

# Transportation Improvement Program

*Fiscal Years 2018 - 2021*

*Belmont-Ohio-Marshall  
Transportation Study*

Prepared by:

Belomar Regional Council and  
Interstate Planning Commission

**RESOLUTION OF THE  
BELMONT-OHIO-MARSHALL TRANSPORTATION STUDY POLICY COMMITTEE  
ADOPTING THE FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, on August 29, 2013 and on September 30, 2013, the USEPA redesignated the Ohio and West Virginia portions, respectively, of the Wheeling Metropolitan Area to attainment for the 1997 annual national ambient air quality standards (NAAQs) for fine particulate matter (PM<sub>2.5</sub>)

WHEREAS, the Wheeling Metropolitan Area is unclassified under the 2008 Ozone standards.

WHEREAS, the USEPA revoked the 1997 Ozone NAAQs in April, 2015 and revoked the 1997 PM<sub>2.5</sub> NAAQs in August, 2016.

THEREFORE, the conformity determination of projects and programs in the FY2018 - FY2021 Transportation Improvement Program (TIP) is no longer required.

WHEREAS, the Transportation Plan for 2040 was approved in September, 2016 and the FY2019 - FY2021 TIP is consistent with this plan.

WHEREAS, the public has been provided an opportunity to comment on the FY2018 - FY2021 TIP in accordance with Bel-O-Mar's process; and

WHEREAS, the projects included in the TIP were programmed through the cooperative effort of State and local officials; and

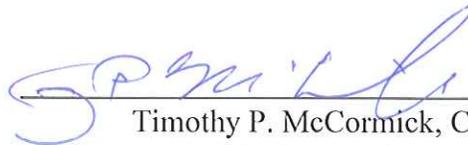
WHEREAS, the TIP can be revised at any time, by endorsement of the BOMTS Policy Committee, in accordance with Federal Regulations.

NOW, THEREFORE BE IT RESOLVED, that the FY2018 - FY2021 Transportation Improvement Program (TIP) is hereby approved.

Adopted this 20<sup>th</sup> day of April, 2017.

ATTEST:





Timothy P. McCormick, Chairman  
Bel-O-Mar Regional Council/  
BOMTS Policy Committee

# TRANSPORTATION IMPROVEMENT PROGRAM

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

## I. INTRODUCTION

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

The Fixing America's Surface Transportation Act (FAST Act) includes provisions regarding the preparation of the TIP and the program's contents. These regulations are consistent with the FAST Act predecessor, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and in part relate to:

- \* public involvement
- \* financial constraint
- \* prioritization
- \* performance measures

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

Regarding financial constraint, it is acknowledged that the State, by regulation, is responsible for the selection of the vast majority of projects included in this program. In the selection process, each State ensures that all projects, urban and rural, collectively achieve financial constraint on a statewide basis. Detailed documentation regarding financial constraint is provided in the West Virginia Statewide Transportation Improvement Program (STIP) and the Ohio STIP, and is available for review at the websites of the respective state agencies. It is also acknowledged that while the State is primarily responsible for project selection, the MPO is responsible for reviewing and approving all TIP projects, regardless of what agency selected the project or who is identified as the project sponsor. Belomar does not alter the fiscal year in which the State has programmed any given project. As such, the programming of projects herein represents consistency with funding levels anticipated to be available, and no further financial planning is deemed necessary beyond the funding tables provided. The only exception to this position is in regards to local suballocated STP and CMAQ funded projects in Belmont County. There are no suballocated funds available for use in the West Virginia portion of the study area. For the Belmont County funds, a separate table (page IV-16) is provided to demonstrate financial constraint. While one State may prefer to have the financial documentation presented in a different fashion, Belomar feels that it is more appropriate to present the funding tables in a consistent manner for both West Virginia and Ohio. It is felt that this will avoid any confusion among Policy Committee members, as well as, the general public.

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

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

establish performance targets, the MPOs will have 180 days to decide whether to adopt the state's targets or develop MPO targets. Projects in support of performance measures will be included in this program as needed.

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

The area was previously designated as non-attainment of Ozone and PM<sub>2.5</sub> 1997 National Ambient Air Quality Standards (NAAQS). This required a conformity analysis and transportation conformity determination. After the area was redesignated as attainment of Ozone and PM<sub>2.5</sub> NAAQS, EPA revoked both standards and transportation conformity is no longer required.

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

## II. GLOSSARY OF ABBREVIATIONS

### AGENCIES (TRANSPORTATION)

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

### FEDERAL FUNDING TYPES

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

### NON-FEDERAL FUNDING TYPES (OHIO)

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

### HIGHWAY ROUTE DESIGNATIONS

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

### PHASE OF WORK

C	Construction
P	Plans, preliminary engineering
R	Right-of-Way

### OTHER

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

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

The federal surface transportation acts FAST Act and its predecessor MAP-21 have emphasized the incorporation of performance measures in the planning process. National performance goals have been established for 7 key areas, and states are required to establish performance targets in support of these national goals. MPOs are to either support statewide targets or develop their own. After states establish their targets, MPOs have 180 days to decide. At this time both states have not developed the targets but are actively working with the MPOs and other partners towards that goal. Working with ODOT and WVDOT, Belomar will make the decision regarding targets. Belomar will be an active participant in the achievement of statewide targets. Starting with the recently approved long range transportation plan, Belomar has started to incorporate performance measures in the planning process. The goals and objectives were developed prior to the passage of FAST Act. These do include discussion of performance measures. Throughout this document discussion on performance measures and targets is included as needed.

Transportation goals and objectives have been developed for all long range plans prepared by the Belomar Regional Council. The Long Range Transportation Plan for 2040 was recently approved in September, 2016. The goals and objectives of this plan were prepared and adopted as per the requirements of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. These are also consistent with the requirements of the Fixing America’s Surface Transportation Act (FAST Act). The long range plan considers the existing land use and future developments.

#### **Mission Statement**

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

#### **Goals and Objectives**

<b>Goal: Promote efficiency of operation and emphasize preservation of existing transportation system.</b>	
<p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>Improve traffic flow by operational improvements such as optimizing signal timings, channelization, spot improvements, and Intelligent Transportation Systems.</li> </ul>	<p><b>Performance Measures:</b></p> <p>Establish benchmark travel times in key corridors.</p> <p>Establish travel time targets.</p>
<ul style="list-style-type: none"> <li>Facilitate maintenance strategies and schedules that are based on service life and degree of deterioration e.g. State Pavement Management Systems' based repairs.</li> </ul>	<p>Cooperatively work with WVDOT and ODOT to establish targets for the pavement condition and bridge condition improvements.</p> <p>Support the programming of projects that will facilitate attainment of statewide targets.</p> <p>Identify tools and techniques that will help the local governments in developing pavement condition based maintenance programs.</p>

<b>Goal: Promote efficiency of operation and emphasize preservation of existing transportation system.</b>	
<p>(Continued)</p> <ul style="list-style-type: none"> <li>Measure system's performance based on Level of Service (LOS) criteria and strive to maintain an acceptable LOS</li> </ul>	<p>Determine LOS of key corridors.</p> <p>Identify improvements for key locations with LOS E or worse.</p>
<ul style="list-style-type: none"> <li>Promote transit and facilitate a planned fleet replacement schedule.</li> </ul>	<p>Work with the transit provider to establish targets for performance measures to be selected by FTA.</p>
<ul style="list-style-type: none"> <li>Preserve and enhance transit facilities and non-motorized facilities such as multi-use trails.</li> </ul>	<p>Work with the transit providers to establish acceptable benchmarks for the condition of assets and facilities.</p> <p>Work with the local jurisdictions to establish acceptable benchmark for the condition of multi-use trails.</p>

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

<b>Goal: Increase Accessibility and Mobility Options</b>	
<p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>Improve the mobility of those traditionally under served by existing transportation systems.</li> </ul>	<p><b>Performance Measures:</b></p> <p>Conduct accessibility study of transit for identifying access gaps.</p>
<ul style="list-style-type: none"> <li>Maintain, enhance, and expand transit service.</li> </ul>	<p>Identify revenue shortfall, funding sources and options for transit improvement.</p>

<b>Goal: Increase Accessibility and Mobility Options</b>	
(Continued)	
<ul style="list-style-type: none"> <li>Optimize service delivery by promoting coordination among providers.</li> </ul>	Work with the fixed route and on-demand transit providers to plan for a coordinated approach to optimize service delivery.
<ul style="list-style-type: none"> <li>Study accessibility of freight terminals and major generators in the area.</li> </ul>	Review accessibility of major generators and freight terminals based on yet to be established performance measures and targets.
<ul style="list-style-type: none"> <li>Review the functional class system.</li> </ul>	If needed, revise functional class to address any identified access issue or freight movement issue.
<ul style="list-style-type: none"> <li>Maintain, enhance and expand existing multi-use trails with emphasis on developing interconnected network of trails.</li> </ul>	Conduct accessibility study for multi-use trails for equitable access and access points.

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

<b>Goal: Support Economic Vitality by Enabling Competitiveness, Productivity and Efficiency</b>	
<p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>Identify the existing and future development areas and address transportation needs.</li> </ul>	<p><b>Performance Measures:</b></p> <p>Support and facilitate the preparation of Land Use plans that identify current and proposed land use activity.</p>
<ul style="list-style-type: none"> <li>Develop transportation projects that enhance existing developments and promote future growth.</li> </ul>	<p>Support planned access to committed economic development sites.</p> <p>Support access management projects.</p>

<b>Goal: Support Economic Vitality by Enabling Competitiveness, Productivity and Efficiency</b>	
(Continued)	
<ul style="list-style-type: none"> <li>Optimize the use of existing networks to accommodate both existing and new developments.</li> </ul>	Support center turn lanes where needed. Support projects designed to improve access and traffic flow.
<ul style="list-style-type: none"> <li>Improve travel time to major activity centers.</li> </ul>	Establish benchmark travel times in key corridors.  Identify improvements needed.
<ul style="list-style-type: none"> <li>Identify projects that facilitate efficient freight movement to, from and through the area.</li> </ul>	Identify alternatives to address freight shippers' concern.

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

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

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

## **IV. HIGHWAYS**

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

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

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

The FAST Act emphasis on incorporating performance management in the planning process and establishing performance measures and setting performance targets will facilitate the measurement of adequacy of the existing transportation system. In the absence of such standards, at present, in terms of maintenance and operation or preservation, the MPO hereby certifies that, to the best of its knowledge, the local transportation system is being adequately operated and maintained. This is further confirmed by the type of projects included here. The projects are resurfacing, minor pavement rehabilitation, bridge repair and replacement, and emergency relief. It is assumed that the state has selected these projects based on established procedures that directly or indirectly relate to the adequacy of the existing system. While it is desirable to implement additional projects that would further improve the system, the above clearly demonstrates emphasis on maintaining the existing system. The funding summary provided identifies the amount of funds programmed for maintenance of the existing system.

### ***Belmont County***

As per ODOT guidance and policy, highway projects for Belmont County are programmed through FY2021. Given that project scheduling, as developed by ODOT, has not been altered by Belomar, all projects can reasonably be expected to be funded as programmed, based on federal authorizations and/or anticipated funding levels. The vast majority of the projects listed in the Belmont County highway portion of the TIP are financed through ODOT-managed funding sources. The table of Ohio Statewide Line items is also provided in the project listings. Definitions for the programs listed can be found in Appendix A. Statewide Line item projects are presented for information purposes only.

Project cost estimates in the TIP were developed by individual project sponsors and are updated using ODOT cost inflation factors which account for year of expenditure dollars. That is, the year in which a project is programmed in the TIP reflects the cost of that project for that particular year.

