

FY 2026-2029

Transportation Improvement Program

TIP

April 2025



Bel-O-Mar Transportation Study (Belomar)

Transportation Improvement Program (TIP)

Wheeling, WV-OH Urban Area

105 Bridge Street Plaza

Wheeling, WV 26003





Submit Comments by Mail or Office Address

Attn: Transportation Planning Director

FY 26-29 TIP

Bel-O-Mar Transportation Study (Belomar)

105 Bridge Street Plaza

Wheeling, WV 26003

Submit Comments by Web Survey

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

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

Direct web survey QR code:





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Belomar TIP Narrative and Policy

Introduction

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

The Belomar MPO, also known as the Belomar Transportation Study, covers Belmont County, Ohio, and Ohio and Marshall Counties, West Virginia, forming a multistate planning area. The program identifies priority projects across all transportation modes, ensuring a financially constrained investment strategy. The development of this program is done in collaboration with the United States Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and Federal Transportation Administration (FTA), the Ohio Department of Transportation (ODOT), the West Virginia Department of Transportation (WVDOT), the Ohio Valley Regional Transit Authority (OVRTA), the Eastern Ohio Regional Transit Authority (EORTA), the public, interested parties, resource advisors, and member local municipal agencies in the Belomar region. The primary collaboration point is the Belomar Technical Advisory Committee (TAC). A full glossary of terms and acronyms is available in Section 10.

Performance Based Planning and Programming

Each highway project in the WV project listing is associated with a performance measure. WV and OH highway projects are grouped together based on the performance measure in a separate listing. All federal funding in the transit project and listing financial summary contributes to either operating assistance or transit infrastructure through vehicle replacements, facility equipment replacement, and shelter replacements. These investments contribute to the goals in the WV Group Transit Asset Management Plan.

Belomar adheres to federal performance-based planning principles to ensure efficient use of transportation funds. The TIP aligns with statewide performance targets and contributes to national goals such as highway and transit safety, highway and transit infrastructure condition, congestion reduction, and air quality. The EO/OVRTA Transit Infrastructure performance and targets are set by the WV Division of Public Transit Group Asset Management Plan. The relevant details of that plan, as they relate to investment priorities and current conditions, are included in section 7, along with the safety target details sourced from the latest EO/OVRTA Public Transit Agency Safety Plan (PTASP). Since EO/OVRTA group agency performance measures and targets, they are grouped in **Section 7**.

Belomar historically supports statewide and transit agency performance measures and targets and integrates them into project selection and programming. Specific performance targets for safety, pavement and bridge conditions, and system reliability are included in **Section 5-7**.



Public Participation and Compliance with U.S. Civil Rights Laws and Protections

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


- Ensure that funding decisions do not disproportionately allocate resources or impose adverse impacts on any group protected under U.S. civil rights laws.
- Prevent the selection or approval of projects that would create disproportionate adverse impacts on communities based on legally protected characteristics.
- Require that all legally protected groups have full and fair access to participation in the transportation planning process.
- Ensure that local agencies providing a funding match demonstrate their financial capacity to support projects without violating U.S. civil rights protections. Projects submitted by local agencies must also follow these same guidelines to ensure compliance with all applicable requirements.
- Upon request of the Belmar Technical Advisory Committee (TAC), Belomar’s projects and programs can be analyzed further for compliance with this section.
- Ensure reasonable timeframes and convenient accommodations for public participation in the transportation planning and programming process.
- Employ visualization techniques to explain TIP data.

Details on compliance measures, outreach efforts, and engagement strategies are outlined in the Belomar 3-C Plan, the consolidated public participation and civil rights plan for continuing, comprehensive, and cooperative (3-C) public accessibility to participate in transportation decisions, is available at www.belomar.org at the Transportation Dropdown Menu. A compliance checklist for Belomar’s currently adopted public participation and civil rights plan is listed in **Section 9**.

Project Listing and Fiscal Constraint

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

- Project name, description, and sponsor
- Estimated total cost and funding sources
- Implementation schedule, including fiscal year(s) of funding

- 
- Project location and relevant geographic details
 - Performance measure association
 - Any applicable environmental and air quality considerations

The Belomar TIP includes all federally funded transportation projects and all regionally significant transportation projects. Regionally significant highway projects are projects that add capacity, change traffic, or abandon or demolish regionally significant structures. Regionally significant transit projects include significant route or traffic changes that add new routes, increase the number of buses along a route, or close routes. Belomar does not add any projects to the TIP that do not have a dedicated, available, and eligible funding source. Within municipalities, Belomar can program regionally allocated federal funds for projects based on suballocated funding made available by ODOT and WVDOT. Programmed projects must be fiscally constrained based on regionally allocated federal available funding from each state.

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

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

Fiscal constraint is managed differently in Ohio and West Virginia:

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

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



Air Quality and Transportation Conformity

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

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

Additional details on air quality compliance and historical conformity determinations are available in **Section 8**.

Technical Advisory Committee: Stakeholders, Interested Parties, and the Public

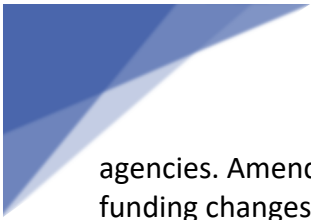
Belomar follows the Ohio STIP Revision Guidelines and regionally allocated federal funding policy established by

TIP Administration and Updates

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

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

The TIP is developed on a biennial basis (every 2 years) in coordination with state transportation



agencies. Amendments and administrative modifications follow established procedures to reflect funding changes, project progress, or updated federal requirements.

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

Conclusion

The Belomar TIP complies with federal, state, and regional policies, including those related to civil rights, air quality, and public participation. The TIP ensures that transportation projects support long-term planning goals while remaining financially constrained and performance-driven. The Belomar TIP enables local communities to have authority in programming their transportation future. The Belomar TIP project list of Ohio and West Virginia contains all federally funded and regionally significant projects.

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

Sections Listing

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

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

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

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

Section 5 WV Highway Performance Measures and Targets

Section 6 OH Highway Performance Measures and Targets

Section 7 WV and OH Combined Transit Performance Measures and Targets

Section 8 Air Quality Conformity Documentation

Section 9 Compliance Checklist for Public Participation and Civil Rights

Section 10 Glossary of Terms and Acronyms

Section 11 Adopting Resolution



Sections

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

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

**Federal Fiscal Year 2026
MARSHALL**

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

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

Federal Fiscal Year 2026

OHIO

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

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

**Federal Fiscal Year 2027
MARSHALL**

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

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

Federal Fiscal Year 2027

OHIO

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

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

**Federal Fiscal Year 2028
MARSHALL**

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

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

Federal Fiscal Year 2028

OHIO

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

STIP - 2023-2028 Financial Charts

Federal Bill: Infrastructure Investment and Jobs Act (IIJA)

CORE PROGRAM	FFY 2026				
	Available Funds			Scheduled Obligations	Total Remaining Funds
	Carryover Balance	FFY 2025 APPORTIONMENT	Total Funds		
CMAQ ⁵	21.0	11.5	32.4	5.5	26.9
CMAQ PM 2.5	0.0	3.8	3.8	3.8	0.0
Carbon Reduction - Flex	14.7	4.9	19.6	0.0	19.6
Carbon Reduction <5K Population	11.1	5.0	16.1	2.8	13.3
Carbon Reduction 5-50K Population	1.4	1.1	2.5	1.0	1.5
Carbon Reduction 50-200K Population	1.7	2.5	4.2	2.1	2.1
Carbon Reduction TMA	2.2	0.6	2.8	0.0	2.8
Protect	6.0	16.0	22.0	14.0	8.0
NEVI	45.0	15.0	60.0	0.0	60.0
HSIP ⁴	47.8	33.8	81.6	30.1	51.5
NHPP	0.7	272.2	272.9	270.0	2.9
NHPP - Bridge	0.0	36.6	36.6	36.6	0.0
NHFP	0.0	14.9	14.8	14.9	0.0
NRT	1.9	1.3	3.2	1.4	1.8
RR/Hwy X-ing	6.5	2.2	8.7	1.9	6.7
SPR - STATEWIDE	10.0	8.2	18.2	7.1	11.1
SPR RESEARCH	7.3	2.7	10.1	2.4	7.7
PL - METROPOLITAN	2.7	2.2	5.0	1.8	3.2
STBG - Flex	5.2	49.3	54.4	41.7	12.8
STBG <5K Population	10.1	43.1	53.2	49.4	3.8
STBG 5-50K Population	0.0	8.4	8.4	8.5	-0.1
STBG 50-200K Population	1.0	19.6	20.6	28.9	-8.3
STBG - TMA	20.7	4.7	25.4	3.4	22.0
STBG - Off System Bridges	0.1	14.6	14.8	14.8	0.0
TAP - Flex	1.1	4.3	5.4	5.4	0.0
TAP <5K Population	15.1	3.4	18.5	0.0	18.5
TAP 5-200K Population	0.2	0.1	0.3	0.0	0.3
TAP 5-50K Population	2.4	0.7	3.1	0.0	3.1
TAP 50-200K Population	6.0	1.6	7.6	0.0	7.6
TAP TMA	1.1	0.4	1.5	0.2	1.3
Other ¹	22.2	5.2	27.4	0.4	27.1
Total Core Funds	265.4	589.8	855.1	547.9	307.2
Obligation Authority	-	-	-	-	-
August Redistribution (Estimated)	-	-	-	-	-
TOTAL Obligation Authority	-	-	-	-	-
 NON-CORE FUNDS					
NHPP Exempt	0.8	6.9	7.7	6.9	0.8
Highway Infrastructure - ADHS	26.5	37.3	63.8	37.0	26.8
Highway Infrastructure - Bridge	115.9	49.3	165.2	73.2	92.0
Highway Infrastructure - Off System Bridge	29.4	15.2	44.6	11.5	33.1
Direct Federal	0.7	0.0	0.7	0.0	0.7
Other-Fed Non-Core	51.8	0.0	51.8	0.0	51.8
TOTAL Non-Core Funds	225.1	108.7	333.8	128.6	205.2
Total Obligated Funds	-	-	-	-	-
Total Highway Program	-	-	-	676.5	-

STIP - 2023-2028 Financial Charts

Federal Bill: Infrastructure Investment and Jobs Act (IIJA)

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

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

NON-CORE FUNDS

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

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

STIP - 2023-2028 Financial Charts

Federal Bill: Infrastructure Investment and Jobs Act (IIJA)

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

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

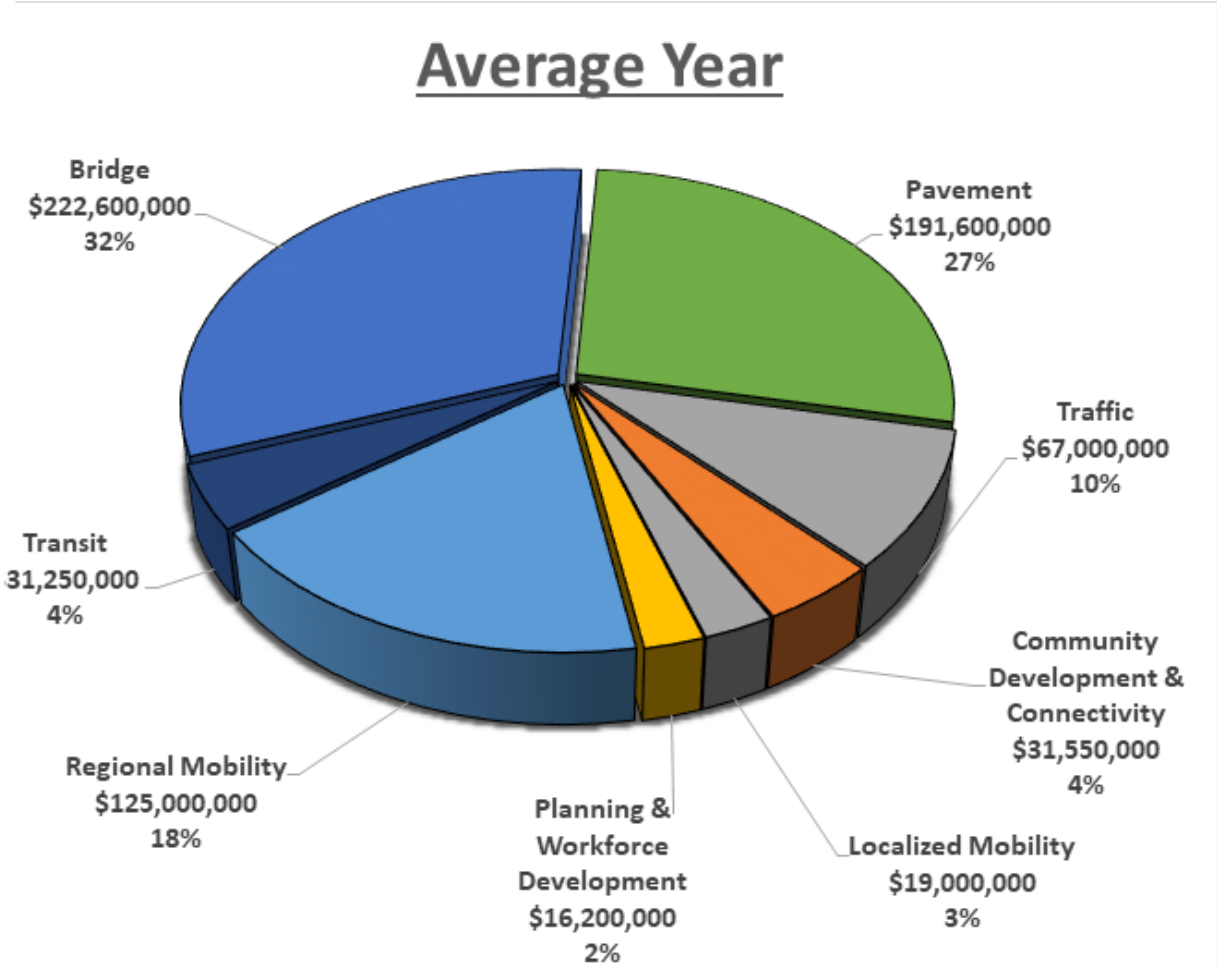
NON-CORE FUNDS

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

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

WV STIP Fiscal Summary by Program

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






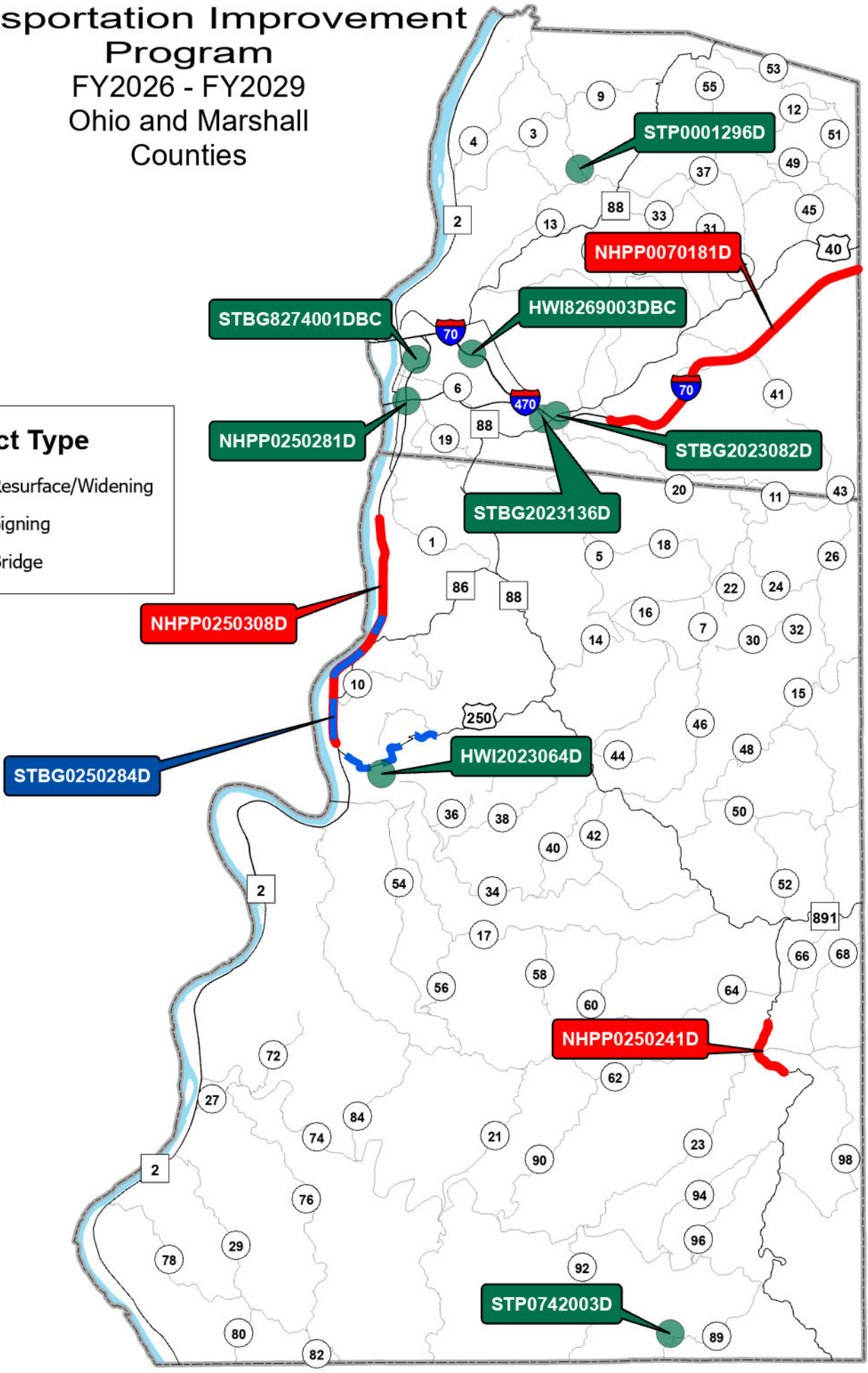
Transportation Improvement Program

FY2026 - FY2029

Ohio and Marshall Counties

Project Type

-  Resurface/Widening
-  Signing
-  Bridge



Below are the WV highway projects broken down by the performance measure. They are grouped by the year, phase and county with the total dollar amounts.

WV Projects Improving Safety (PM1)

Year	County	Phase	Project Name	Performance Measure	State Project Number	Federal Project Number	Total Dollar Cost
2026	Marshall	CON	US 250 SIGNING RENOVATION	PM1	U326 250 3526 00	STBG0250284D	\$5,000,000.00
						Total	\$5,000,000.00

WV Projects Improving Pavement and NHS Bridges (PM2)

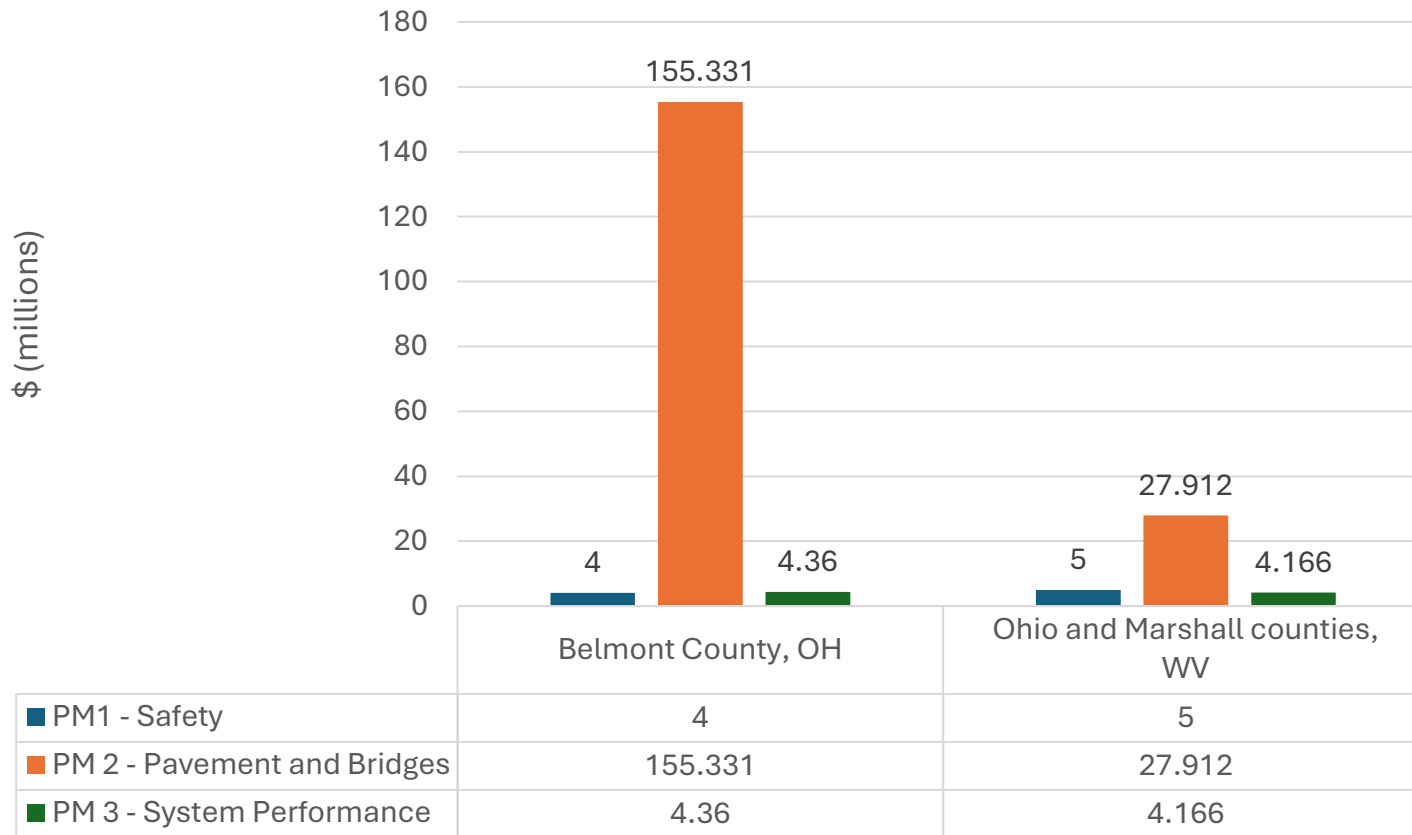
Year	County	Phase	Project Name	Performance Measure	State Project Number	Federal Project Number	Total Dollar Cost
2026	Marshall	ROW	BRITT RUN BR	PM2	S326- 005/00 6.49 00	STBG0005203D	\$50,000.00
2026	Marshall	CON	KAUSOOTH BR	PM2	S326 74/2 010 00	STP0742003D	\$2,852,000.00
2026	Marshall	CON	POZELL BR	PM2	S326- 010/00 0.94 0123	STBG0010340D	\$500,000.00
2026	Marshall	ROW	ROOSEVELT AVE BRIDGE	PM2	S326 RABR 01 00	STBG2023181D	\$10,000.00
2026	Ohio	CON	GERMAN BRI	PM2	S335 40 910 00	STBG0040102D	\$435,000.00
2026	Ohio	ROW	HOMESTEAD AVENUE BRIDGE	PM2	S335- 438 0.00 00	HWI0438002D	\$10,000.00
2026	Ohio	CON	JUNIOR AVENUE BRIDGE	PM2	S335 JABR 01 00	STBG2023136D	\$200,000.00
2026	Ohio	ROW	MORGAN BR	PM2	S335- 029/00 0.98 0024	STBG0029047D	\$50,000.00
2026	Ohio	CON	SHILLING BRIDGE	PM2	S335 SHIL 0.01 00	STBG2023082D	\$2,400,000.00
2026	Ohio	CON	US 250 I/C BRIDGE +4	PM2	S335 250 00128 00	NHPP0250281D	\$6,100,000.00
2027	Marshall	CON	BRITT RUN BR	PM2	S326- 005/00 6.49 00	STBG0005204D	\$600,000.00
2027	Marshall	CON	ROOSEVELT AVE BRIDGE	PM2	S326 RABR 01 00	STBG2023182D	\$750,000.00
2027	Marshall	CON	WOLF RUN BR	PM2	U3265014200	STBG0050422D	\$730,000.00
2027	Ohio	CON	28TH STREET BRIDGE	PM2	S335 28TH 01 00	STBG2023200D	\$1,200,000.00
2027	Ohio	CON	BAKER STREET BRIDGE (AUTH AC)	PM2	S335 274	STBG8274001DBC	\$9,075,000.00
2028	Ohio	CON	BAKER STREET BRIDGE (CONVERT AC)	PM2	S335 274	STBG8274001DBC	
2027	Ohio	CON	HOMESTEAD AVENUE BRIDGE	PM2	S335- 438 0.00 00	HWI0438003D	\$750,000.00
2027	Ohio	CON	MORGAN BR	PM2	S335- 029/00 0.98 0024	STBG0029048D	\$600,000.00
2028	Marshall	ENG	ARCH A MOORE JR BRIDGE	PM2	S326 2 001 00	NHPP0002824D	\$400,000.00
2028	Marshall	ROW	ARCH A MOORE JR BRIDGE	PM2	S326 2 001 00	NHPP0002825D	\$100,000.00
2028	Marshall	ENG	BELLAIRE I/C BRIDGE	PM2	S226 250 3788 00	NHPP0250288D	\$550,000.00
2028	Ohio	ENG	CHAPEL ROAD BRIDGE	PM2	S235 6 028 00	STBG0006072D	\$150,000.00
2028	Ohio	ENG	SCOTT LUMBER BRIDGE	PM2	S235 40 964 00	STBG0040097D	\$400,000.00
						Total	\$27,912,000.00

WV Projects Improving System Performance/Freight and CMAQ (PM3)

County	Year	Phase	Project Name	Performance Measure	State Project Number	Federal Project Number	Total Dollar Cost
2026	Marshall	CON	CAMERON RD WIDENING	PM3	U326 250 01072 00	NHPP0250242D	\$4,200,000.00
2026	Marshall	CON	CAMERON SIDEWALK REPAIR	PM3	U326-CAM/ER-1. 00	TAP2021454D	\$159,365.00
						Total	\$4,359,365.00

2026-2029 Transportation Improvement Program*

Funding total to Performance Measure (PM)



