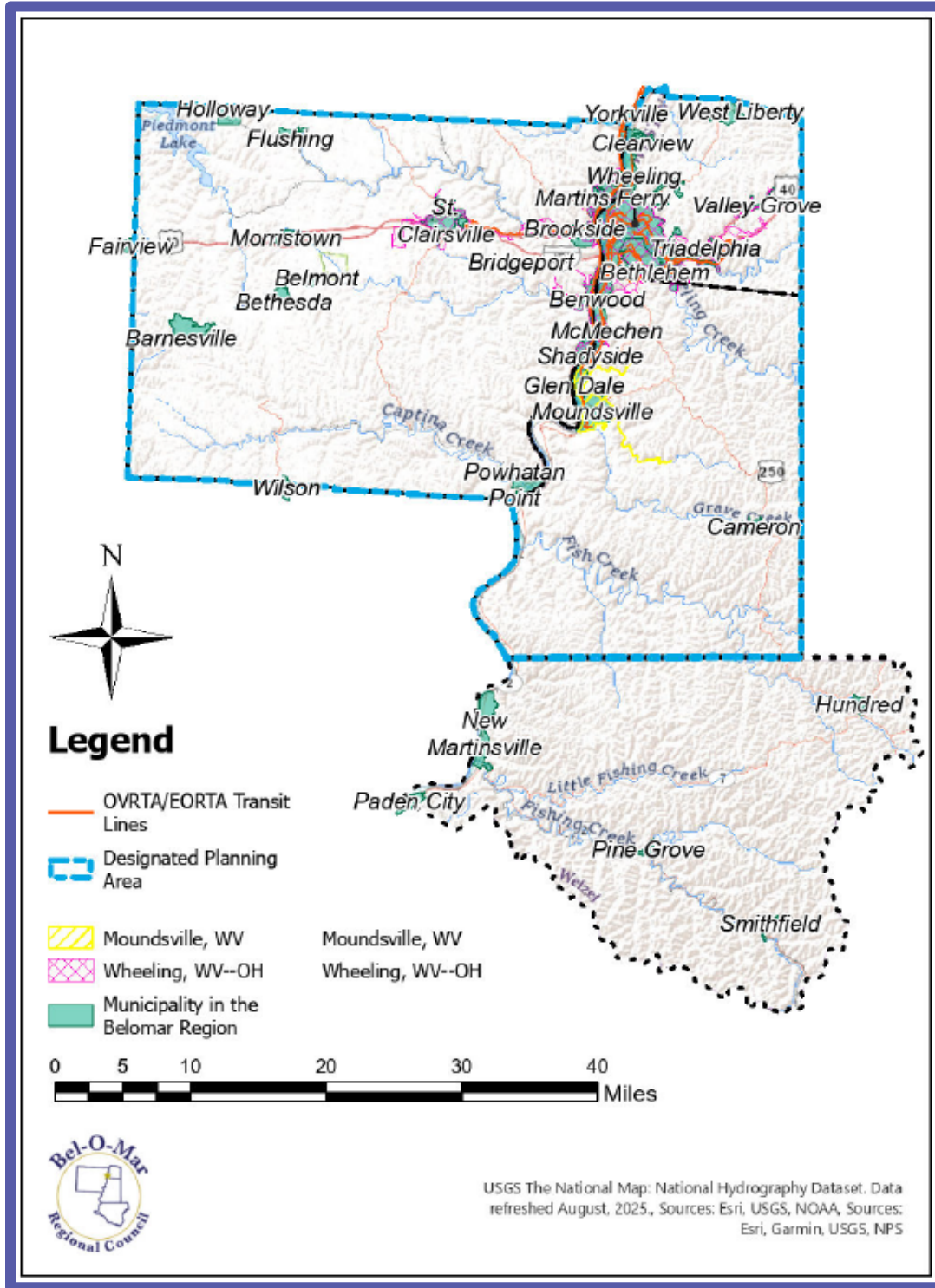
**Section 4: Funding Allocation Documentation ..... 45**



**Section 5: Self-Certification.....53**  
**Section 6: Glossary of Common Transportation Terms ..... 73**  
**Section 7: FY 27 UPWP Adopting Resolution .....81**



## Planning Area



## Introduction

The **FY 2027** 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, 2026 – June 30, 2027**. This plan ensures compliance with federal regulations providing a structured approach for transportation planning in coordination with federal, state, and local agencies.

## 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:

- Adopting the MTP in July 2026.
- Supporting the development of the Destination Zero: Regional Safety Action Plan through a SS4A Grant.
- Supporting the development of performance-based planning priorities of EORTA and OVRTA.
- Revisions of the FY 2026-2029 Transportation Improvement Program (TIP).
- Development of the FY 2028-2031 TIP.
- Maintenance of e-TIP Project Tracker system.
- Capital program management
- Developing strategies for acceleration of project delivery.
- Support member jurisdictions with meeting eligibility and application requirements for transportation project funding.
- Planning for project development.
- Professional development of MPO staff to increase knowledge and technical assistance capacity.
- Performance-based planning integration for regional transportation projects.
- Development and maintenance of the Belomar Data Cloud.
- Coordination for bicycle and pedestrian accessibility and transit integration efforts.
- Continuing the 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), the Ohio Valley and Eastern Ohio Transit Authority (OV/EORTA), and local municipal agencies. Belomar conducted interagency coordination on the development of the work program. Overall, the Belomar Work

Program can be characterized as one focused on core program compliance, enhanced data and visualization access, project development, and complete streets planning development.

All activities within the Belomar Work Program aim to fulfill the scope of the metropolitan transportation planning process, which is defined by federal code.

*Scope of the Metropolitan Transportation Planning Process:*

The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies and services that will address the following factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

Belomar is a small MPO with a staff of fewer than 5 people. As such, our planning and programming efforts are primarily focused on fulfilling the core federal requirements of the metropolitan transportation planning process. These include maintaining a compliant Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), Unified Planning Work Program (UPWP), and the Belomar 3-C Consolidated Public Participation and Civil Rights Compliance Plan. These foundational documents guide the allocation of highway and transit funding and represent the essential responsibilities of Belomar as an MPO.

With greater funding, Belomar could fully implement the entire scope of the federal metropolitan planning process, including in-depth analysis of land use, housing, economic development, travel and tourism, freight, human mobility, and preservation



planning. Under such conditions, Belomar could evolve into a comprehensive transportation data and planning center, supported by a larger staff, expanded technical capacity, and future technologies infrastructure able to make comprehensive decision-making analysis on the broader transportation system, speculative projects, cost-benefit analysis, and the interdependent relationship on the region’s performance metrics.

In the meantime, Belomar remains committed to incremental, high impact wins that make a difference in our communities. These include efforts to preserve and enhance bicycle and pedestrian infrastructure, provide technical assistance to small towns, and serving as a regional information resource through the website and data cloud.

## 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 activities to 10%, as WVDOT and ODOT use state funds to provide a combined total of 10% at a minimum on each standard CPG element. The budget satisfies the requirement to use a minimum of 2.5% of funds towards Complete Streets Planning activities through the regional Multimodal Element (2.97% of Total Budget). The Destination Zero: Regional Safety Action Plan is funded through the USDOT Safe Streets and Roads for All Discretionary Grant Program. The Comprehensive Operations Analysis of regional public transit service is funded through Surface Transportation Block Grant program funds that are suballocated for project selection to the agency. Belomar confirms that the required non-federal share for the FY 2027 Unified Planning Work Program is fully satisfied using eligible non-federal funds, consistent with 23 CFR 450.308(c). Membership dues constitute locally controlled, non-federal funds and are an eligible source for meeting metropolitan planning match requirements. These funds are programmed annually as part of Belomar’s adopted budget and are used solely to support eligible transportation planning activities. Furthermore, special projects are at times funded with locally derived non-federal funds through voluntary local matches from partner agencies. In the case of the SS4A, each of the four participating counties (including Wetzel) provided a voluntary \$2,500 local match. For the Comprehensive Operations Analysis, OVRTA/EORTA are providing voluntary local match funds through Belomar to fund the effort at the 20% local match rate, to each state’s element respective to the transit agency operating in each state. More details can be found in Section 1.

## Cost Allocation Plan

Bel O Mar applies both an indirect cost rate and a fringe benefit rate to direct wages for the Transportation Planning Program.

Cost Category	Rate to Direct Wages
<b>Indirect</b>	<b>1.2816</b>
<b>Fringe Benefit</b>	<b>0.7502</b>

The indirect cost rate is supported by the Schedule of Indirect Cost Rate Calculation from the FY25 audited financial statements. This audited schedule is used to establish Bel O Mar’s approved indirect cost rate and is applied to the FY27 Transportation Planning Program in accordance with the Indirect Cost Proposal. The audited schedule includes FY25 fringe benefit costs as a component of the indirect cost calculation.

For the Transportation Planning Program, fringe benefits are calculated similarly using the FY27 proposed Transportation fringe benefit rate. This rate is based on FY27 budgeted salaries and fringe benefit costs specific to the Transportation program and reflects current year staffing and benefit assumptions.

Section 3 contains excerpts from Bel O Mar’s Indirect Cost Plan that document both the audited indirect rate calculation and the approved fringe benefit rate methodology. The full Indirect Cost Plan is pending final approval by Bel O Mar’s cognizant agency, the United States Department of Interior, and can be made available upon request.



## Budget Overview

This Unified Planning Work Program is fiscally constrained and has been developed in accordance with applicable federal and state transportation planning funding requirements. The budget reflects anticipated Consolidated Planning Grant allocations from the states of Ohio and West Virginia. Original funding allocation documentation is included in Section 4.