ODOT suballocates limited federal funding for use in Belmont County for the STBG and CMAQ funding programs. As part of the development of the TIP, ODOT provided a forecast of these funds anticipated to be available during fiscal years 2018 through 2021.

An overall funding summary table is provided following the project listings. A second table documents financial constraint of MPO suballocated STP and CMAQ funds throughout the program period. This table shows balances in both funds starting in FY2018. Several local projects and studies are under consideration for the utilization of suballocated funds. As shown, programmed projects do not exceed ODOT projected funding levels, thus establishing financial constraint. An additional table, provided by ODOT in support of financial constraint, is included in this document as Appendix B.

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

- A Mall Road Connector project, involving a new overpass over I-70 is progressing to the construction phase. The right of way acquisition was programmed for FY2016 and the construction is scheduled to start in FY2017.

The following pages identify projects currently programmed in Belmont County through FY2021. A map showing TIP projects is also included.

**COUNTY: BELMONT COUNTY**

**FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	
								FY2018	FY2019	FY2020	FY2021		
87352 B-1	EXEMPT	BEL-IR70-12.61	3.11	I-70, from 0.38 miles east of CR78 to CR56. Resurface.	1,164	NHPP STATE STP	C C C	991 123 50					ODOT
80599 B-2	EXEMPT	BEL-IR70-14.24		I-70/SR331 Interchange Modification	26,286	MPO CMAQ	Dbt Serv	395	395	395	395		ODOT
22778 B-3	EXEMPT	BEL-IR470-6.54		I-470, bridge at WV state line; MSC overlay and bridge repair.	3,641	IM NHPP STATE STATE BOND	C C C C	1,713 224 1,125 579					ODOT
105035 B-4	EXEMPT	BEL-IR470-PARK & RIDE		I-470 at CR214 Interchange. New Park and Ride Lot.	355	MPO CMAQ	C		355				ODOT

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**COUNTY: BELMONT**

**FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2018	FY2018	FY2020	FY2021	
	EXEMPT	STATEWIDE LINE ITEM		Appalachian Development Local Access	*			*	*	*	*	STATE
				CEAO Program Administration	*			*	*	*	*	STATE
				Emergency Relief Projects	*			*	*	*	*	STATE
				Federal Discretionary Programs and Earmarks	*			*	*	*	*	STATE
				Geologic Site Assessment	*			*	*	*	*	STATE
				Highway Maintenance Activities	*			*	*	*	*	STATE
				Highway Safety Program	*			*	*	*	*	STATE
				Local Government Programs	*			*	*	*	*	STATE
				Local Planning Agencies	*			*	*	*	*	STATE
				Recreational Trails Program	*			*	*	*	*	STATE
				Rail Highway Crossing Safety	*			*	*	*	*	STATE
				Right-of-Way Hardship and Protective Buying	*			*	*	*	*	STATE
				Safe Routes to School	*			*	*	*	*	STATE
				Enhanced Mobility for Seniors and Individuals With Disabilities (5310)	*			*	*	*	*	STATE
				Transportation Alternatives Program	*			*	*	*	*	STATE
				Diesel Emissions Reduction Grant Program	*			*	*	*	*	STATE
				Noise Wall Program	*			*	*	*	*	STATE
				Bus and Bus Facilities (5339)	*			*	*	*	*	STATE
				Eastern Federal Lands Highway Division	*			*	*	*	*	STATE
				Rural Transit Program (5311)	*			*	*	*	*	STATE
				Preservation	*			*	*	*	*	STATE
				Ohio Rail Fixed Guideway System Safety and Security Oversight Program	*			*	*	*	*	STATE
				Bus and Bus Facilities (5339{b})	*			*	*	*	*	STATE
				Freight Rail Development	*			*	*	*	*	STATE
				State Funded Programs	*			*	*	*	*	STATE

IV-4

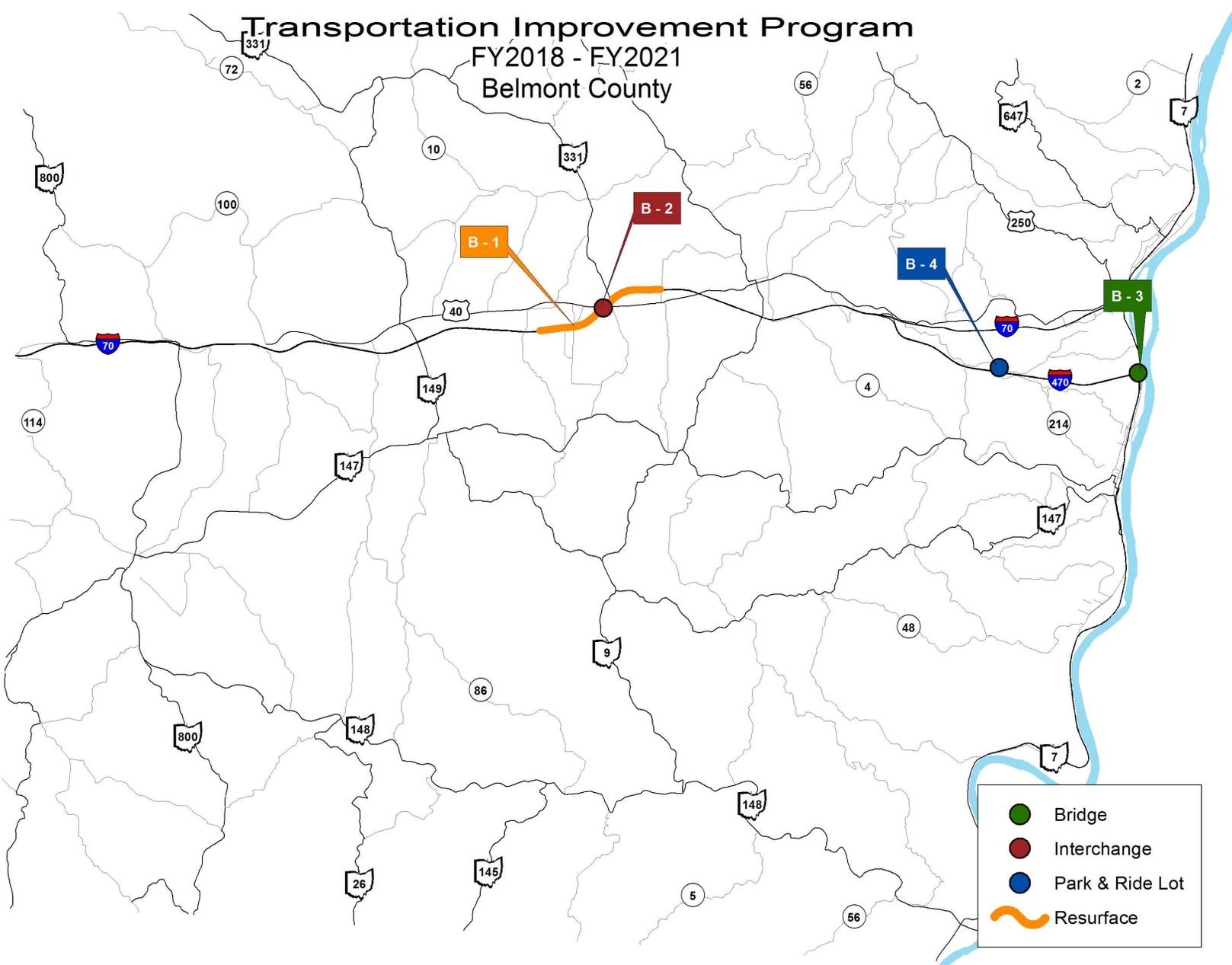
\* See statewide line item entries in State Transportation Improvement Program (STIP) for projected funding data. Also see Appendix A for Line Item Program definitions.

**BELMONT COUNTY**

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

	FY2018	FY2019	FY2020	FY2021	TOTAL
National Highway System (NHS)					0
National Highway Performance Program (NHPP)	1,215				1,215
High Priority Program (HPP)					0
Interstate Maintenance (IM)	1,713				1,713
Surface Transportation Program (STP) State					0
Surface Transportation Program (STP) MPO	50				50
Surface Transportation Program (STP) County					0
Transportation Alternatives (TA)					0
Congestion Mitigation/Air Quality (CMAQ)	346	701	346	346	1,739
Highway Safety Improvement Program					0
Bridge Program (BR)					0
Emergency Relief (ER)					0
Federal Sub-Total	3,324	701	346	346	4,717
Ohio Funding	1,827	0	0	0	1,827
Major New					0
Local Funding					0
Total	5,151	701	346	346	6,544
<b>Total Maintenance and Operations Fund</b>	<b>4,805</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,805</b>

# Transportation Improvement Program FY2018 - FY2021 Belmont County



The following pages show Statewide line item projects through FY2021. These projects are included for information purposes only. Following the line items project listing, a funding summary for these projects is included.

**COUNTY: BELMONT COUNTY**

**FY2018 - FY2021 STATEWIDE LINE ITEM PROJECTS**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2018	FY2019	FY2020	FY2021	
99454	EXEMPT	BEL-IR70-1.50		I-70, 1.5 miles east of Guernsey County line. Install concrete barrier.	411	NHPP STATE	C C	329 82				ODOT
87341	EXEMPT	BEL-IR70-5.04	2.57	I-70, 1.13 miles east of SR800 to 0.14 mi. west of TR260. Resurfacing.	2,632	STATE NHPP STATE	P C C	95	2,283 254			ODOT
102489	EXEMPT	BEL-IR70-15.72	3.45	I-70, from CR56 to 0.7 miles east of CR4. Polymer overlay.	1,297	NHPP STATE	C C	1,168 130				ODOT
81708	EXEMPT	BEL-IR70-21.34		I-70, overpass bridges on I-470 WB ramp. Replace deck and paint steel.	451	IM STATE	P P			405 46		ODOT
100568	EXEMPT	BEL-IR70-26.18		I-70, at West St. In Bridgeport. Replace deck.	1,206	NHPP STATE	P P			292 914		ODOT
101757	EXEMPT	BEL-IR70-26.84		I-70, approach to Ohio River Bridge. Replace bridge deck.	9,095	NHPP STATE	C C	8,186 909				ODOT
100623	EXEMPT	BEL-IR470-0.00	6.54	I-470, from I-70 to EB on ramp from SR7. Polymer overlay.	2,720	STATE NHPP STATE	P C C			83	2,373 264	ODOT
99613	EXEMPT	BEL-IR470-2.39		I-470 at CR30. Replace deck.	1,407	STATE STBG STATE	P C C	325		974 108		ODOT
99615	EXEMPT	BEL-IR470-3.22		I-470 at CR214. Replace deck.	2,190	STATE NHPP STATE	P C C	516		1,507 167		ODOT
100665	EXEMPT	BEL-US40-6.59	10.32	US40, from I-70 west of Morristown Corp. line to I-70 east of Morristown Corp. line; from 0.27 miles east of SR331 to St. Clairsville Corp. line. Polymer overlay.	22	STATE	P				22	ODOT
102881	EXEMPT	BEL-US40-20.25	3.13	US40, from 0.19 miles east of St. Clairsville east Corp. line to CR10. Resurface.	327	STBG STATE	C C		262 65			ODOT