By State

■ PM1 - Safety ■ PM2 - Pavement and Bridges ■ PM3 - System Performance





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

PID	Project Name	ODOT District(s)	Locale(s)	MPO(s) / RTPD(s)	Primary Work Category	Sponsoring Agency	Air Quality Status	Performance Measures	List Type	Project Termini	Project Description	TIP Project Comments	Phase	Fund Type	S/TIP Year (SFT)	S/TIP Year Estimate	Prior Years Estimate	S/TIP Period Phase Estimate	Future Years Estimate	Total Phase Estimate	Total Project Estimate
89314	BEL-CR 29/Commons Mall Crossing	11	BEL	BOM	New Roadway	Belmont County TID	Non-Exempt (Analyzed)	PHED	Individual	St. Clairsville. Mall Rd south of I-70 to US 40.	Construction of a new 1.66 mile connector roadway west of Mall Road from the intersection of Mall Rd/Banfield Road, running west then north, constructing a new bridge over IR 70, then continuing north to connect to Phase I of Commons Mall Crossing road built by the TID (PID 92593) which connects to US 40. (Previous Prel Devel work done under PID 77785.)		DBT	Garvee / SIB Repayments	2026	\$373,797.00	\$2,911,766.00	\$1,469,921.00	\$179,681.00	\$4,561,368.00	\$16,571,404.26
89314	BEL-CR 29/Commons Mall Crossing	11	BEL	BOM	New Roadway	Belmont County TID	Non-Exempt (Analyzed)	PHED	Individual	St. Clairsville. Mall Rd south of I-70 to US 40.	Construction of a new 1.66 mile connector roadway west of Mall Road from the intersection of Mall Rd/Banfield Road, running west then north, constructing a new bridge over IR 70, then continuing north to connect to Phase I of Commons Mall Crossing road built by the TID (PID 92593) which connects to US 40. (Previous Prel Devel work done under PID 77785.)		DBT	Garvee / SIB Repayments	2027	\$369,586.00	\$2,911,766.00	\$1,469,921.00	\$179,681.00	\$4,561,368.00	\$16,571,404.26
89314	BEL-CR 29/Commons Mall Crossing	11	BEL	BOM	New Roadway	Belmont County TID	Non-Exempt (Analyzed)	PHED	Individual	St. Clairsville. Mall Rd south of I-70 to US 40.	Construction of a new 1.66 mile connector roadway west of Mall Road from the intersection of Mall Rd/Banfield Road, running west then north, constructing a new bridge over IR 70, then continuing north to connect to Phase I of Commons Mall Crossing road built by the TID (PID 92593) which connects to US 40. (Previous Prel Devel work done under PID 77785.)		DBT	Garvee / SIB Repayments	2028	\$365,375.00	\$2,911,766.00	\$1,469,921.00	\$179,681.00	\$4,561,368.00	\$16,571,404.26
89314	BEL-CR 29/Commons Mall Crossing	11	BEL	BOM	New Roadway	Belmont County TID	Non-Exempt (Analyzed)	PHED	Individual	St. Clairsville. Mall Rd south of I-70 to US 40.	Construction of a new 1.66 mile connector roadway west of Mall Road from the intersection of Mall Rd/Banfield Road, running west then north, constructing a new bridge over IR 70, then continuing north to connect to Phase I of Commons Mall Crossing road built by the TID (PID 92593) which connects to US 40. (Previous Prel Devel work done under PID 77785.)		DBT	Garvee / SIB Repayments	2029	\$361,163.00	\$2,911,766.00	\$1,469,921.00	\$179,681.00	\$4,561,368.00	\$16,571,404.26
100626	BEL SR 7A 0.000	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	Bridgeport. SR 7 to IR 70	Asphalt overlay with rigid repairs including new curb and sidewalk.		ENV	Labor	2026	\$4,525.00	\$0.00	\$4,525.00	\$0.00	\$4,525.00	\$380,873.00
100626	BEL SR 7A 0.000	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	Bridgeport. SR 7 to IR 70	Asphalt overlay with rigid repairs including new curb and sidewalk.		DD	Labor	2026	\$799.00	\$0.00	\$799.00	\$0.00	\$799.00	\$380,873.00
100626	BEL SR 7A 0.000	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	Bridgeport. SR 7 to IR 70	Asphalt overlay with rigid repairs including new curb and sidewalk.		CO	Preservation	2027	\$280,784.00	\$0.00	\$375,549.00	\$0.00	\$375,549.00	\$380,873.00
100626	BEL SR 7A 0.000	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	Bridgeport. SR 7 to IR 70	Asphalt overlay with rigid repairs including new curb and sidewalk.		CO	State	2027	\$70,196.00	\$0.00	\$375,549.00	\$0.00	\$375,549.00	\$380,873.00
100626	BEL SR 7A 0.000	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	Bridgeport. SR 7 to IR 70	Asphalt overlay with rigid repairs including new curb and sidewalk.		CO	Labor	2027	\$24,569.00	\$0.00	\$375,549.00	\$0.00	\$375,549.00	\$380,873.00
100665	BEL US 40 6.440	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	Morristown. BEL-40 SLM 6.59 to 14.57	General System Minor Rehabilitation; Asphalt overlay, including pavement repairs and pavement markings		CO	Preservation	2026	\$3,512,000.00	\$0.00	\$4,565,600.00	\$0.00	\$4,565,600.00	\$4,587,694.00
100665	BEL US 40 6.440	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	Morristown. BEL-40 SLM 6.59 to 14.57	General System Minor Rehabilitation; Asphalt overlay, including pavement repairs and pavement markings		CO	State	2026	\$878,000.00	\$0.00	\$4,565,600.00	\$0.00	\$4,565,600.00	\$4,587,694.00
100665	BEL US 40 6.440	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	Morristown. BEL-40 SLM 6.59 to 14.57	General System Minor Rehabilitation; Asphalt overlay, including pavement repairs and pavement markings		CO	Labor	2026	\$175,600.00	\$0.00	\$4,565,600.00	\$0.00	\$4,565,600.00	\$4,587,694.00
102348	BEL SR 9 16.070	11	BEL	BOM, OMEGA	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	St. Clairsville to New Athens	General System Minor Rehabilitation; Resurfacing SR 9 from St. Clairsville to New Athens, including pavement repairs and pavement markings		ENV	Labor	2026	\$26,783.00	\$0.00	\$26,783.00	\$0.00	\$26,783.00	\$3,940,162.80
102348	BEL SR 9 16.070	11	BEL	BOM, OMEGA	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	St. Clairsville to New Athens	General System Minor Rehabilitation; Resurfacing SR 9 from St. Clairsville to New Athens, including pavement repairs and pavement markings		DD	Labor	2026	\$4,727.00	\$0.00	\$4,727.00	\$0.00	\$4,727.00	\$3,940,162.80
102348	BEL SR 9 16.070	11	BEL	BOM, OMEGA	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	St. Clairsville to New Athens	General System Minor Rehabilitation; Resurfacing SR 9 from St. Clairsville to New Athens, including pavement repairs and pavement markings		CO	Preservation	2027	\$3,006,656.00	\$0.00	\$3,908,652.80	\$0.00	\$3,908,652.80	\$3,940,162.80
102348	BEL SR 9 16.070	11	BEL	BOM, OMEGA	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	St. Clairsville to New Athens	General System Minor Rehabilitation; Resurfacing SR 9 from St. Clairsville to New Athens, including pavement repairs and pavement markings		CO	State	2027	\$751,664.00	\$0.00	\$3,908,652.80	\$0.00	\$3,908,652.80	\$3,940,162.80
102348	BEL SR 9 16.070	11	BEL	BOM, OMEGA	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	St. Clairsville to New Athens	General System Minor Rehabilitation; Resurfacing SR 9 from St. Clairsville to New Athens, including pavement repairs and pavement markings		CO	Labor	2027	\$190,332.80	\$0.00	\$3,908,652.80	\$0.00	\$3,908,652.80	\$3,940,162.80
102503	BEL SR 148 0.000	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt		Group	SR 800 to SLM 12.02	General System Major Rehabilitation; Full Depth Reclamation (FDR)		CO	Major Programs	2027	\$11,250,400.00	\$0.00	\$15,047,410.00	\$0.00	\$15,047,410.00	\$15,047,410.00
102503	BEL SR 148 0.000	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt		Group	SR 800 to SLM 12.02	General System Major Rehabilitation; Full Depth Reclamation (FDR)		CO	State	2027	\$2,812,600.00	\$0.00	\$15,047,410.00	\$0.00	\$15,047,410.00	\$15,047,410.00
102503	BEL SR 148 0.000	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt		Group	SR 800 to SLM 12.02	General System Major Rehabilitation; Full Depth Reclamation (FDR)		CO	Labor	2027	\$984,410.00	\$0.00	\$15,047,410.00	\$0.00	\$15,047,410.00	\$15,047,410.00
106237	BEL SR 7 19.750	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Individual	0.9 miles East of Bridgeport	Replace existing bridge with multiple shorter span bridges. The replacement bridges will be based on AER developed under PID 105324.		DD	Major Programs	2028	\$1,600,000.00	\$0.00	\$2,000,000.00	\$0.00	\$2,000,000.00	\$65,142,861.00
106237	BEL SR 7 19.750	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Individual	0.9 miles East of Bridgeport	Replace existing bridge with multiple shorter span bridges. The replacement bridges will be based on AER developed under PID 105324.		DD	State	2028	\$400,000.00	\$0.00	\$2,000,000.00	\$0.00	\$2,000,000.00	\$65,142,861.00
106237	BEL SR 7 19.750	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Individual	0.9 miles East of Bridgeport	Replace existing bridge with multiple shorter span bridges. The replacement bridges will be based on AER developed under PID 105324.		CO	Major Programs	2028	\$46,800,000.00	\$0.00	\$62,595,000.00	\$0.00	\$62,595,000.00	\$65,142,861.00
106237	BEL SR 7 19.750	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Individual	0.9 miles East of Bridgeport	Replace existing bridge with multiple shorter span bridges. The replacement bridges will be based on AER developed under PID 105324.		CO	State	2028	\$11,700,000.00	\$0.00	\$62,595,000.00	\$0.00	\$62,595,000.00	\$65,142,861.00
106237	BEL SR 7 19.750	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Individual	0.9 miles East of Bridgeport	Replace existing bridge with multiple shorter span bridges. The replacement bridges will be based on AER developed under PID 105324.		CO	Labor	2028	\$4,095,000.00	\$0.00	\$62,595,000.00	\$0.00	\$62,595,000.00	\$65,142,861.00
107505	BEL SR 147 4.90	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	Barnesville. Bethesda. SR 147 from SR 800 to Belmont WCL	General System Minor Rehabilitation; Asphalt resurfacing of SR 147, including pavement repairs and pavement markings		CO	Preservation	2026	\$2,776,000.00	\$0.00	\$3,608,800.00	\$0.00	\$3,608,800.00	\$3,608,800.00
107505	BEL SR 147 4.90	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	Barnesville. Bethesda. SR 147 from SR 800 to Belmont WCL	General System Minor Rehabilitation; Asphalt resurfacing of SR 147, including pavement repairs and pavement markings		CO	State	2026	\$694,000.00	\$0.00	\$3,608,800.00	\$0.00	\$3,608,800.00	\$3,608,800.00

107505	BEL SR 147 4.90	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	Barnesville, Bethesda. SR 147 from SR 800 to Belmont WCL	General System Minor Rehabilitation; Asphalt resurfacing of SR 147, including pavement repairs and pavement markings	CO	Labor	2026	\$138,800.00	\$0.00	\$3,608,800.00	\$0.00	\$3,608,800.00	\$3,608,800.00
107533	BEL IR 70 19.170	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt	Pavement (Interstate)	Individual	SLM 19.17 to 23.69	Priority System Major Rehabilitation; Pavement replacement or rubblize and roll with new flexible pavement	DD	Major Programs	2026	\$368,791.20	\$0.00	\$409,768.00	\$0.00	\$409,768.00	\$62,895,366.00
107533	BEL IR 70 19.170	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt	Pavement (Interstate)	Individual	SLM 19.17 to 23.69	Priority System Major Rehabilitation; Pavement replacement or rubblize and roll with new flexible pavement	DD	State	2026	\$40,976.80	\$0.00	\$409,768.00	\$0.00	\$409,768.00	\$62,895,366.00
107533	BEL IR 70 19.170	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt	Pavement (Interstate)	Individual	SLM 19.17 to 23.69	Priority System Major Rehabilitation; Pavement replacement or rubblize and roll with new flexible pavement	CO	Major Programs	2029	\$49,500,000.00	\$0.00	\$58,850,000.00	\$0.00	\$58,850,000.00	\$62,895,366.00
107533	BEL IR 70 19.170	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt	Pavement (Interstate)	Individual	SLM 19.17 to 23.69	Priority System Major Rehabilitation; Pavement replacement or rubblize and roll with new flexible pavement	CO	State	2029	\$5,500,000.00	\$0.00	\$58,850,000.00	\$0.00	\$58,850,000.00	\$62,895,366.00
107533	BEL IR 70 19.170	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt	Pavement (Interstate)	Individual	SLM 19.17 to 23.69	Priority System Major Rehabilitation; Pavement replacement or rubblize and roll with new flexible pavement	CO	Labor	2029	\$3,850,000.00	\$0.00	\$58,850,000.00	\$0.00	\$58,850,000.00	\$62,895,366.00
107537	BEL SR 379 0.000	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	MOE Co. Line to SR 147	Preventative Maintenance; Chip Seal on BEL-379	CO	State	2028	\$466,288.00	\$0.00	\$712,928.00	\$0.00	\$712,928.00	\$712,928.00
107537	BEL SR 379 0.000	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt		Group	MOE Co. Line to SR 147	Preventative Maintenance; Chip Seal on BEL-379	CO	Labor	2028	\$46,640.00	\$0.00	\$712,928.00	\$0.00	\$712,928.00	\$712,928.00
107668	BEL SR 7 11.870	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	3.92 miles North of SR 872	Replace deck on existing steel beam bridge BEL-7-1187 (SFN 0700312). Project will also replace the bearings and repair the substructure units.	ENV	Preservation	2027	\$500,000.00	\$0.00	\$625,000.00	\$0.00	\$625,000.00	\$28,302,000.00
107668	BEL SR 7 11.870	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	3.92 miles North of SR 872	Replace deck on existing steel beam bridge BEL-7-1187 (SFN 0700312). Project will also replace the bearings and repair the substructure units.	ENV	State	2027	\$125,000.00	\$0.00	\$625,000.00	\$0.00	\$625,000.00	\$28,302,000.00
107668	BEL SR 7 11.870	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	3.92 miles North of SR 872	Replace deck on existing steel beam bridge BEL-7-1187 (SFN 0700312). Project will also replace the bearings and repair the substructure units.	ENV	Labor		\$1,000.00	\$625,000.00	\$0.00	\$625,000.00	\$28,302,000.00	
107668	BEL SR 7 11.870	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	3.92 miles North of SR 872	Replace deck on existing steel beam bridge BEL-7-1187 (SFN 0700312). Project will also replace the bearings and repair the substructure units.	DD	Preservation	2029	\$160,000.00	\$0.00	\$201,000.00	\$0.00	\$201,000.00	\$28,302,000.00
107668	BEL SR 7 11.870	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	3.92 miles North of SR 872	Replace deck on existing steel beam bridge BEL-7-1187 (SFN 0700312). Project will also replace the bearings and repair the substructure units.	DD	State	2029	\$40,000.00	\$0.00	\$201,000.00	\$0.00	\$201,000.00	\$28,302,000.00
107668	BEL SR 7 11.870	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	3.92 miles North of SR 872	Replace deck on existing steel beam bridge BEL-7-1187 (SFN 0700312). Project will also replace the bearings and repair the substructure units.	DD	Labor	2026	\$1,000.00	\$0.00	\$201,000.00	\$0.00	\$201,000.00	\$28,302,000.00
109650	BEL SR 7 0.000	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	Pavement (Non-Interstate NHS)	Group	Powhatan Point. MON Co. Line to Powhatan NCL	General System Minor Rehab.; Resurfacing of SR 7 including fine graded polymer asphalt overlay, pavement repairs and pavement markings	CO	Preservation	2029	\$949,440.00	\$0.00	\$1,234,272.00	\$0.00	\$1,234,272.00	\$1,234,272.00
109650	BEL SR 7 0.000	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	Pavement (Non-Interstate NHS)	Group	Powhatan Point. MON Co. Line to Powhatan NCL	General System Minor Rehab.; Resurfacing of SR 7 including fine graded polymer asphalt overlay, pavement repairs and pavement markings	CO	State	2029	\$237,360.00	\$0.00	\$1,234,272.00	\$0.00	\$1,234,272.00	\$1,234,272.00
109650	BEL SR 7 0.000	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	Pavement (Non-Interstate NHS)	Group	Powhatan Point. MON Co. Line to Powhatan NCL	General System Minor Rehab.; Resurfacing of SR 7 including fine graded polymer asphalt overlay, pavement repairs and pavement markings	CO	Labor	2029	\$47,472.00	\$0.00	\$1,234,272.00	\$0.00	\$1,234,272.00	\$1,234,272.00
109690	BEL IR 70 12.650	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	Pavement (Interstate)	Group	SLM 12.61 to CR 56	Priority System Minor Rehabilitation; Asphalt overlay including pavement repairs and pavement markings	CO	Preservation	2028	\$3,281,241.60	\$0.00	\$3,791,657.00	\$0.00	\$3,791,657.00	\$3,791,657.00
109690	BEL IR 70 12.650	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	Pavement (Interstate)	Group	SLM 12.61 to CR 56	Priority System Minor Rehabilitation; Asphalt overlay including pavement repairs and pavement markings	CO	State	2028	\$364,582.40	\$0.00	\$3,791,657.00	\$0.00	\$3,791,657.00	\$3,791,657.00
109690	BEL IR 70 12.650	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	Pavement (Interstate)	Group	SLM 12.61 to CR 56	Priority System Minor Rehabilitation; Asphalt overlay including pavement repairs and pavement markings	CO	Labor	2028	\$145,833.00	\$0.00	\$3,791,657.00	\$0.00	\$3,791,657.00	\$3,791,657.00
112374	BEL SR 149 2.11	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt		Group	0.3 miles East of TR 311 (Patterson Hill Rd)	Repair existing corrugated metal pipe structure carrying SR 149 over an unnamed tributary of McMahon Creek, with a structural liner.	CO	Preservation	2026	\$1,148,800.00	\$0.00	\$1,536,520.00	\$0.00	\$1,536,520.00	\$1,548,095.00
112374	BEL SR 149 2.11	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt		Group	0.3 miles East of TR 311 (Patterson Hill Rd)	Repair existing corrugated metal pipe structure carrying SR 149 over an unnamed tributary of McMahon Creek, with a structural liner.	CO	State	2026	\$287,200.00	\$0.00	\$1,536,520.00	\$0.00	\$1,536,520.00	\$1,548,095.00
112374	BEL SR 149 2.11	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt		Group	0.3 miles East of TR 311 (Patterson Hill Rd)	Repair existing corrugated metal pipe structure carrying SR 149 over an unnamed tributary of McMahon Creek, with a structural liner.	CO	Labor	2026	\$100,520.00	\$0.00	\$1,536,520.00	\$0.00	\$1,536,520.00	\$1,548,095.00
112544	D11-DS-FY2026	11	D11	BHJ, BOM, OMEGA	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	Bridge Deck Sealing throughout District 11	Sealing bridge decks throughout District 11, particularly in JEF County.	ENV	Labor	2026	\$1,000.00	\$0.00	\$1,000.00	\$0.00	\$1,000.00	\$261,200.00
112544	D11-DS-FY2026	11	D11	BHJ, BOM, OMEGA	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	Bridge Deck Sealing throughout District 11	Sealing bridge decks throughout District 11, particularly in JEF County.	CO	State	2026	\$250,000.00	\$0.00	\$260,200.00	\$0.00	\$260,200.00	\$261,200.00
112544	D11-DS-FY2026	11	D11	BHJ, BOM, OMEGA	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	Bridge Deck Sealing throughout District 11	Sealing bridge decks throughout District 11, particularly in JEF County.	CO	Labor	2026	\$10,200.00	\$0.00	\$260,200.00	\$0.00	\$260,200.00	\$261,200.00
112669	BEL SR 148 8.280	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	2.7 miles east of intersection of S.R. 148 with S.R. 26.	Culvert replacement along S.R. 148 in Belmont County.	CO	Preservation	2027	\$419,398.27	\$0.00	\$576,672.84	\$0.00	\$576,672.84	\$591,404.84
112669	BEL SR 148 8.280	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	2.7 miles east of intersection of S.R. 148 with S.R. 26.	Culvert replacement along S.R. 148 in Belmont County.	CO	State	2027	\$104,849.57	\$0.00	\$576,672.84	\$0.00	\$576,672.84	\$591,404.84
112669	BEL SR 148 8.280	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	2.7 miles east of intersection of S.R. 148 with S.R. 26.	Culvert replacement along S.R. 148 in Belmont County.	CO	Labor	2027	\$52,425.00	\$0.00	\$576,672.84	\$0.00	\$576,672.84	\$591,404.84
112834	D11 SP FY2026	11	D11	BHJ, BOM, OMEGA	Pavement Maintenance	DISTRICT 11-Planning	Exempt		Group	Spot Paving and Surface Treatment throughout District 11.	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	CO	State	2026	\$1,500,000.00	\$0.00	\$1,545,000.00	\$0.00	\$1,545,000.00	\$1,545,000.00
112834	D11 SP FY2026	11	D11	BHJ, BOM, OMEGA	Pavement Maintenance	DISTRICT 11-Planning	Exempt		Group	Spot Paving and Surface Treatment throughout District 11.	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	CO	Labor	2026	\$45,000.00	\$0.00	\$1,545,000.00	\$0.00	\$1,545,000.00	\$1,545,000.00
112838	D11 CS FY2026	11	D11	BHJ, BOM, OMEGA	Pavement Maintenance	DISTRICT 11-Planning	Exempt		Group	various routes and locations district wide	District 11 crack sealing	CO	State	2026	\$400,000.00	\$0.00	\$428,000.00	\$0.00	\$428,000.00	\$428,000.00
112838	D11 CS FY2026	11	D11	BHJ, BOM, OMEGA	Pavement Maintenance	DISTRICT 11-Planning	Exempt		Group	various routes and locations district wide	District 11 crack sealing	CO	Labor	2026	\$28,000.00	\$0.00	\$428,000.00	\$0.00	\$428,000.00	\$428,000.00
113965	D11 Bridge Inspection CY 21-22	11	D11	BHJ, BOM, OMEGA	Asset Inventory / Inspection	DISTRICT 11-Planning	Exempt		Group	District wide bridge inspections	Perform element level inspections and Assetwise inventory checks for select District 11 bridges. Perform underwater dive inspections for District 11 Bridges.	OTH	State	2026	\$100,377.00	\$899,623.00	\$100,377.00	\$0.00	\$1,000,000.00	\$1,000,000.00
114334	D11 Bridge Inspection CY 24-25	11	D11	BHJ, BOM, OMEGA	Asset Inventory / Inspection	DISTRICT 11-Planning	Exempt		Group	District wide bridge inspections	Perform element level inspections and Assetwise inventory checks for select District 11 bridges.	OTH	State	2026	\$8,933.00	\$740,040.00	\$8,933.00	\$0.00	\$748,973.00	\$748,973.00
114335	D11 Bridge Inspection CY 25-26	11	D11	BHJ, BOM, OMEGA	Asset Inventory / Inspection	DISTRICT 11-Planning	Exempt		Group	District wide bridge inspections	Perform element level inspections and Assetwise inventory checks for select District 11 bridges.	OTH	State	2026	\$222,357.00	\$777,643.00	\$222,357.00	\$0.00	\$1,000,000.00	\$1,000,000.00