CPG funds are programmed across the following work elements:

- 6011 Regional Planning and Development
- 6021 Core Program Compliance
- 6051 Data and Mapping
- 6102 Complete Streets Planning
- 6251 Service West Virginia
- 6252 Service Ohio
- 6741 Public Transit Support

Work elements associated with special planning services are funded exclusively by the state in which those services are provided. All other work elements are supported through a joint bistate funding composition. This shared funding approach is applied consistently and is proportional to the population distribution of the MPO planning area by state, ensuring a fair allocation of planning resources across the bistate region.

## Project Timeline and Deliverables

The UPWP ties each work task to funding, description of work, and 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 in Section 1.

## 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.
- Addresses the scope of the metropolitan transportation planning process.
- Identification of major work activities and associated funding sources in Section 1.
- A structured work plan outlining who will perform the tasks, expected deliverables, and the timeline in Section 1.
- Fiscal constraint and budget documentation in Section 1.

## Standard MPO Workflows

- Performance-based planning integration is under the core compliance program element in Section 1.
- Public participation and US Civil Rights Laws compliance of the program as certified in Section 5.
- An additional work activity details narrative is available in Section 1.

## Standard MPO Workflows

To maintain documentation of work completed, MPO staff are expected to follow the standard MPO workflows, in addition to requirements set by the Belomar Regional Council employee manual, memos, and workflow directives. MPO staff are expected to maintain an accurate and transparent e-calendar documenting tasks and time off. Furthermore, MPO staff are expected to maintain tasks in progress and task completion in the task completion dashboard. This directive allows for the ability to immediately provide documentation and details on work tasks and program completion. Finally, MPO staff are expected to maintain non-sensitive and non-confidential MPO product working files, documents, and archives using standard file names in the Transportation Work Files Cloud. The work files cloud is downloaded monthly onto the local server as a backup. This allows for continuity of operations in remote work conditions and provides 2 locations for secure file searchability, longevity, and security.

## 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



## Section 1: Funding Summary, Project Timeline, and Deliverables

## Funding Summary

Belomar Regional Council Work Program – FY 27								
	Direct Labor	Fringe	Travel	Supplies	Software Hardware	Contract Labor	Indirect	TOTAL:
6011 – Regional Planning and Development	\$41,037	\$30,786	\$5,000	\$4,385			\$52,593	\$133,801
6021 – Core Program Compliance	\$46,233	\$34,684		\$5,000	\$19,627		\$59,252	\$164,796
6051 – Data and Mapping	\$31,008	\$23,262			\$30,000		\$39,740	\$124,010
6102 – Complete Streets Planning	\$8,653	\$6,492					\$11,090	\$26,235
6251 – Service (WV)	\$8,653	\$6,492					\$11,090	\$26,235
6252 – Service (OH)	\$8,653	\$6,492	\$2,500				\$11,090	\$28,735
6741 – Public Transit	\$16,480	\$12,364					\$21,121	\$49,965
6971 – Transaction Program Rep	\$6,241	\$4,682					\$7,998	\$18,921
6300 – SS4A #693JJ32540630	\$12,558	\$9,421				\$104,943	\$16,094	\$143,016
6401 – COA (WV) #T235-OVRTA-26 00						\$93,750		\$93,750
6402 – COA (OH) PID #124981						\$75,000		\$75,000
<b>TOTAL:</b>	<b>\$179,516</b>	<b>\$134,675</b>	<b>\$7,500</b>	<b>\$9,385</b>	<b>\$49,627</b>	<b>\$273,693</b>	<b>\$230,068</b>	<b>\$884,464</b>

Funding Sources		% of Total
CPG - WV	311,000	35.16%
WVDOT – CPG Match	38,875	4.40%
CPG - OH	147,158	16.64%
ODOT – CPG Match	18,395	2.08%
Belomar – CPG Match	57,270	6.48%
SS4A – FHWA #693JJ32540630	114,413	12.94%
SS4A - Local (Belomar)	28,603	3.23%
CRP - COA – WV #T235-OVRTA-26 00 6401	75,000	8.48%
STBG - COA – OH PID #124981	60,000	6.78%
Local - COA - OVRTA	18,750	2.12%
Local - COA - EORTA	15,000	1.70%
<b>TOTAL:</b>	<b>\$884,464</b>	<b>100.00%</b>

Grant Program by Source Percentage	
<b>CPG – WV</b>	56.02%
<b>WVDOT – CPG Match</b>	7.00%
<b>CPG – OH</b>	23.98%
<b>ODOT – CPG Match</b>	3.00%
<b>Belomar – CPG Match</b>	10.00%
<b>CRP – WV/OH – COA</b>	80.00%
<b>Local – WV/OH - COA</b>	20.00%
<b>SS4A – FHWA</b>	80.00%
<b>SS4A – Belomar</b>	20.00%



## 6011 - Regional Planning and Development – MPO Staff Labor

Funding Source	Funding Summary			
	Rate	Source Amount	Cost Type	Cost Amount
CPG – WV	56.02%	74,950	Labor	41,037
WVDOT	7.00%	9,369	Fringe	30,786
CPG – OH	23.98%	32,091	Indirect	52,593
ODOT	3.00%	4,010	Travel	5,000
Belomar	10.00%	13,381	Supplies	4,385
			Soft/Hardware	
			Contract	
Percentage of Program and Total Amount	15.13%	133,801	Total:	<b>133,801</b>

This work element supports regional planning and development activities that help communities move from needs and ideas to workable, planning level concepts. It emphasizes coordination, housing and community development integration, staff capacity building, and development of suballocated funding programs.

Work activities under this element may include the following:

- Coordinate with local governments, counties, housing partners, and regional organizations to identify needs, share information, and align planning priorities.
- Integrate transportation considerations with housing, land use, economic activity, tourism, and community development initiatives to support access, reinvestment, and quality of life.
- Provide early-stage planning assistance and concept development for corridors, local street needs, and multimodal improvements, including planning level purpose, need, and strategies.
- Research and track emerging practices, street and roadway development approaches, and discretionary funding programs relevant to the region.
- Support professional development that improves capacity, including training, conferences, and participation in professional organizations such as AMPO. **Staff will attend the 2026 Roadway Management Conference in Williamsburg, VA.**
- Facilitate multijurisdictional/regional coordination on issues that cross local/regional boundaries and desire broad consensus, including but not limited to Columbus to Pittsburgh and Upper Ohio River Plan Development.
- Provide planning level management and coordination of suballocated funding activities through the Belomar Capital Program, including sponsor coordination and program documentation.

This element focuses on planning support, coordination, training, research, and program management functions that strengthen the region’s ability to develop and advance future transportation initiatives.



Task Description	2026												2027						Completed Product
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN							
Regional coordination with member jurisdictions																Coordination activities recorded through			
Housing and transportation coordination																Attendance at the Wheeling-Ohio Housing Task Force			
Funding readiness and program research																Funding research readiness maintained through workflows			
Belomar Capital Program coordination																Progress towards improving capital allocation performance metrics			
Staff training and professional development																Attendance at the 2026 Roadway Management Conference			



## 6021 - Core Program Compliance - MPO Staff Labor

Funding Source	Funding Summary			
	Rate	Source Amount	Cost Type	Cost Amount
CPG – WV	56.02%	92,314	Labor	46,233
WVDOT	7.00%	11,538	Fringe	34,684
CPG – OH	23.98%	39,524	Indirect	59,252
ODOT	3.00%	4,941	Travel	
Belomar	10.00%	16,479	Supplies	5,000
			Soft/Hardware	19,627
			Contract	
Percentage of Program and Total Amount	18.63%	164,796	Total:	<b>164,796</b>

This work element supports the core federally required transportation planning functions of the MPO. Activities focus on development, maintenance, and documentation of required planning products and processes necessary to support a fiscally constrained, performance based, and compliant metropolitan transportation planning program.

Work activities under this element may include the following:

- Implementation and maintenance of the Belomar Transportation Plan in accordance with federal planning requirements.
- Development, amendment, and management of the **new 2028-2031** and current **Transportation Improvement Program**, including coordination with project sponsors and state partners and the **e-TIP software**.
- Implementation of **performance-based planning and programming requirements**, including coordination of performance measures, targets, and required reporting.
- Implementation of required public participation activities associated with core planning products in accordance with the Belomar 3-C Plan.
- Compliance with applicable U.S. civil rights laws as they relate to the metropolitan transportation planning process.
- Coordination with federal and state partners to support required certifications, self-certifications, reviews, and planning findings.
- Planning activities related to air quality considerations, including coordination and documentation associated with ozone precursor maintenance requirements based on the area’s previously designated revoked 1997 ozone nonattainment status. This requirement set to expire on June 14, 2027, pending no other changes.

This element supports the foundational planning and compliance activities necessary to maintain eligibility for federal transportation planning funds and ensure that regional transportation decisions are consistent with applicable federal and state requirements.



Section 1: Funding Summary, Project Timeline, and Deliverables

Task Description	2026												2027						Completed Product
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN							
Metropolitan Transportation Plan adoption and amendment																Adopted Metropolitan Transportation Plan and amendments			
Transportation Improvement Program development, adoption, and amendment																Adopted TIP and amendments as applicable			
Program compliance with U.S. civil rights laws																Civil rights compliance documentation maintained			
Air quality coordination and documentation maintenance																Air quality planning documentation maintained			
Federal and state coordination for reviews																Annual review and self-certification completion			



## 6051 – Data and Mapping – MPO Staff Labor

Funding Source	Funding Summary			
	Rate	Source Amount	Cost Type	Cost Amount
CPG – WV	56.02%	69,466	Labor	31,008
WVDOT	7.00%	8,683	Fringe	23,262
CPG – OH	23.98%	29,742	Indirect	39,740
ODOT	3.00%	3,718	Travel	
Belomar	10.00%	12,401	Supplies	
			Soft/Hardware	30,000
			Contract	
Percentage of Program and Total Amount	14.02%	124,010	Total:	124,010

This work element supports the collection, management, analysis, and distribution of transportation and planning data to inform regional planning and decision making. Activities focus on maintaining reliable data resources, improving access to usable data, and strengthening technical capacity across the MPO program.