I-V-8

**COUNTY: BELMONT COUNTY**

**FY2018 - FY2021 STATEWIDE LINE ITEM PROJECTS**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2018	FY2019	FY2020	FY2021	
99955	EXEMPT	BEL-US40-20.50		US40, at Mall Road and Reisbeck's Plaza in Bridgeport. Update signals.	333	STP STATE	C C	242 91				ODOT
99610	EXEMPT	BEL-US40-27.48		US40, 0.06 miles west of Bridgeport Corp. line. Replace bridge.	1,052	STATE STBG STATE	P C C	243	647 162			ODOT
100599	EXEMPT	BEL-US250-0.00	9.84	US250 from Harrison Co. line to CR22. Microsurfacing.	1,089	STATE STBG STATE	P C C	28		849 212		ODOT
102476	EXEMPT	BEL-US250-7.33	2.31	US250, from 1.84 miles west of Bridgeport Corp. line to SR7. Polymer overlay.	388	STBG STATE	C C				310 78	ODOT
103629	EXEMPT	BEL-US250-7.62		US250, just south of intersection with TR478. Slide repair.	195	ER STATE ER STATE ER STATE	P P R R C C		52 13 5 1 99 25			ODOT
100626	EXEMPT	BEL-SR7A-0.00	0.3	SR7A, from SR7 to I-70 in Bridgeport. Pavement Rehab.	189	STATE STBG STATE	P C C		5	147 37		ODOT
96606	EXEMPT	BEL-SR7-0.99		SR7, 0.01 miles north of SR148 junction. Replace bridge deck; repair bridge.	1,412	NHPP STATE	C C		1,130 282			ODOT
102409	EXEMPT	BEL-SR7-6.02	5.85	SR7, from milepost 6.02 to 0.08 miles south of Shadyside SCL. Microsurfacing.	1,705	NHPP STATE	C C		1,364 341			ODOT
100670	EXEMPT	BEL-SR7-7.80		SR7, interchange at Moundsville Bridge and two interchanges in Jefferson County. Replace lighting.	1,057	STATE NHPP STATE	P C C		45		736 276	ODOT

6-11

**COUNTY: BELMONT COUNTY**

**FY2018 - FY2021 STATEWIDE LINE ITEM PROJECTS**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2018	FY2019	FY2020	FY2021	
99612	EXEMPT	BEL-SR7-11.54		SR7, 0.41 miles south of Shadyside CL. Replace deck.	699	STATE NHPP STATE	P C C		161		430 108	ODOT
94211	EXEMPT	BEL-SR7-14.49		SR7, 0.85 miles north of Bellaire NCL. Replace concrete pipe.	1,028	NHPP STATE	C C			822 206		ODOT
102487	EXEMPT	BEL-SR7-17.74	2.34	SR7, from 0.77 miles north of 48 <sup>th</sup> St. In Bellaire to 0.47 miles south of Aetnaville Bridge. Microsurfacing.	689	NHPP STATE	C C		551 138			ODOT
103513	EXEMPT	BEL-SR7-18.50		SR7, 0.32 miles north of 470/7 interchange. Drainage improvement.	362	ER STATE ER ER STATE	P P R C C	54 13 1 235 59				ODOT
104058	EXEMPT	BEL-SR7-20.23		SR7, north of Bridgeport. Install rock barrier.	731	NHPP STATE NHPP STATE	P P C C			122 31 462 116		ODOT
102119	EXEMPT	BEL-SR9-0.25		SR9, 0.25 miles north of SR148. Slide repair.	838	STBG STATE STBG STATE	P P C C		99 25 572 143			ODOT
99453	EXEMPT	BEL-SR9-11.79		SR9, 1.4 miles north of SR149. Slide repair.	260	HSIP STATE	C C	208 52				ODOT
102348	EXEMPT	BEL-SR9-16.07	7.32	SR9, from north of St. Clairsville to Harrison Co. line. Polymer overlay.	1,136	STBG STATE	C C		909 227			ODOT
102477	EXEMPT	BEL-SR26-0.00	13.61	SR26-SR647, Monroe Co. line to SR148; Martins Ferry WCL to Jefferson Co. line. Chip seal.	869	STATE	C				869	ODOT
104059	EXEMPT	BEL-SR26-0.35		SR26, three separate locations. Slide repairs.	1,071	STATE STATE	P C			286 785		ODOT

IV-10

**COUNTY: BELMONT COUNTY**

**FY2018 - FY2021 STATEWIDE LINE ITEM PROJECTS**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	
								FY2018	FY2019	FY2020	FY2021		
101479	EXEMPT	BEL-SR147-0.01		SR147, near Noble Co. line. Slide repair.	2,441	ER STATE ER ER STATE	P P R C C	351 88 1 1,601 400					
102349	EXEMPT	BEL-SR147-7.62	3.73	SR147 from MP 7.62 east of Barnesville Corp. line to Bethesda WCL. Microsurfacing.	389	STBG STATE	C C		311 78				ODOT
101688	EXEMPT	BEL-SR147-12.60		SR147, 0.5 miles west of SR149. Slide repair.	252	ER STATE ER STATE ER STATE	P R P P C C	5 1		48 12 149 37			ODOT
99455	EXEMPT	BEL-SR147-22.93		SR147, 2.66 miles east of SR9. Slide repair.	411	STATE STATE	R C	20 391					ODOT
104060	EXEMPT	BEL-SR147-32.73		SR147, 0.22 miles east of Brown Hollow Rd. Slide repair.	465	STBG STATE STBG STATE STBG STATE	R R P P C C		20 5	130 33 222 55			ODOT
102503	EXEMPT	BEL-SR148-0.00	11.41	SR148, from SR800 to 0.043 miles west of SR145. Chip seal.	701	STBG STATE	C C			561 140			ODOT
102399	EXEMPT	BEL-SR148-11.410	10.24	SR148, from 0.43 miles west of SR145 to milepost 21.65. Polymer overlay.	1,589	STBG STATE	C C		1,271 318				ODOT
81705	EXEMPT	BEL-SR148-16.04		SR148, 0.31 miles east of SR9. Replace deck and repair bridge.	390	STATE	P				390		ODOT
84015	EXEMPT	BEL-SR148-16.51		SR148, 0.79 miles east of SR9. Replace bridge.	276	STBG STATE	P P			220 56			ODOT

IV-11

**COUNTY: BELMONT COUNTY**

**FY2018 - FY2021 STATEWIDE LINE ITEM PROJECTS**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	
								FY2018	FY2019	FY2020	FY2021		
101501	EXEMPT	BEL-SR148-17.91		SR148, 0.82 miles east of CR5. Slide repair.	653	ER STATE ER STATE ER STATE	R R P P C C	5 1 59 15 458 115					ODOT
101497	EXEMPT	BEL-SR149-5.34		SR149, 0.02 miles east of TR1192. Slide repair.	290	ER STATE ER STATE ER STATE	R R P P C C	9 2			76 19 147 37		ODOT
102121	EXEMPT	BEL-SR149-7.30		SR149, 0.11 miles south of TR530. Rockfall mitigation.	1,103	STBG STATE STBG STATE STBG STATE	R R P P C C	32 8			126 32 724 181		ODOT
103509	EXEMPT	BEL-SR149-8.70		SR149, 0.44 miles west of McGilton Rd. Slide repair.	285	ER STATE ER STATE ER STATE	R R P P C C				5 1 46 12 177 44		ODOT
101415	EXEMPT	BEL-SR149-9.21		0.40 miles east of Regoli Rd. (TR1109). Slide repair.	375	ER STATE ER STATE ER STATE	R R P P C C	9 2 64 16 227 57					ODOT
103396	EXEMPT	BEL-SR149-10.10		SR149, 0.30 miles south of Glencoe Rd. Slide repair.	320	ER STATE ER STATE ER STATE	R R P P C C				5 1 54 11 199 50		ODOT

**COUNTY: BELMONT COUNTY**

**FY2018 - FY2021 STATEWIDE LINE ITEM PROJECTS**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2018	FY2019	FY2020	FY2021	
104061	EXEMPT	BEL-SR149-12.73		SR149, 1.4 miles east of SR9. Rockfall mitigation.	895	STBG STATE STBG STATE STBG STATE	R R P P C C		16 4		211 53 489 122	ODOT
99609	EXEMPT	BEL-SR149-16.40		SR149, 0.70 miles east of SR9. Replace bridge.	299	STATE	P			299		ODOT
102120	EXEMPT	BEL-SR149-16.50		SR149, 0.17 miles east of CR82. Slide repair.	368	STBG STATE STBG STATE STBG STATE	R R P P C C	24 6			84 21 186 47	ODOT
102336	EXEMPT	BEL-SR149-24.44	6.41	SR149, from US40 to Flushing SCL. Microsurfacing.	462	STBG STATE	C C	370 92				ODOT
103497	EXEMPT	BEL-SR149-27.80		SR149, 3.04 miles south of Flushing Corp. line. Slope repair.	287	ER STATE ER STATE ER STATE	R R P P C C		41 10 5 1		184 46	ODOT
102475	EXEMPT	BEL-SR331-0.00	2.16	SR331, Harrison Co. line to Holloway ECL. Resurface.	663	STBG STATE	C C			530 133		ODOT
91959	EXEMPT	BEL-SR331-5.35	5.12	SR331, Flushing WCL to SR149; milepost 9.95 to SR149. Resurface.	1,571	STATE STBG STATE	P C C	84			1,189 297	ODOT
91835	EXEMPT	BEL-SR379-0.00	6.66	SR379, Monroe Co. line to SR148. Resurface.	19	STATE	P				19	ODOT
102293	EXEMPT	BEL-SR647-0.00	1.62	SR647, from SR7 to Martins Ferry Corp. line. Resurface.	458	STBG LOCAL	C C			354 104		ODOT
91962	EXEMPT	BEL-SR800-0.00	15.46	SR800, from Monroe Co. line to SR147. Minor pavement rehab.	4,015	STBG STATE	C C		3,212 803			ODOT

IV-13

**COUNTY: BELMONT COUNTY**

**FY2018 - FY2021 STATEWIDE LINE ITEM PROJECTS**

PID/ MAP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	
								FY2018	FY2019	FY2020	FY2021		
101487	EXEMPT	BEL-SR800-16.55		SR800, 0.31 miles south of TR1113. Slide repair.	274	ER ER STATE ER STATE	R P P C C	1 27 7 191 48					ODOT
101141	EXEMPT	BEL-CR4-8.85		CR4, 0.7 miles east of TR314 (lower Banfield Rd.). Slide repair	395	ER ER ER STATE	R P C C	1 11 306 77					ODOT
101394	EXEMPT	BEL-CR26-4.30		CR26, 0.23 miles west of CR92 (Hunter- Bethesda Rd.). Slide repair.	157	ER ER ER STATE	R P C C		1 1 124 31				ODOT
103722	EXEMPT	BEL-VAR-PM Phase 3	5.49	Various routes: pavement markings.	150	STBG	C	150					COUNTY ENGINEER
104763	EXEMPT	BEL-VAR-PM Phase 4	5.49	Various routes: pavement markings.	150	Unassigned	C			150			COUNTY ENGINEER
90815	EXEMPT	BEL-MIX BUILDING		St. Clairsville OP. Construct a mix shed.	220	STATE	C			220			D-11
102639	EXEMPT	FACD11 BEL OP SALT B		Barnesville Outpost; Demolish salt dome and construct 1,000 ton salt building.	200	STATE	C	200					D-11
102663	EXEMPT	FACD11BEL FS Security		Belmont County Garage; Access Control/Intrusion and CCTV, fencing and 2 auto gates.	200	STATE	C	200					D-11
100657	EXEMPT	D11-TSG		BEL and COL Counties; traffic signal update at 5 intersections	792	STATE NHPP STATE	P	147		469 176			D-11