114336	D11 Bridge Inspection CY 26-27	11	D11	BHJ, BOM, OMEGA	Asset Inventory / Inspection	DISTRICT 11-Planning	Exempt		Group	District wide bridge inspections	Perform element level inspections and Assetwise inventory checks for select District 11 bridges.	OTH	State	2026	\$750,000.00	\$0.00	\$1,250,000.00	\$0.00	\$1,250,000.00	\$1,250,000.00	\$1,250,000.00
114336	D11 Bridge Inspection CY 26-27	11	D11	BHJ, BOM, OMEGA	Asset Inventory / Inspection	DISTRICT 11-Planning	Exempt		Group	District wide bridge inspections	Perform element level inspections and Assetwise inventory checks for select District 11 bridges.	OTH	State	2027	\$500,000.00	\$0.00	\$1,250,000.00	\$0.00	\$1,250,000.00	\$1,250,000.00	\$1,250,000.00
114403	D11-DS-FY2027	11	D11	BHJ, BOM, OMEGA	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	Bridge Deck Sealing throughout District 11	Sealing bridge deck throughout District 11	CO	State	2027	\$1,889,000.00	\$0.00	\$1,964,560.00	\$0.00	\$1,964,560.00	\$1,964,560.00	\$1,964,560.00
114403	D11-DS-FY2027	11	D11	BHJ, BOM, OMEGA	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	Bridge Deck Sealing throughout District 11	Sealing bridge deck throughout District 11	CO	Labor	2027	\$75,560.00	\$0.00	\$1,964,560.00	\$0.00	\$1,964,560.00	\$1,964,560.00	\$1,964,560.00
114425	BEL SR 148 5.51	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt		Group	0.03 miles west of Jct CR-26.	Rehabilitate bridge carrying SR 148 over Long Run by replacing the superstructure.	CO	Preservation	2029	\$876,000.00	\$0.00	\$1,171,650.00	\$0.00	\$1,171,650.00	\$1,171,650.00	\$1,171,650.00
114425	BEL SR 148 5.51	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt		Group	0.03 miles west of Jct CR-26.	Rehabilitate bridge carrying SR 148 over Long Run by replacing the superstructure.	CO	State	2029	\$219,000.00	\$0.00	\$1,171,650.00	\$0.00	\$1,171,650.00	\$1,171,650.00	\$1,171,650.00
114425	BEL SR 148 5.51	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt		Group	0.03 miles west of Jct CR-26.	Rehabilitate bridge carrying SR 148 over Long Run by replacing the superstructure.	CO	Labor	2029	\$76,650.00	\$0.00	\$1,171,650.00	\$0.00	\$1,171,650.00	\$1,171,650.00	\$1,171,650.00
114427	BEL/JEF-7-6.11/0.00	11	D11	BHJ, BOM	Traffic Control Maintenance	DISTRICT 11-Planning	Exempt	Safety	Group	BEL-7-(6.11-8.68), JEF-7-(0.00-14.76)(19.22-34.55)	Upgrade the existing guide, regulatory, and warning signs along mainline and the lead-in signing at the interchanges for SR 7 in Belmont and Jefferson counties.	CO	Preservation	2028	\$1,286,986.67	\$0.00	\$1,721,344.67	\$0.00	\$1,721,344.67	\$1,721,344.67	\$1,721,344.67
114427	BEL/JEF-7-6.11/0.00	11	D11	BHJ, BOM	Traffic Control Maintenance	DISTRICT 11-Planning	Exempt	Safety	Group	BEL-7-(6.11-8.68), JEF-7-(0.00-14.76)(19.22-34.55)	Upgrade the existing guide, regulatory, and warning signs along mainline and the lead-in signing at the interchanges for SR 7 in Belmont and Jefferson counties.	CO	State	2028	\$321,746.67	\$0.00	\$1,721,344.67	\$0.00	\$1,721,344.67	\$1,721,344.67	\$1,721,344.67
114427	BEL/JEF-7-6.11/0.00	11	D11	BHJ, BOM	Traffic Control Maintenance	DISTRICT 11-Planning	Exempt	Safety	Group	BEL-7-(6.11-8.68), JEF-7-(0.00-14.76)(19.22-34.55)	Upgrade the existing guide, regulatory, and warning signs along mainline and the lead-in signing at the interchanges for SR 7 in Belmont and Jefferson counties.	CO	Labor	2028	\$112,611.33	\$0.00	\$1,721,344.67	\$0.00	\$1,721,344.67	\$1,721,344.67	\$1,721,344.67
114444	BEL SR 7 20.310	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	Pavement (Non-Interstate NHS)	Group	0.03 mi. S. of ramp to US 250 to 0.2 mi. S. of CR 4	Priority System Minor Rehabilitation; Fine graded polymer asphalt resurfacing, including pavement repairs and pavement markings	CO	Preservation	2027	\$1,339,392.00	\$0.00	\$1,741,210.00	\$0.00	\$1,741,210.00	\$1,741,210.00	\$1,741,210.00
114444	BEL SR 7 20.310	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	Pavement (Non-Interstate NHS)	Group	0.03 mi. S. of ramp to US 250 to 0.2 mi. S. of CR 4	Priority System Minor Rehabilitation; Fine graded polymer asphalt resurfacing, including pavement repairs and pavement markings	CO	State	2027	\$334,848.00	\$0.00	\$1,741,210.00	\$0.00	\$1,741,210.00	\$1,741,210.00	\$1,741,210.00
114444	BEL SR 7 20.310	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	Pavement (Non-Interstate NHS)	Group	0.03 mi. S. of ramp to US 250 to 0.2 mi. S. of CR 4	Priority System Minor Rehabilitation; Fine graded polymer asphalt resurfacing, including pavement repairs and pavement markings	CO	Labor	2027	\$66,970.00	\$0.00	\$1,741,210.00	\$0.00	\$1,741,210.00	\$1,741,210.00	\$1,741,210.00
114478	D11 CS FY2027	11	D11	BHJ, BOM, OMEGA	Pavement Maintenance	DISTRICT 11-Planning	Exempt		Group	various routes and locations district wide	District 11 crack sealing	CO	State	2027	\$350,000.00	\$0.00	\$374,500.00	\$0.00	\$374,500.00	\$374,500.00	\$374,500.00
114478	D11 CS FY2027	11	D11	BHJ, BOM, OMEGA	Pavement Maintenance	DISTRICT 11-Planning	Exempt		Group	various routes and locations district wide	District 11 crack sealing	CO	Labor	2027	\$24,500.00	\$0.00	\$374,500.00	\$0.00	\$374,500.00	\$374,500.00	\$374,500.00
115860	BEL-70-10.08	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	BEL-70-10.11 location is 0.5 miles east of Morrystown exit.	Field paving of culvert under I.R. 70 in Belmont County.	CO	Preservation	2026	\$200,610.13	\$0.00	\$245,190.15	\$0.00	\$245,190.15	\$258,882.15	\$258,882.15
115860	BEL-70-10.08	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	BEL-70-10.11 location is 0.5 miles east of Morrystown exit.	Field paving of culvert under I.R. 70 in Belmont County.	CO	State	2026	\$22,290.02	\$0.00	\$245,190.15	\$0.00	\$245,190.15	\$258,882.15	\$258,882.15
115860	BEL-70-10.08	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	BEL-70-10.11 location is 0.5 miles east of Morrystown exit.	Field paving of culvert under I.R. 70 in Belmont County.	CO	Labor	2026	\$22,290.00	\$0.00	\$245,190.15	\$0.00	\$245,190.15	\$258,882.15	\$258,882.15
116246	BEL-70-0.84/24.16/25.04	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	Three locations on BEL-70: 0.84, 24.16, and 25.04 mm.	Replacement of broken-back conduits at 3 locations on BEL-70.	ENV	Preservation	2026	\$9,000.00	\$0.00	\$10,000.00	\$0.00	\$10,000.00	\$543,976.52	\$543,976.52
116246	BEL-70-0.84/24.16/25.04	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	Three locations on BEL-70: 0.84, 24.16, and 25.04 mm.	Replacement of broken-back conduits at 3 locations on BEL-70.	ENV	State	2026	\$1,000.00	\$0.00	\$10,000.00	\$0.00	\$10,000.00	\$543,976.52	\$543,976.52
116246	BEL-70-0.84/24.16/25.04	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	Three locations on BEL-70: 0.84, 24.16, and 25.04 mm.	Replacement of broken-back conduits at 3 locations on BEL-70.	CO	Preservation	2028	\$436,890.17	\$0.00	\$533,976.52	\$0.00	\$533,976.52	\$543,976.52	\$543,976.52
116246	BEL-70-0.84/24.16/25.04	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	Three locations on BEL-70: 0.84, 24.16, and 25.04 mm.	Replacement of broken-back conduits at 3 locations on BEL-70.	CO	State	2028	\$48,543.35	\$0.00	\$533,976.52	\$0.00	\$533,976.52	\$543,976.52	\$543,976.52
116246	BEL-70-0.84/24.16/25.04	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	Three locations on BEL-70: 0.84, 24.16, and 25.04 mm.	Replacement of broken-back conduits at 3 locations on BEL-70.	CO	Labor	2028	\$48,543.00	\$0.00	\$533,976.52	\$0.00	\$533,976.52	\$543,976.52	\$543,976.52
116281	D11-DS-FY2028	11	D11	BHJ, BOM, OMEGA	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	Bridge Deck Sealing throughout District 11	Sealing bridge deck throughout District 11	CO	State	2028	\$1,974,000.00	\$0.00	\$2,052,960.00	\$0.00	\$2,052,960.00	\$2,052,960.00	\$2,052,960.00
116281	D11-DS-FY2028	11	D11	BHJ, BOM, OMEGA	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	Bridge Deck Sealing throughout District 11	Sealing bridge deck throughout District 11	CO	Labor	2028	\$78,960.00	\$0.00	\$2,052,960.00	\$0.00	\$2,052,960.00	\$2,052,960.00	\$2,052,960.00
116394	D11-CS-FY2028	11	D11	BHJ, BOM, OMEGA	Pavement Maintenance	DISTRICT 11-Planning	Exempt		Group	various routes and locations district wide	District 11 crack sealing	CO	State	2028	\$350,000.00	\$0.00	\$374,500.00	\$0.00	\$374,500.00	\$374,500.00	\$374,500.00
116394	D11-CS-FY2028	11	D11	BHJ, BOM, OMEGA	Pavement Maintenance	DISTRICT 11-Planning	Exempt		Group	various routes and locations district wide	District 11 crack sealing	CO	Labor	2028	\$24,500.00	\$0.00	\$374,500.00	\$0.00	\$374,500.00	\$374,500.00	\$374,500.00
116428	D11-SIGN-FY2029	11	D11	BOM, OMEGA	Traffic Control (Safety)	DISTRICT 11-Planning	Exempt	Safety	Group	TUS-77-(20.70-34.95), JEF-22-(6.98-16.44)	Replace the existing guide, warning and regulatory signing along IR 77 in Tuscarawas County and US 22 in Jefferson County.	ENV	Preservation	2028	\$181,050.00	\$0.00	\$212,500.00	\$0.00	\$212,500.00	\$1,427,000.00	\$1,427,000.00
116428	D11-SIGN-FY2029	11	D11	BOM, OMEGA	Traffic Control (Safety)	DISTRICT 11-Planning	Exempt	Safety	Group	TUS-77-(20.70-34.95), JEF-22-(6.98-16.44)	Replace the existing guide, warning and regulatory signing along IR 77 in Tuscarawas County and US 22 in Jefferson County.	ENV	State	2028	\$31,450.00	\$0.00	\$212,500.00	\$0.00	\$212,500.00	\$1,427,000.00	\$1,427,000.00
116428	D11-SIGN-FY2029	11	D11	BOM, OMEGA	Traffic Control (Safety)	DISTRICT 11-Planning	Exempt	Safety	Group	TUS-77-(20.70-34.95), JEF-22-(6.98-16.44)	Replace the existing guide, warning and regulatory signing along IR 77 in Tuscarawas County and US 22 in Jefferson County.	DD	Preservation	2028	\$31,950.00	\$0.00	\$37,500.00	\$0.00	\$37,500.00	\$1,427,000.00	\$1,427,000.00
116428	D11-SIGN-FY2029	11	D11	BOM, OMEGA	Traffic Control (Safety)	DISTRICT 11-Planning	Exempt	Safety	Group	TUS-77-(20.70-34.95), JEF-22-(6.98-16.44)	Replace the existing guide, warning and regulatory signing along IR 77 in Tuscarawas County and US 22 in Jefferson County.	DD	State	2028	\$5,550.00	\$0.00	\$37,500.00	\$0.00	\$37,500.00	\$1,427,000.00	\$1,427,000.00
116428	D11-SIGN-FY2029	11	D11	BOM, OMEGA	Traffic Control (Safety)	DISTRICT 11-Planning	Exempt	Safety	Group	TUS-77-(20.70-34.95), JEF-22-(6.98-16.44)	Replace the existing guide, warning and regulatory signing along IR 77 in Tuscarawas County and US 22 in Jefferson County.	CO	Preservation	2029	\$947,000.00	\$0.00	\$1,177,000.00	\$0.00	\$1,177,000.00	\$1,427,000.00	\$1,427,000.00
116428	D11-SIGN-FY2029	11	D11	BOM, OMEGA	Traffic Control (Safety)	DISTRICT 11-Planning	Exempt	Safety	Group	TUS-77-(20.70-34.95), JEF-22-(6.98-16.44)	Replace the existing guide, warning and regulatory signing along IR 77 in Tuscarawas County and US 22 in Jefferson County.	CO	State	2029	\$153,000.00	\$0.00	\$1,177,000.00	\$0.00	\$1,177,000.00	\$1,427,000.00	\$1,427,000.00
116428	D11-SIGN-FY2029	11	D11	BOM, OMEGA	Traffic Control (Safety)	DISTRICT 11-Planning	Exempt	Safety	Group	TUS-77-(20.70-34.95), JEF-22-(6.98-16.44)	Replace the existing guide, warning and regulatory signing along IR 77 in Tuscarawas County and US 22 in Jefferson County.	CO	Labor	2029	\$77,000.00	\$0.00	\$1,177,000.00	\$0.00	\$1,177,000.00	\$1,427,000.00	\$1,427,000.00
116582	BEL SR 7 4.82	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	2.64 mi North of NCL Powhattan Point	Replace bridge carrying SR 7 over Narrows Run with new structure. In stream work is required.	ENV	Preservation	2028	\$600,000.00	\$0.00	\$760,000.00	\$0.00	\$760,000.00	\$6,086,000.00	\$6,086,000.00
116582	BEL SR 7 4.82	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	2.64 mi North of NCL Powhattan Point	Replace bridge carrying SR 7 over Narrows Run with new structure. In stream work is required.	ENV	State	2028	\$150,000.00	\$0.00	\$760,000.00	\$0.00	\$760,000.00	\$6,086,000.00	\$6,086,000.00
116582	BEL SR 7 4.82	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	2.64 mi North of NCL Powhattan Point	Replace bridge carrying SR 7 over Narrows Run with new structure. In stream work is required.	ENV	Labor	2028	\$10,000.00	\$0.00	\$760,000.00	\$0.00	\$760,000.00	\$6,086,000.00	\$6,086,000.00
116582	BEL SR 7 4.82	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	2.64 mi North of NCL Powhattan Point	Replace bridge carrying SR 7 over Narrows Run with new structure. In stream work is required.	DD	State	2029	\$85,000.00	\$0.00	\$95,000.00	\$0.00	\$95,000.00	\$6,086,000.00	\$6,086,000.00
116582	BEL SR 7 4.82	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	2.64 mi North of NCL Powhattan Point	Replace bridge carrying SR 7 over Narrows Run with new structure. In stream work is required.	DD	Labor	2029	\$10,000.00	\$0.00	\$95,000.00	\$0.00	\$95,000.00	\$6,086,000.00	\$6,086,000.00

116698	D11-TSG-FY2027	11	D11	BOM, OMEGA	Traffic Control Maintenance	DISTRICT 11-Planning	Exempt	Safety	Group	BEL 40 21.31 (Aldi/NAPA Dr), BEL CR 28A 0.76, COL 267 1.94, COL 170 0.13, COL 170 0.21,TUS 800/183 33.92/0.00	Update the traffic signal hardware at 6 signalized intersections in District 11.	CO	Preservation	2027	\$1,040,000.00	\$0.00	\$1,391,000.00	\$0.00	\$1,391,000.00	\$1,391,000.00
116698	D11-TSG-FY2027	11	D11	BOM, OMEGA	Traffic Control Maintenance	DISTRICT 11-Planning	Exempt	Safety	Group	BEL 40 21.31 (Aldi/NAPA Dr), BEL CR 28A 0.76, COL 267 1.94, COL 170 0.13, COL 170 0.21,TUS 800/183 33.92/0.00	Update the traffic signal hardware at 6 signalized intersections in District 11.	CO	State	2027	\$260,000.00	\$0.00	\$1,391,000.00	\$0.00	\$1,391,000.00	\$1,391,000.00
116698	D11-TSG-FY2027	11	D11	BOM, OMEGA	Traffic Control Maintenance	DISTRICT 11-Planning	Exempt	Safety	Group	BEL 40 21.31 (Aldi/NAPA Dr), BEL CR 28A 0.76, COL 267 1.94, COL 170 0.13, COL 170 0.21,TUS 800/183 33.92/0.00	Update the traffic signal hardware at 6 signalized intersections in District 11.	CO	Labor	2027	\$91,000.00	\$0.00	\$1,391,000.00	\$0.00	\$1,391,000.00	\$1,391,000.00
116813	BEL-70-20.00	11	D11	BOM	Traffic Control Maintenance	DISTRICT 11-Planning	Exempt	Safety	Group	BEL-CR 28A-(0.32-0.34)(0.62-0.64)	Update the traffic signal hardware at the IR 70 westbound and eastbound off ramps at Mail Road (CR 28A) in Belmont County.	ENV	Preservation	2028	\$57,120.00	\$0.00	\$71,400.00	\$0.00	\$71,400.00	\$452,984.00
116813	BEL-70-20.00	11	D11	BOM	Traffic Control Maintenance	DISTRICT 11-Planning	Exempt	Safety	Group	BEL-CR 28A-(0.32-0.34)(0.62-0.64)	Update the traffic signal hardware at the IR 70 westbound and eastbound off ramps at Mail Road (CR 28A) in Belmont County.	ENV	State	2028	\$14,280.00	\$0.00	\$71,400.00	\$0.00	\$71,400.00	\$452,984.00
116813	BEL-70-20.00	11	D11	BOM	Traffic Control Maintenance	DISTRICT 11-Planning	Exempt	Safety	Group	BEL-CR 28A-(0.32-0.34)(0.62-0.64)	Update the traffic signal hardware at the IR 70 westbound and eastbound off ramps at Mail Road (CR 28A) in Belmont County.	DD	Preservation	2029	\$10,080.00	\$0.00	\$12,600.00	\$0.00	\$12,600.00	\$452,984.00
116813	BEL-70-20.00	11	D11	BOM	Traffic Control Maintenance	DISTRICT 11-Planning	Exempt	Safety	Group	BEL-CR 28A-(0.32-0.34)(0.62-0.64)	Update the traffic signal hardware at the IR 70 westbound and eastbound off ramps at Mail Road (CR 28A) in Belmont County.	DD	State	2029	\$2,520.00	\$0.00	\$12,600.00	\$0.00	\$12,600.00	\$452,984.00
117042	BEL SR 7 14.15	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt	Bridge (NHS), Pavement (Non-Interstate NHS)	Individual	SLM 14.15 to SLM 17.74	Priority System Major Rehabilitation; Remove and replace existing pavement	DD	Major Programs	2026	\$133,241.60	\$0.00	\$166,552.00	\$0.00	\$166,552.00	\$36,220,428.00
117042	BEL SR 7 14.15	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt	Bridge (NHS), Pavement (Non-Interstate NHS)	Individual	SLM 14.15 to SLM 17.74	Priority System Major Rehabilitation; Remove and replace existing pavement	DD	State	2026	\$33,310.40	\$0.00	\$166,552.00	\$0.00	\$166,552.00	\$36,220,428.00
117042	BEL SR 7 14.15	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt	Bridge (NHS), Pavement (Non-Interstate NHS)	Individual	SLM 14.15 to SLM 17.74	Priority System Major Rehabilitation; Remove and replace existing pavement	CO	Major Programs	2028	\$23,520,000.00	\$0.00	\$33,783,000.00	\$0.00	\$33,783,000.00	\$36,220,428.00
117042	BEL SR 7 14.15	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt	Bridge (NHS), Pavement (Non-Interstate NHS)	Individual	SLM 14.15 to SLM 17.74	Priority System Major Rehabilitation; Remove and replace existing pavement	CO	Preservation	2028	\$2,000,000.00	\$0.00	\$33,783,000.00	\$0.00	\$33,783,000.00	\$36,220,428.00
117042	BEL SR 7 14.15	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt	Bridge (NHS), Pavement (Non-Interstate NHS)	Individual	SLM 14.15 to SLM 17.74	Priority System Major Rehabilitation; Remove and replace existing pavement	CO	State	2028	\$6,380,000.00	\$0.00	\$33,783,000.00	\$0.00	\$33,783,000.00	\$36,220,428.00
117042	BEL SR 7 14.15	11	BEL	BOM	Roadway Major Rehab	DISTRICT 11-Planning	Exempt	Bridge (NHS), Pavement (Non-Interstate NHS)	Individual	SLM 14.15 to SLM 17.74	Priority System Major Rehabilitation; Remove and replace existing pavement	CO	Labor	2028	\$1,883,000.00	\$0.00	\$33,783,000.00	\$0.00	\$33,783,000.00	\$36,220,428.00
118147	BEL SR 147 24.65/25.87	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.4 miles east of T.R. 507/Sheba Rd (24.65mm) and 0.4 miles west of C.R. 54/Pipe Creek (25.88mm)	Slope stabilization at two locations on S.R. 147 in Belmont County, the 24.65mm and the 25.88mm	CO	Other	2026	\$632,337.91	\$0.00	\$799,917.68	\$0.00	\$799,917.68	\$996,914.68
118147	BEL SR 147 24.65/25.87	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.4 miles east of T.R. 507/Sheba Rd (24.65mm) and 0.4 miles west of C.R. 54/Pipe Creek (25.88mm)	Slope stabilization at two locations on S.R. 147 in Belmont County, the 24.65mm and the 25.88mm	CO	State	2026	\$70,259.77	\$0.00	\$799,917.68	\$0.00	\$799,917.68	\$996,914.68
118147	BEL SR 147 24.65/25.87	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.4 miles east of T.R. 507/Sheba Rd (24.65mm) and 0.4 miles west of C.R. 54/Pipe Creek (25.88mm)	Slope stabilization at two locations on S.R. 147 in Belmont County, the 24.65mm and the 25.88mm	CO	Labor	2026	\$72,720.00	\$0.00	\$799,917.68	\$0.00	\$799,917.68	\$996,914.68
118147	BEL SR 147 24.65/25.87	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.4 miles east of T.R. 507/Sheba Rd (24.65mm) and 0.4 miles west of C.R. 54/Pipe Creek (25.88mm)	Slope stabilization at two locations on S.R. 147 in Belmont County, the 24.65mm and the 25.88mm	CO	Local	2026	\$24,600.00	\$0.00	\$799,917.68	\$0.00	\$799,917.68	\$996,914.68
118148	BEL SR 148 20.10	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.2 miles west of T.R. 126/Moores Run Rd	Landslide avoidance by realignment of S.R. 148 in Belmont County.	CO	Other	2027	\$882,842.92	\$0.00	\$1,079,030.58	\$0.00	\$1,079,030.58	\$1,330,292.58
118148	BEL SR 148 20.10	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.2 miles west of T.R. 126/Moores Run Rd	Landslide avoidance by realignment of S.R. 148 in Belmont County.	CO	State	2027	\$98,093.66	\$0.00	\$1,079,030.58	\$0.00	\$1,079,030.58	\$1,330,292.58
118148	BEL SR 148 20.10	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.2 miles west of T.R. 126/Moores Run Rd	Landslide avoidance by realignment of S.R. 148 in Belmont County.	CO	Labor	2027	\$98,094.00	\$0.00	\$1,079,030.58	\$0.00	\$1,079,030.58	\$1,330,292.58
118149	BEL SR 149 15.10	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.7 miles west of S.R. 9.	Slope stabilization/retaining wall restoration along S.R. 149 in Belmont County.	CO	Other	2026	\$627,739.74	\$0.00	\$767,237.60	\$0.00	\$767,237.60	\$985,071.60
118149	BEL SR 149 15.10	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.7 miles west of S.R. 9.	Slope stabilization/retaining wall restoration along S.R. 149 in Belmont County.	CO	State	2026	\$69,748.86	\$0.00	\$767,237.60	\$0.00	\$767,237.60	\$985,071.60
118149	BEL SR 149 15.10	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.7 miles west of S.R. 9.	Slope stabilization/retaining wall restoration along S.R. 149 in Belmont County.	CO	Labor	2026	\$69,749.00	\$0.00	\$767,237.60	\$0.00	\$767,237.60	\$985,071.60
118151	BEL US 250 8.15	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	800' east of the upper intersection with Beeson Lane.	Slope stabilization along U.S. 250 in Belmont County.	CO	Other	2028	\$429,300.00	\$0.00	\$524,700.00	\$0.00	\$524,700.00	\$531,633.00
118151	BEL US 250 8.15	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	800' east of the upper intersection with Beeson Lane.	Slope stabilization along U.S. 250 in Belmont County.	CO	State	2028	\$47,700.00	\$0.00	\$524,700.00	\$0.00	\$524,700.00	\$531,633.00
118151	BEL US 250 8.15	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	800' east of the upper intersection with Beeson Lane.	Slope stabilization along U.S. 250 in Belmont County.	CO	Labor	2028	\$47,700.00	\$0.00	\$524,700.00	\$0.00	\$524,700.00	\$531,633.00
118152	BEL SR 7 18.59	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.20 miles north of the 470 bridge over 7	Mine outfall remediation along S.R. 7 in Belmont County.	RW	State	2026	\$5,000.00	\$0.00	\$5,000.00	\$0.00	\$5,000.00	\$667,558.41
118152	BEL SR 7 18.59	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.20 miles north of the 470 bridge over 7	Mine outfall remediation along S.R. 7 in Belmont County.	CO	Other	2027	\$501,967.27	\$0.00	\$613,515.41	\$0.00	\$613,515.41	\$667,558.41
118152	BEL SR 7 18.59	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.20 miles north of the 470 bridge over 7	Mine outfall remediation along S.R. 7 in Belmont County.	CO	State	2027	\$55,774.14	\$0.00	\$613,515.41	\$0.00	\$613,515.41	\$667,558.41
118152	BEL SR 7 18.59	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.20 miles north of the 470 bridge over 7	Mine outfall remediation along S.R. 7 in Belmont County.	CO	Labor	2027	\$55,774.00	\$0.00	\$613,515.41	\$0.00	\$613,515.41	\$667,558.41
118601	BEL US 40 15.81	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	100ft west of Pine Lane	Culvert replacement along U.S. 40 in Belmont County.	ENV	Preservation	2026	\$7,345.60	\$91,521.60	\$9,182.00	\$0.00	\$123,584.00	\$523,642.88
118601	BEL US 40 15.81	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	100ft west of Pine Lane	Culvert replacement along U.S. 40 in Belmont County.	ENV	State	2026	\$1,836.40	\$22,880.40	\$9,182.00	\$0.00	\$123,584.00	\$523,642.88
118601	BEL US 40 15.81	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	100ft west of Pine Lane	Culvert replacement along U.S. 40 in Belmont County.	DD	Preservation	2026	\$37,928.00	\$0.00	\$47,410.00	\$0.00	\$47,410.00	\$523,642.88
118601	BEL US 40 15.81	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	100ft west of Pine Lane	Culvert replacement along U.S. 40 in Belmont County.	DD	State	2026	\$9,482.00	\$0.00	\$47,410.00	\$0.00	\$47,410.00	\$523,642.88
118601	BEL US 40 15.81	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	100ft west of Pine Lane	Culvert replacement along U.S. 40 in Belmont County.	RW	Preservation	2026	\$20,000.00	\$0.00	\$25,000.00	\$0.00	\$25,000.00	\$523,642.88
118601	BEL US 40 15.81	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	100ft west of Pine Lane	Culvert replacement along U.S. 40 in Belmont County.	RW	State	2026	\$5,000.00	\$0.00	\$25,000.00	\$0.00	\$25,000.00	\$523,642.88
118601	BEL US 40 15.81	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	100ft west of Pine Lane	Culvert replacement along U.S. 40 in Belmont County.	CO	Preservation	2027	\$238,290.30	\$0.00	\$327,648.88	\$0.00	\$327,648.88	\$523,642.88
118601	BEL US 40 15.81	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	100ft west of Pine Lane	Culvert replacement along U.S. 40 in Belmont County.	CO	State	2027	\$59,572.58	\$0.00	\$327,648.88	\$0.00	\$327,648.88	\$523,642.88