Work activities under this element may include the following:

- Collection and analysis of U.S. Census and American Community Survey data to support regional planning and forecasting.
- Preparation and organization of data to support development of the 2055 Belomar Transportation Plan and maintenance of the Transportation Improvement Program.
- Maintenance and expansion of the Belomar Data Cloud, including further publication of downloadable datasets and web layers.
- Integration and management of previously produced data within the Belomar Data Cloud.
- Development of mapping and spatial analysis products to support planning and communication.
- Administration of the Esri Small Government Enterprise Agreement, including monitoring of Esri credit usage and system housekeeping.
- Technical training and research on data tools and comparable products to improve effectiveness and efficiency.

This element provides accurate, accessible, and well managed data and mapping resources that support planning activities and improve the region’s ability to understand conditions and prepare for future transportation needs.

Section 1: Funding Summary, Project Timeline, and Deliverables

Task Description	2026												2027						Completed Product
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN							
Census and American Community Survey data harvest																			Current demographic summaries maintained in MPO data systems
Belomar Data Cloud publishing																			Updated Data Cloud with downloadable layers
Esri Small Government Enterprise Agreement administration																			Enterprise Agreement maintained
Esri credit monitoring and content housekeeping																			Efficient use of Esri credits and removal of redundant items
Technical training and evaluation of comparable tools																			Training participation and tool evaluation outcomes



## 6102 – Complete Streets Planning – MPO Staff Labor

Funding Source	Funding Summary			
	Rate	Source Amount	Cost Type	Cost Amount
CPG – WV	56.02%	14,696	Labor	8,653
WVDOT	7.00%	1,837	Fringe	6,492
CPG – OH	23.98%	6,292	Indirect	11,090
ODOT	3.00%	787	Travel	
Belomar	10.00%	2,623	Supplies	
			Soft/Hardware	
			Contract	
Percentage of Program and Total Amount	2.97%	26,235	Total:	26,235

This work element supports planning activities that advance complete streets principles and multimodal safety at the local and regional level. Activities focus on planning level analysis and technical assistance to help member jurisdictions improve walking, biking, transit access, and accessibility as part of everyday transportation investments.

Work activities under this element may include the following:

- Development of regional and community scale complete streets concepts through planning assistance to member jurisdictions.
- Support for local planning efforts such as ADA transition plans and safe walking and biking routes to school or travel plans.
- Continued examination and analysis of multimodal planning studies, including identification of high priority and actionable steps that support transit-oriented street and land use development.
- Review of planned roadway safety, rehabilitation, and maintenance projects to identify opportunities for incorporating complete streets elements.
- Planning level identification and recommendation of multimodal features that improve safety and access for all users.
- Coordination with local governments and partner agencies on complete streets policies, practices, and implementation strategies.

This element focuses on planning assistance, coordination, and concept development to improve multimodal safety, accessibility, and land use integration. Work conducted under this element informs local decision making and future investments.

Section 1: Funding Summary, Project Timeline, and Deliverables

Task Description	2026												2027						Completed Product
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN							
Safe walking and biking routes to school planning																	School Travel Plan for Shadyside		
Review planned safety or rehabilitation projects for multimodal opportunity																	Planning level complete streets opportunities identified		
Continued analysis of multimodal studies and prioritization of actions																	Prioritized actionable steps for transit oriented street and land use development		
Partner and stakeholder coordination on complete streets																	Coordination activities recorded		
Best practices research and guidance																	Best practice findings compiled and retained		



## 6251 – Service (WV) – MPO Staff Labor

Funding Source	Funding Summary			
	Rate	Source Amount	Cost Type	Cost Amount
CPG – WV	80.00%	20,987	Labor	8,653
WVDOT	10.00%	2,624	Fringe	6,492
CPG – OH			Indirect	11,090
ODOT			Travel	
Belomar	10.00%	2,624	Supplies	
			Soft/Hardware	
			Contract	
Percentage of Program and Total Amount	2.97%	26,235	Total:	<b>26,235</b>

This work element supports planning assistance, technical support, and capacity building services provided to individual communities, agencies, or projects located within the West Virginia portion of the MPO planning area. Activities are responsive to local needs and are intended to help communities advance planning efforts, improve readiness, and address specific transportation related challenges.

Work activities under this element may include the following:

- Provision of project specific planning assistance and technical support to local governments and partner agencies.
- General transportation planning consulting related to local streets, corridors, safety, access, and multimodal considerations.
- Support for locally initiated planning efforts, studies, or grant preparation activities.
- Targeted training or capacity building assistance for local staff or officials related to transportation planning topics.
- Technical assistance to support implementation of locally identified priorities or planning recommendations.
- Coordination with the WV Local Technical Assistance Program (LTAP).

This element provides flexible, on demand planning and technical assistance services tailored to the needs of individual West Virginia communities or projects and is funded exclusively with West Virginia planning funds.

Section 1: Funding Summary, Project Timeline, and Deliverables

Task Description	2026												2027						Completed Product
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN							
Planning assistance for a WV community or project																	Planning assistance delivered and tracked		
Grant and funding support inputs																	Record of funding development submissions		
Targeted training or capacity building for WV partners																	Training participation and materials		
Targeted mapping or data support for a WV request																	Maps or data outputs		



## 6252 – Service (OH) – MPO Staff Labor

Funding Source	Funding Summary			
	Rate	Source Amount	Cost Type	Cost Amount
CPG – WV			Labor	8,653
WVDOT			Fringe	6,492
CPG – OH	80.00%	22,987	Indirect	11,090
ODOT	10.00%	2,874	Travel	2,500
Belomar	10.00%	2,874	Supplies	
			Soft/Hardware	
			Contract	
Percentage of Program and Total Amount	15.13%	28,735	Total:	<b>28,735</b>

This work element supports planning assistance, technical support, and capacity building services provided to individual communities, agencies, or projects located within the Ohio portion of the MPO planning area. Activities are responsive to local needs and are intended to help communities advance planning efforts, improve readiness, and address specific transportation related challenges.

Work activities under this element may include the following:

- Provision of project specific planning assistance and technical support to local governments and partner agencies.
- General transportation planning consulting related to local streets, corridors, safety, access, and multimodal considerations.
- Support for locally initiated planning efforts, studies, or grant preparation activities.
- Targeted training or capacity building assistance for local staff or officials related to transportation planning topics.
- Technical assistance to support implementation of locally identified priorities or planning recommendations.
- Coordination with Ohio Local Technical Assistance Program (LTAP).
- Attendance at the **Ohio Transportation Engineering Conference (OTEC) in Columbus, OH.**

This element provides flexible, on demand planning and technical assistance services tailored to the needs of individual Ohio communities or projects and is funded exclusively with Ohio planning funds.

**BEL-O-MAR TRANSPORTATION PLANNING WORK PROGRAM**  
**Section 1: Funding Summary, Project Timeline, and Deliverables**

Task Description	2026						2027						Completed Product
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
Planning assistance for a OH community or project													Planning assistance delivered and tracked
Grant and funding support inputs													Record of funding development submissions
Targeted training or capacity building for OH partners													Training participation and materials
Targeted mapping or data support for a OH request													Maps or data outputs
Attendance at OTEC													Attendance at OTEC



## 6741 – Public Transit Support - MPO Staff Labor

Funding Source	Funding Summary			
	Rate	Source Amount	Cost Type	Cost Amount
CPG – WV	56.02%	27,988	Labor	16,480
WVDOT	7.00%	3,499	Fringe	12,364
CPG – OH	23.98%	11,984	Indirect	21,121
ODOT	3.00%	1,498	Travel	
Belomar	10.00%	4,996	Supplies	
			Soft/Hardware	
			Contract	
Percentage of Program and Total Amount	5.65%	49,965	Total:	49,965

This work element supports coordination, analysis, and strategic planning activities related to public transit and human services transportation within the MPO planning area. Activities focus on improving regional coordination, supporting partner planning efforts, and strengthening transit and human services networks to better serve transit dependent populations and communities with limited transportation options.

Work activities under this element may include the following:

- Analysis of transit service coverage, gaps, and needs, with a focus on transit dependent populations, zero vehicle households, and rural communities.
- Coordination with public transit operators on Transit Asset Management and Public Transportation Agency Safety Plan activities, including support for data quality, consistency, and planning inputs.
- Collaboration on transit related studies and partner led initiatives, including development and maintenance of regional and county level Public Human Services Transportation Coordinated Plans.
- Participation in and leadership of regional human services transportation coordination efforts, including serving as Chair of the West Virginia Region 10 Coordinated Human Service Transit Planning Committee.
- Support for maintenance of coordinated plan goals, adherence to planning schedules, and improved network coordination and communication among providers.
- Planning level coordination to support regional eligibility, readiness, and implementation of Section 5310 funding.

This element focuses on planning, coordination, and analytical support provided by MPO staff to strengthen public transit and human services transportation planning and improve regional alignment and effectiveness.