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**BELMONT COUNTY**

**STATEWIDE LINE ITEM PROJECTS  
SUMMARY (IN 000'S)**

	FY2018	FY2019	FY2020	FY2021	TOTAL
National Highway System (NHS)					0
National Highway Performance Program (NHPP)	9,683	5,328	1,875	1,166	18,052
High Priority Program (HPP)					0
Interstate Maintenance (IM)			405		405
Surface Transportation Block Grant (STBG)	576	9,628	3,713	310	14,227
Surface Transportation Program (STP) County					0
Transportation Alternatives (TA)					0
Congestion Mitigation/Air Quality (CMAQ)					0
Highway Safety Improvement Program	208				208
Bridge Program (BR)					0
Emergency Relief (ER)	3,310	1,418	0	0	4,728
Unassigned			150	0	150
Federal Sub-Total	13,777	16,374	6,143	1,476	37,770
Ohio Funding	4,520	3,985	4,278	2,026	14,809
Major New					0
Local Funding			104		104
Total	18,297	20,359	10,525	3,502	52,683
Total Maintenance and Operations Fund	18,297	20,359	10,525	3,502	52,683

Bel-O-Mar Suballocated Funds  
FY2018- FY2021 TIP FISCAL CONSTRAINT

Year		4TA7 (STP)	4TB7 (CMAQ)	4TC7 (TE)	Comments	
2017	Current Budget	\$1,114,110	\$549,825	\$0		
	Remaining (outstanding) Project Demand PID 89314		\$0	\$0		
		\$1,000,000	\$0	\$0		
	Projected Carry Over	\$114,110	\$549,825	\$0		
2018	Current Budget	\$442,648	\$547,325			
	FY 17 Carry Forward	\$114,110	\$549,825			
	Available 2018 Budget	\$556,758	\$1,097,150			
	Project Demand PID 80599 Debt Service		\$345,572		2.7 Million @ 3% for 10 years	
	Shortfall/Balance	\$556,758	\$751,578			
	<b>Revised Available Budget</b>	<b>\$556,758</b>	<b>\$1,097,150</b>			
	Carry Over	\$556,758	\$751,578			
2019	Current Budget	\$452,622	\$559,657			
	FY 18 Carry Forward	\$556,758	\$751,578			
	Available 2019 Budget	\$1,009,380	\$1,311,235			
	Project Demand PID 87352	\$50,000				
	SIB Loan debt Service		\$345,572			
	PID 105035		\$355,300			
	Shortfall/Balance	\$959,380	\$610,363			
	SAC Budget transactions	\$0	\$0			
	<b>Revised Available Budget</b>	<b>\$1,009,380</b>	<b>\$1,311,235</b>			
	Carry Over	\$959,380	\$610,363			
2020	Current Budget	\$401,139	\$496,000			
	FY 19 Carry Forward	\$959,380	\$610,363			
	Available 2020 Budget	\$1,360,519	\$1,106,363			
	Project Demand SIB Loan Debt Service	\$0	\$345,572			
	Shortfall/Balance	\$1,360,519	\$760,791			
	SAC Budget transactions	\$0	\$0			
	<b>Revised Available Budget</b>	<b>\$1,360,519</b>	<b>\$1,106,363</b>			
	Carry Over	\$1,360,519	\$760,791			
2021	Current Budget	\$401,139	\$496,000			
	FY 20 Carry Forward	\$1,360,519	\$760,791			
	Available 2021 Budget	\$1,761,658	\$1,256,791			
	Project Demand SIB Loan Debt Service	\$0	\$345,572		SIB Loan Balance \$1,593,465	
	Shortfall/Balance	\$1,761,658	\$911,219			
	SAC Budget transactions	\$0	\$0			
	<b>Revised Available Budget</b>	<b>\$1,761,658</b>	<b>\$1,256,791</b>			
Carry Over	\$1,761,658	\$911,219				

SAC budget trade balance must equal \$0

## ***Ohio and Marshall Counties***

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

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

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

Projects currently anticipated to be advanced through FY2021 are found on the following pages. The map included at the end of this document identifies the location of the projects. The map code is shown in the first column of the project listings.

**COUNTY: OHIO**

**FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP/ GROUP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2018	FY2018	FY2020	FY2021	
G-1	EXEMPT	STATEWIDE PROJECT GROUP		Group-1: Maintenance and System Preservation - Bridge Program	72,693			11,299	36,500	4,928	8,280	STATE
G-2	"	"		Group-2: Maintenance and System Preservation - Pavement Program	11,457			2,251		5,440		STATE
G-3	"	"		Group-3: Maintenance and System Preservation - Other	1,000			800				STATE
G-4	"	"		Group-4: Operational Improvements - Miscellaneous								STATE
G-5	"	"		Group-5: Bike and Pedestrian and Community Development								STATE
G-6	"	"		Group-6: Emergency Relief (ER) Projects								STATE
G-7	"	"		Group-7: Technical Support								STATE

IV-17(a)

ADDED: 10/12/2017

**COUNTY: OHIO COUNTY**

**FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP/ GROUP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2018	FY2019	FY2020	FY2021	
O-1 G-1	EXEMPT	OHIO-WV2 S335-2-11.58 NHPP-0002(523)D		WV2. Short Creek Bridge, 0.10 mile south of CR2/2. Renovate bridge.	1,800	NHPP	C	1,440				WVDOT
O-2	EXEMPT	OHIO-CR31 U335-31-2.62 STP0031(039)D	0.57	CR31, south of CR33. Widen.	1,320	STP	C	1,056				WVDOT
O-3 G-1	EXEMPT	OHIO-US40 S335-40-0.04 STP-0040(073)D	0.04	US40 Bridge over Ohio River back channel. LMC overlay.	600	STP	C	480				WVDOT
O-4 G-1	EXEMPT	OHIO-US40 S335-40-6.65 STP-0040(048)D STP-0040(049)D	0.04	US40, Monument Bridge over Little Wheeling Creek 0.05 mile west of WV88. Renovate bridge.	2,133	STP STP	R C	80	1,626			WVDOT
O-5 G-1	EXEMPT	OHIO-I70 S335-70-0.05-02 NHPP-0701(203)D NHPP-0701(204)D		I70 Back Channel Bridge. 0.35 mile west of US40. Renovate bridge. DELETED.	5,456	NHPP NHPP	R C	50	4,860			WVDOT
O-6 G-1	EXEMPT	OHIO-70 S335-70-0.05-03 NHPP-0701(175) NHPP-0701(176)		I70, Fort Henry Bridge. Renovate bridge. DELETED.	2,688	NHPP NHPP	R C	50	2,369			WVDOT
O-7 G-1	EXEMPT	OHIO-I70 S335-70-1.26-02 NHPP-0701(201) NHPP-0701(202)		I70, first bridge east of tunnel EB. Renovate bridge. DELETED.	4,636	NHPP NHPP	R C	50	4,122			WVDOT
O-8 G-1	EXEMPT	OHIO-I70 S335-70-1.26-03 NHPP-0701(207)D NHPP-0701(208)D		I70, first bridge east of tunnel WB. Renovate bridge. DELETED.	4,562	NHPP NHPP	R C	50	4,055			WVDOT
O-9 G-1	EXEMPT	OHIO-I70 S335-70-1.26-07 NHPP-0701(192) NHPP-0701(193)		I70, bridge at Fulton EB. Replace bridge. DELETED.	4,556	NHPP NHPP	R C	50		4,050		WVDOT

IV-18

MODIFIED 10/12/2017 AMENDED: 10/12/2017

**COUNTY: OHIO COUNTY**

**FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP/ GROUP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2018	FY2019	FY2020	FY2021	
O-10 G-1	EXEMPT	OHIO-I70 S335-70-1.26-06 NHPP-0701(195) NHPP-0701(196)		I70, bridge at Fulton WB. Replace bridge. DELETED.	8,471	NHPP NHPP	R C	50 7,573				WVDOT
O-11 G-1	EXEMPT	OHIO-I70 S335-70-1.26.08 NHPP-0701(172) NHPP-0701(173)		I70, Mt. DeChantal Bridge WB. Renovate bridge. DELETED.	4,070	NHPP NHPP	R C	50 3,612				WVDOT
O-12 G-1	EXEMPT	OHIO-I70 S335-70-1.26-05 NHPP-0701(187) NHPP-0701(188)		I70 Ramp E. Renovate. DELETED.	3,567	NHPP NHPP	R C	50 3,511				WVDOT
O-13 G-1	EXEMPT	OHIO-I70 S335-70-1.26-04 NHPP-0701(190)D NHPP-0701(191)D		I70, Ramp J. Renovate. DELETED.	610	NHPP NHPP	R C	50 499				WVDOT
O-14 G-1	EXEMPT	OHIO-I70 S335-70-5.24-02 NHPP-0701(205)D NHPP-0701(206)D		I70, Elm Grove Bridge EB, over Little Wheeling Creek and US40. Renovate bridge. DELETED.	8,579	NHPP NHPP	R C	50 7,671				WVDOT
O-15 G-1	EXEMPT	OHIO-I70 S335-70-5.24-04 NHPP-0701(178)D NHPP-0701(179)D		I70, Middle Creek Bridge EB, over CR39 and Middle Creek. Renovate bridge. DELETED.	510	NHPP NHPP	R C	46 459				WVDOT
O-16 G-1	EXEMPT	OHIO-I70 S335-70-5.24-03 NHPP-0701(182)D		I70, Middle Creek Bridge WB, over CR39 and Middle Creek. Renovate bridge. DELETED.	574	NHPP	C		516			WVDOT
O-17 G-1	EXEMPT	OHIO-I470 S335-470-0.13 NHPP-4701(037) NHPP-4701(038) NHPP-4701(039)		I470 Bridge 0.01 miles east of Ohio State Line. Renovate bridge.	10,176	NHPP NHPP NHPP	P R C			828 50	8,280	WVDOT

IV-19

MODIFIED: 10/12/2017 AMENDED: 10/12/2017

**COUNTY: OHIO COUNTY**

**FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP/ GROUP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2018	FY2019	FY2020	FY2021	
O-18 G-1	EXEMPT	OHIO-WV251 S335-251-0.06 STP0251(053)D		WV251, Wheeling Suspension Bridge. Paint and Lighting.	4,000	STP	C		3,200			WVDOT
N/A	EXEMPT	OHIO-WES/TL U335-WEST/TL100 NRT-2014(111)D		West Liberty University. Trail and pedestrian bridge. DELETED.	34	NRT	C	28				WVDOT

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AMENDED: 7/20/2017 MODIFIED: 10/12/2017

**COUNTY: OHIO COUNTY**

**FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP/ GROUP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2018	FY2019	FY2020	FY2021	
G-2	EXEMPT	OHIO-I70 S335-70-0.06 NHPP0701(217)D	2.18	I70 WB, from Ohio state Line to milepost 2.24. Resurface.	145	NHPP	C	145				WVDOT
G-2	EXEMPT	OHIO-I70 S335-70-0.07 NHPP0701(218)D	1.14	I70 EB from Ohio state line to milepost 1.21.	162	NHPP	C	146				WVDOT
G-2	EXEMPT	OHIO-US40 S335-40-6.23 STP0040(077)D	2.42	US40, from Elm Grove (MP 6.23) to Triadelphia (MP 8.65). Resurface.	1,750	STP	C	1,400				WVDOT
G-1	EXEMPT	OHIO-US40 S335-40-13.19 STP0040(072)D		US40, Bear Rock Bridge; replace bridge.	825	STP	C	660				WVDOT
G-2	EXEMPT	OHIO-WV2 U335-2-2.13 NHPP0002(578)D	1.65	WV2, from milepost 2.13 to MP 3.78; lighting, sidewalks, and resurfacing.	8,700	NHPP	C			5,440		WVDOT
G-2	EXEMPT	OHIO-WV88 S335-88-6.19 NHPP0088(037)D	0.98	WV88, from US40 (MP 6.19) to Warden Run Rd. (MP 7.07); resurface.	700	NHPP	C	560				WVDOT
G-1	EXEMPT	OHIO-WV251 T635-251-0.07 STP0251(055)D	0.25	Suspension Bridge, 6 yr. bridge inspection.	750	STP	P	600				WVDOT
G-1	EXEMPT	OHIO-CR6 S335-6-0.28 NFA2017(002)D		CR6, Chapel Rd. bridge, rehab bridge.	2,520	OTHER	C	0				WVDOT
G-3	EXEMPT	OHIO-CR41 S335-41-1.1 STP0041(076)D	2.0	CR41, Dallas Pike Rd., from milepost 1.1 to MP 3.1; slip repair.	1,000	STP	C	800				WVDOT
G-1	EXEMPT	OHIO-CR91/01 S335-09101-0.13 NFA2017(003)D		CR91/01, Spruce St. Bridge (MP 0.13); rehab bridge.	1,610	OTHER	C	0				WVDOT