118601	BEL US 40 15.81	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	100ft west of Pine Lane	Culvert replacement along U.S. 40 in Belmont County.	CO	Labor	2027	\$29,786.00	\$0.00	\$327,648.88	\$0.00	\$327,648.88	\$523,642.88
118611	BEL SR 7 25.27	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	Just west of the Picoma exit bridge, along the southbound ramps (RA07037 and RA07038).	Mine outfall remediation along S.R. 7 in Belmont County.	RW	State	2026	\$5,000.00	\$0.00	\$5,000.00	\$0.00	\$5,000.00	\$606,872.00
118611	BEL SR 7 25.27	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	Just west of the Picoma exit bridge, along the southbound ramps (RA07037 and RA07038).	Mine outfall remediation along S.R. 7 in Belmont County.	CO	Other	2027	\$454,500.00	\$0.00	\$555,500.00	\$0.00	\$555,500.00	\$606,872.00
118611	BEL SR 7 25.27	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	Just west of the Picoma exit bridge, along the southbound ramps (RA07037 and RA07038).	Mine outfall remediation along S.R. 7 in Belmont County.	CO	State	2027	\$50,500.00	\$0.00	\$555,500.00	\$0.00	\$555,500.00	\$606,872.00
118611	BEL SR 7 25.27	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	Just west of the Picoma exit bridge, along the southbound ramps (RA07037 and RA07038).	Mine outfall remediation along S.R. 7 in Belmont County.	CO	Labor	2027	\$50,500.00	\$0.00	\$555,500.00	\$0.00	\$555,500.00	\$606,872.00
118742	BEL IR 70 7.64	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	Pavement (Interstate)	Group	SLM 7.61 to SLM 12.62	Priority System Minor Rehabilitation; Concrete pavement repairs	CO	Preservation	2026	\$1,962,000.23	\$0.00	\$2,267,200.27	\$0.00	\$2,267,200.27	\$2,267,200.27
118742	BEL IR 70 7.64	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	Pavement (Interstate)	Group	SLM 7.61 to SLM 12.62	Priority System Minor Rehabilitation; Concrete pavement repairs	CO	State	2026	\$218,000.03	\$0.00	\$2,267,200.27	\$0.00	\$2,267,200.27	\$2,267,200.27
118742	BEL IR 70 7.64	11	BEL	BOM	Roadway Minor Rehab	DISTRICT 11-Planning	Exempt	Pavement (Interstate)	Group	SLM 7.61 to SLM 12.62	Priority System Minor Rehabilitation; Concrete pavement repairs	CO	Labor	2026	\$87,200.01	\$0.00	\$2,267,200.27	\$0.00	\$2,267,200.27	\$2,267,200.27
118762	D11 Bridge Maintenance FY 2029	11	D11	BHJ, BOM, OMEGA	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt		Group	Bridge Preventative Maintenance throughout District 11	Bridge Maintenance throughout District 11	CO	State	2029	\$2,013,000.00	\$0.00	\$2,093,520.00	\$0.00	\$2,093,520.00	\$2,093,520.00
118762	D11 Bridge Maintenance FY 2029	11	D11	BHJ, BOM, OMEGA	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt		Group	Bridge Preventative Maintenance throughout District 11	Bridge Maintenance throughout District 11	CO	Labor	2029	\$80,520.00	\$0.00	\$2,093,520.00	\$0.00	\$2,093,520.00	\$2,093,520.00
118823	BEL SR 148 22.8	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt		Group	2.75 Miles West of JCT SR 7.	Replace culvert bridge carrying SR 148 over an Unnamed Tributary of Captina Creek.	DD	Preservation	2026	\$34,436.80	\$0.00	\$43,046.00	\$0.00	\$43,046.00	\$482,349.16
118823	BEL SR 148 22.8	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt		Group	2.75 Miles West of JCT SR 7.	Replace culvert bridge carrying SR 148 over an Unnamed Tributary of Captina Creek.	DD	State	2026	\$8,609.20	\$0.00	\$43,046.00	\$0.00	\$43,046.00	\$482,349.16
118823	BEL SR 148 22.8	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt		Group	2.75 Miles West of JCT SR 7.	Replace culvert bridge carrying SR 148 over an Unnamed Tributary of Captina Creek.	CO	Preservation	2028	\$217,541.73	\$0.00	\$299,120.16	\$0.00	\$299,120.16	\$482,349.16
118823	BEL SR 148 22.8	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt		Group	2.75 Miles West of JCT SR 7.	Replace culvert bridge carrying SR 148 over an Unnamed Tributary of Captina Creek.	CO	State	2028	\$54,385.43	\$0.00	\$299,120.16	\$0.00	\$299,120.16	\$482,349.16
118823	BEL SR 148 22.8	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt		Group	2.75 Miles West of JCT SR 7.	Replace culvert bridge carrying SR 148 over an Unnamed Tributary of Captina Creek.	CO	Labor	2028	\$27,193.00	\$0.00	\$299,120.16	\$0.00	\$299,120.16	\$482,349.16
118910	D11-SP-FY2029	11	D11	BHJ, BOM, OMEGA	Pavement Maintenance	DISTRICT 11-Planning	Exempt		Group	Spot Paving and Surface Treatment throughout District 11	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	CO	State	2029	\$1,000,000.00	\$0.00	\$1,060,000.00	\$0.00	\$1,060,000.00	\$1,060,000.00
118910	D11-SP-FY2029	11	D11	BHJ, BOM, OMEGA	Pavement Maintenance	DISTRICT 11-Planning	Exempt		Group	Spot Paving and Surface Treatment throughout District 11	Asphalt milling and resurfacing in spot locations including pavement markings and pavement repairs.	CO	Labor	2029	\$60,000.00	\$0.00	\$1,060,000.00	\$0.00	\$1,060,000.00	\$1,060,000.00
118912	D11-CS-FY2029	11	D11	BHJ, BOM, OMEGA	Pavement Maintenance	DISTRICT 11-Planning	Exempt		Group	various routes and locations district wide	District 11 crack sealing	CO	State	2029	\$250,000.00	\$0.00	\$267,500.00	\$0.00	\$267,500.00	\$267,500.00
118912	D11-CS-FY2029	11	D11	BHJ, BOM, OMEGA	Pavement Maintenance	DISTRICT 11-Planning	Exempt		Group	various routes and locations district wide	District 11 crack sealing	CO	Labor	2029	\$17,500.00	\$0.00	\$267,500.00	\$0.00	\$267,500.00	\$267,500.00
119483	BEL TR 428 0.30	11	BEL	BOM	Bridge Preservation	BELMONT COUNTY ENGINEER	Exempt		Group	Limited roadway work on either side of the structure to tie into the proposed structure and railing.	Replacement of Bridge No. BEL T0428 00300 (SFN 0733385), which carries TR 428 (Coleman Rd.) over Wheeling Creek.	CO	Local Programs	2026	\$1,306,950.00	\$0.00	\$1,437,645.00	\$0.00	\$1,437,645.00	\$1,645,785.00
119483	BEL TR 428 0.30	11	BEL	BOM	Bridge Preservation	BELMONT COUNTY ENGINEER	Exempt		Group	Limited roadway work on either side of the structure to tie into the proposed structure and railing.	Replacement of Bridge No. BEL T0428 00300 (SFN 0733385), which carries TR 428 (Coleman Rd.) over Wheeling Creek.	CO	Local	2026	\$130,695.00	\$0.00	\$1,437,645.00	\$0.00	\$1,437,645.00	\$1,645,785.00
119797	BEL SR 7 8.21	11	BEL	BOM	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	At the location of SR 7 and SR 872 interchange.	Repair damage to bridge carrying SR 872 over SR 7 caused by over height vehicle collision.	CO	Preservation	2026	\$600,000.00	\$0.00	\$825,000.00	\$0.00	\$825,000.00	\$825,000.00
119797	BEL SR 7 8.21	11	BEL	BOM	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	At the location of SR 7 and SR 872 interchange.	Repair damage to bridge carrying SR 872 over SR 7 caused by over height vehicle collision.	CO	State	2026	\$150,000.00	\$0.00	\$825,000.00	\$0.00	\$825,000.00	\$825,000.00
119797	BEL SR 7 8.21	11	BEL	BOM	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	At the location of SR 7 and SR 872 interchange.	Repair damage to bridge carrying SR 872 over SR 7 caused by over height vehicle collision.	CO	Labor	2026	\$75,000.00	\$0.00	\$825,000.00	\$0.00	\$825,000.00	\$825,000.00
119917	BEL SR 149 5.32	11	BEL	BOM	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt		Group	0.01 Miles East of CR 4 (aka Willow Grove Rd)	Increase resiliency of bridge carrying SR 149 over Little McMahon Creek by repairing drilled shafts and placing Rock Channel Protection.	CO	Preservation	2026	\$19,200.00	\$0.00	\$197,800.00	\$0.00	\$197,800.00	\$252,026.00
119917	BEL SR 149 5.32	11	BEL	BOM	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt		Group	0.01 Miles East of CR 4 (aka Willow Grove Rd)	Increase resiliency of bridge carrying SR 149 over Little McMahon Creek by repairing drilled shafts and placing Rock Channel Protection.	CO	PROTECT	2026	\$142,200.00	\$0.00	\$197,800.00	\$0.00	\$197,800.00	\$252,026.00
119917	BEL SR 149 5.32	11	BEL	BOM	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt		Group	0.01 Miles East of CR 4 (aka Willow Grove Rd)	Increase resiliency of bridge carrying SR 149 over Little McMahon Creek by repairing drilled shafts and placing Rock Channel Protection.	CO	State	2026	\$20,600.00	\$0.00	\$197,800.00	\$0.00	\$197,800.00	\$252,026.00
119917	BEL SR 149 5.32	11	BEL	BOM	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt		Group	0.01 Miles East of CR 4 (aka Willow Grove Rd)	Increase resiliency of bridge carrying SR 149 over Little McMahon Creek by repairing drilled shafts and placing Rock Channel Protection.	CO	Labor	2026	\$15,800.00	\$0.00	\$197,800.00	\$0.00	\$197,800.00	\$252,026.00
119920	BEL SR 149 10.52	11	BEL	BOM	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt		Group	0.03 miles south of intersection with CR 5 (Main St.)	Increase resiliency of bridge carrying SR 149 over Williams Creek by installing Rock Channel Protection along the forward abutment.	CO	PROTECT	2028	\$100,000.00	\$0.00	\$137,500.00	\$0.00	\$137,500.00	\$261,666.00
119920	BEL SR 149 10.52	11	BEL	BOM	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt		Group	0.03 miles south of intersection with CR 5 (Main St.)	Increase resiliency of bridge carrying SR 149 over Williams Creek by installing Rock Channel Protection along the forward abutment.	CO	State	2028	\$25,000.00	\$0.00	\$137,500.00	\$0.00	\$137,500.00	\$261,666.00
119920	BEL SR 149 10.52	11	BEL	BOM	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt		Group	0.03 miles south of intersection with CR 5 (Main St.)	Increase resiliency of bridge carrying SR 149 over Williams Creek by installing Rock Channel Protection along the forward abutment.	CO	Labor	2028	\$12,500.00	\$0.00	\$137,500.00	\$0.00	\$137,500.00	\$261,666.00
120180	BEL Morristown Multimodal Safety	11	BEL	BOM	Pedestrian Facilities	Belmont County Port Authority	Exempt	CMAQ, Non-SOV, Safety	Individual	Various (see Work Locations)	Multi-modal project in the Village of Morristown, including sidewalk construction/reconstruction, shared lane bicycle route, and trail construction.	DD	Local	2026	\$45,000.00	\$0.00	\$45,000.00	\$0.00	\$45,000.00	\$2,800,000.00
120180	BEL Morristown Multimodal Safety	11	BEL	BOM	Pedestrian Facilities	Belmont County Port Authority	Exempt	CMAQ, Non-SOV, Safety	Individual	Various (see Work Locations)	Multi-modal project in the Village of Morristown, including sidewalk construction/reconstruction, shared lane bicycle route, and trail construction.	CO	Local Programs	2027	\$2,000,000.00	\$0.00	\$2,500,000.00	\$0.00	\$2,500,000.00	\$2,800,000.00
120180	BEL Morristown Multimodal Safety	11	BEL	BOM	Pedestrian Facilities	Belmont County Port Authority	Exempt	CMAQ, Non-SOV, Safety	Individual	Various (see Work Locations)	Multi-modal project in the Village of Morristown, including sidewalk construction/reconstruction, shared lane bicycle route, and trail construction.	CO	Safety	2027	\$500,000.00	\$0.00	\$2,500,000.00	\$0.00	\$2,500,000.00	\$2,800,000.00
120453	BEL IR 70 14.35/18.19	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	Two locations on BEL-70; 14.36 is near the US 40/SR 331 interchange between 40 and 331, 18.25 is at the SR 9 interchange.	Culvert rehabilitation at two locations on I.R. 70.	CO	Preservation	2027	\$430,728.92	\$0.00	\$526,446.69	\$0.00	\$526,446.69	\$549,116.69
120453	BEL IR 70 14.35/18.19	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	Two locations on BEL-70; 14.36 is near the US 40/SR 331 interchange between 40 and 331, 18.25 is at the SR 9 interchange.	Culvert rehabilitation at two locations on I.R. 70.	CO	State	2027	\$47,858.77	\$0.00	\$526,446.69	\$0.00	\$526,446.69	\$549,116.69

120453	BEL IR 70 14.35/18.19	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	Two locations on BEL-70; 14.36 is near the US 40/SR 331 interchange between 40 and 331; 18.25 is at the SR 9 interchange.	Culvert rehabilitation at two locations on I.R. 70.	CO	Labor	2027	\$47,859.00	\$0.00	\$526,446.69	\$0.00	\$526,446.69	\$549,116.69
120772	BEL SR 7 18.24	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	Intersection of SR 7 and IR 470 Ramps A & B termini.	Repair bridge carrying SR 7 over IR 470 ramp traffic from over height vehicle strike.	CO	Preservation	2026	\$288,570.66	\$0.00	\$396,784.65	\$0.00	\$396,784.65	\$396,784.65
120772	BEL SR 7 18.24	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	Intersection of SR 7 and IR 470 Ramps A & B termini.	Repair bridge carrying SR 7 over IR 470 ramp traffic from over height vehicle strike.	CO	State	2026	\$72,142.66	\$0.00	\$396,784.65	\$0.00	\$396,784.65	\$396,784.65
120772	BEL SR 7 18.24	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	Intersection of SR 7 and IR 470 Ramps A & B termini.	Repair bridge carrying SR 7 over IR 470 ramp traffic from over height vehicle strike.	CO	Labor	2026	\$36,071.33	\$0.00	\$396,784.65	\$0.00	\$396,784.65	\$396,784.65
120773	BEL SR 148 3.12	11	BEL	BOM	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt		Group	3.14 MI E OF JCT SR 800	Repair railings on bridge carrying SR 148 over North Fork Captina Creek. Seal deck with HMMW Resin.	CO	Preservation	2027	\$320,000.00	\$0.00	\$430,000.00	\$0.00	\$430,000.00	\$430,000.00
120773	BEL SR 148 3.12	11	BEL	BOM	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt		Group	3.14 MI E OF JCT SR 800	Repair railing on bridge carrying SR 148 over North Fork Captina Creek. Seal deck with HMMW Resin.	CO	State	2027	\$80,000.00	\$0.00	\$430,000.00	\$0.00	\$430,000.00	\$430,000.00
120773	BEL SR 148 3.12	11	BEL	BOM	Bridge / Culvert Maintenance	DISTRICT 11-Planning	Exempt		Group	3.14 MI E OF JCT SR 800	Repair railing on bridge carrying SR 148 over North Fork Captina Creek. Seal deck with HMMW Resin.	CO	Labor	2027	\$30,000.00	\$0.00	\$430,000.00	\$0.00	\$430,000.00	\$430,000.00
122030	BEL SR 379 0.77/1.10	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	BEL-379-0.77: 0.58 miles north of T.R. 728. BEL-379-1.10: 0.90 miles north of T.R. 728.	Landslide stabilization at two locations on S.R. 379 in Belmont County.	ENV	Preservation	2026	\$8,000.00	\$0.00	\$10,000.00	\$0.00	\$10,000.00	\$1,168,810.00
122030	BEL SR 379 0.77/1.10	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	BEL-379-0.77: 0.58 miles north of T.R. 728. BEL-379-1.10: 0.90 miles north of T.R. 728.	Landslide stabilization at two locations on S.R. 379 in Belmont County.	ENV	State	2026	\$2,000.00	\$0.00	\$10,000.00	\$0.00	\$10,000.00	\$1,168,810.00
122030	BEL SR 379 0.77/1.10	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	BEL-379-0.77: 0.58 miles north of T.R. 728. BEL-379-1.10: 0.90 miles north of T.R. 728.	Landslide stabilization at two locations on S.R. 379 in Belmont County.	CO	State	2028	\$1,083,000.00	\$0.00	\$1,158,810.00	\$0.00	\$1,158,810.00	\$1,168,810.00
122030	BEL SR 379 0.77/1.10	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	BEL-379-0.77: 0.58 miles north of T.R. 728. BEL-379-1.10: 0.90 miles north of T.R. 728.	Landslide stabilization at two locations on S.R. 379 in Belmont County.	CO	Labor	2028	\$75,810.00	\$0.00	\$1,158,810.00	\$0.00	\$1,158,810.00	\$1,168,810.00
122033	BEL SR 147 25.45	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.8 miles west of C.R. 54.	Landslide stabilization along S.R. 147 in Belmont County.	ENV	Preservation	2026	\$8,000.00	\$0.00	\$10,000.00	\$0.00	\$10,000.00	\$743,700.00
122033	BEL SR 147 25.45	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.8 miles west of C.R. 54.	Landslide stabilization along S.R. 147 in Belmont County.	ENV	State	2026	\$2,000.00	\$0.00	\$10,000.00	\$0.00	\$10,000.00	\$743,700.00
122033	BEL SR 147 25.45	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.8 miles west of C.R. 54.	Landslide stabilization along S.R. 147 in Belmont County.	CO	Other	2028	\$533,600.00	\$0.00	\$733,700.00	\$0.00	\$733,700.00	\$743,700.00
122033	BEL SR 147 25.45	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.8 miles west of C.R. 54.	Landslide stabilization along S.R. 147 in Belmont County.	CO	State	2028	\$133,400.00	\$0.00	\$733,700.00	\$0.00	\$733,700.00	\$743,700.00
122033	BEL SR 147 25.45	11	BEL	BOM	Geologic Maintenance / Slide Repair	DISTRICT 11-Planning	Exempt		Group	0.8 miles west of C.R. 54.	Landslide stabilization along S.R. 147 in Belmont County.	CO	Labor	2028	\$66,700.00	\$0.00	\$733,700.00	\$0.00	\$733,700.00	\$743,700.00
122218	BEL SR 147 1.81/2.33	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	BEL-147-1.81: 0.7 miles north of S.R. 265. BEL-147-2.33: 0.2 miles east of Douglas Road.	Culvert replacement at two locations on BEL-147.	ENV	Preservation	2027	\$12,000.00	\$0.00	\$15,000.00	\$0.00	\$15,000.00	\$779,317.13
122218	BEL SR 147 1.81/2.33	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	BEL-147-1.81: 0.7 miles north of S.R. 265. BEL-147-2.33: 0.2 miles east of Douglas Road.	Culvert replacement at two locations on BEL-147.	ENV	State	2027	\$3,000.00	\$0.00	\$15,000.00	\$0.00	\$15,000.00	\$779,317.13
122218	BEL SR 147 1.81/2.33	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	BEL-147-1.81: 0.7 miles north of S.R. 265. BEL-147-2.33: 0.2 miles east of Douglas Road.	Culvert replacement at two locations on BEL-147.	CO	Preservation	2029	\$555,867.30	\$0.00	\$764,317.13	\$0.00	\$764,317.13	\$779,317.13
122218	BEL SR 147 1.81/2.33	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	BEL-147-1.81: 0.7 miles north of S.R. 265. BEL-147-2.33: 0.2 miles east of Douglas Road.	Culvert replacement at two locations on BEL-147.	CO	State	2029	\$138,966.83	\$0.00	\$764,317.13	\$0.00	\$764,317.13	\$779,317.13
122218	BEL SR 147 1.81/2.33	11	BEL	BOM	Culvert Preservation	DISTRICT 11-Planning	Exempt		Group	BEL-147-1.81: 0.7 miles north of S.R. 265. BEL-147-2.33: 0.2 miles east of Douglas Road.	Culvert replacement at two locations on BEL-147.	CO	Labor	2029	\$69,483.00	\$0.00	\$764,317.13	\$0.00	\$764,317.13	\$779,317.13
122391	D11-ITS-FY2027	11	D11	BHJ, BOM, OMEGA	Transport System Mgmt and Ops (TSMO)	DISTRICT 11-Planning	Exempt	PHED, TTRI (Interstate)	Group	BEL-70, BEL-70, BEL-70, JEF-22, JEF-22, TUS-250, TUS-77, TUS-77	Installation of new CCTV (closed-circuit television) cameras at eight locations throughout District 11. Locations include BEL IR 70 & SR 9 interchange, BEL IR 70 & US 40 interchange, BEL IR 70 & SR 331 interchange, JEF US 22 & Veterans Memorial Bridge (VMB) interchange, JEF US 22 & SR 7 interchange, TUS US 250 & US 36 interchange, TUS IR 77 & SR 212 interchange, and TUS IR 77 & US 36 interchange.	CO	State	2027	\$1,515,000.00	\$0.00	\$1,621,050.00	\$0.00	\$1,621,050.00	\$1,621,050.00
122391	D11-ITS-FY2027	11	D11	BHJ, BOM, OMEGA	Transport System Mgmt and Ops (TSMO)	DISTRICT 11-Planning	Exempt	PHED, TTRI (Interstate)	Group	BEL-70, BEL-70, BEL-70, JEF-22, JEF-22, TUS-250, TUS-77, TUS-77	Installation of new CCTV (closed-circuit television) cameras at eight locations throughout District 11. Locations include BEL IR 70 & SR 9 interchange, BEL IR 70 & US 40 interchange, BEL IR 70 & SR 331 interchange, JEF US 22 & Veterans Memorial Bridge (VMB) interchange, JEF US 22 & SR 7 interchange, TUS US 250 & US 36 interchange, TUS IR 77 & SR 212 interchange, and TUS IR 77 & US 36 interchange.	CO	Labor	2027	\$106,050.00	\$0.00	\$1,621,050.00	\$0.00	\$1,621,050.00	\$1,621,050.00
122451	BEL SR 7 24.97	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	1.47 Miles South of the Jefferson County Line	Eliminate scour at bridge BEL-7-2497 carrying SR 7 over Patton Run and TR 469 by reestablishing the banks of Patton Run and fore slope of TR 469. The project will protect against future scour by placing rock channel protect along the banks of Patton Run.	DD	Preservation	2026	\$20,000.00	\$0.00	\$25,000.00	\$0.00	\$25,000.00	\$774,000.00
122451	BEL SR 7 24.97	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	1.47 Miles South of the Jefferson County Line	Eliminate scour at bridge BEL-7-2497 carrying SR 7 over Patton Run and TR 469 by reestablishing the banks of Patton Run and fore slope of TR 469. The project will protect against future scour by placing rock channel protect along the banks of Patton Run.	DD	State	2026	\$5,000.00	\$0.00	\$25,000.00	\$0.00	\$25,000.00	\$774,000.00
122451	BEL SR 7 24.97	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	1.47 Miles South of the Jefferson County Line	Eliminate scour at bridge BEL-7-2497 carrying SR 7 over Patton Run and TR 469 by reestablishing the banks of Patton Run and fore slope of TR 469. The project will protect against future scour by placing rock channel protect along the banks of Patton Run.	CO	PROTECT	2028	\$472,000.00	\$0.00	\$649,000.00	\$0.00	\$649,000.00	\$774,000.00
122451	BEL SR 7 24.97	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	1.47 Miles South of the Jefferson County Line	Eliminate scour at bridge BEL-7-2497 carrying SR 7 over Patton Run and TR 469 by reestablishing the banks of Patton Run and fore slope of TR 469. The project will protect against future scour by placing rock channel protect along the banks of Patton Run.	CO	State	2028	\$118,000.00	\$0.00	\$649,000.00	\$0.00	\$649,000.00	\$774,000.00

122451	BEL SR 7 24.97	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	1.47 Miles South of the Jefferson County Line	Eliminate scour at bridge BEL-7-2497 carrying SR 7 over Patton Run and TR 469 by reestablishing the banks of Patton Run and fore slope of TR 469. The project will protect against future scour by placing rock channel protect along the banks of Patton Run.		CO	Labor	2028	\$59,000.00	\$0.00	\$649,000.00	\$0.00	\$649,000.00	\$774,000.00
122458	BEL SR 7 23.61	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	1.71 Miles North Of JCT SR 647	PROTECT bridge carrying SR 7 over Glenn's Run (formally known as Nixon Run) by placing Rock Channel Protection along both abutments.		DD	Preservation	2026	\$40,000.00	\$0.00	\$50,000.00	\$0.00	\$50,000.00	\$371,000.00
122458	BEL SR 7 23.61	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	1.71 Miles North Of JCT SR 647	PROTECT bridge carrying SR 7 over Glenn's Run (formally known as Nixon Run) by placing Rock Channel Protection along both abutments.		DD	State	2026	\$10,000.00	\$0.00	\$50,000.00	\$0.00	\$50,000.00	\$371,000.00
122458	BEL SR 7 23.61	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	1.71 Miles North Of JCT SR 647	PROTECT bridge carrying SR 7 over Glenn's Run (formally known as Nixon Run) by placing Rock Channel Protection along both abutments.		CO	Preservation	2028	\$800.00	\$0.00	\$221,000.00	\$0.00	\$221,000.00	\$371,000.00
122458	BEL SR 7 23.61	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	1.71 Miles North Of JCT SR 647	PROTECT bridge carrying SR 7 over Glenn's Run (formally known as Nixon Run) by placing Rock Channel Protection along both abutments.		CO	PROTECT	2028	\$160,000.00	\$0.00	\$221,000.00	\$0.00	\$221,000.00	\$371,000.00
122458	BEL SR 7 23.61	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	1.71 Miles North Of JCT SR 647	PROTECT bridge carrying SR 7 over Glenn's Run (formally known as Nixon Run) by placing Rock Channel Protection along both abutments.		CO	State	2028	\$40,200.00	\$0.00	\$221,000.00	\$0.00	\$221,000.00	\$371,000.00
122458	BEL SR 7 23.61	11	BEL	BOM	Bridge Preservation	DISTRICT 11-Planning	Exempt	Bridge (NHS)	Group	1.71 Miles North Of JCT SR 647	PROTECT bridge carrying SR 7 over Glenn's Run (formally known as Nixon Run) by placing Rock Channel Protection along both abutments.		CO	Labor	2028	\$20,000.00	\$0.00	\$221,000.00	\$0.00	\$221,000.00	\$371,000.00
122471	BEL CR 82 0.46	11	BEL	BOM	Roadway Minor Rehab	BELMONT COUNTY ENGINEER	Exempt		Group	0.46 mi. north of SR 149 to US 40	Asphalt resurfacing with full-depth pavement repairs as needed.		CO	State	2027	\$500,000.00	\$0.00	\$584,338.00	\$0.00	\$584,338.00	\$584,338.00
122471	BEL CR 82 0.46	11	BEL	BOM	Roadway Minor Rehab	BELMONT COUNTY ENGINEER	Exempt		Group	0.46 mi. north of SR 149 to US 40	Asphalt resurfacing with full-depth pavement repairs as needed.		CO	Local	2027	\$84,338.00	\$0.00	\$584,338.00	\$0.00	\$584,338.00	\$584,338.00
122487	BEL Thompson Dr Rehabilitation	11	BEL	BOM	Roadway Minor Rehab	St. Clairsville, City of	Exempt		Group	SR 9 to Clark Rd	Roadway rehabilitation, including full-depth pavement repairs, curbs, culverts, and drainage structures.		CO	State	2027	\$500,000.00	\$0.00	\$1,397,943.50	\$0.00	\$1,397,943.50	\$1,397,943.50
122487	BEL Thompson Dr Rehabilitation	11	BEL	BOM	Roadway Minor Rehab	St. Clairsville, City of	Exempt		Group	SR 9 to Clark Rd	Roadway rehabilitation, including full-depth pavement repairs, curbs, culverts, and drainage structures.		CO	Local	2027	\$897,943.50	\$0.00	\$1,397,943.50	\$0.00	\$1,397,943.50	\$1,397,943.50
122878	BEL-IR 70 EB Weigh Station TP	11	BEL	BOM	Other Building / Facility Work	ODOT SPONSORING AGENCY	Exempt		Group	BEL-IR-70 EB weigh stations in Belmont County	Construction of trucking parking at BEL-170 EB weigh station. Development will be completed under PID 122864.		CO	State	2026	\$1,800,000.00	\$0.00	\$1,926,000.00	\$0.00	\$1,926,000.00	\$1,926,000.00
122878	BEL-IR 70 EB Weigh Station TP	11	BEL	BOM	Other Building / Facility Work	ODOT SPONSORING AGENCY	Exempt		Group	BEL-IR-70 EB weigh stations in Belmont County	Construction of trucking parking at BEL-170 EB weigh station. Development will be completed under PID 122864.		CO	Labor	2026	\$126,000.00	\$0.00	\$1,926,000.00	\$0.00	\$1,926,000.00	\$1,926,000.00

Group Budgets

STIP Fund Type	2026	2027	2028	2029	Total
Local Programs	\$1,306,950	\$ -	\$ -	\$ -	\$1,306,950
Major Programs	\$ -	\$11,250,400	\$ -	\$ -	\$11,250,400
MPO CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -
MPO CRP	\$ -	\$ -	\$ -	\$ -	\$ -
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -
MPO STBG	\$ -	\$ -	\$ -	\$ -	\$ -
MPO TA	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$1,260,078	\$1,839,310	\$962,900	\$ -	\$4,062,288
Preservation	\$10,691,891	\$7,587,249	\$6,093,580	\$3,498,387	\$27,871,108
PROTECT	\$142,200	\$ -	\$732,000	\$ -	\$874,200
State	\$7,568,836	\$10,107,957	\$5,428,126	\$4,138,847	\$27,243,765
Labor	\$1,051,784	\$1,887,830	\$765,990	\$438,625	\$4,144,229
Local	\$155,295	\$982,282	\$ -	\$ -	\$1,137,576
Total	\$22,177,034	\$33,655,028	\$13,982,596	\$8,075,859	\$77,890,518

Federal budgets are apportionment amounts assuming no inflation.