BEL-O-MAR TRANSPORTATION PLANNING WORK PROGRAM  
 Section 1: Funding Summary, Project Timeline, and Deliverables

Task Description	2026												2027						Completed Product
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN							
Coordination with transit providers																	Transit coordination activities		
Chair and support for WV Region 10 human service transit planning committee																	Committee activities documented		
Integration of maintenance of region 10 and Belmont County coordinated plan goals																	A unified integrated process for regional transit operations		
TAM and PTASP planning support coordination																	TAM and PTASP coordination inputs into planning		
Section 5310 planning coordination for eligibility and implementation readiness																	5310 coordination and distribution		



## 6971 – Program Reporting – Executive and MPO Staff Labor

Funding Source	Funding Summary			
	Rate	Source Amount	Cost Type	Cost Amount
CPG – WV	56.02%	10,599	Labor	6,241
WVDOT	7.00%	1,325	Fringe	4,682
CPG – OH	23.98%	4,538	Indirect	7,998
ODOT	3.00%	567	Travel	
Belomar	10.00%	1,892	Supplies	
			Soft/Hardware	
			Contract	
Percentage of Program and Total Amount	2.14%	18,921	Total:	18,921

This work element supports overall program management, fiscal reporting, and administrative functions necessary to operate the MPO planning program in a compliant, transparent, and effective manner. Activities focus on internal controls, reporting, documentation, and support for MPO governance and decision making.

Work activities under this element may include the following:

- Preparation and archive of staff time records, invoices, reimbursement requests, and supporting cost documentation.
- Monitoring transportation planning program expenditures, budgets, and funding balances.
- Evaluation of planning program performance and maintenance of internal policies and procedures.
- Development and submission of the subsequent year Unified Planning Work Program.
- Administration of procurement, contracting, and cost allocation activities in accordance with applicable requirements.
- Administrative and technical support for MPO committees, including the Technical Advisory Committee and Policy Board.
- Preparation and distribution of program summaries, reports, and informational materials to document planning activities and accomplishments.

This element provides the administrative, fiscal, and reporting foundation necessary to support delivery of the MPO planning program and ensure accountability for the use of federal and state planning funds.

Task Description	2026												2027						Completed Product
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN							
Timekeeping, invoicing, and cost records																	Timesheets, invoice packages, and supporting documentation		
Fiscal reporting and budget monitoring																	Budget and expenditure status maintained		
Procurement, contracting, and cost administration																	Compliance maintained towards cost and procurement		
Reporting on MPO activities																	Biannual newsletters and Program Completion Report		
Development of the subsequent year UPWP																	Draft UPWP document		



## 6300 – SS4A – MPO Staff Labor and Contract Labor

### Award # 693JJ32540630

Funding Source	Funding Summary			
	Rate	Source Amount	Cost Type	Cost Amount
SS4A - FHWA	80.00%	114,413	Labor	12,558
SS4A - Local (BOM)	20.00%	28,603	Fringe	9,421
			Indirect	16,094
			Travel	
			Supplies	
			Soft/Hardware	
			Contract	104,943
Percentage of Program and Total Amount	16.17%	143,016	Total:	<b>143,016</b>

This work element supports development and completion of a data driven Comprehensive Safety Action Plan funded through the U.S. Department of Transportation’s Safe Streets and Roads for All program. Activities focus on safety analysis, planning coordination, and public engagement to produce a certifiable plan that prioritizes roadway safety investments and advances the Safe System Approach across the region, with plan completion anticipated by December 2026.

Work activities under this element may include the following:

- Collection, verification, and preparation of crash and roadway data to support safety analysis and identification of high-risk locations and systemic safety concerns.
- Analysis of crash trends and safety performance conditions, including development of planning level summaries, tables, and visualizations.
- Development and refinement of planning frameworks, schedules, and plan components necessary to complete a Comprehensive Safety Action Plan.
- Design and implementation of public and stakeholder engagement activities to inform safety priorities and strategies.
- Coordination with and management of consultant supported planning activities related to Comprehensive Safety Action Plan development.
- Ongoing coordination with regional partners and stakeholders on roadway safety needs, priorities, and implementation readiness.

This element supports a region wide safety planning effort that applies to the full Belomar planning area. Completion of the Comprehensive Safety Action Plan will provide a prioritized set of safety strategies and projects that position the region to advance implementation and compete for future safety funding opportunities.

Section 1: Funding Summary, Project Timeline, and Deliverables

Task Description	2026												2027						Completed Product
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN							
High Injury Network development																		High Injury Network map and segment list	
Systemic risk analysis and emphasis area assessment																		Systemic safety analysis	
Comprehensive Safety Action Plan development and completion																		Completed Comprehensive Safety Action Plan	



## 6401 – Comprehensive Operations Analysis – WV – Contract Labor

### State # T235-OVRTA-26 00 Federal # STBG-2026(163)D

Funding Source	Funding Summary			
	Rate	Source Amount	Cost Type	Cost Amount
CRP – WV	80.00%	75,000	Labor	
Local - WV	20.00%	18,750	Fringe	
			Indirect	
			Travel	
			Supplies	
			Soft/Hardware	
			Contract	93,750
Percentage of Program and Total Amount	8.48%	93,750	Total:	<b>93,750</b>

This work element supports a data driven planning analysis of existing public transit operations within the Belomar region in West Virginia and Ohio. Activities focus on evaluating current service performance, identifying opportunities to improve efficiency and effectiveness, and developing planning level recommendations that inform future transit service decisions.

Work activities under this element may include the following:

- Coordination with public transit providers and regional stakeholders to define operational priorities and establish a shared framework for analysis.
- Collection, validation, and analysis of transit operations data, including ridership, service coverage, schedule adherence, productivity, and market demand characteristics.
- Planning level evaluation of service strengths, gaps, and inefficiencies, including assessment of transit needs in areas with limited or no existing service.
- Development and evaluation of transit service concepts and alternatives that reflect different service strategies and investment levels.
- Planning level analysis of operating and capital needs associated with recommended service concepts and implementation approaches.
- Coordination of consultant supported planning activities and preparation of planning materials, summaries, and presentations to support partner and public review.

This element supports a regional transit planning effort intended to strengthen the effectiveness, sustainability, and responsiveness of public transportation services. The Comprehensive Operations Analysis provides a foundation for informed decision making and future planning, funding, and implementation actions by regional transit providers.

BEL-O-MAR TRANSPORTATION PLANNING WORK PROGRAM  
 Section 1: Funding Summary, Project Timeline, and Deliverables

Task Description	2026												2027						Completed Product
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN							
Service and market analysis															Existing conditions findings				
Development of service alternatives															Transit alternatives developed as part of the COA				
Communication of findings to boards and the public															Presentation materials developed as part of the COA				
Draft and final COA documentation															Completed COA report and supporting files				



## 6402 – Comprehensive Operations Analysis – OH - Contract Labor PID #124981

Funding Source	Funding Summary			
	Rate	Source Amount	Cost Type	Cost Amount
STBG - OH	80.00%	60,000	Labor	
Local - WV	20.00%	15,000	Fringe	
			Indirect	
			Travel	
			Supplies	
			Soft/Hardware	
			Contract	75,000
Percentage of Program and Total Amount	8.48%	75,000	Total:	<b>75,000</b>

This work element supports a data driven planning analysis of existing public transit operations within the Belomar region in West Virginia and Ohio. Activities focus on evaluating current service performance, identifying opportunities to improve efficiency and effectiveness, and developing planning level recommendations that inform future transit service decisions.

Work activities under this element may include the following:

- Coordination with public transit providers and regional stakeholders to define operational priorities and establish a shared framework for analysis.
- Collection, validation, and analysis of transit operations data, including ridership, service coverage, schedule adherence, productivity, and market demand characteristics.
- Planning level evaluation of service strengths, gaps, and inefficiencies, including assessment of transit needs in areas with limited or no existing service.
- Development and evaluation of transit service concepts and alternatives that reflect different service strategies and investment levels.
- Planning level analysis of operating and capital needs associated with recommended service concepts and implementation approaches.
- Coordination of consultant supported planning activities and preparation of planning materials, summaries, and presentations to support partner and public review.

This element supports a regional transit planning effort intended to strengthen the effectiveness, sustainability, and responsiveness of public transportation services. The Comprehensive Operations Analysis provides a foundation for informed decision making and future planning, funding, and implementation actions by regional transit providers.

BEL-O-MAR TRANSPORTATION PLANNING WORK PROGRAM  
 Section 1: Funding Summary, Project Timeline, and Deliverables

Task Description	2026												2027						Completed Product
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN							
Service and market analysis															Existing conditions findings				
Development of service alternatives															Transit alternatives developed as part of the COA				
Communication of findings to boards and the public															Presentation materials developed as part of the COA				
Draft and final COA documentation															Completed COA report and supporting files				