IV-20(a)

ADDED: 7/20/2017 MODIFIED: 10/12/2017

**COUNTY: OHIO COUNTY**

**FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP/ GROUP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	
								FY2018	FY2019	FY2020	FY2021		
G-1	EXEMPT	OHIO-I70 S335-70-0.01 NFA2317(008)	1.1	I70 Bridges. Replace/Renovate 25 bridges.	172,500	OTHER	C	172,500					WVDOT

IV-20(a)(1)

ADDED: 10/12/2017

**COUNTY: MARSHALL**

**FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP/ GROUP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2018	FY2018	FY2020	FY2021	
G-1	EXEMPT	STATEWIDE PROJECT GROUP		Group-1: Maintenance and System Preservation - Bridge Program	3,848			2,378	500		200	STATE
G-2	"	"		Group-2: Maintenance and System Preservation - Pavement Program								STATE
G-3	"	"		Group-3: Maintenance and System Preservation - Other	795			636				STATE
G-4	"	"		Group-4: Operational Improvements - Miscellaneous								STATE
G-5	"	"		Group-5: Bike and Pedestrian and Community Development								STATE
G-6	"	"		Group-6: Emergency Relief (ER) Projects								STATE
G-7	"	"		Group-7: Technical Support								STATE

IV-20(b)

ADDED: 10/12/2017

**COUNTY: MARSHALL COUNTY**

**FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP/ GROUP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2018	FY2019	FY2020	FY2021	
M-1	EXEMPT	MARSHALL-US250 U326-250-10.72 NHPP0250(241)D NHPP0250(242)D	1.61	US250, 0.04 miles south of Cameron S. Corp. Line to N. Corp. Line. Resurface/widen.	3,000	NHPP	R C		400 2,080			WVDOT
M-2 G-1	EXEMPT	MARSHALL-CR74 S326-74-10.23 STP-0074(019)D	0.04	Meighan Bridge Over Fish Creek, 0.08 mile west of CR21/3. Replace bridge.	2,973	STP	C	2,378				WVDOT

IV-21

MODIFIED: 10/12/2017

**COUNTY: MARSHALL COUNTY**

**FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP/ GROUP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR	
								FY2018	FY2019	FY2020	FY2021		
G-3	EXEMPT	MARSHALL-US250 U326-250-36.19 NHPP0250(254)D NHPP0250(250)D		US250, at Industrial Park Rd. Install signal.	545	NHPP NHPP	R C	80 356					WVDOT
G-3	EXEMPT	MARSHALL-MARX LN. U326-MARX-1.00 RHCH2017(087)D		MARX Lane, railroad crossing. Install signal.	250	RR/HWY-X	C	200					WVDOT
G-1	EXEMPT	MARSHALL-BR-INSP T626-2-0.02 NHPP0002(580)D	0.31	Moundsville BR over Ohio River. 6 Year Inspection.	625	NHPP	P		500				WVDOT
G-1	EXEMPT	MARSHALL-CR74 S326-74-3.72 STP0074-(055)D STP0074-(056)D		CR74, Big Tribble BR. Replace bridge.	250	STP STP	P R					80 120	WVDOT
	EXEMPT	MARSHALL-WV2 S326-2-19.50 NFA-2017(021)D	0.85	WV2, Moundsville from intersection of 6 <sup>th</sup> Street to intersection of US250. Widen to 5 lanes; replace two bridges.	16,397	OTHER	C	0					WVDOT

IV-21(a)

ADDED: 7/20/2017 MODIFIED: 10/12/2017

**COUNTY: MARSHALL COUNTY**

**FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

MAP/ GROUP CODE	AIR QUALITY STATUS	COUNTY/ ROUTE/ SECTION	LEN	LOCATION/ DESCRIPTION	COST (000)	FUND TYPE	PHASE	FEDERAL {STATE} FUND USE (000)				SPONSOR
								FY2018	FY2019	FY2020	FY2021	
	ANALYZED	MARSHALL-WV2 U352-2-4.50 STP0002(591)D STP0002(592)D NFA2317(006)D	2	WV2 from Kent to Franklin Rd. Upgrade to 4-lanes.	31,800	STP STP OTHER	P R C	640	800	30,000		WVDOT
	ANALYZED	MARSHALL-WV2 0352-2-11.56 NFA2317(003)D	5.07	WV2 from Proctor (Wetzel County) to Kent. Upgrade to 4-lanes.	80,000	OTHER	C			80,000		WVDOT

IV-21(b)

ADDED: 10/12/2017

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

	FY2018	FY2019	FY2020	FY2021	TOTAL
National Highway Performance Program (NHPP)	2,241	0	6,318	8,280	16,839
Interstate Maintenance (IM)					0
Surface Transportation Program (STP)	5,076	4,826			9,902
Bridge Program (BR)					0
Transportation Alternative (TA)					0
Congestion Management/Air Quality (CMAQ)					0
Scenic Byway Program (SB)					0
Recreational Trails (NRT)					0
Highway Safety Improvement Program (HSIP)					0
<b>Federal Total</b>	<b>7,317</b>	<b>4,826</b>	<b>6,318</b>	<b>8,280</b>	<b>26,741</b>
<b>Total Maintenance and Operations Fund</b>	<b>7,317</b>	<b>4,826</b>	<b>6,318</b>	<b>8,280</b>	<b>26,741</b>
<b>Other Funds</b>	<b>172,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172,500</b>
<b>Total Maintenance and Operations Fund</b>	<b>179,817</b>	<b>4,826</b>	<b>6,318</b>	<b>8,280</b>	<b>199,241</b>

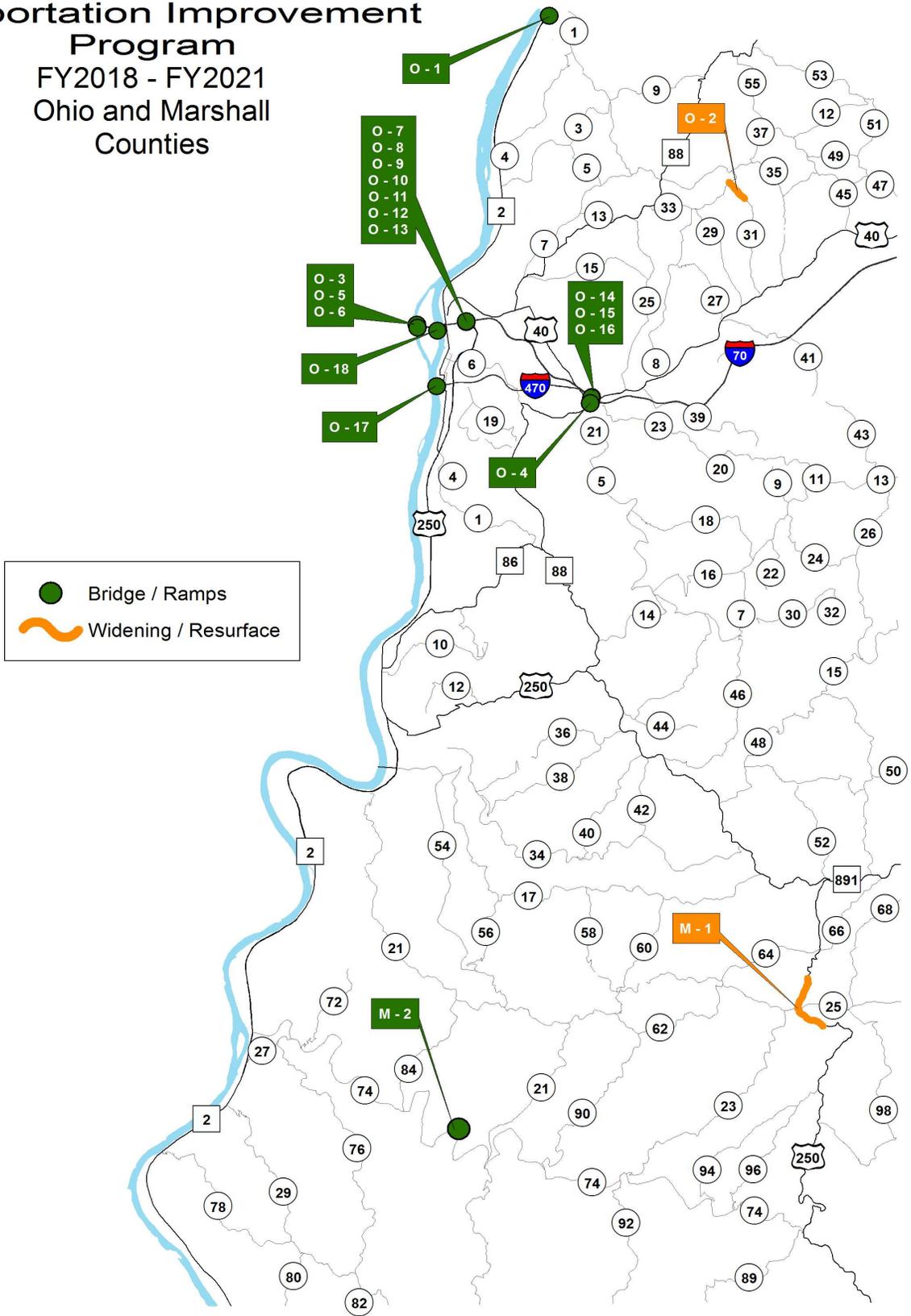
**MARSHALL COUNTY**  
**TIP FUNDING SUMMARY - HIGHWAY PROJECTS (IN 000'S)**

	FY2018	FY2019	FY2020	FY2021	TOTAL
National Highway Performance Program (NHPP)	436	2,980			3,416
Surface Transportation Program (STP)	3,018	800		200	4,018
Bridge Program (BR)					0
Transportation Alternative (TA)					0
Congestion Management/Air Quality (CMAQ)					0
RR/Hwy-x	200				200
<b>Federal Total</b>	<b>3,654</b>	<b>3,780</b>	<b>0</b>	<b>200</b>	<b>7,634</b>
<b>Total Maintenance and Operations Fund</b>	<b>3,014</b>	<b>2,980</b>	<b>0</b>	<b>200</b>	<b>6,194</b>
<b>Other Funds</b>	<b>0</b>	<b>0</b>	<b>110,000</b>	<b>0</b>	<b>110,000</b>
<b>Total Maintenance and Operations Fund</b>	<b>3,014</b>	<b>2,980</b>	<b>0</b>	<b>200</b>	<b>6,194</b>

# Transportation Improvement Program

## FY2018 - FY2021

### Ohio and Marshall Counties



## **V. TRANSIT**

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

### ***Operating Schedule***

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

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

### ***Capital Program***

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

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

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

### ***Local Funding***

Local funds for transit are obtained through two property taxes - one in Ohio and one in West Virginia. Voters within the Eastern Ohio Regional Transit Authority service area approved a three-year 2.5 mill renewal transit levy on November 7, 2016 by over 63% of the vote. This levy applies to all property within the City of Martins Ferry, as well as the Villages of Shadyside, Bellaire, Bridgeport, Brookside, Yorkville, Tiltonsville and Rayland and runs through December 31, 2020. In

addition, the communities located along the Blaine bus route west of Brookside (i.e., Wolfhurst, Lansing and Blaine) also voted to approve the renewal levy at the same time.