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

Fiscal Constraints

STIP Year	2025	2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance
Federal Funds													
Local Programs	\$ -	\$1,306,950	\$1,306,950	\$ -	\$2,000,000	\$2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Major Programs	\$ -	\$502,033	\$502,033	\$ -	\$11,250,400	\$11,250,400	\$ -	\$71,920,000	\$71,920,000	\$ -	\$49,500,000	\$49,500,000	\$ -
MPO CMAQ	-\$94,985	\$582,184	\$ -	\$487,199	\$582,184	\$ -	\$1,069,383	\$582,184	\$ -	\$1,651,567	\$582,184	\$ -	\$2,233,751
MPO CRP	\$79,363	\$52,394	\$ -	\$131,757	\$52,394	\$ -	\$184,151	\$52,394	\$ -	\$236,545	\$52,394	\$ -	\$288,939
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO STBG	\$459,784	\$464,188	\$ -	\$923,972	\$464,188	\$ -	\$1,388,160	\$464,188	\$ -	\$1,852,348	\$464,188	\$ -	\$2,316,536
MPO TA	\$ -	\$1,295	\$ -	\$1,295	\$1,295	\$ -	\$2,590	\$1,295	\$ -	\$3,885	\$46,557	\$ -	\$50,442
Other	\$ -	\$1,260,078	\$1,260,078	\$ -	\$1,839,310	\$1,839,310	\$ -	\$962,900	\$962,900	\$ -	\$ -	\$ -	\$ -
Preservation	\$ -	\$10,691,891	\$10,691,891	\$ -	\$7,587,249	\$7,587,249	\$ -	\$8,093,580	\$8,093,580	\$ -	\$3,498,387	\$3,498,387	\$ -
PROTECT	\$ -	\$142,200	\$142,200	\$ -	\$ -	\$ -	\$ -	\$732,000	\$732,000	\$ -	\$ -	\$ -	\$ -
Safety	\$ -	\$ -	\$ -	\$ -	\$500,000	\$500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$13,903,152	\$1,544,222	\$ -	\$23,176,960	\$2,644,283	\$ -	\$81,708,480	\$3,744,344	\$ -	\$52,998,387	\$4,889,667
Other Funds													
State	\$ -	\$7,643,123	\$7,643,123	\$ -	\$10,107,957	\$10,107,957	\$ -	\$23,908,126	\$23,908,126	\$ -	\$9,638,847	\$9,638,847	\$ -
Garvee / SIB Repayments	\$ -	\$373,797	\$373,797	\$ -	\$369,586	\$369,586	\$ -	\$365,375	\$365,375	\$ -	\$361,163	\$361,163	\$ -
Labor	\$ -	\$1,051,784	\$1,051,784	\$ -	\$1,887,830	\$1,887,830	\$ -	\$6,743,990	\$6,743,990	\$ -	\$4,288,625	\$4,288,625	\$ -
Local	\$ -	\$200,295	\$200,295	\$ -	\$982,282	\$982,282	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$9,268,999	\$ -	\$ -	\$13,347,654	\$ -	\$ -	\$31,017,491	\$ -	\$ -	\$14,288,635	\$ -
Total	\$444,161	\$24,272,212	\$23,172,151	\$1,544,222	\$37,624,675	\$36,524,614	\$2,644,283	\$113,826,032	\$112,725,971	\$3,744,344	\$68,432,345	\$67,287,022	\$4,889,667

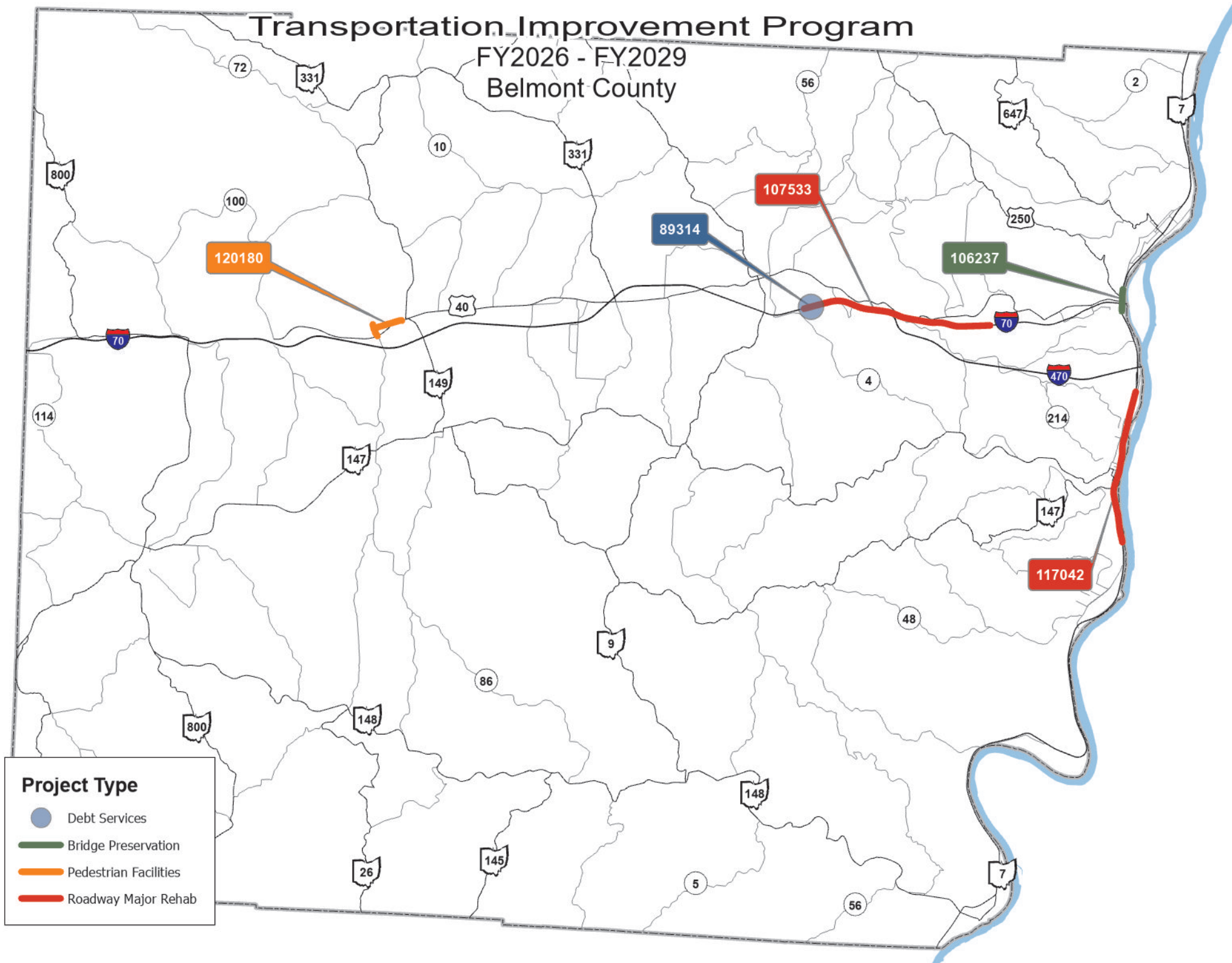
Federal budgets are apportionment amounts assuming no inflation.

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

Transportation Improvement Program

FY2026 - FY2029

Belmont County



Project Type

- Debt Services
- Bridge Preservation
- Pedestrian Facilities
- Roadway Major Rehab

The projects listed below are the Belmont County transportation projects listed by phase type and by year for each performance measure. I also included the filtered totals from ODOT’s project tables which total the number of projects with the total amounts.

Belmont County Projects Improving Safety (PM1)

STIP Projects Improving Safety¹

Total Safety Projects	Total Safety \$ (Millions)	Projects with HSIP \$	HSIP \$ (Millions)
3	\$1.9 M	1	\$.5 M

1a Projects that have safety program funding or

1b Projects containing funding with one of the following federal improvement codes (Safety, Safety & Education of Pedestrians/Bicycles).

Note: HSIP funding is SAC 4HJ7.

PID	Project Name	Performance Measures	Phase	S/TIP Year (SFY)	S/TIP Year Estimate
120180	BEL Morristown Multimodal Safety	CMAQ, Non-SOV, Safety	DD	2026	\$45,000.00
120180	BEL Morristown Multimodal Safety	CMAQ, Non-SOV, Safety	CO	2027	\$2,500,000.00
116428	D11-SIGN-FY2029	Safety	ENV	2028	\$212,500.00
116428	D11-SIGN-FY2029	Safety	DD	2028	\$37,500.00
116428	D11-SIGN-FY2029	Safety	CO	2029	\$1,177,000.00
116813	BEL-70-20.00	Safety	ENV	2028	\$71,400.00
116813	BEL-70-20.00	Safety	DD	2029	\$12,600.00
				Total	\$4,056,000.00

Belmont County Projects Improving Pavement and NHS Bridges (PM2)

STIP Projects Improving Pavements¹

Road Type	Number of Projects	Lane Miles Improved	Construction \$ (Millions)
Interstate	3	55	\$56.7 M
Non-Interstate NHS	3	32	\$29.3 M

¹ Projects that have construction contract funds assigned to treated interstate or Non-Interstate NHS segments.

STIP Projects Improving NHS Bridges¹

Number of Projects	Bridges Improved	Construction \$ (Millions)
6	12	\$56.9 M

¹ Projects that have construction contract funds assigned to treaded bridges on the NHS system.

PID	Project Name	Performance Measures	Phase	S/TIP Year (SFY)	S/TIP Year Estimate
107533	BEL IR 70 19.170	Pavement (Interstate)	DD	2026	\$409,768.00
107533	BEL IR 70 19.170	Pavement (Interstate)	CO	2029	\$54,570,000.00
109690	BEL IR 70 12.650	Pavement (Interstate)	CO	2028	\$3,791,657.00
118742	BEL IR 70 7.64	Pavement (Interstate)	CO	2026	\$2,184,000.00
109650	BEL SR 7 0.000	Pavement (Non-Interstate NHS)	CO	2029	\$1,234,272.00
114444	BEL SR 7 20.310	Pavement (Non-Interstate NHS)	CO	2027	\$1,741,210.00
117042	BEL SR 7 14.15	Pavement (Non-Interstate NHS); Bridge (NHS)	CO	2028	\$33,783,000.00
120772	BEL SR 7 18.24	Bridge (NHS)	CO	2026	\$421,300.00
122451	BEL SR 7 24.97	Bridge (NHS)	CO	2028	\$650,000.00
106237	BEL SR 7 19.750	Bridge (NHS)	DD	2028	\$2,000,000.00
106237	BEL SR 7 19.750	Bridge (NHS)	CO	2028	\$53,500,000.00
119797	BEL SR 7 8.21	Bridge (NHS)	CO	2026	\$825,000.00
122458	BEL SR 7 23.61	Bridge (NHS)	CO	2028	\$221,000.00
				Total	\$155,331,207.00

Belmont County Projects Improving System Performance/Freight and CMAQ (PM3)

STIP Projects Improving Travel Time Reliability¹

Road Type	Number of Projects	Construction \$ (Millions) ²
Interstate	1	\$1.5 M
Non-Interstate NHS	0	\$. M

1a Projects that have one of the following primary project purposes (Bridge Expansion, Intersection Expansion, Interchange Expansion, New Roadway, Add Through Lane(s), Rail Grade Separation, Transport System Mgmt. and Ops) or

1b Projects that have funding with one of the following federal improvement codes (New Construction, Reconstruction -Added Capacity, Bridge - New Construction, Bridge Replacement - Added Capacity, Rail/ Highway Crossing).

2 Total project cost for projects meeting criteria 1a above or sum of funding with federal improvement code listed in 1b above.

STIP Projects Improving Non-SOV Travel¹

Total Non-SOV Projects	Total Non-SOV \$ (Millions)	Non-SOV Projects with CMAQ \$	Non-SOV CMAQ \$ (Millions)
1	\$2.4 M	0	\$. M

1a Projects that contain an FTA Transfer or

1b Projects that contains 'Rideshare' in the project name or

1c Projects that have a primary project purpose related to one of the following (Bike Facility, Enhanced Crossing, Pedestrian Facilities, Shared Use Path)

STIP Projects Improving Peak Hour Excessive Delay¹

Total PHED Projects	Total PHED \$ (Millions)	PHED Projects with CMAQ \$	PHED CMAQ \$ (Millions)
1	\$1.5 M	0	\$. M

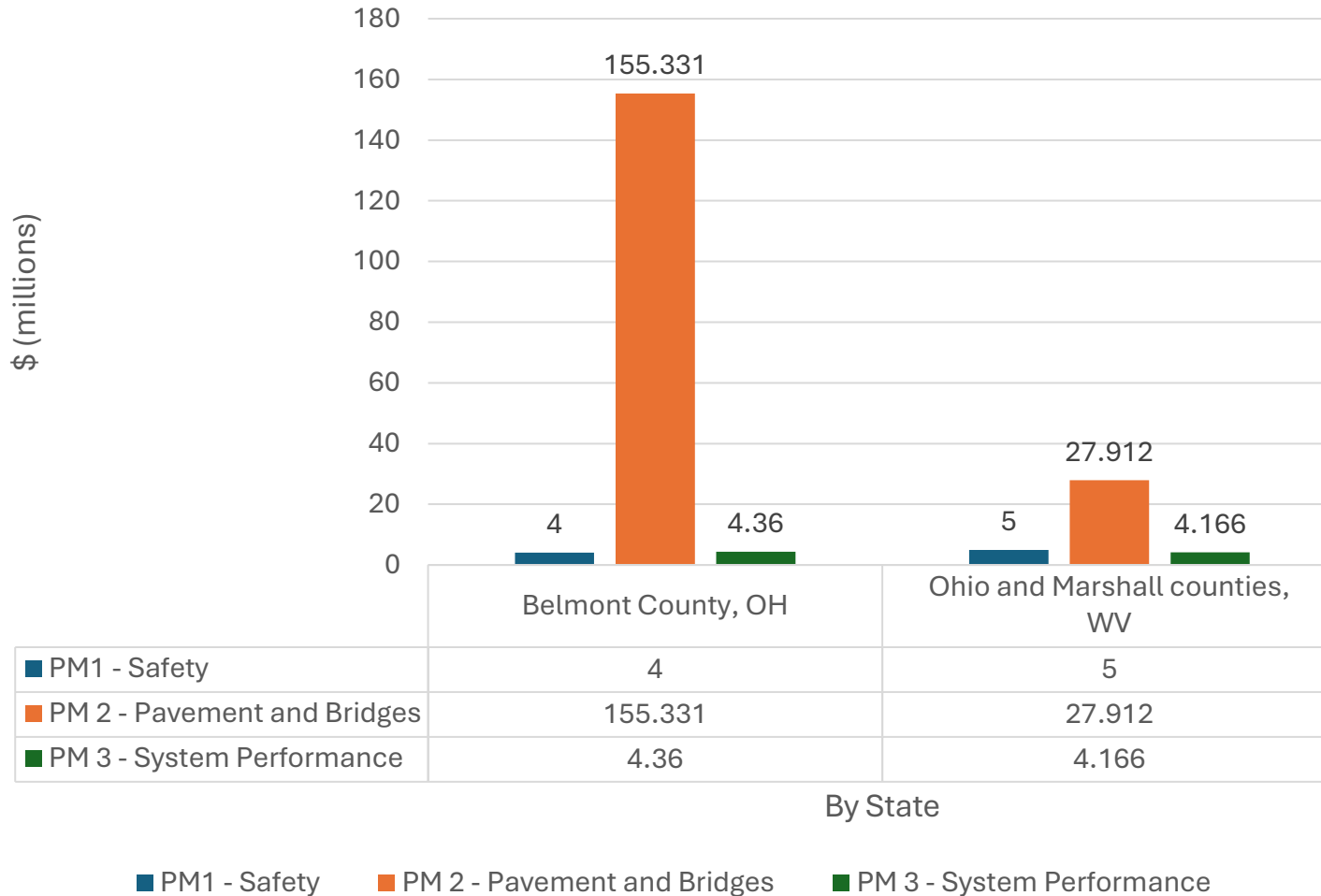
1a Projects that have one of the following primary project purposes (Bridge Expansion, Intersection Expansion, Interchange Expansion, New Roadway, Add Through Lane(s), Rail Grade Separation) and contain committed construction contract funding or

1b Projects that have funding with one of the following federal improvement codes (New Construction, Reconstruction -Added Capacity, Bridge - New Construction, Bridge Replacement - Added Capacity, Rail/ Highway Crossing, Traffic Management Engineering - HOV) and contain committed construction contract funding.

PID	Project Name	Performance Measures	Phase	S/TIP Year (SFY)	S/TIP Year Estimate
122391	D11-ITS-FY2027	TTRI (Interstate); PHED	CO	2027	\$1,621,050.00
120180	BEL Morristown Multimodal Safety	CMAQ, Non-SOV, Safety	DD	2026	\$45,000.00
120180	BEL Morristown Multimodal Safety	CMAQ, Non-SOV, Safety	CO	2027	\$2,500,000.00
				Total	\$4,166,050.00

2026-2029 Transportation Improvement Program*

Funding total to Performance Measure (PM)



Major Project Delays Narrative – Belmont County, OH

106237-CO BEL SR 7 19.750 - Project was delayed during lockdown due to its current estimate of \$50.0 M. The project was originally in Q4 FY 27 and was delayed to Q1 FY 28 and made a reservoir for FY 27. We were instructed at the time to keep projects of this size in Q1 or Q2

106237-DD BEL SR 7 19.750

107533-CO BEL IR 70 19.170 - Both projects (PIDs 107533 & 117042) were delayed to help balance the Major Investments program budget after inflation caused multiple ODOT programs to need reevaluated last year. Despite the delays, plans for these projects are being developed early as reservoir projects in case the state identifies additional funding to sell the projects earlier.



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



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

*Years 2025 and 2030 are listed for informational purposes only

Eastern Ohio Regional Transport Authority (EORTA)-Wheeling			2025*	2026	2027	2028	2029	2030*
(EORTA)-Wheeling								
Bel-O-Mar(MPO)		Source	Fund Type (F,S,O)	Fund Type (F,S,O)	Fund Type (F,S,O)	Fund Type (F,S,O)	Fund Type (F,S,O)	Fund Type (F,S,O)
Operating								
PID: 111982	Operating Assistance	5307	Federal 435,580	Federal 444,829	Federal 454,170	Federal 463,708	Federal 473,446	Federal 473,446
PID: 111982	Operating Assistance	GRF	ST UTP 58,000	ST UTP 58,000	ST UTP 58,000	ST UTP 58,000	ST UTP 58,000	ST UTP 58,000
PID: 111982	Operating Assistance	GRF	ST E&D 27,000	ST E&D 27,000	ST E&D 27,000	ST E&D 27,000	ST E&D 27,000	ST E&D 27,000
PID: 111982	Operating Assistance	FARE	FARE 97,000	FARE 97,000	FARE 97,000	FARE 97,000	FARE 97,000	FARE 97,000
PID: 111982	Operating Assistance	LEVY	LEVY 1,185,753	LEVY 1,248,637	LEVY 1,314,315	LEVY 1,382,796	LEVY 1,454,198	LEVY 1,454,198
TOTAL			1,803,333	1,875,466	1,950,485	2,028,504	2,109,644	2,109,644
Revenue Rolling Stock								
PID: 118642	Replace (1) Truck	5307			Federal 72,000			
					Levy 18,000			
PID: 118642	Replace (1) Van	5307	Federal 87,161					
			Levy 21,791					
PID: 118642	Replace (1) SUV	5307			Federal 36,000			
					Levy 9,000			
PID: 118642	Replace (1) Bus Washer	5307			Federal 98,000			
					Levy 24,500			
PID: 111983	Replace (1) <30' Bus	5339	Federal 176,000					
			Levy 44,000					
PID: 112574	Replace (14) Bus Shelters	5307		Federal 61,600				
				Levy 15,400				

2026 - 2029 BOM Transit TIP Project List

PID	Project Name	Air Quality Status	List Type	Project Description	TIP Project Comments	Subaward Name	Grantee Agency	Grantee District	Grantee County	Grantee MPO	Quantity	Scope	Scope Description	ALI	ALI Description	Fund Type	S/TIP Year (SFY)	Line Item Estimate	Total Subaward Estimate	Total Project TIP Period Estimate
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		26 300901 UTP EROTA	Eastern Ohio Regional Transit Authority 001	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	5307	2026	\$444,829.00	\$1,875,466.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		26 300901 UTP EROTA	Eastern Ohio Regional Transit Authority 001	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	State	2026	\$58,000.00	\$1,875,466.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		26 300901 UTP EROTA	Eastern Ohio Regional Transit Authority 001	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	Local	2026	\$1,372,637.00	\$1,875,466.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		27 300901 UTP EROTA	Eastern Ohio Regional Transit Authority 001	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	5307	2027	\$454,170.00	\$1,950,485.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		27 300901 UTP EROTA	Eastern Ohio Regional Transit Authority 001	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	State	2027	\$58,000.00	\$1,950,485.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		27 300901 UTP EROTA	Eastern Ohio Regional Transit Authority 001	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	Local	2027	\$1,438,315.00	\$1,950,485.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		28 300901 UTP EROTA	Eastern Ohio Regional Transit Authority 001	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	5307	2028	\$463,708.00	\$2,028,504.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		28 300901 UTP EROTA	Eastern Ohio Regional Transit Authority 001	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	State	2028	\$58,000.00	\$2,028,504.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		28 300901 UTP EROTA	Eastern Ohio Regional Transit Authority 001	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	Local	2028	\$1,506,796.00	\$2,028,504.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		29 300901 UTP EROTA	Eastern Ohio Regional Transit Authority 001	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	5307	2029	\$473,446.00	\$2,109,645.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		29 300901 UTP EROTA	Eastern Ohio Regional Transit Authority 001	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	State	2029	\$58,000.00	\$2,109,645.00	\$7,964,100.00
111982	EORTA Operating Assistance	Exempt	Individual	EORTA SFY2024-2027 Operating Assistance		29 300901 UTP EROTA	Eastern Ohio Regional Transit Authority 001	11	BEL	BOM		300-00	Operating Assistance	30.09.01	Operating Assistance up to 50% Federal Share	Local	2029	\$1,578,199.00	\$2,109,645.00	\$7,964,100.00
118284	5310 - SFY2027 ODOT Administered	Exempt	Group	SFY 2027 ODOT Large Urban 5310 Allocations (FFY 2027) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.		Bel-O-Mar	Agencies in BOM Region (Planning)	11	BEL	BOM		111-00	Bus Rolling Stock	11.12.15	Buy Replacements - Vans	5310 Small Urban / Rural (ODOT)	2027	\$81,304.25	\$101,630.31	\$101,630.31
118284	5310 - SFY2027 ODOT Administered	Exempt	Group	SFY 2027 ODOT Large Urban 5310 Allocations (FFY 2027) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.		Bel-O-Mar	Agencies in BOM Region (Planning)	11	BEL	BOM		111-00	Bus Rolling Stock	11.12.15	Buy Replacements - Vans	Local	2027	\$20,326.06	\$101,630.31	\$101,630.31
123296	5310 - SFY2028 ODOT Administered	Exempt	Group	SFY 2028 ODOT Large Urban 5310 Allocations (FFY 2028) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.		Bel-O-Mar	Agencies in BOM Region (Planning)	11	BEL	BOM		111-00	Bus Rolling Stock	11.12.15	Buy Replacements - Vans	Local	2028	\$20,326.06	\$20,326.06	\$20,326.06
123302	5310 - SFY2029 ODOT Administered	Exempt	Group	SFY2029 ODOT Large Urban 5310 allowances (FFY2029) are included in this PID. These projects included are for STIP/TIP purpose and this PID is designed to be transitioned into actuals.		Bel-O-Mar	Agencies in BOM Region (Planning)	11	BEL	BOM		111-00	Bus Rolling Stock	11.12.15	Buy Replacements - Vans	Local	2029	\$20,326.06	\$20,326.06	\$20,326.06

Fiscal Constraints

STIP Year	2025	2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance
Non-ODOT Administered Federal Funds													
5309 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5307	\$821,651	\$838,905	\$444,829	\$1,215,727	\$856,522	\$454,170	\$1,618,080	\$874,509	\$463,708	\$2,028,881	\$892,874	\$473,446	\$2,448,309
5337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5310 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$444,829	\$1,215,727	\$ -	\$454,170	\$1,618,080	\$ -	\$463,708	\$2,028,881	\$ -	\$473,446	\$2,448,309
ODOT Administered Federal Funds													
5310 Small Urban / Rural (ODOT)	\$ -	\$ -	\$ -	\$ -	\$81,304	\$81,304	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$444,829	\$1,215,727	\$ -	\$454,170	\$1,618,080	\$ -	\$463,708	\$2,028,881	\$ -	\$473,446	\$2,448,309
Flex Fund Transfer													
MPO CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO TA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Funds													
State	\$ -	\$58,000	\$58,000	\$ -	\$58,000	\$58,000	\$ -	\$58,000	\$58,000	\$ -	\$58,000	\$58,000	\$ -
Local	\$ -	\$1,372,637	\$1,372,637	\$ -	\$1,458,641	\$1,458,641	\$ -	\$1,527,122	\$1,527,122	\$ -	\$1,598,525	\$1,598,525	\$ -
Total	\$ -	\$ -	\$1,430,637	\$ -	\$ -	\$1,516,641	\$ -	\$ -	\$1,585,122	\$ -	\$ -	\$1,656,525	\$ -
Total	\$821,651	\$2,269,542	\$1,875,466	\$1,215,727	\$2,454,468	\$2,052,115	\$1,618,080	\$2,459,631	\$2,048,830	\$2,028,881	\$2,549,399	\$2,129,971	\$2,448,309

Federal budgets are apportionment amounts assuming no inflation.