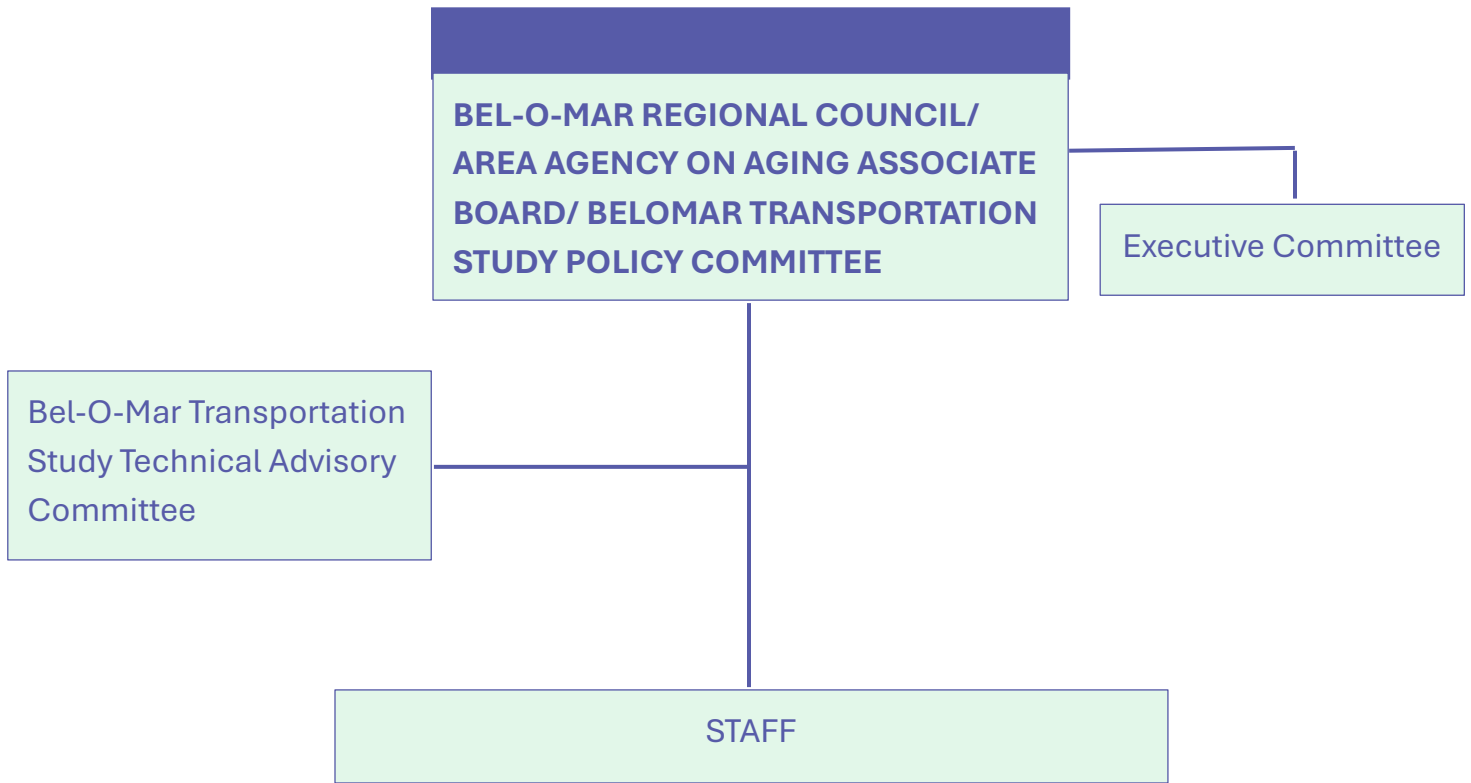
## Section 2: Belomar Organizational Chart



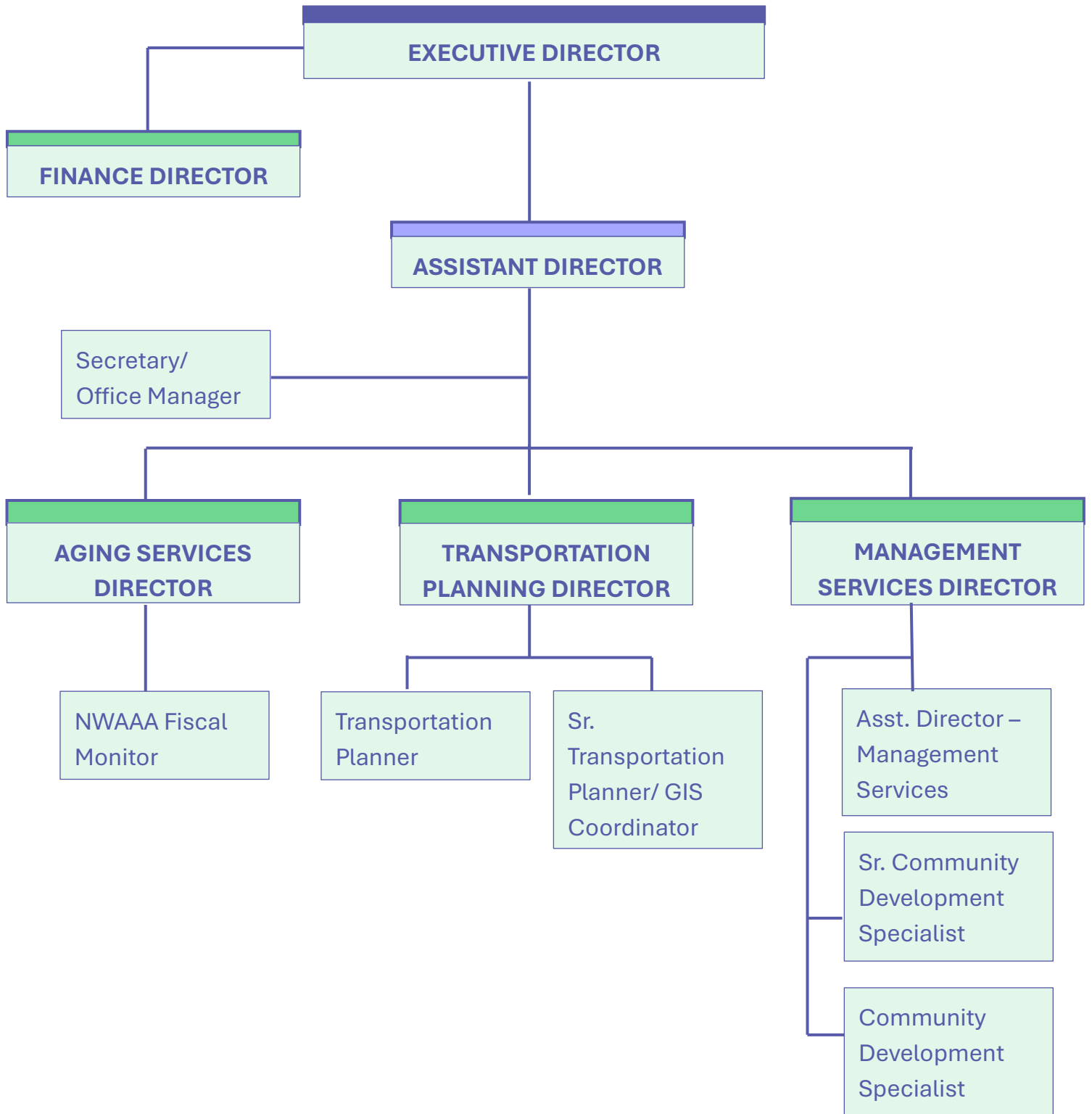
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**Regional Council Structure**



**Staff Structure**



## Section 3: Indirect Cost Plan Excerpt



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**BELOMAR REGIONAL COUNCIL AND INTERSTATE PLANNING COMMISSION  
SCHEDULE OF INDIRECT RATE CALCULATION  
For the Fiscal Year Ended June 30, 2025**

**Indirect:**

**Direct Labor** \$ 407,887

**Indirect:**

Administration	\$ 139,721
Indirect fringes	119,154
Other indirect	274,489
Less: agency other (dues)	<u>(10,614)</u>

**Total indirect** \$ 522,750

**Total direct labor** \$ 407,887

**Indirect rate** 1.2816

<b>Fringe benefits:</b>	<u>Aging</u>	<u>Transportation</u>	<u>Management Services</u>	<u>Totals</u>
Direct salaries	\$ 99,884	\$ 119,145	\$ 188,858	\$ 407,887
Direct fringes	<u>\$ 56,394</u>	<u>\$ 83,349</u>	<u>\$ 140,387</u>	<u>\$ 280,130</u>
Fringe rate	<u>0.5646</u>	<u>0.6996</u>	<u>0.7433</u>	<u>0.6868</u>

**Fringe Benefits Rate:**

See a description of the fringe benefits on Pages 2 - 3. This rate is based on the FY27 budget of fringe benefits and salaries.

	<u>Agency</u>	<u>Aging</u>	<u>Transportation</u>	<u>Management</u>
Payroll taxes	15,078	9,495	18,255	31,227
Health insurance	49,015	32,744	55,023	71,496
Pension	19,820	11,971	23,695	40,902
Holiday	9,737	6,019	11,673	20,054
Sick leave	9,913	6,128	11,884	20,417
Vacation	<u>14,957</u>	<u>5,383</u>	<u>14,021</u>	<u>25,084</u>
Total budgeted fringe benefits	118,520	71,740	134,551	209,180
Total budgeted department salaries	125,398	<u>88,691</u>	<u>179,333</u>	<u>288,336</u>
PROPOSED fringe benefit rate		<u>80.89%</u>	<u>75.02%</u>	<u>72.55%</u>



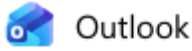
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## Section 4: Funding Allocation Documentation

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**FY27 allocations**

**From** Carr, Brian E <Brian.E.Carr@wv.gov>

**Date** Wed 2/4/2026 12:02 PM

**To** Bill Austin <baustin@plantogether.org>; Chris Chiles <cchiles@kyovaipc.org>; John Tuggle <jtuggle@reg4wv.org>; Mullenax, Matt <mmullenax@washco-md.net>; Jeffery Mace <JMace@wvregion3.org>; Mike Paprocki <mikepap@bhjmpc.org>; Sam Richardson <srichardson@belomar.org>; Vince Post <vince.post@movrc.org>

**Cc** Rhonda Howell <rhowell@bhjmpc.org>; Saleem Salameh <ssalameh@kyovaipc.org>; Jing Zhang <jzhang@plantogether.org>; Jason Roberts <jasonroberts@regiononepdc.org>; Amanda Smarr <asmarr@reg4wv.org>; McDonough, Michaela <mmcdonough@washco-md.net>; Tyler Ferrell <tyler@wvregion3.org>; Michael A Dodd <michael.a.dodd@wv.gov>; Kerri A Wagner <kerri.a.wagner@wv.gov>; Kevin Sullivan <Kevin.W.Sullivan@wv.gov>

All here are your expected allocations for FY27 work plans. As always, this is a starting point and if additional funds would be required for necessary work such as a new MTP/LRTP, TIP overhaul, or other required documents, we can figure out how to get the necessary funds. Your final budgets would obviously need to be vetted through FHWA as well as us here at the WVDOH. If anyone has any questions, please do not hesitate to give me a call.