A number of voters living in the urban service area of the Ohio Valley Regional Transportation Authority also voted to approve a three year renewal of their levies on November 7, 2016 with a collective approval rate of just under 75 percent. The renewal levies for the Cities of Wheeling and Benwood, as well as the Village of Bethlehem will become effective on July 1, 2018 and run through June 30, 2021. The City of McMechen, did not place a transit levy issue on the November 2016 ballot so its current levy is still scheduled to expire on June 30, 2018.

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

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

### ***Fiscal Constraint***

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

- FTA Section 5307 funds for FY2018 - FY2021 are based on the provisions of the FAST Act.
- Operating and the fiscally constrained capital projects are matched to these values and programmed in the operator's subsequent fiscal year. Contingency capital projects and their costs, if identified, are not included in the comparison.
- FTA Section 5339 projects are listed in the tables as fiscally constrained only with the appropriate notification of the respective State transit office.
- FTA Sections 5310 projects are listed based on State guidance.
- Funds through the Ohio Urban Transit Program (UTP) and the Elderly and Disabled Transit Fare Assistance Program (E&D) do not exceed prior allocations, unless prior notification is provided by ODOT.
- The potential also exists for a portion of the "local match" possibly being provided by the State of West Virginia for Section 5339 funded capital projects, when programmed. This is identified by footnote as appropriate.
- Local funds are generally limited to current reserves and anticipated transit levy revenues. The anticipated operating schedule and capital improvements listings are found on the following pages.

## Ohio Valley Regional Transportation Authority

PID	Project Description / Location	Air Quality	ALI Code / Quantity	Phase (Transit)	Fiscal Year	Fund Type (F,S,O)	Obligation Description	Estimate Amount
	Operating Assistance	Exempt	30.09.01 Federal	Operating	2018	Federal Transit Direct	5307	\$832,686
	Operating Assistance		30.09.01 Local Fare	Operating	2018	Local Match	Fare	\$320,000
	Operating Assistance		30.09.01 Local Other	Operating	2018	Local Match	Levy	\$1,845,026
								<b>\$2,997,712</b>
	Replace under 30' buses	Exempt	11.12.04 Federal (2)	Capital	2018	Federal Transit Direct	5339	\$240,000
			11.12.04 Local Other (2)	Capital	2018	Local Match	Levy	\$60,000
	Replace Paratransit Van	Exempt	11.12.15 Federal (1)	Capital	2018	Federal	5339	\$40,000
			11.12.15 Local Other (1)	Capital	2018	Local Match	Levy	\$10,000
								<b>\$350,000</b>
	Operating Assistance	Exempt	30.09.01 Federal	Operating	2019	Federal Transit Direct	5307	\$849,339
	Operating Assistance		30.09.01 Local Fare	Operating	2019	Local Match	Fare	\$320,000
	Operating Assistance		30.09.01 Local Other	Operating	2019	Local Match	Levy	\$1,918,304
								<b>\$3,087,643</b>
	Replace under 30' bus	Exempt	11.12.04 Local Other (1)	Capital	2019	Local Match	Levy	<b>\$150,000</b>
	Operating Assistance	Exempt	30.09.01 Federal	Operating	2020	Federal Transit Direct	5307	\$867,175
	Operating Assistance		30.09.01 Local Fare	Operating	2020	Local Match	Fare	\$320,000
	Operating Assistance		30.09.01 Local Other	Operating	2020	Local Match	Levy	\$1,993,098
								<b>\$3,180,273</b>
	Replace Under 30' Bus	Exempt	11.12.04 Local Other (1)	Capital	2020	Local Match	Levy	<b>\$150,000</b>
	Replace Van	Exempt	11.12.15 Local Other (1)	Capital	2020	Local Match	Levy	<b>\$50,000</b>
	Operating Assitance	Exempt	30.09.01 Federal	Operating	2021	Federal	5307	\$885,385
	Operating Assitance		30.09.01 Local Fare	Operating	2021	Local Match	Fare	\$320,000
	Operating Assitance		30.09.01 Local Other	Operating	2021	Local Match	Levy	\$2,070,296
								<b>\$3,275,681</b>

## Eastern Ohio Regional Transit Authority

PID	Project Description/ Location	Air Quality	ALI Code / Quantity	Phase (Transit)	Fiscal Year	Fund Type (F,S,O)	Obligation Description	Estimate Amount
99025	Operating Assistance	Exempt	30.09.01 Federal	Operating	2018	Federal Transit Direct	5307	\$492,955
99025	Operating Assistance		30.09.01 State UTP	Operating	2018	General Revenue	GRF	\$54,610
99025	Operating Assistance		30.09.01 State E&D	Operating	2018	General Revenue	GRF	\$27,799
99025	Operating Assistance		30.09.01 Local Fare	Operating	2018	Local Match	Fare	\$100,000
99025	Operating Assistance		30.09.01 Local Other	Operating	2018	Local Match	Levy	\$735,324
								<b>\$1,410,688</b>
99026	Operating Assistance	Exempt	30.09.01 Federal	Operating	2019	Federal Transit Direct	5307	\$502,814
99026	Operating Assistance		30.09.01 State UTP	Operating	2019	General Revenue	GRF	\$54,610
99026	Operating Assistance		30.09.01 State E&D	Operating	2019	General Revenue	GRF	\$27,799
99026	Operating Assistance		30.09.01 Local Fare	Operating	2019	Local Match	Fare	\$100,000
99026	Operating Assistance		30.09.01 Local Other	Operating	2019	Local Match	Levy	\$767,786
								<b>\$1,453,009</b>
99028	Replace (1) Under 30' Bus	Exempt	11.12.04 Local Other (1)	Capital	2019	Local Match	Levy	<b>\$70,000</b>
99029	Replacement Van	Exempt	11.12.15 Local Other (1)	Capital	2019	Local Match	Levy	<b>\$50,000</b>
104454	Operating Assistance	Exempt	30.09.01 Federal	Operating	2020	Federal Transit Direct	5307	\$513,373
104454	Operating Assistance		30.09.01 State UTP	Operating	2020	General Revenue	GRF	\$54,610
104454	Operating Assistance		30.09.01 State E&D	Operating	2020	General Revenue	GRF	\$27,799
104454	Operating Assistance		30.09.01 Local Fare	Operating	2020	Local Match	Fare	\$100,000
104454	Operating Assistance		30.09.01 Local Other	Operating	2020	Local Match	Levy	\$800,817
								<b>\$1,496,599</b>
104455	Operating Assistance	Exempt	30.09.01 Federal	Operating	2021	Federal Transit Direct	5307	\$524,153
104455	Operating Assistance		30.09.01 State UTP	Operating	2021	General Revenue	GRF	\$54,610
104455	Operating Assistance		30.09.01 State E&D	Operating	2021	General Revenue	GRF	\$27,799
104455	Operating Assistance		30.09.01 Local Fare	Operating	2021	Local Match	Fare	\$100,000
104455	Operating Assistance		30.09.01 Local Other	Operating	2021	Local Match	Levy	\$834,935
								<b>\$1,541,497</b>

## VI. PRIORITIZATION

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

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

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

For purposes of the Transportation Improvement Program, the scoring system will only be applied to the original program, and will not be updated with each revision. Scoring projects in this manner does not affect the year in which a project is programmed, as scores are applied after the four year program has been established. A project's score essentially relates the relative value of the project from a local perspective. The following provides relative priorities of projects included in the original FY2018 - FY2021 TIP.

**Belmont County Highway Projects**

		Points	Rank
BEL-IR-70-12.61	Resurface	25	2 (tie)
BEL-IR-70-14.24	Interchange modification	35	1
BEL-IR470-6.54	Bridge repair and overlay	25	2 (tie)
BEL-SR148-16.04	Replace deck and repair bridge	20	4

**Ohio County Highway Projects**

		Points	Rank
WV2-11.58	Renovate bridge	20	14 (tie)
CR31-2.62	Widen	20	14 (tie)
US40-0.04	Bridge overlay	15	18
US40-6.65	Renovate bridge	20	14 (tie)
I70-0.05-02	Renovate bridge	25	1 (tie)
I70-0.05-03	Renovate bridge	25	1 (tie)
I70-1.26-02	Renovate bridge	25	1 (tie)
I70-1.26-03	Renovate bridge	25	1 (tie)
I70-1.26-06	Replace bridge	25	1 (tie)
I70-1.26-07	Replace bridge	25	1 (tie)
I70-1.26-08	Renovate bridge	25	1 (tie)
I70-1.26-04	Renovate bridge	25	1 (tie)
I70-1.26-05	Renovate bridge	25	1 (tie)
I70-5.24-02	Renovate bridge	25	1 (tie)
I70-5.24-03	Renovate bridge	25	1 (tie)
I70-5.24-04	Renovate bridge	25	1 (tie)
I470-0.13	Renovate bridge	25	1 (tie)
W251-0.06	Paint and lighting	20	14 (tie)
WES/TL100	Pedestrian bridge and trail	10	19

**Marshall County Highway Projects**

		Points	Rank
US250-10.72	Resurface/widen	25	1
CR74-10.23	Replace bridge	20	2

**Transit Projects**

		Points	Rank
OVRTA	Operating Assistance FY2018	15	1 (tie)
OVRTA	Replace 2 under 30' Buses	15	1 (tie)
OVRTA	Replace van	10	8 (tie)
OVRTA	Operating Assistance FY2019	15	1 (tie)
OVRTA	Replace under 30' bus	15	1 (tie)
OVRTA	Operating Assistance FY2020	15	1 (tie)
OVRTA	Replace 30' bus	15	1 (tie)
OVRTA	Replace van	10	8 (tie)
OVRTA	Operating Assistance FY2021	15	1 (tie)
EORTA	Operating Assistance FY2018	15	1 (tie)
EORTA	Operating Assistance FY2019	15	1 (tie)
EORTA	Replace 2 under 30' Buses	15	1 (tie)
EORTA	Replace van	10	6
EORTA	Operating Assistance FY2020	15	1 (tie)
EORTA	Operating Assistance FY2021	15	1 (tie)

## **VII. PUBLIC INVOLVEMENT**

Provisions of federal transportation legislation pertaining to the TIP require a reasonable opportunity for public comment prior to the program's approval. In accordance with Belomar's process, notices were published in the local newspapers regarding opportunities for early involvement in developing the TIP. This notice was also posted on the website and Facebook page. Notice for comment on the draft document will also be published. Publication dates will be consistent with the cycles established by the respective States, subject to the scheduling of Policy Committee meetings where action is anticipated.

Regarding mid-year revisions to the TIP, Belomar will issue press releases in advance of any proposed revision. Such releases will describe the proposed revision and indicate the duration of the comment period. This process has been shown to provide adequate notification. State policies regarding revisions, as well as FHWA and FTA interpretation of project eligibility for authorization, are acknowledged. These revisions are also posted on the agency website and Facebook page.

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

The public notices are included on pages VII-2, VII-3, and VII-4. These were also placed on the website and Facebook Page.