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

Group Budgets

STIP Fund Type	2026	2027	2028	2029	Total
5310 Small Urban / Rural (ODOT)	\$ -	\$81,304	\$ -	\$ -	\$81,304
Local	\$ -	\$20,326	\$20,326	\$20,326	\$60,978
Total	\$ -	\$101,630	\$20,326	\$20,326	\$142,282

Federal budgets are apportionment amounts assuming no inflation.

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

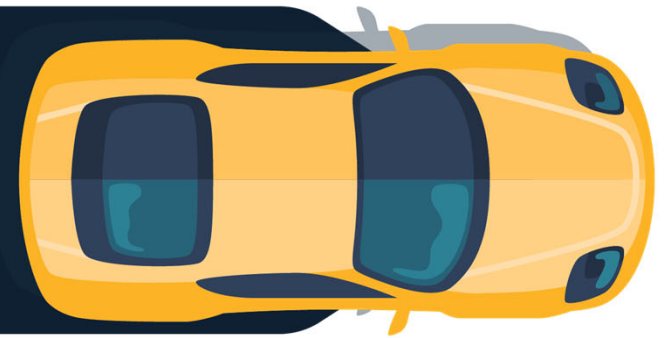


Section 5 WV Highway Performance Measures and Targets



Safety Performance Measures

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



Safety Performance Measures

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

Required Safety Performance Measures

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

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

Safety Performance Measures – Coordination & Collaboration

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



Targets should:

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

Safety Performance Target Requirements for MPOs

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



Safety Performance Target Requirements for MPOs

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

Performance Year

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

Figure 1 – Performance Year Example



Meeting Target or Making Significant Progress

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

Actual Performance \leq Safety Target

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

Actual Performance \leq Baseline



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

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

How West Virginia is Setting our Targets

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

Fatalities

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

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

Fatality Rate

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

- 2050 Goal: 0.098

Serious Injuries

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

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

Serious Injury Rate

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

- 2050 Goal: 1.502

Non-Motorized Fatal & Serious Injuries

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

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



MPO Specific Target Calculations

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

West Virginia Infrastructure Condition Targets PM2


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

WVDOT Travel Time Reliability Targets (PM3)

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

WVDOT Emissions Reduction Targets PM(3)

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



Section 6 OH Highway Performance Measures and Targets



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

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

July 26, 2024

Ohio Metropolitan Planning Organizations
Executive Directors

Re: Coordinating Annual Safety Performance Targets for 2025

Dear Colleagues,

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

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

Background

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

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

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

Timeline

The timeline for establishing safety performance targets is as follows:

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

Ohio Continuing 2% Annual Reduction Targets

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

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

Ohio Safety Performance Targets for 2025

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

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

MPO Safety Performance Targets

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

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

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

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

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

Respectfully,



James Gates, Deputy Director
ODOT Division of Planning

Ohio Infrastructure Condition Targets

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

ODOT Travel Time Reliability Targets (PM3)

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



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

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

July 18, 2024

Ohio Metropolitan Planning Organizations
Executive Directors

Re: Coordinating Adjustments to Four-Year Performance Targets

Dear Colleagues,

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

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

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

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

ODOT is proposing a change to one of the Environmental Sustainability targets. The measure for assessing performance toward this goal is Total Emissions Reduction, which is the 2-year and 4-year cumulative reported emission reductions, for all projects funded by CMAQ funds, of each criteria pollutant and applicable precursors (PM 2.5, VOC, and NOx) under the CMAQ

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

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

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

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

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

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

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

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

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

Sincerely,

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

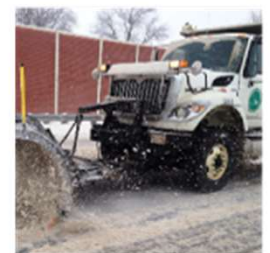
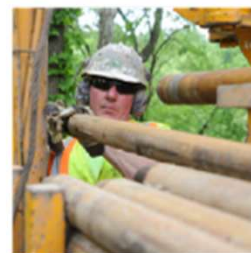
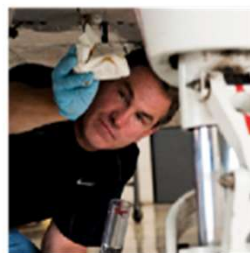
Scott Phinney, P.E.

Administrator

ODOT Office of Statewide Planning & Research

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

MID PERFORMANCE PERIOD PROGRESS REPORT

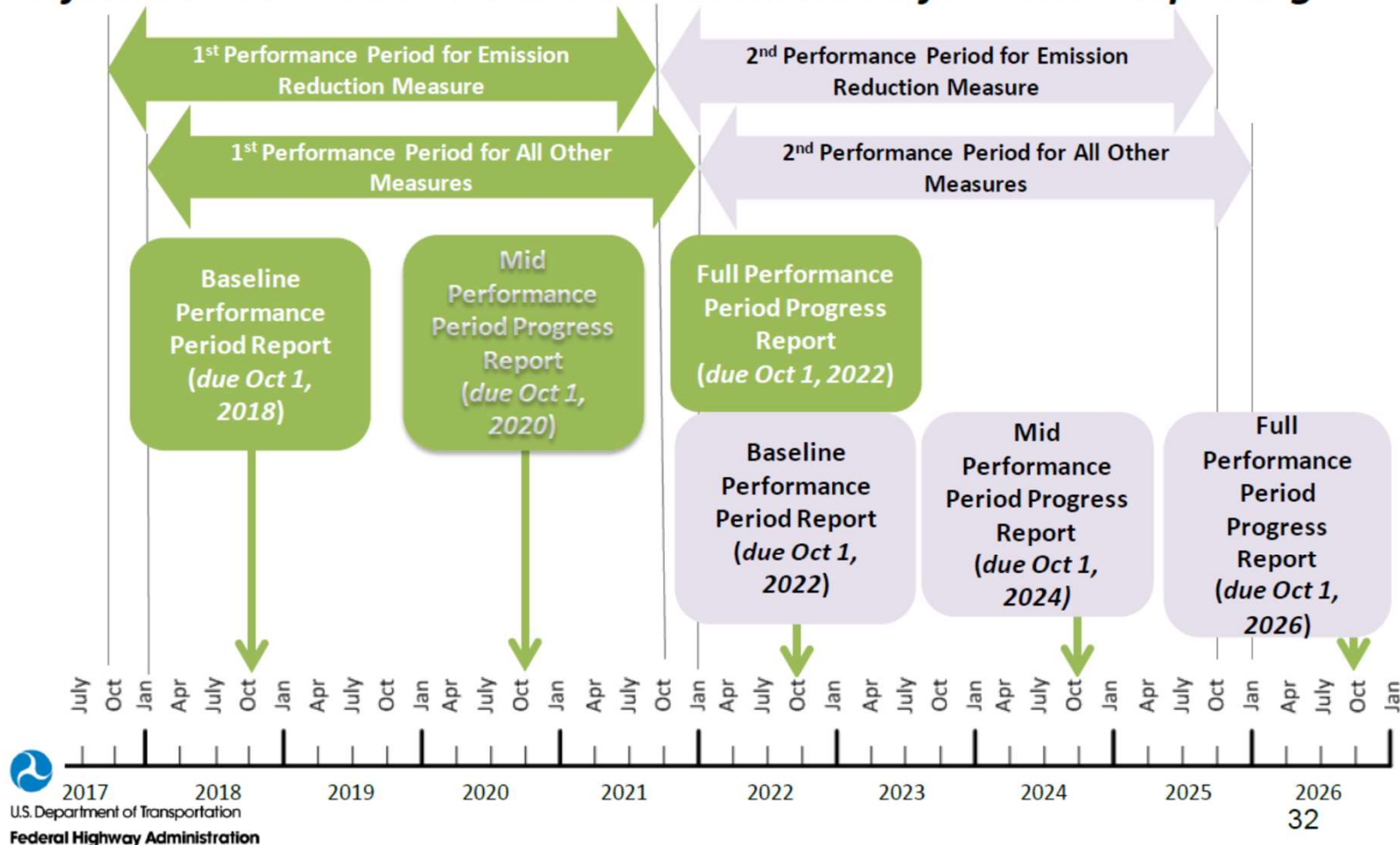


Nathaniel Vogt, P.E.
Transportation Planner
ODOT Office of Statewide Planning & Research



BIENNIAL REPORTING TIMELINE

Performance Period and State DOT Biennial Performance Reporting



MID PERIOD REPORTING TIMELINE

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



PAVEMENT & BRIDGE CONDITION




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

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

- No adjustments to 4-year targets proposed










SYSTEM RELIABILITY

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

- No adjustments to 4-year targets proposed



CONGESTION REDUCTION (PHED)

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

- No adjustments to 4-year targets proposed






CONGESTION REDUCTION (NON-SOV)

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

- No adjustments to 4-year targets proposed



EMISSIONS REDUCTION

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

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



PROPOSED TARGETS FOR EMISSIONS REDUCTION

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

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



COORDINATION OF ADJUSTMENTS

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



CMAQ PERFORMANCE PLANS

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



ODOT REQUIREMENTS FOR TARGET ADJUSTMENTS

- What ODOT must do for a target to be adjusted

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



MPO REQUIREMENTS FOR TARGET ADJUSTMENTS

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

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






**Department of
Transportation**

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THANK YOU



Section 7 WV and OH Transit Performance Measures and Targets

TAMP MAINTENANCE AND ADMINISTRATIVE FACILITY CONDITION ASSESSMENT

Agency:	OHIO VALLEY/EASTERN OHIO REGIONAL TRANSPORTATION AUTHORITY		
NTD ID:	30035	Year the structure was built or reconstructed as new:	1970
Square ft.:	46,000	Transit agency capital responsibility in percent	20%
		Number of parking spaces	45

Use this form to complete a TAMP assessment on maintenance and administrative facilities ONLY. Complete the requested information above by typing or writing the answers in the spaces provided. Use the chart below to provide a score for all lines of each section, then add those scores for section totals. If a line does not apply to your facility, enter "N/A" for it. The overall agency score is the weighted average of the sum of all section totals divided by the number of lines with a score in all sections.

Rank	Category	Description
5	Excellent	No visible defects, new or near-new condition, may still be under warranty, if applicable.
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is still overall functional.
3	Adequate	Moderately deteriorated or defective component(s), but has not exceeded useful life.
2	Marginal	Defective or deteriorated component(s) in need of replacement; facility has exceeded useful life.
1	Poor	Critically damaged component(s) or in need of immediate repair; facility is well past useful life.

Inspection Area	Score
Foundations: walls, columns, pilings, other structural components	5
Basement: materials, insulation, slab, floor underpinnings	4
Substructure Total	9
Superstructure/structural frame: columns, pillars, walls	5
Roof: roof surface, gutters, eaves, skylights, chimney surrounds	5
Exterior: windows, doors, and all finished (paint, masonry)	5
Shell appurtenances: balconies, fires escapes, gutters, downspouts	5
Shell Total	20
Partitions: walls, interior doors, fittings such as signage	4
Stairs: interior stairs and landings	4
Finishes: materials used on walls, floors, and ceilings	4
All other interior spaces, regardless of use	4
Interiors Total	16
Elevators	N/A
Escalators	N/A
Lifts: any other such fixed apparatus for the movement of goods or people	N/A
Conveyance (Elevators, Escalators, Lifts) Total	0

Transit Facility Assessment - TAM FY2025

Fixtures	4
Water distribution	4
Sanitary waste	4
Rain water drainage	4
Plumbing Total	16
Energy supply	4
Heat generation and distribution systems	4
Cooling generation and distribution systems	4
Testing, balancing, controls, and instrumentation	4
Chimneys and vents	4
HVAC (Heating, Ventilation, and Air Conditioning) Total	20
Sprinklers	4
Standpipes	4
Hydrants and other fire protection specialties	4
Fire Protection Total	12
Electrical service and distribution	4
Lighting and branch wiring (interior and exterior)	4
Communications and security	4
Other electrical system - lighting protection, generators, and emergency lighting	4
Electrical Total	16
Equipment related to the function of the facility, including maintenance or vehicle service equipment (includes items over \$10,000 related to facility function)	4
Equipment/Fare Collection Total	4
Roadways/driveways and associated signage, markings, and equipment	4
Parking lots and associated signage, markings, and equipment	4
Pedestrian areas and associated signage, markings, and equipment	4
Site development, such as fences, walls, and miscellaneous structures	4
Site utilities	4
Site Total	20

Substructure Total	9
Shell Total	20
Interiors Total	16
Conveyance (Elevators and Escalators) Total	0
Plumbing Total	16
HVAC (Heating, Ventilation, and Air Conditioning) Total	20
Fire Protection Total	12
Electrical Total	16
Equipment/Fare Collection Total	4
Site Total	20

Total of All Section Totals 133

Total Number of Lines with Scores/Responses 30

Weighted Final Score 4.433333333

TAMP Passenger and Parking Facility Condition Assessment
TAMP PASSENGER AND PARKING FACILITY CONDITION ASSESSMENT

Agency:	OHIO VALLEY/EASTERN OHIO REGIONAL TRANSPORTATION AUTHORITY		
NTD ID:	30035	Year the structure was built or reconstructed as new:	1998
Square ft.:		Transit agency capital responsibility in percent	20%
		Number of parking spaces	800

Use this form to complete a TAMP assessment on passenger and parking facilities ONLY. Complete the requested information above by typing or writing the answers in the spaces provided. Use the chart below to provide a score for all lines of each section, then add those scores for section totals. If a line does not apply to your facility, enter "N/A" for it. The overall agency score is the weighted average of the sum of all section totals divided by the number of lines with a score in all sections.

Rank	Category	Description
5	Excellent	No visible defects, new or near-new condition, may still be under warranty, if applicable.
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is still overall functional.
3	Adequate	Moderately deteriorated or defective component(s), but has not exceeded useful life.
2	Marginal	Defective or deteriorated component(s) in need of replacement; facility has exceeded useful life.
1	Poor	Critically damaged component(s) or in need of immediate repair; facility is well past useful life.

	Score
Foundations: walls, columns, pilings, other structural components	4
Basement: materials, insulation, slab, floor underpinnings	4
Substructure Total	8
Superstructure/structural frame: columns, pillars, walls	4
Roof: roof surface, gutters, eaves, skylights, chimney surrounds	4
Exterior: windows, doors, and all finished (paint, masonry)	4
Shell appurtenances: balconies, fires escapes, gutters, downspouts	4
Shell Total	16
Passenger areas: platform and access tunnels/passageways	4
Partitions: walls, interior doors, fittings such as signage	4
Stairs: interior stairs and landings	4
Finishes: materials used on walls, floors, and ceilings	4
All other interior spaces, regardless of use	4
Interiors Total	20
Elevators	4
Escalators	N/A
Lifts: any other such fixed apparatus for the movement of goods or people	N/A
Conveyance (Elevators, Escalators, Lifts) Total	4

TAMP Passenger and Parking Facility Condition Assessment

Fixtures	4
Water distribution	4
Sanitary waste	4
Rain water drainage	4
Plumbing Total	16
Energy supply	4
Heat generation and distribution systems	4
Cooling generation and distribution systems	4
Testing, balancing, controls, and instrumentation	4
Chimneys and vents	4
HVAC (Heating, Ventilation, and Air Conditioning) Total	20
Sprinklers	4
Standpipes	4
Hydrants and other fire protection specialties	4
Fire Protection Total	12
Electrical service and distribution	4
Lighting and branch wiring (interior and exterior)	4
Communications and security	4
Other electrical system - lighting protection, generators, and emergency lighting	4
Electrical Total	16
Turnstiles, ticket machines, and other major equipment requiring a capital request for replacement	4
Equipment/Fare Collection Total	4
Roadways/driveways and associated signage, markings, and equipment	4
Parking lots and associated signage, markings, and equipment	4
Pedestrian areas and associated signage, markings, and equipment	4
Site development, such as fences, walls, and miscellaneous structures	4
Site utilities	4
Site Total	20

Substructure Total	8
Shell Total	16
Interiors Total	20
Conveyance (Elevators and Escalators) Total	4
Plumbing Total	16
HVAC (Heating, Ventilation, and Air Conditioning) Total	20
Fire Protection Total	12
Electrical Total	16
Equipment/Fare Collection Total	4
Site Total	20
Total of All Section Totals	136

Total Number of Lines with Scores/Responses **34**

Weighted Final Score **4.00**

Statewide Transit Asset Management Plan (TAM): SGR Goals

The goals for the Division and the transit providers included in this group plan will be based on the current SGR. The Ohio Valley Regional Transit Authority and Eastern Ohio Transit Authority are in the WV Division of Public Transit Group Plan.

The world-wide COVID pandemic has disrupted production facilities for transit vehicles; acquiring replacement vehicles in quantity has problematic with the scarcity of vehicles and significant price increases on the available vehicles. This has caused a decline in the SGR for transit vehicles across the country and West Virginia is no exception.

a: Vehicles

The 12 Year Asset Class had an overall SGR actual score of 95% for 2021. This high SGR is due to several years of investment by the Division and the relevant agencies and is an example of how TAM planning can highlight potential problems and provide an opportunity to resolve them before the situation deteriorates.

The “10 Year” Asset Class, with an overall SGR score of 78%, There is an on-going analysis of the “10 Year” asset class to see if the replacement of a few targeted vehicles could raise the SGR significantly.

The “7 Year” Asset Class had an overall SGR score of 82%. The Division initiated an equipment order at the end of calendar year 2021 that included five new vehicles in this class. These vehicles should be in service before the FY2022 targets are calculated, causing a significant raise the SGR. The Executive Director, Planning Officer and Program Manager of the 5311 Program are all looking forward to see if future investment in this Asset Class is necessary.

The “5 Year” Asset Class had an overall SGR score of 83%. This class needs a review to determine a plan to raise the SGR.

The “4 Year” Asset Class has an overall SGR score of 78%. This asset class is the “workhorse” class for the Section 5310 and 5311 transit providers. As the COVID situation allows, investment in this Asset class is a priority.

b: Equipment

This category includes all shop equipment over \$50,000 and service vehicles. As of the 2021 actual service vehicles SGR is 76%. Service equipment’s SGR is at 82%. Management will emphasis this asset class and the Division remains open to requests from the transit providers for procurement on this asset class.

c: Facilities

Facility SGR remains high; the Division and transit providers have partnered for several expansion/rehabilitation projects to maintain transit facilities at a high rate of SGR and allow the providers the infrastructure to accomplish their mission and remain relevant to the public they serve.

Procurement Priorities

The primary asset funding resources available to the transit community in West Virginia are:

- Federal – FTA's Sections 5307, 5310, 5311 and 5339 allocations;
- State – Funding from the State Legislature for transit activities, the Sale of Bus fund;
- Local – levies, contributions from County Commissions, City Councils, farebox receipts, etc.
- Other – Non-emergency medical transport, support from local businesses/employers

As referred to in Section VII, several asset classes in the Vehicles Category and the Equipment Categories (which are vehicles as well) need emphasis on raising their SGR. This Section will describe how these needs were recognized the resultant actions that have been implemented or are proposed.

Project 1 – Primary Priority – 2023 - 2028

The Vehicle 4 Year Asset Class, as described in Section VII, is an area of primary concern for the transit providers in projection period; the COVID epidemic, with a shortage of vehicles and steep cost increases in the available vehicles, makes timely replacement of worn vehicles difficult.

Another area of concern is the integration of electric vehicles of this asset class-type into the West Virginia transit fleet. These vehicles higher costs, as well range limitations represent a barrier to the widespread introduction of electric vehicles during this project period. However, the Division is investigating alternative fuels, in particular hydrogen fuel cells, to see if these technologies offer a viable alternative to the traditional gasoline/diesel internal combustion engines.

Project 2 – Secondary Priority – 2023 - 2028

The Division has retained an A&E consultant for an expansion of the Mountain Transit Authority's (MTA) headquarters building in Summersville. Design/environmental has begun in the Summer of 2022 with construction to follow in 2023. Completion of this project is a priority.

Project 3 –Secondary Priority – 2023 - 2028

A study is being conducted for the Potomac Valley Transit Authority (PVTA) to determine their needs for a proposed expansion of their headquarters and possibly the development of satellite facilities to provide efficient service to the large geographic area that PVTA serves.

The Vehicle 10 and 7 year Asset classes need some emphasis placed on vehicle replacement; several 7 year vehicles are in the pipeline for fabrication, but the world supply chain problems may mean it is at least a year before they are delivered to the transit providers.

The 10 year vehicles are primarily vehicles used in the small urban area; some West Virginia State/Territory funding may need to be moved to the state's small urban transit providers to allow acquisition of replacement vehicles.

Project 4 – Tertiary Priority 2023-2028

FY2021 TAM Performance Targets shows that Maintenance Equipment has a SGR that necessitates an examination of what actions are needed to upgrade the SGR. The Division needs to conduct a survey of the relevant equipment and determine a schedule of replacement to bring up the SGR to the 90s.

Project 5 – Tertiary Priority 2023-2028

Solicit proposed projects for rehabilitation of existing transit headquarters/facilities to maintain the SGR among the buildings and grounds of the Section 5311 sub-recipients.

OVRTA/EORTA Shared Safety Targets


OVRTA/EORTA has established numerical safety objectives and performance targets consistent with the categories required under the National Public Transportation Safety Plan. These objectives and targets serve as benchmarks for measuring the effectiveness of the OVRTA/EORTA safety performance monitoring activities.

Safety performance targets for **Bus Service**, informed by the safety performance measures established by the National Public Transportation Safety Plan, include:

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

Safety performance targets for **Demand Response Service**, informed by the safety performance measures established by the National Public Transportation Safety Plan, include:

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



Section 8 Air Quality Conformity Documentation

Bel-O-Mar Transportation Study

2026-2029 Transportation Improvement Program (TIP)

1/8/2025

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Acknowledgements

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

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

Executive Summary

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

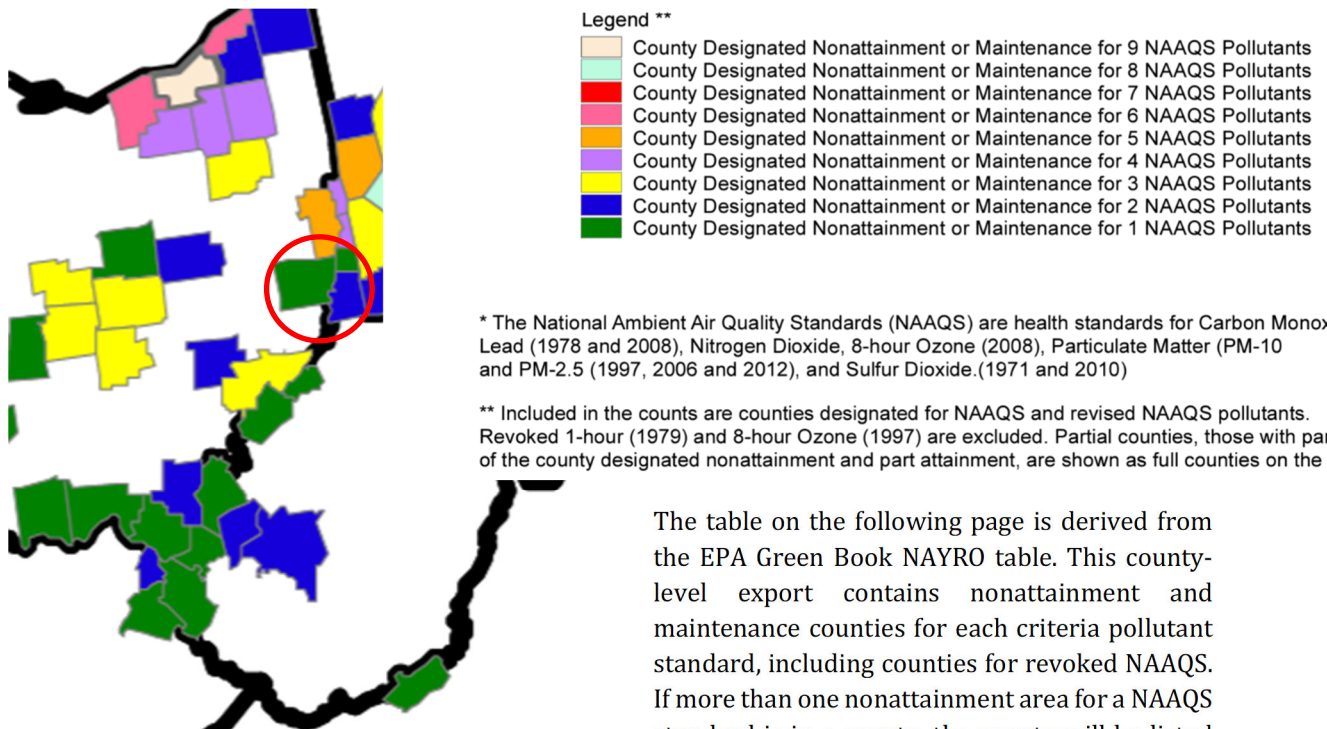
This report documents that the 2026-2029 TIP conformity determination was completed consistent with CAA Section 176(c) requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast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

1.0 Transportation Conformity Process

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

Counties Designated "Nonattainment" or "Maintenance"

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



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

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

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

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

Belomar Air Quality Historical Timeline

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

Source: EPA Green Book Data, accessed December 2024

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

2.0 Belomar 2026-2029 Transportation Improvement Program (TIP)

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

3.0 Transportation Conformity Determination: General Process

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

Summary of Pollutants and Conformity Determination for Belomar Region

1997 Ozone NAAQS

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

1997 PM2.5 NAAQS

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

2010 Sulfur Dioxide (SO₂) NAAQS

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

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

Summary of Approach

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

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

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

4.0 Transportation Conformity Requirements

5.1 Overview

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

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

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

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

5.2 Latest Planning Assumptions

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

5.3 Consultation Requirements

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

5.4 Timely Implementation of TCMs

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

5.5 Fiscal Constraint

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

Conclusion

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

Appendix:

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

A3.0 Interagency Consultation Documents



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

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

Date Mon 1/27/2025 9:24 AM

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

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

Good morning,

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

Thank you,



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

From: Sam Richardson <srichardson@belomar.org>

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

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

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

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

Dear Interagency Partners,

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

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


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

Samuel Richardson
Transportation Planning Director

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

 105 Bridge Street Plaza ♦ Wheeling, WV ♦ 26003

 srichardson@belomar.org

 (304) 238-9562

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

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

Date Thu 1/23/2025 1:58 PM

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

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



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

Good afternoon,

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

Thank you

Neena Nallaballi

Control Strategies Section

EPA Region-5

Nallaballi.Neena@epa.gov

312-353-1770

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

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Dear Interagency Partners,

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

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

Thank you for your time and attention this this matter,

Sam

[Samuel Richardson](#)


Transportation Planning Director


Bel-O-Mar Transportation Study

[Bridging data and development through planning](#)

 105 Bridge Street Plaza ♦ Wheeling, WV ♦ 26003

 srichardson@belomar.org

 (304) 238-9562

 www.belomar.org



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

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

Date Fri 1/24/2025 3:10 PM

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

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

Hi Sam,

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

Thank you for the document and coordination!