MPO	BASE ALLOCATION \$60,000	2020 IN-STATE UZA POP FACTOR	IN-STATE UZA POP AMOUNT	TOTAL FY 2025 CONSOLIDATED FUND ALLOCATION	WVDOH MATCH	FY 2025 CONSOLIDATED and WVDOH ALLOCATIONS
BHJ	\$100,000	4.8%	\$136,000	\$236,000	\$29,500	\$265,500
BOM	\$100,000	7.3%	\$211,000	\$311,000	\$38,875	\$349,875
KYOVA	\$100,000	15.1%	\$432,000	\$532,000	\$66,500	\$598,500
RIC	\$100,000	27.3%	\$782,000	\$882,000	\$110,250	\$992,250
WWW	\$100,000	9.2%	\$265,000	\$365,000	\$45,625	\$410,625
MMM	\$100,000	12.9%	\$371,000	\$471,000	\$58,875	\$529,875
FR	\$100,000	9.6%	\$275,000	\$375,000	\$46,875	\$421,875
HEP	\$100,000	13.8%	\$397,000	\$497,000	\$62,125	\$559,125
<b>TOTAL</b>	<b>\$800,000</b>	<b>100.00%</b>	<b>\$2,869,000</b>	<b>\$3,669,000</b>	<b>\$458,625</b>	<b>\$4,127,625</b>

Brian E. Carr

WVDOH Planning Division

Charleston, WV

304-414-6906



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

Mike DeWine, Governor  
Jim Tressel, Lt. Governor  
Pamela Boratyn, Director

**To:** MPO Executive Directors and Transportation Directors  
**From:** Scott Phinney, Administrator, Office of Statewide Planning and Research  
**Date:** December 9, 2025  
**Subject:** Ohio Metropolitan Planning Organization SFY 2027 Work Programs

This memorandum will initiate development of the SFY 2027 Ohio MPO Planning Work Programs (July 2026 – June 2027). The Work Programs will document the MPOs' SFY 2027 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 Administration (FTA) 5303 planning funds.

PL funding will be based on an ODOT estimate of the available FFY 2027 Ohio PL funds. The 5303 funding component will be based on the FFY 2026 Ohio 5303 appropriation amount. Because neither of the final SFY 2027 budgetary amounts are currently available, MPOs are advised to build their SFY 2027 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 2027 Work Programs include:

- MPO Capital Programs Management
  - Implementation of strategies for improved performance and maximum commitment of annual capital program budgets
  - Utilize MPO capital programs dashboard to manage and monitor capital program
  - Partner with ODOT to ensure prompt project programming into Ellis
  - Monitor capital program performance measures and meet established targets to the maximum extent possible
- Development and Maintenance of the TIP/STIP
  - Staff time for development of the upcoming 2028-2031 TIP/STIP
  - Modifications/maintenance of the current 2026-2029 TIP/STIP
  - Coordination between member communities, ODOT, US DOT and other stakeholders
  - Reporting on regional transportation performance measures

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Columbus, OH 43223 U.S.A.

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## Section 4: Funding Allocation Documentation

- Public Engagement and Title VI Compliance
  - MPOs should clearly document the activities they are conducting related to public involvement and any activities that pertain to Title VI compliance within their annual work programs

Work Program budget tables will record federal, state, and local funding for the MPOs' entire SFY 2027 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 SFY27 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 Chapter 7.3 of 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 VII, "States and Local Government". ODOT will not reimburse SFY 2027 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, any included work product must include an adequate description of the work to be performed, indicate who will perform the work (MPO, ODOT, transit provider, consultant, 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, below, details the SFY27 MPO Planning Program budget for your agency.

**Table 1: SFY27 CPG Program ESTIMATES (ODOT PID 125131)**

MPO	FTA 5303	FHWA PL	CPG	State Match	Local Match	Total
Akron	\$372,287	\$1,144,176	\$1,516,463	\$189,558	\$189,558	\$1,895,579
Canton	\$165,223	\$565,560	\$730,784	\$91,348	\$91,348	\$913,479
Cincinnati	\$941,534	\$2,332,838	\$3,274,372	\$409,297	\$409,297	\$4,092,965
Cleveland	\$1,353,833	\$3,063,913	\$4,417,746	\$552,218	\$552,218	\$5,522,183
Columbus	\$911,468	\$2,455,652	\$3,367,120	\$420,890	\$420,890	\$4,208,900
Dayton	\$402,651	\$1,248,670	\$1,651,321	\$206,415	\$206,415	\$2,064,151
Huntington	\$20,985	\$111,820	\$132,805	\$16,601	\$16,601	\$166,007
Lima	\$51,375	\$287,090	\$338,465	\$42,308	\$42,308	\$423,081
Mansfield	\$54,662	\$316,522	\$371,185	\$46,398	\$46,398	\$463,981
Newark	\$58,943	\$272,725	\$331,668	\$41,458	\$41,458	\$414,585
Parkersburg	\$5,663	\$69,149	\$74,811	\$9,351	\$9,351	\$93,514

Sandusky	\$54,412	\$251,434	\$305,847	\$38,231	\$38,231	\$382,308
Springfield	\$65,231	\$398,016	\$463,247	\$57,906	\$57,906	\$579,059
Steubenville	\$28,305	\$181,307	\$209,613	\$26,202	\$26,202	\$262,016
Toledo	\$287,322	\$886,844	\$1,174,166	\$146,771	\$146,771	\$1,467,708
Wheeling	\$17,777	\$129,381	\$147,158	\$18,395	\$18,395	\$183,947
Youngstown	\$196,242	\$686,041	\$882,283	\$110,285	\$110,285	\$1,102,854

Draft Work Programs are due to the Office of Statewide Planning and Research by March 6, 2026. Work Program review meetings among the MPO, FHWA/FTA, District, and ODOT Central Office staff will be scheduled during the months of March/April 2026. Final Work Programs will be due by May 8, 2026. Work Program documentation is to be submitted electronically via the ODOT Sharepoint site at: <https://extranet.dot.state.oh.us/divisions/Planning/plan/STIP/default.aspx>. A folder for the 2027 Work Program has been created and this folder should be used for all 2027 Work Program submissions. Should you have any questions please contact Nate Brugler at (614) 387-0459.

Respectfully,



Scott Phinney, P.E.  
 Administrator  
 ODOT Office of Statewide Planning and Research



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## Section 5: Self-Certification

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**METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION**  
**of the Bel-O-Mar Regional Council and Interstate Planning Commission's Transportation Study**  
**(Belomar)**

As required by the U.S. Department of Transportation and in accordance with federal transportation planning regulations, the West Virginia and Ohio Departments of Transportation and the Belmont-Ohio-Marshall Transportation Study, the Metropolitan Planning Organization (MPO) for the Wheeling, WV-OH urbanized area, hereby certify that the metropolitan transportation planning process:

- Addresses the major transportation issues facing the region;
- Is conducted in accordance with the latest federal transportation planning requirements;
- Complies with all applicable laws and regulations, including those related to clean air, civil rights, accessibility, and non-discrimination.

The MPO, and all its planning and programming efforts, do not discriminate against any person based on race, color, national origin, sex, age, disability, veteran status, or other protected status. No person is denied participation in, denied the benefits of, or otherwise subjected to discrimination under any program or activity receiving federal assistance. The MPO does not prioritize or overburden individuals or groups based on race or other protected status in its planning or funding decisions.

The MPO does not include any projects or programs that overburden a protected class or historically vulnerable group. Historically vulnerable groups may include but not be limited to Black individuals, people with limited English proficiency, and individuals or families living below the federal poverty level. The MPO program does not overburden with disproportionate impacts related to right-of-way acquisition, transportation-related pollution, roadway proximity, or other harmful externalities.

The MPO does not prioritize investments in any geographic area based on the social construct of race or other social features that would violate the intent or premise of current United States civil rights legislation.

The MPO conducts regular self-evaluations to identify and address any gaps in access to its services, including access to public meetings and planning materials. The MPO maintains an internal plan for continuous improvement, particularly as it relates to older Americans, families with young children, individuals with disabilities, people with limited English proficiency, people living below the federal poverty level, and any other protected class under federal law.

Thus certified, by the Belomar Policy Committee on this day 16 April 2026

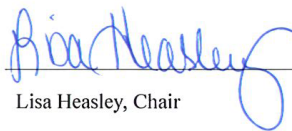
ATTEST:



Scott Hicks

Executive Director

Belomar Regional Council



Lisa Heasley, Chair

Belomar Regional Council

Transportation Study Policy Committee

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## ODOT Questionnaire



Department of  
Transportation

### TITLE VI COMPLIANCE QUESTIONNAIRE

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

##### General

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

Transportation Planning

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

Ethan Combs, MPA  
Transportation Planner  
(304) 238-9567 | [ecombs@belomar.org](mailto:ecombs@belomar.org)

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

Yes, Belomar has a Title VI Program plan.  
Link: <https://belomar.org/belomar-3c-plan/>

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

Yes, Belomar has a Title VI policy.  
Link: <https://belomar.org/aboutus/>

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

Yes, Belomar has a written Title VI complain procedure.  
Link: [https://belomar.org/open\\_comments/](https://belomar.org/open_comments/)

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

Yes, Belomar has a Title VI complaint form.  
Link: <https://survey123.arcgis.com/share/2d5ad9558ec3444ba58f22dd0dbd89a6>

7. Does your organization make the public aware of the right to file a complaint? If so, describe how this is accomplished.