Copies of the public notices regarding the availability of the draft document for review and comment will be included in the final draft document. After a review from the funding agencies, the availability of the draft document for review and comments will be published. Notices will be placed in local newspapers and on the website and Facebook page.

**Wheeling Intelligencer**

**January 10, 2017**

**PUBLIC NOTICE**

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

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

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

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

Notice is also given that Belmont, Ohio and Marshall Counties have been re-designated to attainment of the 1997 PM2.5 (fine particulates) standards. Thus, emissions analysis is not required for PM2.5 conformity. Other conformity requirements still apply. Since 1997 Ozone standards have been revoked and the area was in attainment of these standards, Ozone Conformity is not required. It is anticipated that the FY2018 – FY2021 TIP will include projects consistent with the conforming 2040 Long Range Transportation Plan.

Inquiries for additional information, written requests for a meeting as well as any other written comments should be directed to "The Transportation Study Director" at the above address from January 11, 2017 through January 26, 2017.

**Wheeling News Register**

**January 10, 2017**

**PUBLIC NOTICE**

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

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

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

Bel-O-Mar Regional Council  
105 Bridge Street Plaza  
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Wheeling, WV 26003

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**Wheeling News Register/Intelligencer**  
**March 19, 2017**

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The TIP will be available for review from March 27, 2017 through April 12, 2017 at the office of the Bel-O-Mar Regional Council, at the address shown below. The TIP, including highway and transit project listings, will also be available for review at the following website: <http://www.belomar.org/trans/tip>.

Notice is also given that Belmont, Ohio and Marshall Counties were designated as non-attainment of the 1997 national ambient air quality standards (NAAQs) for Ozone and PM2.5 (fine particulates). This designation required emissions analysis based conformity determination with regards to transportation plans and programs. The area was redesignated as attainment of the 1997 Ozone NAAQs in June, 2007 and PM2.5 NAAQs in September, 2013. 1997 NAAQs for Ozone and PM2.5 have been revoked by the USEPA, and conformity determination is no longer required.

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Bel-O-Mar Regional Council  
105 Bridge Street Plaza, P.O. Box 2086  
Wheeling, WV 26003  
(304) 242-1800

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Times Leader  
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## Wheeling News Register/Intelligencer

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## VIII. PRIOR FUND UTILIZATION

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

Previously, the TIP was used to identify projects which were funded in the prior year as a means to comply with federal regulations regarding the annual listing of obligated projects. Based on FHWA/FTA guidance, the Annual listing will now be treated as a stand alone activity which will be published within three months after the end of the program year. As the TIP is developed on a July 1 basis, the Annual Listing is published by the end of September. Belomar will solicit the necessary information from WVDOT, ODOT and the OVRTA/EORTA to compile the information. Public notices will be published informing the public of the opportunity to review and comment on the documentation. The listing will also be posted on the website.

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

**Belmont County**

<b>Belmont County</b>	<b>FY2016- FY2019</b>		
<b>Project No.</b>	<b>Type</b>	<b>Construction Phase</b>	<b>Status</b>
BEL-Mall Rd. Connector	New Construction	Programmed for FY2017	Contract Awarded
BEL-IR-14.45	I70/SR331 Interchange Modification	Programmed for FY2016	Under Construction
BEL-IR70-21.34	Replace bridge Deck and paint steel	Programmed for FY2019	Programmed for 2019 in FY2018 - FY2021 TIP

**Ohio County**

<b>Ohio County</b>	<b>FY2014- FY2017</b>		
<b>Project No.</b>	<b>Type</b>	<b>Construction Phase</b>	<b>Status</b>
I70-0.05	Renovate Bridge	Programmed for FY2017	Carried Over to FY2018
I70-1.26	I-70 EB Bridge Renovate	Programmed for FY2016	Carried Over to FY2019
I70-1.26	I-70 WB Bridge Renovate	Programmed for FY2016	Carried over to FY2019
I70-1.26	Fulton Bridge Replace	Programmed for FY2017	Carried over to FY2018
I70-1.26	I-70 Ramp E Renovate	Programmed for FY2016	Carried over to FY2019
I70-5.24	I-70 Elm Grove Bridge renovate	Programmed for FY2017	Carried over to FY2019
US250-1.94	US250 Overlay	Programmed for FY2017	Carried over to FY2018
US251	Suspension Bridge Lighting and Paint	Programmed for FY2016	Carried over to FY2019
I470-0.13	I470 Bridge Renovate	Programmed for FY2019	Carried over to 2020

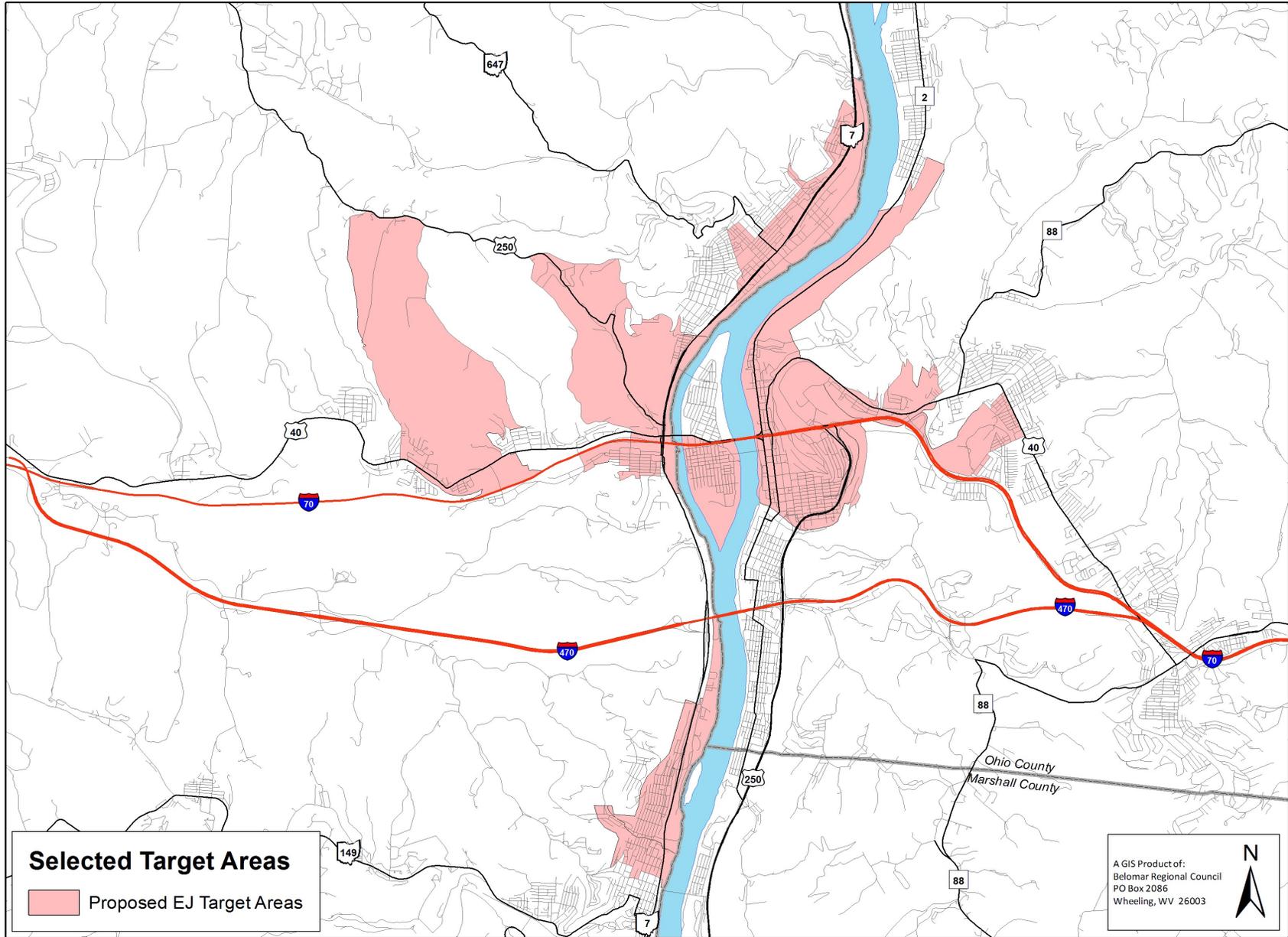
**Marshall County**

<b>Marshall County Project No.</b>	<b>Type</b>	<b>FY2016- FY2019 Projects Construction Phase</b>	<b>Status</b>
WV2-19.50	Widen and Replace 2 bridges	Programmed for FY2016	Moved to FY2017 Estimated Contract Award Date: 6/28/17
WV2-7.85	Resurface	Programmed for FY2017	Estimated to be sold in FY2017
US250-10.72	Resurface/Widen	Programmed for FY2019	Carried over to FY2019

## **IX. ENVIRONMENTAL JUSTICE**

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

Data from the 2010 Census and sample data from the 2006 to 2010 American Community Survey (ACS) was used. The MPO has a population of 147,950 spread over an area of 948 square miles. Of this 4% is minority population and 16% is low income. The overall population density is 156 persons per square mile. The minority population density is only 7 persons per square miles and low income density is 24 persons per square mile. The MPO minority population percentage is 4% based on the 2010 census data. ACS data based low income population, regional percentage is 16%. All Census block groups (BGs) exceeding the regional percentage for minority or low income populations were selected. Also selected were all BGs that exceeded the MPO percentage by 125%. Both selections were mapped and compared. The use of MPO percentage resulted in a few disjointed areas that barely exceeded the MPO percentage in at least one of the two categories. In order to have contiguity and from local standpoint, the areas resulting from 125% comparison were better suited for local analysis of projects and policies. The areas that exceeded local percentage by 125% are presented on the next page. These areas are used for the EJ analysis. However, it is recognized that in conducting a regionwide selection process, a few pockets of minority and/or low income populations may have been missed. If any identifiable pocket of missed disadvantaged population is found, it will be included in the analysis. A detailed report on the identification of target areas is presented on our website at [www.belomar.org/pdf/bomts\\_ej\\_2012.pdf](http://www.belomar.org/pdf/bomts_ej_2012.pdf).



## **Qualitative Analysis of the Impacts of the FY2018 - FY2021 TIP on the Environmental Justice Target Areas**

While projects are programmed on a countywide basis, the environmental justice target areas are generally located in the urbanized portion of the study area. Given this, it is not practical to undertake an analysis relating to project cost and expenditures. A qualitative approach to the analysis of the impacts on the targeted areas is considered more appropriate.

As the overall program consists of primarily state sponsored maintenance projects, it is difficult to assess the overall impacts during a four year period, as virtually all projects have a service life exceeding four years. Most state sponsored projects are selected based on the condition of the transportation facility. Resurfacing projects are selected based on pavement condition ratings, while bridge projects are selected based on a straightforward ranking system. Available funding, by category, along with design status and potential right of way issues will occasionally dictate the order of project implementation. As such, a lack of programmed projects for a specified area, over a four year period, should not be construed as an indication that the area is not receiving its fair share of investment benefits. In fact, the opposite could be true, as the facilities in the area may be in better condition and not warrant improvement.

### ***Belmont County Highway Projects***

The FY 2018 - FY2021 TIP has four projects. In addition, the Statewide Line Item (SLI) projects are included by reference. There are 63 SLI projects and these are presented in this document for information only. The SLI projects include resurfacing, minor pavement rehabilitation, bridge replacement, repair or renovation and emergency relief projects. SLI projects are system preservation projects.

Of the four projects in the TIP, two projects are bridge projects, one is CMAQ loan debt service project and the fourth project is a resurfacing project on Interstate 70.