Best Regards,
Sam

**Sam Wallace**

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

From: Sam Richardson <srichardson@belomar.org>

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

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

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

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

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Dear Interagency Partners,

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

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


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


Samuel Richardson
Transportation Planning Director

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

 105 Bridge Street Plaza ♦ Wheeling, WV ♦ 26003

 srichardson@belomar.org

 (304) 238-9562

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Outlook

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

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

Date Thu 1/16/2025 1:06 PM

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

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

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

Kara Greathouse
Transportation Community Planner
304-531-4991

From: Sam Richardson <srichardson@belomar.org>

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

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

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

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

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Dear Interagency Partners,

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

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


Samuel Richardson
Transportation Planning Director


Bel-O-Mar Transportation Study

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 srichardson@belomar.org

 (304) 238-9562

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

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

WVDOH concurs with BOMs Transportation Air Quality Conformity Determination.

Brian E. Carr

WVDOH Planning Division

Charleston, WV

304-414-6906

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

Dear Interagency Partners,

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

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

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

Samuel Richardson
Transportation Planning Director

Bel-O-Mar Transportation Study
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105 Bridge Street Plaza ♦ Wheeling, WV ♦ 26003

srichardson@belomar.org

(304) 238-9562

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RESOLUTION OF THE BEL-O-MAR REGIONAL COUNCIL
TRANSPORTATION STUDY (BELOMAR) POLICY COMMITTEE
AIR QUALITY CONFORMITY DETERMINATION

FOR THE FY2026–FY2029 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Clean Air Act, as amended, and applicable U.S. Department of Transportation regulations require that the Transportation Improvement Program (TIP) conform to the State Implementation Plan (SIP) for air quality in designated nonattainment and maintenance areas; and

WHEREAS, the Belmont-Ohio-Marshall Transportation Study (BOMTS), as the designated Metropolitan Planning Organization (MPO) for the Wheeling, WV-OH urbanized area, has completed an air quality conformity review for the FY2026–FY2029 TIP; and

WHEREAS, Belomar conducted an interagency consultation process with appropriate federal, state, and local agencies, during which all participating parties agreed that a qualitative analysis was appropriate given the current conformity status of the counties in the Belomar region and their relationship to mobile-source emissions; and

WHEREAS, Belomar has completed a qualitative analysis and confirms that no project contained in the FY2026–FY2029 TIP is expected to worsen air quality. All projects either support preservation of the existing transportation system, are individually exempt from quantitative analysis, or have previously been analyzed and are not expected to worsen regional air quality conditions; and

WHEREAS, the conformity determination process has been conducted in accordance with applicable federal and state requirements, including interagency consultation and public involvement procedures;

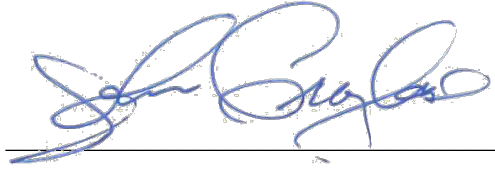
NOW, THEREFORE, BE IT RESOLVED, that the Bel-O-Mar Regional Council, acting as the MPO for the Wheeling urbanized area, finds that the FY2026–FY2029 TIP conforms to the applicable air quality requirements and hereby approves the Air Quality Conformity Determination.

Adopted this day of 17 April 2025,

ATTEST:

Handwritten signature of Scott Hicks in blue ink, written over a horizontal line.

Scott Hicks, Executive Director
Bel-O-Mar Regional Council

Handwritten signature of John Gruzinskas in blue ink, written over a horizontal line.

John Gruzinskas, Chairman
Bel-O-Mar Regional Council/
BOMTS Policy Committee



Section 9 Compliance Checklist for Public Participation and Civil Rights

Confirmation of TIP Public Involvement, Policy, and Public Participation Plan
Consistency

In the process of development of the Belomar FY 20226-2029 TIP, Belomar followed the currently adopted Public Participation Plan and provided adequate public notice through various channels. A checklist has been provided that confirms and references this compliance. The TIP development and adoption process was consistent with the provisions of the Belomar metropolitan transportation planning process and TIP policy.

I attest on this day of 23 April, 2025.

ATTEST:



Scott Hicks

Executive Director

Belomar Regional Council



Samuel Richardson

Transportation Planning Director

Belomar Transportation Study

Belomar 2026-2029 TIP Public Involvement and Title VI Compliance Checklist			
Task	Compliance	Date	Reference
Published early involvement notice	Posted draft TIP on website on	4 Feb 2025	Transportation Dropdown Menu: https://www.belomar.org/wordpress/wp-content/uploads/2018/09/DRAFT-Belomar-FY26-29-TIP.pdf
Public comment period of at least 14 days	Noticed published on Facebook, website, and Times Leader	11 March 2025 with a deadline set for deadline set for 16 April 2025. Reminder posted on Facebook on 4 April 2025	Facebook: https://www.facebook.com/share/p/1A5zXSdkBn/ Website: https://www.belomar.org/public-notice-draft-fy2026-to-fy2029-tip-review/ Teams Leader: https://www.timesleaderonline.com/news/community/2025/03/transportation-improvement-program-draft-ready-for-review/ Facebook Reminder: https://www.facebook.com/share/p/1V6jVreErr/
Notified stakeholders and special groups via email.	Consulted IAC on approval to use qualitative analysis for AQ conformity determination on 6 Jan 2025 Presented draft TIP to TAC 19 Feb 2025 Notified Policy Committee of presence of draft TIP on website on 20 Feb 2025	6 Jan 2025 19 Feb 2025 20 Feb 2025 16 April 2025	AQ Document Section TAC consultation in minutes
Posted notices on Facebook	Yes, with a reminder	11 March 2025 Reminder posted on Facebook on 4 April 2025	Facebook: https://www.facebook.com/share/p/1A5zXSdkBn/ Facebook Reminder: https://www.facebook.com/share/p/1V6jVreErr/
Held meetings at accessible locations	Yes, meeting was held at West Virginia Northern Community College – no apparent barriers were identified during brief visual inspection. The location is in densely populated area of the region, centrally located, and accessible by car,	27 March 2025	Photos of public meeting included and map demonstrating central location and accessibility to public transit.

	with parking lots, on-street parking, transit, and walking.		
Provided reasonable accommodations	No specific accommodations were requested prior to the public meeting or during the public involvement phase.	N/A	N/A
Provided contact for translation services	No translation services have been requested.	N/A	N/A
Accepted written comments via multiple channels	Written comments are accepted via mail, in-person drop off, or web form submission. This was advertised in public notice.	Ongoing, public notice published 11 March 2025, deadline set for 16 April 2025.	Public notice content included
Hosted a public comment input form	Available on Belomar website, on first page of Draft TIP and link included in public notices.	On website and included after document cover page	URL: https://www.belomar.org/open_comments/
Encouraged input from advocacy groups and community representatives	Yes. The public meeting, the TAC meeting, and the public notices satisfy this requirement. The TAC now includes the members of the former Resource Advisory Group. RAC were included in TAC meeting notices in February and April.	19 February 2025 16 April 2025	Minutes included
Coordinated with ODOT and WVDOT	Yes, received specific comments from ODOT and worked to address them. General comments were received from FHWA-OH that were addressed. No comments received from WV, but comments were requested and invited during Feb and April TAC meetings.	Comments received 13 February 2025 from ODOT and 3 March 2025 from FHWA-OH	Included
Provided draft TIP to transit agencies, air	Yes, through February and April TAC/RAC meeting notices and TAC meetings.	19 February 2025 16 April 2025	Minutes included

quality agencies, and other relevant entities			
Ensured TIP aligns with state STIPs and regional transportation planning priorities	Project listings were conceived from state priorities. Agencies had the opportunity to discuss the Draft 20226-2029 TIP at the February and April 2025 TAC. Project listings were received from respective state DOTs and transit agencies.	19 February 2025 16 April 2025	Minutes included
Including maps and tables	Yes, maps were available at public meeting and included in TIP in response to ODOT comments. Tables demonstrating PM data were included.	27 March 2025	Project listings sections 1 and 2 for highway projects
Posted draft TIP in an electronically accessible format	Yes, through public notice on website and by including the draft in the Transportation Dropdown Menu.	February, March, and April until adoption.	Screenshot included
Summarized public comments and responses	None received to date.	N/A	N/A
Reviewed and incorporated substantive public comments	None received to date.	N/A	N/A
Provided written responses to all substantive public comments	None received to date.	N/A	N/A


Early posting on Belomar Website

Bel-O-Mar Regional Council

Navigation menu: About Us/Data, Area Agency on Aging, Management Services, Transportation Planning, Contact Us, Source Water Protection Plans

Secondary menu: Employment, Open Comments on Transportation, Project Funding Policy, Long Range Plan, Transportation Improvement Program, Unified Work Program (UWP), Transit, Studies & Reports, Data and Mapping, Participation Plan for Transportation Planning & Programming

Content area: FY2024 – FY2027 TIP Revisions, [Draft 2026-2029 TIP], Annual Listing of Obligated Projects



DRAFT Belomar FY26-29 TIP

Permalink: <https://www.belomar.org/draft-belomar-fy26-29-tip/>

FY 2026-2029
Transportation Improvement Program
TIP
DRAFT

Save

Uploaded on: Feb 4, 2025 @ 19:23 Edit
Last modified: Feb 4, 2025 @ 19:23

Map Custom Field metadata
Map IPTC/EXIF/WP metadata

Uploaded by: Sam Richardson

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<https://www.belomar.org/wordpress/wp>
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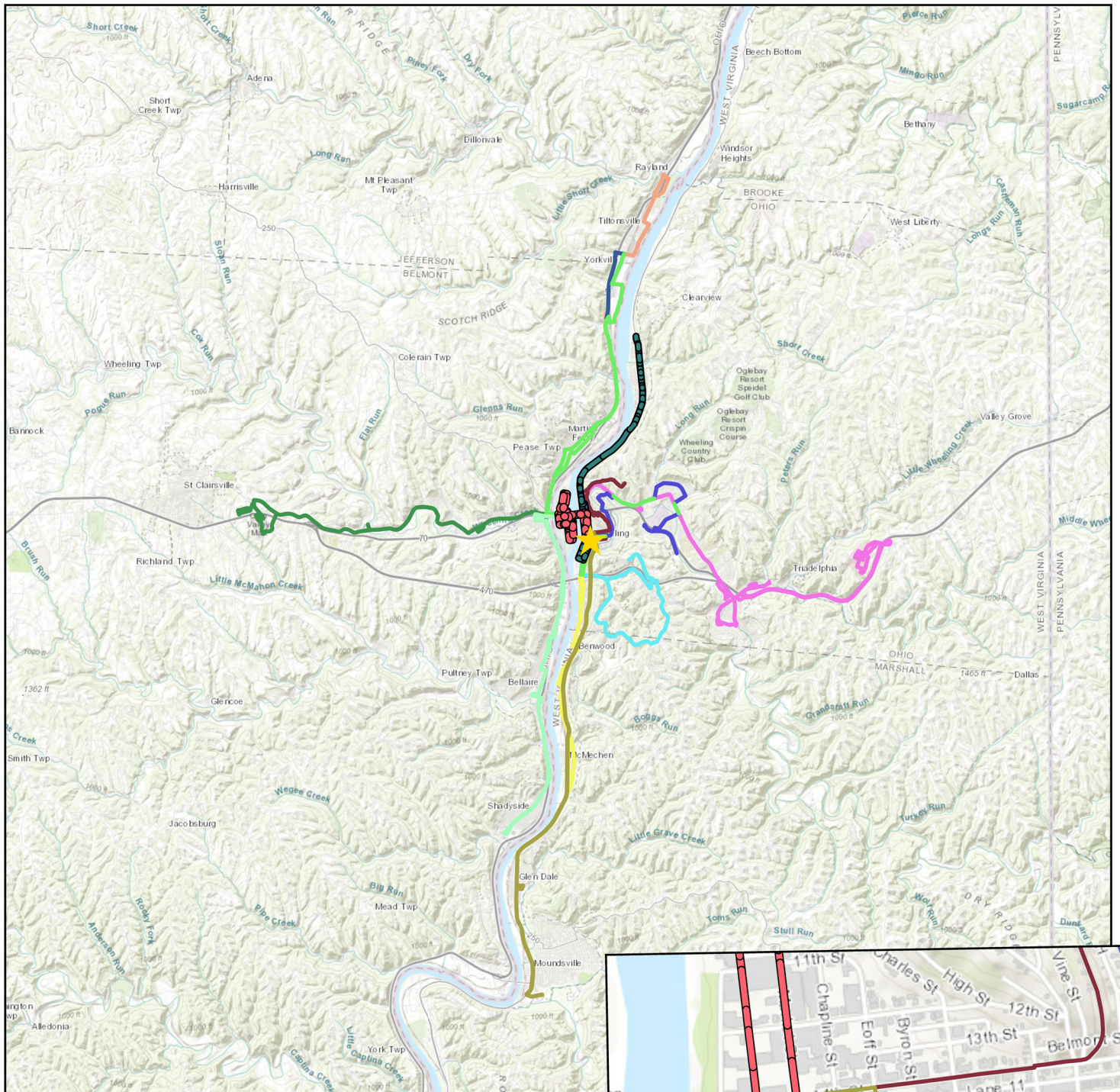
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Att. Categories
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Belomar 26-29 TIP Public Meeting Site Accessibility



Legend

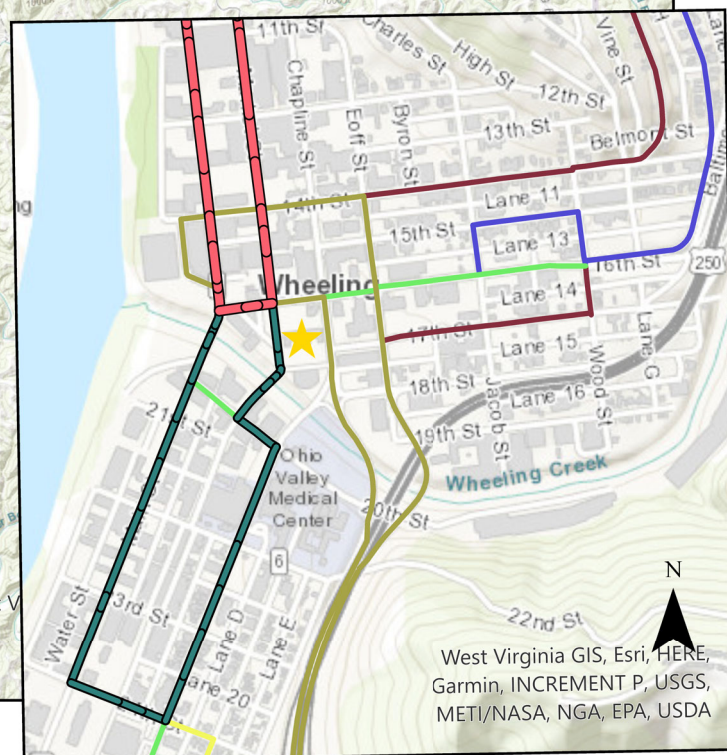
★ WVNC Public Meeting Site

- McMechen_Route
- Mozart_Bethlehem_Rout
- Mt_de_Chantal_Route
- North_Park_Wheeling_H
- Overlapped_Routes
- Reynolds_DMV_Trial_Ro
- Shadyside_Route
- Warwood_Route
- Wheeling_Island_Route

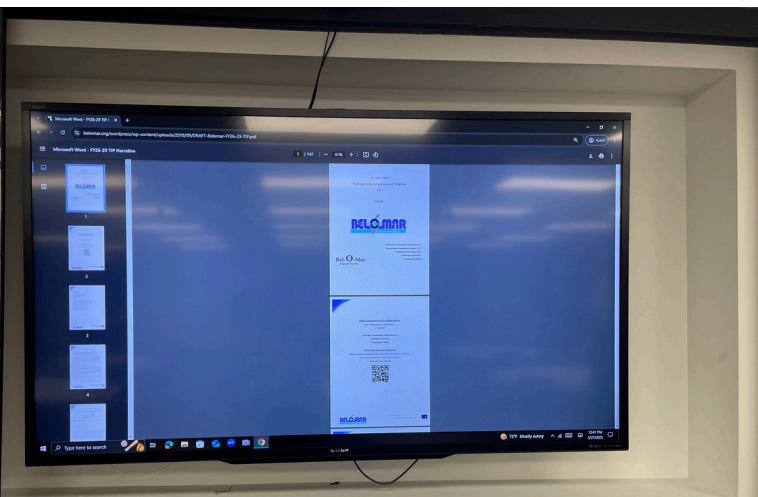
OV/EORTA Transit Routes

Route Name

- Blaine_Mall_Route
- Elm_Grove_Highlands_R
- Martins_Ferry_Rayland_
- Martins_Ferry_Yorkville_



West Virginia GIS, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA



Belomar/ODOT STIP/TIP Public Involvement Sign-In (27 March 2024) at WVNCC

Name	Address	e-mail	Agency (if applicable)
Scott Warner	2201 Reiser Ave. SE, New Philadelphia. Ohio 44663	scott.warner@dot.ohio.gov	ODOT District 11
Paul Herman	2201 Reiser Ave. SE, New Philadelphia. Ohio 44663	paul.herman@dot.ohio.gov	ODOT District 11
James Benner	105 Bridge Street Plaza, Wheeling, WV 26003	jbenner@belomar.org	Belomar
Samuel Richardson	105 Bridge Street Plaza, Wheeling, WV 26003	srichardson@wvregion3.org	Belomar

The Times Leader

Transportation Improvement Program draft ready for review

WHEELING — The Transportation Improvement Program for Belmont County in Ohio and Ohio and Marshall counties in West Virginia has been prepared in draft form and will be available for public review and comment.

4 articles remaining...

The TIP includes federal aid highway and transit projects and programs for which implementation is anticipated during the next four fiscal years beginning July 1, 2025.

The TIP will be available for review from March 24 until noon April 16 in the office of Belomar Regional Council, 105 Bridge Street Plaza, Wheeling. The TIP, including highway and transit project listings, will also be available on Belomar's website at belomar.org/draft-tip/ and Belomar's Facebook page.

Also, Belmont, Ohio and Marshall counties have been redesignated to attainment of the 1997 PM_{2.5} (fine particulates) standards. Thus, emissions analysis is not required for PM_{2.5} conformity. Other conformity requirements still apply. Qualitative Conformity determination for the 1997 Ozone Standards is required. The FY2026 – FY2029 TIP includes projects consistent with the conforming 2045 Long Range Transportation Plan.

An open house for public involvement is scheduled from 11 a.m. to 2 p.m. March 27 at the West Virginia Northern Community College B&O building at 1704 Market St., Wheeling to provide public input for ODOT's State TIP and Belomar Regional Council's Transportation Study TIP.

4 articles remaining...

Interested parties, including representatives of the affected public and transportation agencies, private providers of transportation, freight shippers, providers of freight transportation services and other transportation stakeholders who desire to present their views on the draft TIP should visit belomar.org/open_comments/ or go to arcg.is/OCjmGi.

Written comments should be directed to the Transportation Study Director at Belomar Regional Council, 105 Bridge Street Plaza, P.O. Box 2086 Wheeling, WV 26003 by noon April 16. Call 304-242-1800 for more information.

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The Intelligencer. Wheeling News-Register

ODOT Planning More Than \$68.6 Million Worth of Projects for Belmont County



photo by: Gage Vota

Ohio Department of Transportation District 11 Public Information Officer Lauren Borell, left, and District 11 Office Professional Ashlee Copp visit the Blaine Hill Bridge, which will soon undergo repairs.

After nearly a year, the Blaine Hill Bridge project will go out for bid on April 21, with construction projected to begin in May.

Completion of the repair and rehabilitation project is expected by early summer 2026.

The work originally was scheduled to begin in 2027, but a public outcry about the safety hazards and inconveniences caused by its closure led ODOT to move up that timeline.

“Funding is secured for this project. Furthermore, ODOT has proactively pursued several federal grants to enhance funding opportunities, including a Bridge Investment Program grant and a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant,” ODOT’s website states regarding the progress of the project.

ODOT is also working on 21 other projects within Belmont County. ODOT District 11 Public Information Officer Lauren Borell said Belmont County has the most projects of any county in the entire district.

“Belmont County is the largest populated county out of all seven of our counties, so there tends to be more projects in this county,” she said during a visit to Blaine Monday. ” And this year we do have our typical projects going on, but there’s also a lot of exciting stuff in development. For one thing, the State Route 149/I-70 interchange, that’s exit 208. And we are doing a study right now for an interchange improvement, and that includes widening of State Route 149 and then redoing the bridges on I-70 as well, and some work on the ramps. And we might see that work start as soon as this coming fall. But if not, it will start in the beginning of 2026.”

According to a press release from ODOT, all of its projects in Belmont County will cost a total of \$68,619,000 once completed.

The 22 projects are:

∫ U.S. 40 Blaine Bridge Rehabilitation

∫ I-70 Interchange Improvement Study

∫ National Road Tunnel Rehabilitation Project Bike Facility in the city of St. Clairsville

∫ Ohio 7 Pedestrian Bridge Rehabilitation

└ Belmont County Courthouse Campus Improvements

└ Various state and U.S. routes Resurfacing in Belmont County

└ Barnesville Trail Bike Facility

└ I-70 Concrete Repairs

└ I-70 and I-470 Interstate Signage Upgrades

└ Ohio 7 Resurfacing

└ Belmont County Road 4 Bridge Repair

└ Ohio 149 Culvert Repair

└ Ohio 7 Slide Repair

└ Ohio 647 Slide Repair

└ Belmont County Road 5 Resurfacing

└ Ohio 148 Slide Repair

└ Ohio 379 Slide Repair

└ St. Clairsville — Sugar Street Resurfacing

└ Ohio 7 Bridge Repair

└ Ohio 149 Slide Repair

] I-70 Culvert Repair

] Ohio 7 Roadside Improvement

Borrell said that in addition to the 22 projects, there will be two upcoming projects that have yet to be announced that will bring the total of ODOT projects in Belmont County to 24.

“This is a time that we like to highlight our construction year, but also, more importantly, remind folks that it’s really important to be watching for those folks working out there. Not only are we going to have our construction projects going in full force, but our maintenance crews will be out as well. In fact, they’re already out mowing and everything. Please watch for those folks. Slow down, move over and give them room to work. And especially pay attention.

“If you’re not paying attention, you’re not going to see them. And we need them to be safe out there. And of course, we want the motorists to get home safe as well,” Borelll said.

As well as the 22 projects taking place in Belmont County, ODOT is launching a \$3.2 billion construction season, which includes 955 projects, 38 of them considered “major” with a value above \$10 million, across the state.

In the Eastern Ohio region, construction will begin on 93 new projects for an investment of \$168 million. This year’s construction program includes 34 safety improvements and district-wide projects, 30 bridge projects, 22 pavement projects and seven slide repair projects.

“This year we will see a very significant investment in our transportation infrastructure – one that will improve safety, reduce traffic fatalities, and keep people and goods moving efficiently,” ODOT Director Pamela Boratyn said. “Every project we break ground on is a step toward a stronger, safer, and more connected future for Ohio.”

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From: [Brugler, Nathaniel](#)
To: [Sam Richardson](#)
Subject: ODOT Comments on Belomar Draft 2026-2029 TIP
Date: Thursday, February 13, 2025 9:44:00 AM
Attachments: [image001.png](#)
[Draft 02_2026-2029 Highway Project List_Rev Belomar.xlsx](#)

Good morning Sam,

Thank you for submitting Belomar's draft FY 2026-2029 TIP for ODOT's review. We use a checklist that ensures that all requirements listed within the federal regulations (23 CFR 450.326) have been met. Overall the Belomar draft TIP is in great shape. Very readable and a good logical order to everything. The project lists, in particular, are very nicely organized and easy to read. We did find a few areas that we don't feel meet the regulatory requirements quite yet. Here's a summary of those items:

- **“TIP development process conducted consistent with the adopted MPO Public Participation Plan” (450.326(b)):** This comment only exists because at the time of this draft, the public involvement period has not yet occurred (opens March 11th). In future drafts, please be sure to include information on the public involvement that took place, including confirmation that there was consultation with other transportation agency members and stakeholders, confirmation that some sort of visualization techniques were used (this is usually interpreted as maps of the projects, which are often included in the MPO TIPs), and the extent of your outreach (i.e. efforts you took to make sure the most groups possible were aware of the meeting, and steps you took to make it accessible to all). I do see that Belomar's “Participation Plan for Transportation Planning and Programming” has been included in the document, but the TIP should also give specifics on the outreach/involvement for the TIP, and should have a statement that confirms that the process was conducted in compliance with your adopted participation plan.
- **“The TIP demonstrates how the projects within will make progress toward achieving the established performance targets” (450.326(c) and (d)):** The draft TIP includes several documents that show the state performance targets, but there is nothing within that demonstrates how the 2026-2029 program of projects will contribute toward the achievement of those state targets. ODOT provides most (or all) of the info you would need to show this. On the ODOT STIP Sharepoint site, local performance data can be found at [this link](#). If you open the “Draft 02_2026-2029 Highway Project List_Rev” spreadsheet, there is a tab at the bottom labelled “Perf Mgmt”. Use the dropdown box on the upper left hand side of the spreadsheet to select “BOM”, and it will provide a nice summary of the impact your regional projects will have on improving each of the highway side performance measures. Similar analyses would be needed for the West Virginia program of projects as well. I've attached a copy of the

spreadsheet for your reference as well. In addition to posting regional performance figures, there should be a little bit of narrative added to summarize it all, and to confirm that your program of projects will be helping each state achieve its adopted performance targets.