Yes, Belomar ensures the public are aware of the right to file a complaint. In all public notices sent out we encourage comment and ensure it is accessible. We feature a landing page on our website as well.



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 Title VI Compliance Questionnaire – MPOs & RTPOs
 

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8. In the past three years, has your organization been named in any Title VI and/or other discrimination complaints or lawsuits? 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.

No, Belomar has not been named in any Title VI and/or other discrimination complaints or lawsuit. Further, we have not received any complaints via our public comments portal.

9. 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.

[Self-Certification Resolution Signed 4.17.25](#)

This will be sent in email as well.

10. Does your contract language include Title VI and other non-discrimination assurances?

Yes, Belomar's contract language includes Title VI and other non-discrimination assurances.

11. 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
- 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
- vi. Title VI Program Plan posted on your website
- vii. Other (Please explain) 
  - Press Releases for all public notices

Title VI Compliance Questionnaire – MPOs & RTPOs

**Public Involvement**

12. 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, Belomar has a Public Participation Plan.  
Link: <https://belomar.org/belomar-3c-plan/>

13. 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
- ii. Community radio station announcements
- iii. Church and community event outreach
- iv. Targeted fliers distributed in particular neighborhoods
- v. Other (Please explain) – Public Notices, and Newspaper Ads

14. Do you coordinate with local community groups to facilitate outreach to minorities and low-income populations? If so, please list groups.

Yes, Belomar coordinates with local community groups. These groups include:

- Ohio Valley Trail Partners
- Belmont County Board of Developmental Disabilities
- Belmont County Job and Family Services
- Senior Services of Belmont County
- Ohio/Marshall County Family Resource Network

15. Do you take the following into consideration when identifying a public meeting location (select all that apply):

- i. Parking
- ii. Accessibility by public transportation
- iii. Meeting times
- iv. Existence of ADA ramps
- v. Familiarity of the community with the meeting location

16. 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.

To date, no meeting participants have requested special assistance, however, Belomar has already purchased and have assisted hearing devices ready, as well as researching and putting together translation services to have on hand when needed. We are trying to be proactive versus reactive.

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 Title VI Compliance Questionnaire – MPOs & RTPOs
 

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## Language Assistance

17. Are you familiar with the four-factor methodology for assessing a potential need for language assistance?

Yes.

18. Are you familiar with the Safe Harbor guideline?

Yes.

19. Does your organization have a Language Assistance Plan? If so, please provide the website link or attach a copy.

Belomar does not have a standalone language access plan. However, language and LEP is considered and has its own dedicated section within our 3-C Public Participation/ Title VI Plan.

Link: <https://belomar.org/belomar-3c-plan/>

20. Has your organization identified vital documents that need to be made available in languages other than English? If so, describe how that need is being addressed.

Belomar has not had any requests for plans to be translated, however we are currently researching translation services to use if someone requests the plan to be in a language. Of course Belomar will be adding a translation aspect to vital core programming such as TIP, MTP(LRTP), 3-C/ Public Participation/ Civil Rights Compliance Title VI plan so they can be made available in other languages.

21. Do you have a list of staff who speak languages other than English?

Belomar does not have a list of staff who speak languages other than English.

22. Do you provide free translation services in languages other than English to the public upon request?

We can offer translations services in languages other than English to the public upon request.

23. How often do you receive requests for language assistance?

To date, Belomar has not had any requests for language assistance.

Title VI Compliance Questionnaire – MPOs & RTPOs

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**Title VI Training**

24. Who provides Title VI training to your staff?

- i. ODOT staff
- ii. Title VI Coordinator
- iii. Other (Please explain) 
  - Ohio LTAP and WV LTAP. We utilize them for ADA training as well as Title VI training. All new employees take both Ohio LTAP and WV LTAP ADA Trainings related to ADA and Title VI.

25. How often are Title VI trainings conducted?

Upon being hired within the MPO, staff are to do trainings via the Ohio LTAP and WV LTAP. We also do them on an as-needed basis, or if trainings come up.

26. How many staff were trained on Title VI this year?

1 staff member was hired within the MPO in 2025. They completed the trainings.

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Title VI Compliance Questionnaire – MPOs & RTPOs

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**Transportation Planning Program - Data Collection and Analysis**

**27. Does your agency maintain documentation describing its procedures for incorporating Title VI requirements into the region's transportation planning program?**

Yes.

**28. Does your organization maintain socio-demographic data and mapping for the transportation planning region?**

Yes.

**29. Does your organization use data to identify protected groups for consideration in the planning process?**

Yes.

**30. Does your organization conduct Transportation Plan and Transportation Improvement Program analyses of the impacts that planned transportation system investments will have on affected populations? Discuss the assessment methodology and resulting documentation.**

Yes. After each decennial census, Environmental Justice Target areas are identified. An analysis based on the locations of LRTP projects and TIP projects are prepared. The analysis done includes any negative impact on the targeted areas.

**31. Does your organization track demographic information of participants in its transportation planning program's public involvement events?**

No.

Title VI Compliance Questionnaire – MPOs & RTPOs

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Technical Assistance

32. 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 to contact for follow-up questions? If not, please provide the name, title, and contact information for that individual.

Ethan Combs, MPA  
Transportation Planner  
(304) 238 9567 | [ecombs@belomar.org](mailto:ecombs@belomar.org)  
Date Completed: 2/9/2026

33. 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.

34. Would your organization like Title VI training or other Civil Rights technical assistance from ODOT? If yes, please explain.

Yes! Belomar is open to any suggestions on how to improve its answers to this questionnaire and improve its policy and program design in that direction.

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## WVDOT Questionnaire

### Title VI Compliance Questionnaire External (Sub-Recipient) Title VI Review

\* Indicates required question

1. **Email** \* [ecombs@belomar.org](mailto:ecombs@belomar.org)

Please send any documents and/or links to: [DOHTitleVI@wv.gov](mailto:DOHTitleVI@wv.gov)

#### General

#### REQUIREMENT

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides 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. (42 U.S.C. §2000d).

For state highway agencies Federal Highway Administration regulations provides that Title VI reviews must be conducted for all programs and activities (23 C.F.R. §200.9(b)(5)).

2. **Do you have a designated Title VI Coordinator? If so, please provide the person’s name, title, and contact information.** \*

Ethan Combs, MPA  
Transportation Planner  
(304) 238-9567 | [ecombs@belomar.org](mailto:ecombs@belomar.org)

3. **Does your organization have a Title VI plan? If so, please provide the website link or email a copy to the Civil Rights Compliance Title VI Program Manager.** \*

<https://belomar.org/belomar-3c-plan/>

4. **Does your organization have written Title VI complaint procedures? If so, please provide the website link or email a copy to the Civil Rights Compliance Title VI Program Manager.** \*

[https://belomar.org/open\\_comments/](https://belomar.org/open_comments/)

5. **Does your organization have a Title VI complaint form? If so, please provide the website link or email a copy to the Civil Rights Compliance Title VI Program Manager.** \*

<https://survey123.arceis.com/share/2d5ad9558ec3444ba58f22dd0dbd89a6>

## Section 5: Self-Certification

6. Please provide a demographic profile of your metropolitan planning area, including identifying minority/underrepresented populations. \*

The Belomar region has approximately 139,500 residents (2020 Census). Racial composition is 91.3% White alone, 2.9% Black or African American, and 4.5% two or more races, with smaller shares of Asian (0.6%), American Indian and Alaska Native (0.15%), Native Hawaiian and Other Pacific Islander (0.03%), and Some Other Race (0.54%). Based on ACS 5-year estimates, the population is approximately 51% male and 49% female, with a sex ratio of about 103 men per 100 women and includes ~59,600 households. Approximately ~20,300 residents live below the poverty level, and ~2,000 residents are foreign-born.

7. Is there a process used to identify the needs of minority/underrepresented populations and the demographic information used to assess the distribution of benefits across those populations? If yes, please describe the process. \*

Historically vulnerable populations have been analyzed in recent planning efforts, including the Multimodal System (Bicycle and Pedestrian) Plan and Coordinated Public Transit-Human Services Transportation Plans, where emphasis is placed on older adults, people with disabilities, and people living with low incomes. The MPO also coordinates closely with Title VI and Civil Rights partners during the development of these plans to inform needs identification. The MPO is in the process of expanding these practices, including the incorporation of fairness analyses into our forthcoming Regional Comprehensive Safety Action Plan and future updates to the Belomar Transportation Plan.

8. In the past three years, has your organization been named in any Title VI and/or other discrimination complaints or lawsuits? 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. \*

No

9. Do you use any of the following methods to disseminate Title VI information to the public (select all that apply): \*

- Title VI posters in public buildings
- Title VI brochures at public events
- Title VI complaint forms in public buildings
- Title VI complaint forms at public events
- Title VI policy posted on your website
- Title VI Program Plan posted on your website
- Other (Please explain)
- No Title VI information is disseminated to the public



**Public Involvement**

**10. Does your organization make the public aware of the right to file a complaint? If so, describe how this is accomplished. \***

Yes, Belomar makes the public aware of the right to file a complaint. We include it in both the public comments portal, as well as our Civil Rights/ Public Participation Plan.

**11. Does your organization have a Public Participation Plan? If so, please provide the website link or email a copy to the Civil Rights Compliance Title VI Program Manager. When was the Public Participation Plan most recently updated? \***

Yes, Belomar has a Public Participation Plan.  
<https://belomar.org/belomar-3c-plan/>  
Updated: July 2025

**12. Do you collect the demographics of attendees at public meetings/hearings as well as information regarding all aspects of public involvement to include advertising and limited English proficiency access? If yes, please describe how. \***

No, we do not collect the demographics of attendees at public meetings/ hearings. We run ads in local newspapers: Times Leader and Intelligencer, for Pubic Meetings/ Open Houses, Belomar adheres to its 3-C Consolidated Public Participation and Civil Rights Compliance Plan allowing a 15-day notice to go out from the meeting date.

**13. Please select which of the following outlets your organization uses to provide notices to different population groups (select all that apply): \***

- Neighborhood and community paper advertisements
- Community radio station announcements
- Church and community event outreach
- Targeted fliers distributed in particular neighborhoods
- Other (Please explain) 
  - Frequent social media posts and reminders utilizing Facebook

**14. What efforts have been made to engage minority/unrepresented populations in the public outreach efforts? \***

Belomar has been experimenting with some creative ways to engage historically vulnerable populations in the planning processes of its documents. Namely, for the development of the Belomar Transportation Plan we have begun to do community pop-up events to bring ourselves to the people versus only scheduling large open houses. In the month of September, we did pop-ups at local farmers markets and performed planning activities with members of the public. Further, we are currently developing a

## Section 5: Self-Certification

Coordinated Transit Plan for Belmont County set to be adopted in June 2026 and have done extensive focus groups and survey pop-ups for those who are over the age of 65, have a disability, and/or low-income. Belomar remains refining its public engagement process and will have a much more concrete process in writing for the next review.

**15. What procedure(s) have you established for addressing issues and/or concerns raised by minority/underrepresented populations in the decision-making processes? \***

If an issue is raised, Ethan Combs, the Title VI coordinator will look into the issue and ensure that the issue is resolved in a timely manner.

**16. Do you take the following into consideration when identifying a public meeting location (select all that apply): \***

- Parking
- Accessibility by public transportation
- Meeting times
- Existence of ADA ramps
- Familiarity of community with meeting location

**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. \***

To date, Belomar has not had any meeting participants requesting special assistance, however, we have purchased assisted-hearing devices, have been searching for translation services inclusive of other languages, braille, and offer large print for members who request. This reinforces Belomar's intention to be proactive rather than solely reactive in its preparation.

**Limited English Proficiency (LEP) and Language Assistance**

Individuals who do not speak English as their primary language and who have a limited ability to read, write, speak or understand English may be a Limited English Proficient individual and may be entitled to language assistance with respect to programs and activities. Language assistance can include interpretation, which means oral or spoken transfer of a message from one language into another language and/or translation, which means the written transfer of a message from one language into another language.

- 18. Does your organization have an LEP Plan and/or a Language Assistance Plan (LAP)? If so, please provide the website link or email a copy to the Civil Rights Compliance Title VI Program Manager. \***

Belomar does not have a standalone LEP/ LA Plan. However, we do have this integrated into the 3-C/Public Participation/Civil Rights plan:

<https://belomar.org/belomar-3c-plan/>

- 19. Using the scale below, how would you rate your LEP program? 0 means no program, 5 means you consider your program to be excellent. \***

- 4

- 20. Has your organization identified vital documents that need to be made available in languages other than English? If so, describe how that need is being addressed. \***

Yes, Belomar has identified vital documents that need to be made available in languages other than English. Ethan Combs, the Title VI coordinator is actively searching for professional translation services.

- 21. Do you have a list of staff who speak languages other than English? \***

- No

- 22. Do you provide free translation services in languages other than English to the public upon request? \***

- Yes

## Section 5: Self-Certification

**Title VI Training**

23. Who provides Title VI training to your staff (select all that apply)? \*

- WVDOT Staff
- Title VI Coordinator
- Other (please explain) 
  - WV/ OH LTAP

24. How often are Title VI trainings conducted? \*

New employees are required to take ADA/ Title VI trainings via WV LTAP and OH LTAP. Periodic training is on an as-needed basis.

25. How many staff members were training on Title VI this year? \*

1

26. How many staff members were training on Title VI last year? \*

0

27. Does your agency maintain documentation describing its procedures for incorporating Title VI requirements into the region's transportation planning program? \*

- Yes

28. Does your organization track demographic information of participants in its transportation planning program public involvement events? \*

- No

29. Provide the name, title, and contact information for the person who completed this questionnaire and the date that 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. \*

Ethan Combs, MPA  
 Transportation Planner  
 Direct: (304) 238-9567 | [ecombs@belomar.org](mailto:ecombs@belomar.org)

Please contact me for follow-up questions.

Date Completed: 2/5/26

30. Do you have any questions regarding this questionnaire? If so, please include them here along with your email address and a WVDOT representative will respond. \*

None



**31. Would your organization like Title VI training or other Civil Rights technical assistance from WVDOT? If yes, please explain. \***

Yes, the Belomar MPO would love to get Title VI training and/or other Civil Rights technical assistance from WVDOT.

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## Section 6: Glossary of Common Transportation Terms

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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 / 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.
- **Belomar 3-C Plan** – Belomar’s Consolidated Public Participation and Civil Rights Compliance Plan that aims to deliver the continuing, comprehensive, and cooperative “3-C” transportation planning process.

## C

- **CAA (Clean Air Act)** – Federal legislation that regulates air pollutants and requires transportation projects to comply with air quality standards.
- **CRP (Carbon Reduction Program)** – Federal transportation formula funding program aimed at reducing carbon ‘emissions’ in the transportation system.
- **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 and track TIP and STIP amendments and modifications.
- **E-TIP (Electronic Transportation Improvement Program)** – The online system used at Belomar to manage and track 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/Involvement Plan (PPP/PIP)** – A document that outlines how the public will be involved in the transportation planning process.
- **Public Transportation Agency Safety Plans (PTASP)** – The PTASP regulation (49 CFR Part 673) requires operators of public transportation systems that receive federal funds under FTA Section 5307 and rail transit agencies subject to the FTA State Safety Oversight 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 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. 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.



## Explanation of Acronyms and Funding Programs

*(Federal / Local share as noted)*

- **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
- **NHPP (Exempt) (NHPP-EXE)** – 90% Federal / 10% Local
- **National Highway System (NHS)** – 80% Federal / 20% Local
- **Recreational Trails (NRT)** – 80% Federal / 20% Local
- **Railroad / 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
- **STP – 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 and related statutory provisions.*

### Project Phases and Technical Terms

- **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 assessing potential environmental effects
- **Beginning Mile Point / Miles (BMP / mi)** – Measurement indicating project start or length

### Project Name / Type of Work

- **Bridge (BR)** – Infrastructure for crossing 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 infrastructure for safety and maintenance needs
- **Interchange (I/C)** – Highway junction allowing smooth traffic flow
- **Turnpike (TPK)** – A tolled roadway system
- **North / South / East / West Bound (N/S/E/WB)** – Directional travel indicators

### Agencies

- **Eastern Ohio Regional Transit Authority (EORTA)** – Public transit provider for Belmont County, Ohio
- **ODOT (Ohio Department of Transportation)** – State transportation agency
- **Ohio Valley Regional Transit Authority (OVRTA)** – Transit provider in Ohio and Marshall counties, WV
- **West Virginia Department of Transportation (WVDOT)** – State transportation agency in West Virginia
- **West Virginia Division of Highways (WVDOT)** – Division within WVDOT managing highways
- **Federal Highway Administration (FHWA)** – Federal highway funding and oversight agency
- **United States Department of Transportation (USDOT)** – Federal agency overseeing all transportation modes



## Section 7: FY 27 UPWP Adopting Resolution

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**RESOLUTION OF THE BELOMAR REGIONAL COUNCIL AND INTERSTATE  
PLANNING COMMISSION'S  
TRANSPORTATION STUDY (BELOMAR) POLICY COMMITTEE  
APPROVING THE REVISION TO THE FY 2027  
UNIFIED WORK PROGRAM AND BUDGET**

WHEREAS, the FY 2027 Unified Work Program has been prepared as prescribed by federal and state regulations, including interagency consultation; and

WHEREAS, the FY 2027 Unified Work Program have been reviewed by agencies through the interagency consultation process, primarily though the Belomar Technical Advisory Committee; and

WHEREAS, the FY 2027 Unified Work Program is financially feasible and generally requires a twenty percent local match from Belomar.

WHEREAS, the scope of work and budget contained in the FY2027 Unified Work Program can be revised upon the approval of the appropriate participating agencies;

WHEREAS, a planning need has arisen to adopt the new FY 2027 Work Program;

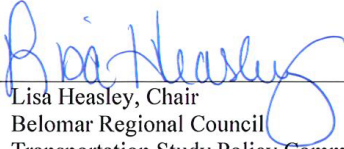
WHEREAS, the FY 2027 Unified Work Program fulfills regional transportation planning priorities and requirements;

NOW, THEREFORE BE IT RESOLVED, the Belomar Regional Council's Transportation Study Policy Committee hereby approves the amendments to the revised FY2027 Unified Work Program and Budget for the period of July 1, 2026 through June 30, 2027.

Adopted this day of 16 April 2026.

ATTEST:

  
\_\_\_\_\_  
Scott Hicks  
Executive Director  
Belomar Regional Council

  
\_\_\_\_\_  
Lisa Heasley, Chair  
Belomar Regional Council  
Transportation Study Policy Committee