- **“TIP must include all regionally significant projects”:** I have no doubt that the Belomar draft TIP DOES include all regionally-significant projects. However, I didn’t see a statement within that confirms this. I saw a couple of sections that generally mention that MPO TIPs must contain all regionally-significant projects (ex. Pgs. 148 and 192 of the PDF), but these stop short of confirming that this draft TIP does indeed include all of these projects.
- **“TIP should address Identification of major projects implemented from the previous TIP and any significant delays to prior TIP projects” (450.326(n)):** This is a “should” section in the federal regs, so not a firm requirement. However, most MPO TIPs do include a summary of the major projects completed since the last TIP, and projects that were delayed and either moved into the NEW TIP, or were perhaps cancelled. It’s a useful summary for the reader. Just wanted to put it on Belomar’s radar of things to consider in the final version.
- **Resolutions:** the final TIP must include a self-certification resolution, a resolution of TIP approval, and a resolution of air quality conformity. We certainly understand that these wouldn’t be available yet, just wanted to keep them on the radar for future versions.

I hope those all make sense. It’s a LONG checklist we use, and be assured that the majority of things on it were in perfect order in this first draft. Once the comments listed above are incorporated, it will be in fantastic shape. Please let me know if you have any questions. Thank you very much for all of your hard work on this important document!

Regards,

Nate Brugler

Regional Planning Coordinator

1980 W. Broad St.

Columbus, OH 43223

(614) 387-0459

Nathaniel.Brugler@dot.ohio.gov



**Department of
Transportation**

SFY 2026-2029 Belomar TIP Review - USDOT Comments

FHWA Planner: *Sam Wallace*

FTA Planner: *Jocelyn Hoffman*

USDOT requests documentation of resolution of comments (if needed). Please return resolution of comments to FHWA and FTA planner prior to public involvement per 2026-2029 STIP timeline.

Overall/General Comments

- *It is recognized that due to recent key staff turnover, the draft TIP still needs to complete some elements/sections but commends Belomar for focusing on the core project elements for review. The following elements still need completion/insertion: public comment period start and end date; the Time/Date/Location of any public meetings with information about special needs/ADA/accessibility to transit; Public Participation Plan disclosure; Public involvement outreach and activities consistent with the Public Participation Plan; Any public comments received and addressed; the anticipated TIP adoption date; the anticipated date for the adoption of a new MTP/LRTP; MPO Self-Certification adoption; Project Selection Process.*
- *Recommend removal of recently rescinded Executive Orders, such as EO 12898. Belomar may include general discussions on issues relevant to their region while removing specific reference to EOs that no longer apply.*

Specific Comments

- *No specific comments.*

**BELMONT-OHIO-MARSHALL TRANSPORTATION STUDY (BOMTS)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
WEDNESDAY, FEBRUARY 19, 2025 – 1:30 P.M.
BELOMAR OFFICE
WHEELING, WV**

Attendance

Scott Hicks – Belomar
Sam Richardson – Belomar
James Benner – Belomar
Tom Murphy – City of St Clairsville
Lisa Weishar – OVRTA
Phil Wallace – EORTA

Call-in Attendees:

*Kara Greathouse – FHWA – WV Division
Sam Wallace – FHWA – OH Division
Crystal Lorimor – Belmont County CIC
Rick Healy – City of Moundsville
Kevin Sullivan - WVDOT
Brian Carr – WVDOT
Jamie Davis – EPA Region 3
Rebecca Glyn – EPA Region 3
Anne Wakeford – WVDNR*

Minutes

A motion was made by Mr. Wallace and seconded by Mr. Murphy to approve the minutes of the September 18, 2024 TAC meeting. Motion carried.

Revisions to the 2024-2027 TIP

Mr. Richardson noted that revisions have been made to the FY2024 to FY2027 Transportation Improvement Program. The revisions are as follows:

Belmont County

- BEL SR 7 19.750 – Move project outside of FY 24-27 TIP years \$ 55,500,000
- BEL IR 70 19.170 – Move project outside of FY 24-27 TIP years \$ 47,080,000
- BEL SR 7 14.15 - Move project outside of FY 24-27 TIP years \$ 33,890,000

EORTA Revisions

- EORTA Operating Assistance - Increasing Current Project Total from \$5,633,919 to \$7,398,707 for years 2025-2027
- EORTA Operating Assistance - Increasing Subaward Amount from \$ 1,048,306 to \$1,875,466 for years 2025-2027

While presenting the project listings for the revision, Mr. Richardson made it known that project listings will be formatted better in future revisions since we are going with Ecolnteractive,

A motion was made by Ms. Weishar and seconded by Mr. Wallace to recommend approval of the TIP revisions by the Policy Board. Motion carried.

Draft 2026-2029 TIP

Mr. Richardson outlined key dates for the upcoming FY2026 to FY2029 TIP development. Belomar is following Ohio's cycle and will add changes for West Virginia by amendment, if needed. Mr. Richardson explained that the TIP has interchangeable parts and will change periodically. Again, he reiterated that EcoInteractive will make our TIP more presentable. It was also noted that ODOT was doing a version of an E-STIP. He also explained that we will be going into our public involvement phase in March. No further action was necessary.

Draft FY26 UPWP

Mr. Richardson presented the FY2026 Draft UPWP. He pointed out that all future documents will have an easily accessible survey link to make comments. He pointed out a timeline linked to the different work categories to stay on task. Possible errors in the draft document were discussed to which Mr. Richardson replied would be addressed immediately and a new draft document would be relayed quickly.

Draft Suballocated Funding Policy

Mr. Richardson presented a draft of the Project Funding Policy for Distribution of Regionally Allocated Federal Transportation Funds or sub-allocated funds. He discussed some of the reasons why the new policy was necessary. The document was presented for TAC review. He explained the scoring process for the selection of transportation process. Mr. Hicks asked if the TAC was involved in the project scoring process. Mr. Richardson acknowledged that would be the process before taking the final decision to the policy board. No further action was necessary.

Draft Consolidated Public Participation and Civil Rights Plan

Mr. Richardson went over the Belomar 3-C Plan which involves public accessibility to overall public involvement to participate in transportation decisions and compliance with applicable civil rights laws. Mr. Richardson noted that the plan was a core document to ensure the reviewers were aware that Belomar had a compliant process for public review. He mentioned that the document will go into a public comment phase prior to adoption to comply with the 45-day public involvement requirements. He demonstrated the links that were available to make comments through a survey online. No further action was necessary.

Resolution endorsing a Belomar planning application to the PROTECT program

Mr. Richardson went over a resolution to allow Belomar to develop a Resilience Improvement Plan to take part in the PROTECT discretionary grant program. The funds were set aside by FHWA. The resolution is necessary for the Belomar region to plan for the resiliency of the region's streets and roads due to the natural hazard risks that affect their functionality and performance. Mr. Richardson noted that the program was currently frozen, possibly due to the strong emphasis on climate change language. He mentioned that we should still go through the approval process to approve the resolution.

A motion was made by Mr. Murphy and seconded by Ms. Weishar to recommend approval of the resolution endorsing the planning application to the PROTECT program. The motion carried.

Resolution endorsing a Belomar planning application to the Rural and Tribal Assistance Program

Mr. Richardson discussed the resolution to prepare and apply on behalf of Belomar to the Build America Bureau Rural and Tribal Assistance Program under USDOT. The plan is to develop a Regional Alternative Fueling Infrastructure Suitability Study and Prioritization Plan to plan for the feasibility of diverse vehicle charging and fueling types. There is a need to analyze supply and address demand for alternative fuel vehicles. He recognized that Belomar is responsible for the improved safety and accessibility of the transportation system, improve air quality and use transportation as a tool to enhance the economic vitality of the region. Mr. Hicks asked if this program was on hold. Mr. Richardson stated that it was not frozen.

A motion was made by Mr. Wallace and seconded by Ms. Weishar to recommend approval of the resolution endorsing the planning application to the Rural and Tribal Assistance Program. The motion carried.

Resolution supporting the WVDOT statewide safety performance targets

Mr. Richardson presented information regarding WV's Safety Performance Measures. He recognized that we could determine our own safety performance targets or adopt the state's performance measures. Staff recommended adopting the state's targets.

A motion was made by Mr. Murphy and seconded by Mr. Wallace to recommend approval of the resolution to the policy board approving the WVDOT statewide safety performance targets. The motion carried.

Other Business

Mr. Richardson started a presentation showing key program updates involving the Transportation Planning department. Along with the items mentioned above, it was noted that the city of Martins Ferry was receiving assistance from Belomar staff for a Rural and Tribal Assistance Program grant for their school road. He also reminded the committee that the EcoInteractive project was due to launch on April 1, 2025. The presentation also included the following videos:

- Belomar receiving a Safe Streets for All (SS4A) grant by WTOV9.
- Multimodal Plan Open House by WTRF7
- A video of the US Transportation Secretary, Sean Duffy at an AASHTO conference. Mr. Richardson also showed a chart that displayed an increase in the national highway construction index.
- A video of the new WV Secretary of the Transportation and Commissioner, Stephen Todd Rumbaugh.

There was no other business.

Adjournment

The meeting was adjourned.

Respectfully Submitted,

Samuel L Richardson

Sam Richardson
Transportation Planning Director
Belomar Regional Council

**BELMONT-OHIO-MARSHALL TRANSPORTATION STUDY (BELOMAR)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
WEDNESDAY, APRIL 16, 2025 – 1:30 P.M.
BELOMAR OFFICE
WHEELING, WV**

Attendance

Scott Hicks – Belomar
Sam Richardson – Belomar
James Benner – Belomar
Andrew Moretz – Belomar
Franklin Shaffer – Belmont County
Andrew L. Sutak – City of Martins Ferry
Tom Murphy – City of St Clairsville
Doug Wayt – Ohio Valley Trail Partners
Terry Lively – Belmont County Engineer

Call-in Attendees:

*Lisa Weishar – OVRTA
Kara Greathouse – FHWA – WV Division
Sam Wallace – FHWA – OH Division
Randy Russell – Ohio County
Rick Healy – City of Moundsville
Brian Carr – WVDOT
Sam Granato – ODOT
Jamie Davis – EPA Region 3*

Minutes

A motion was made by Mr. Shaffer and seconded by Mr. Sutak to approve the minutes of the February 19, 2025 TAC meeting. Motion carried.

ODOT/Belomar Biennial Agreement

Mr. Richardson introduced the ODOT/Belomar Biennial Agreement. The agreement establishes the mechanism for funding and meeting the Metropolitan Planning requirements for the MPO (Belomar) that oversees Belmont County, OH. The agreement establishes and verifies responsibilities for compliance with rules, laws, and procedures. It also establishes and verifies responsibilities for compliance with rules, laws and procedures. It creates an accountability mechanism and formally establishes agreement for work program funding.

Mr. Murphy made a motion, seconded by Mr. Shaffer, to recommend to the Policy Committee the adoption of the resolution to authorize the execution of the biennial agreement. The motion carried.

Metropolitan Planning Organization Self-Certification

Mr. Richardson introduced the Metropolitan Planning Organization Self-Certification and why it was needed. The certification confirms compliance with transportation planning requirements of MPOs as listed in Title 23 Chapter 1 Section 134. It also ensures that planning procedures, plans and programs do not violate any US Civil Rights Law or its coded application to transportation planning and programming. It also verifies responsibility on an annual basis.

Mr. Shaffer made a motion, seconded by Mr. Murphy, to recommend to the Policy Committee the adoption of the resolution to authorize the executive director to sign the self-certification. The motion carried.

FY26 Unified Planning and Work Program

APRIL 16, 2025

Mr. Richardson outlined the budget for the FY26 UPWP. The grand total was \$718,037, shown with a funding source and cost allocation breakdown. He also noted that the budget includes the following:

- Continues remaining second year of \$137,900 long range planning contract with Burgess and Niple
- Continues EcoInteractive Agreement at \$18,500
- Budgets for ESRI Enterprise Service Agreement at \$30,000 in FY 2026
- Establishes budget for 3rd Transportation Team Member

Mr. Sutak made a motion, seconded by Mr. Shaffer, to recommend to the Policy Committee the adoption of the resolution endorsing the final FY26 Transportation Work Program. The motion carried.

Air Quality Conformity Determination of the FY 2026-2029 Transportation Improvement Program

Mr. Richardson introduced the resolution to adopt the Air Quality Conformity Determination for the FY 2026 – 2029 TIP. He mentioned that Belomar has received interagency consultation concurrence that a qualitative air quality determination was acceptable given historical and current attainment status of the region's counties. He further noted that all projects in the TIP either support preservation of existing transportation systems, are exempt from quantitative analysis and have been previously analyzed and not expected to worsen regional air quality conditions.

Mr. Shaffer made a motion, seconded by Mr. Murphy, to recommend to the Policy Committee the adoption of the resolution endorsing the Air Quality Conformity Determination of the FY 2026 – 2029 TIP. The motion carried.

Draft 2026-2029 TIP

Mr. Richardson displayed Bel-O-Mar's draft 2026-2029 TIP schedule. He noted that the public involvement period had passed with no public comments. He mentioned that all interagency comments have been addressed. He then showed a slide that contained a bar chart showing the project totals by performance measures.

Mr. Sutak made a motion, seconded by Mr. Shaffer, to recommend to the Policy Committee the adoption of resolution approving the final FY2026 – FY2029 TIP. The motion carried.

Project Funding Policy

Mr. Richardson introduced the Project Funding Policy, which strengthens a formal process for project funding selection. The Belomar Project Funding List and major changes must be recommended by the TAC and approved by the Policy Committee. Each state has slightly different funding availability and eligibility constraints. It also outlines the project scoring and tiebreaker selection guidelines.

Mr. Shaffer made a motion, seconded by Mr. Sutak, to recommend to the Policy Committee the adoption of a resolution approving the Project Funding Policy. The motion carried.

Draft Consolidated Public Participation and Civil Rights Plan

Mr. Richardson discussed the Belomar 3-C Plan, which is the consolidated Public Participation and Civil Rights Compliance Plan, which aims to work towards a genuinely continuous, comprehensive, and collaborative public transportation planning process that is accessible to all. He mentioned that the document will go into a public comment phase beginning April 17, 2025. The adoption was planned for July 24, 2025. No further action was necessary.

APRIL 16, 2025

Other Business

There was no other business.

Adjournment

The meeting was adjourned.

Respectfully Submitted,

Samuel L Richardson

Sam Richardson
Transportation Planning Director
Belomar Regional Council

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION
of the Bel-O-Mar 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—including but not limited to Black individuals, people with limited English proficiency, and individuals or families living below the federal poverty level—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 17 April 2025


ATTEST:



Scott Hicks
Executive Director



John Gruzinkas, Chairman
Belomar Regional Council
Transportation Study Policy Committee



Section 10 Glossary of Terms and Acronyms

Glossary of Common Transportation Terms, Definitions, and Acronyms

A

- **ADA (Americans with Disabilities Act)** – A federal law that prohibits discrimination based on disability and ensures accessible transportation options.
- **Air Quality Conformity** – A process that ensures transportation plans and projects meet Clean Air Act requirements to improve or maintain air quality.
- **Amendment** – A major revision to the TIP that involves adding or removing projects or making significant changes to scope, cost, or schedule.
- **Administrative Modification** – A minor revision that does not require public review, such as small cost changes or project timeline adjustments.

B

- **Bel-O-Mar Regional (Belomar)** – The regional infrastructure planning and development agency Belmont County, OH, and Ohio, Marshall, and Wetzel counties in WV.
- **Belomar Transportation Study or MPO (Metropolitan Planning Organization)** – The regional agency responsible for transportation planning in Belmont County, OH, and Ohio and Marshall counties in WV.
- **Bicycle and Pedestrian Facilities** – Infrastructure that supports walking and cycling, including bike lanes, sidewalks, and shared-use paths.

C

- **CAA (Clean Air Act)** – Federal legislation that regulates air pollutants and requires transportation projects to comply with air quality standards.
- **Capital Improvement Program (CIP)** – A plan that outlines major infrastructure investments over multiple years.
- **Congestion Management Process (CMP)** – A systematic process to manage traffic congestion and improve transportation system performance.

E

- **Eastern Ohio Regional Transit Authority (EORTA)** – The public transportation bus rapid transit system that provides services to Belmont County, Ohio.
- **E-STIP (Electronic Statewide Transportation Improvement Program)** – The online system used in Ohio to manage TIP and STIP amendments and modifications.

F

- **FHWA (Federal Highway Administration)** – The federal agency overseeing highway and transportation funding and regulations.

- **Fiscal Constraint** – A requirement that the TIP only includes projects with identified and available funding sources.
- **FMIS (Financial Management Information System)** – The federal system used to track obligations and expenditures of transportation funds.
- **FTA (Federal Transit Administration)** – The federal agency that supports public transit development and operations.

L

- **Long-Range Transportation Plan (LRTP)** – A planning document that outlines transportation investments and policies over a 20+ year period.
- **Locally Administered Project** – A project managed by a local government or agency using federal or state funds.

M

- **Maintenance Area** – A geographic area that previously did not meet air quality standards but is now in compliance and requires continued monitoring.
- **Metropolitan Planning Organization (MPO)** – A regional entity responsible for coordinating transportation planning and funding.
- **Mobility** – The ability of people and goods to move efficiently through a transportation system.
- **Mode** – A type of transportation, such as driving, walking, cycling, or public transit.

N

- **NEPA (National Environmental Policy Act)** – Federal law requiring environmental assessments for transportation projects.
- **Nonattainment Area** – A region that does not meet federally mandated air quality standards.

O

- **Obligation** – A commitment of federal transportation funds to a specific project or program.
- **ODOT (Ohio Department of Transportation)** – The state agency overseeing transportation projects and policies in West Virginia.
- **Ohio STIP Revision Guidelines** – The procedures governing changes to the Statewide Transportation Improvement Program in Ohio.
- **Ohio Valley Regional Transit Authority (OVRTA)** – The public transportation bus rapid transit system that provides services to Ohio and Marshall counties in West Virginia.

P

- **Performance Measures** – Quantitative indicators used to assess the effectiveness of transportation investments.
- **Public Participation Plan (PPP)** – A document that outlines how the public will be involved in the transportation planning process.
- **Public Transportation Agency Safety Plans (PTASP)** - The Public Transportation Agency Safety Plans (PTASP) regulation (49 CFR Part 673) requires operators of public transportation systems that receive federal funds under the FTA Urbanized Area Formula Grants (Section 5307), and rail transit agencies subject to the FTA State Safety Oversight (SSO) program, to develop an Agency Safety Plan (ASP) that includes the processes and procedures to implement a Safety Management System (SMS). SMS is a comprehensive, collaborative, and systematic approach to managing safety.

S

- **Statewide Transportation Improvement Program (STIP)** – A federally required, four-year transportation investment plan developed by state DOTs.
- **Suballocated Funds** – Federal or state funds designated for use by local governments within an MPO region.
- **Surface Transportation Block Grant (STBG)** – A flexible federal funding program that supports a variety of transportation projects.

T

- **Transit Asset Management (TAM) Plan** - Every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Each transit provider must designate an Accountable Executive (49 CFR 625.5) to ensure appropriate resources for implementing the agency's TAM plan and the Transit Agency Safety Plan.
- **TIP (Transportation Improvement Program)** – A short-term, federally required document that lists transportation projects planned for implementation in a four-year period.
- **Transportation Conformity** – A requirement ensuring that transportation projects comply with air quality standards.
- **Transit-Oriented Development (TOD)** – A planning strategy that promotes compact, walkable communities centered around public transit.

W

- **WVDOT (West Virginia Department of Transportation)** – The state agency overseeing transportation projects and policies in West Virginia.
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Explanation of Acronyms

- **Advance Construction High Priority (ACHP)** – 80% Federal / 20% Local
- **Advance Construction (ACST)** – 80% Federal / 20% Local
- **August Redistribution (AUG REDI)** – TBD Federal
- **Bridge Replacement and Rehabilitation (BR)** – 80% Federal / 20% Local
- **Congestion Mitigation and Air Quality (CMAQ)** – 80-90% Federal / 10-20% Local
- **Congestion Mitigation and Air Quality, PM 2.5 (CMAQ 2.5)** – 80% Federal / 20% Local
- **Carbon Reduction Program (CRP)** – 80-100% Federal / 0-20% Local
- **Emergency Relief Program (ER)** – 80-100% Federal / 0-20% Local
- **Highway Safety Improvement Program (HSIP)** – 80-90% Federal / 10-20% Local
- **National Highway Freight Program (NHFP)** – 80-90% Federal / 10-20% Local
- **National Highway Performance Program (NHPP)** – 80-90% Federal / 10-20% Local
- **National Highway Performance Program (Exempt) (NHPP-EXE)** – 90% Federal / 10% Local
- **National Highway System (NHS)** – 80% Federal / 20% Local
- **Recreational Trails (NRT)** – 80% Federal / 20% Local
- **Railroad Crossings/Highway Crossings (RR/HWY XI)** – 90% Federal / 10% Local
- **FTA Formula (Operating/Capital) (Section 5307)** – 50/80% Federal / 50/20% Local
- **FTA Discretionary Capital Grant (Section 5309)** – 80% Federal / 20% Local
- **FTA Elderly/Handicapped Capital Grants (Section 5310)** – 80% Federal / 20% Local
- **Bus and Bus Facilities Program (Section 5339)** – 80% Federal / 20% Local
- **Surface Transportation Block Grant Program (STBG)** – 80-90% Federal / 10-20% Local
- **Surface Transportation Program (STP)** – 80% Federal / 20% Local
- **Surface Transportation Program - Off System Bridge (STP-OFF)** – 80% Federal / 20% Local
- **Transportation Alternatives Program (TAP)** – 80-90% Federal / 10-20% Local
- **Population Range (# POP)** – 80-90% Federal / 10-20% Local
- **Flexible Funds (FLEX)** – 80-90% Federal / 10-20% Local
- **Transportation Management Area (TMA)** – 80% Federal / 20% Local
- **Highway Infrastructure Program (HIP)** – 80% Federal / 20% Local

The maximum share of project costs that may be funded with Federal-aid highway funds (the “Federal share”) varies based upon the Federal-aid program from which the project receives funding. In some cases, the Federal share is also adjusted based on related statutory provisions.

- **Engineering (ENG)** – Design and technical planning for a transportation project.
- **Right of Way (ROW)** – Land acquisition for transportation improvements.
- **Construction (CON)** – The phase of physically building transportation infrastructure.
- **Feasibility Study (FS)** – A study to determine the viability of a proposed transportation project.
- **Environmental Impact Statement (EIS)** – A document that assesses potential environmental effects of a project.

- **Beginning Mile Point/Miles (BMP/mi)** – Measurement unit indicating the start location or length of a project.


Project Name / Type of Work

- **Bridge (BR)** – Infrastructure for crossing over roads, railways, or water.
- **Clean & Paint (C&P)** – Maintenance process for extending infrastructure lifespan.
- **Overlay (O/L)** – Resurfacing pavement to improve road conditions.
- **Inspection (INSP)** – Evaluating existing infrastructure for safety and maintenance needs.
- **Interchange (I/C)** – A highway junction allowing smooth traffic flow between roads.
- **Turnpike (TPK)** – A tolled roadway system.
- **North/South/East/West Bound (N/S/E/WB)** – Directional indicators for travel.

Agencies

- **Eastern Ohio Regional Transit Authority (EORTA)** – The public transportation bus rapid transit system that provides services to Belmont County, Ohio.
- **ODOT (Ohio Department of Transportation)** – The state agency overseeing transportation projects and policies in West Virginia.
- **Ohio Valley Regional Transit Authority (OVRTA)** – The public transportation bus rapid transit system that provides services to Ohio and Marshall counties in West Virginia.
- **West Virginia Department of Transportation (WVDOT)** – State agency overseeing transportation projects in West Virginia.
- **West Virginia Division of Highways (WVDOH)** – Division within WVDOT managing highways and infrastructure.
- **Federal Highway Administration (FHWA)** – Federal agency managing national highway funding and regulations.
- **United States Department of Transportation (USDOT)** – Federal agency overseeing all modes of transportation.

This glossary provides key definitions to support understanding of transportation planning terms referenced in the TIP and related documents. Additional terms and explanations can be provided upon request.



Section 11 Adopting Resolution

**RESOLUTION OF THE
BEL-O-MAR REGIONAL COUNCIL
TRANSPORTATION STUDY (BELOMAR)
POLICY COMMITTEE
ADOPTION OF THE
FY2026 - FY2029 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, Belomar strives to implement a continuous, comprehensive, and coordinated (3-C) transportation planning process; and

WHEREAS, Regular updates to the Belomar Transportation Improvement Program (TIP) are required to faithfully execute a 3-C process; and

WHEREAS, the TIP can be revised in accordance with Belomar policy, state, and federal regulations; and

WHEREAS, Belomar has complied with public participation requirements, civil rights requirements, and clean air requirements in the development of the FY 2026-2029 TIP; and

WHEREAS, the projects, programs, and investments in the FY 2026-2029 TIP make progress towards established performance targets; and

WHEREAS, the projects, programs, and investments in the FY 2026-2029 are not expected to worsen air quality, do not overburden any protected class with transportation externalities, and do not favor any social characteristic prohibited by law.

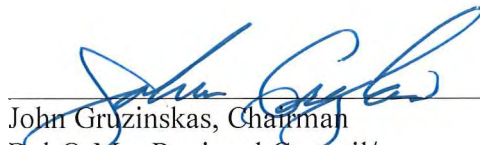
NOW, THEREFORE BE IT RESOLVED, that Belomar hereby adopts the FY 2026-2029 TIP.

Adopted this day of 17 April 2025,

ATTEST:



Scott Hicks, Executive Director
Bel-O-Mar Regional Council



John Gruzinskas, Chairman
Bel-O-Mar Regional Council/
BOMTS Policy Committee