Bridge and resurfacing projects are selected by the state based on condition rating. These projects are selected based on objective criteria for the system preservation. Since condition ratings and selection criterion are based on systemwide preservation, these projects do not have a disparate affect on target areas. The fourth project is an CMAQ loan debt service project. CMAQ funds were used for the I70/SR331 interchange modification project. The previous analysis of this project did not identify any disparate effect on the target areas. None of the projects have adverse impact on the target areas.

### ***Ohio County Highway Projects***

A total of 19 projects are included in the four year TIP. All but two projects are bridge projects. Of the bridge projects, 13 are on interstate 70 and 470. Interstates serve local, regional and national mobility needs. Thus, bridge preservation projects on I-70 and I-470 do not have adverse impact on the local target areas.

Of the remaining four bridge projects, two are on US40, one on WV2 and one on the Suspension Bridge on the Ohio River. Bridge projects are system preservation projects selected by the state, based on an objective systemwide criteria. These do not have adverse impact on the

target area. The Suspension Bridge project is a bridge painting and lighting project. The bridge connects target areas in Downtown Wheeling and Wheeling Island. The lighting is designed to add value to the local environment and while it is a regional asset, it also has positive impact on the local target areas.

The other two projects are a pedestrian bridge and trail in West Liberty and CR31 widening at the Tunnel Ridge mine portal. The pedestrian bridge/trail project is to improve pedestrian circulation and provide pedestrian access to institutional facilities on the West Liberty University Campus. It has no adverse impact on the target areas. The CR31 widening at the Tunnel Ridge mine portal is to improve access and safety at this location. It has no adverse impact on the target areas.

### ***Marshall County Highway Projects***

There are only two projects in Marshall County. One project is a resurfacing and widening project on US250 in Cameron. The other project is a bridge replacement project on CR74. No target area exists in Marshall County and both of these projects have no adverse impact on identified target areas.

### ***Transit***

Transit projects included through FY2021 are primarily intended to maintain existing services. Prior quantitative environmental justice analysis of transit determined that service was equitable to target and non-target areas, and as such, no specific actions were needed to achieve environmental justice objectives. Although minor route and schedule revisions have been made, the prior findings are considered to remain valid.

## **X. AIR QUALITY CONFORMITY**

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

These designations required Transportation Conformity under the Clean Air Act. The purpose is to ensure that the federally supported highway and transit projects/activities are consistent with (conform to) the state air quality implementation plan (SIP). Bel-O-Mar has made conformity determinations for the Long Range Plans (LRP) and the Transportation Improvement Programs (TIP) prepared after the year 2004. Most recent conformity determination was made and approved for the Transportation Plan for 2040. FHWA approved conformity for this plan in September, 2016.

The area was redesignated as attainment of the 1997 Ozone NAAQS in June, 2007 and 1997 PM<sub>2.5</sub> NAAQS in September, 2013. In April, 2015, the 1997 Ozone NAAQS were revoked and no further Ozone conformity determinations were required for the long range plan and TIP. On August 24, 2016, (see 81 FR58010 {effective on October 24, 2016}) EPA revoked the 1997 annual PM<sub>2.5</sub> NAAQS in areas that have been designated as attainment . Thus as of October 24, 2016, PM<sub>2.5</sub> conformity is no longer required.

Even though conformity is no longer required, Belomar's long range plan is a conforming plan and this TIP is consistent with the long range plan. Also, the FY2018 - FY2021 TIP is fiscally constrained and is in accordance with the public participation plan of the MPO. The long range plan followed the latest planning assumptions and was developed in consultation with local elected and appointed officials responsible for economic development, environmental protection, public transit, freight movement and multi-modal transportation.

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

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

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

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

Belomar has a Title VI policy and formal complaint procedure. The policy specifically requires that all plans, programs and services of the agency be compliant with the nondiscriminatory provisions of the Title VI. A complaint process with a complaint form is also available. Agency has not received any complaint for at least five years.

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

MPO also through the Coordinated Public Transit Human Services Transportation Plan ensures that the mobility needs of the seniors and people with disability are met. The transit authorities also provide curb to curb service with wheelchair equipped vans. Fixed route buses are also accessible. Accessible sidewalks and curbs also exist in the area.

Belomar's office is also accessible and all public meetings are held at accessible locations.

**XII. COMMENTS AND RESPONSE**

The public comment period ended on April 12, 2017. No comments were received.

## **APPENDIX A**

## OHIO 2018-2021 TIP Statewide Line Items (SLI)/Grouped Projects List

<i>Notes: Missing Reference ID's are no longer active.                      TIP with \$0 in Program SFY indicates MPO funding not planned for SLI usage.</i>			TOTAL TIP PROGRAM COST PER SFY
STIP REF ID	PROGRAM	DEFINITION	2018-2021
SLI 02	APPALACHIAN DEVELOPMENT LOCAL ACCESS	Local governments in eligible Appalachian Regional Council counties may apply for funding for local access roads serving industrial, commercial, residential, recreational and educational areas; funds may pay for preliminary engineering, right of way and/or construction which will improve economic development opportunities.	\$0
SLI 06	CEAO PROGRAM ADMINISTRATION	ODOT allocates federal funds to the counties for safety and preservation programs. This covers the County Engineers Association of Ohio's costs for administrating the program.	\$0
SLI 07	EMERGENCY RELIEF PROJECTS	ODOT emergency category A, B, or C projects; these projects are usually weather related and require prompt action	\$0
SLI 09	FEDERAL DISCRETIONARY PROGRAMS AND EARMARKS	Programs funded on the national level by discretionary award and/or earmarks (e.g. interstate maintenance, covered bridge, ferry boat, innovative bridge)	\$0
SLI 11	GEOLOGIC SITE ASSESSMENT	ODOT provides construction funding for the remediation of landslide, rock fall, underground mine, erosion and sinkhole sites. Eligible activities include both preventive site mitigation and reactive repair. To be eligible, a project must be identified on the District Geologic Site Inventory and have undergone a Cost to Benefit analysis to determine if the site is a viable project.	\$0
SLI 12	HIGHWAY MAINTENANCE ACTIVITIES	ODOT completes numerous small projects which are planned, designed, and constructed quickly to maintain the highway system (e.g., mowing, lighting, signing, guardrail, city maintenance contracts, spot safety improvements, traffic signals, patching and pavement markings, shoulder work, spot pavement repair).	\$0
SLI 15	HIGHWAY SAFETY PROGRAM	Highway Safety - ODOT targets specific safety concerns for hazard elimination (e.g., vertical and horizontal alignment, signalizations, intersection channelization)	\$0
SLI 16	LOCAL GOVERNMENT PROGRAMS	Local Government Programs - numerous small projects which are planned, designed, and constructed quickly to maintain the local systems (includes eligible Ohio Bridge Partnership Program projects and CEAO task order funded projects).	\$0
SLI 17	LOCAL PLANNING AGENCIES	ODOT and Local Planning Agencies sponsor transportation planning studies and programs financed consistent with the provisions of 23 USC 133. Planning studies and programs may be within Ohio Metropolitan Planning Organizations and Regional Transportation Planning Organizations. Includes Rideshare and Air Quality Awareness Programs.	\$0
SLI 18	RECREATIONAL TRAILS PROGRAM	Recreational Trails Program is a federally funded program coordinated by the Ohio Department of Natural Resources. Funding goes to projects that create and maintain trails and trail support facilities, improve access for people with disabilities and provide education about trail safety and the environment.	\$0

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STIP REF ID	PROGRAM	DEFINITION	2018-2021
SLI 21	RAIL HIGHWAY CROSSING SAFETY	Rail Highway Crossing Safety program funds rail grade crossing protection improvements. Projects are selected by Ohio Rail Development Commission and the Ohio Public Utilities Commission with the work being performed by the railroad companies.	\$0
SLI 23	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	Right-of-way Hardship and Protective Buying - Prior to the completion of a transportation system improvement environmental assessment which would determine exactly which properties need to be purchased under the right-of-way phase, an individual property becomes available. When ODOT is reasonably certain the property will be required for the planned improvement the property may be purchased ahead of the complete right-of-way plan approval.	\$0
SLI 24	SAFE ROUTES TO SCHOOL	This program includes activities which improve the ability of primary and middle school students to walk and bicycle to school safely. Projects can be either engineering (e.g., improve crossings, sidewalks) or non-engineering (education and encouraging programs).	\$0
SLI 25	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES (5310)	ODOT provides funding, vehicles, and related equipment for special services for the elderly and people with disabilities. The local agencies which participate in this program operate on calendar year basis and the federal program funding appropriations are made on an annual basis. (Rural & Small Urban)	\$0
SLI 26	TRANSPORTATION ALTERNATIVES PROGRAM	The Transportation Alternatives Program (TAP) provides funds for projects that support transportation by improving non-motorized transportation facilities, historic preservation, scenic and environmental aspects.	\$0
SLI 27	DEISEL EMISSIONS REDUCTION GRANT PROGRAM	Ohio EPA administers the DERG program. This is a biennium budget focused on reducing mobile source diesel emissions. Phase Type Other.	\$0
SLI 28	NOISE WALL PROGRAM	ODOT allocates design and construction funding for Type II noise walls (new noise walls for communities that predate the freeway and desire a noise wall) and noise wall maintenance/replacement projects.	\$0
SLI 29	BUS & BUS FACILITIES (5339)	Capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities for both small urban and rural transit systems (Rural & Small Urban)	\$0
SLI 30	EASTERN FEDERAL LANDS HIGHWAY DIVISION	The Eastern Federal Lands Highway Divisions (EFLHD) develops and administers transportation projects that provide access to, are adjacent to, or are located within federal lands.	\$0
SLI 31	RURAL TRANSIT PROGRAM (5311)	Federal funds provided for the purpose of supporting public transportation in rural areas with population of less than 50,000. ODOT applies for these funds on behalf of the rural transit systems. (Rural Line Item)	\$0
SLI 32	PRESERVATION	ODOT completes numerous vital projects to maintain Ohio's transportation system (e.g., pavement rehabilitation, resurfacing, bridge replacement, bridge inspections and maintenance, bridge and pavement repair, bridge painting and sealing, culverts, raised pavement markers, striping)	\$0
SLI 34	OHIO RAIL FIXED GUIDWAY SYSTEM SAFETY & SECURITY OVERSIGHT PROGRAM (5329)	The ODOT Rail Fixed Guideway Safety and Security Oversight (SSO) Program is required by FTA in 49 CFR Part 659 to provide safety and security oversight for Ohio passenger rail systems not regulated by FRA. The ODOT SSO program is designed to be cooperative with the Ohio Regional Transit Authorities and with the FTA SSO program in order to encourage the efficient and effective management of safety and security risk.	\$0

<b>Notes: Missing Reference ID's are no longer active.</b> <b>TIP with \$0 in Program SFY indicates MPO funding not planned for SLI usage.</b>			<b>TOTAL TIP PROGRAM COST PER SFY</b>
<b>STIP REF ID</b>	<b>PROGRAM</b>	<b>DEFINITION</b>	<b>2018-2021</b>
SLI 36	BUS & BUS FACILITIES 5339(b)	Discretionary funding to replace buses for 33 of Ohio's rural transit systems.	\$0
SLI 37	FREIGHT RAIL DEVELOPMENT	The Ohio Rail Development Commission (ORDC) provides assistance to railroads, companies and communities for rail and rail-related infrastructure. The goal of this program is to promote the retention and development of Ohio companies through the use of effective rail transportation.	\$0
SLI 99	STATE FUNDED PROGRAMS	Miscellaneous State Funded Programs: Parks, Geological Site Management Equipment, Unrestricted state Revenue, Unmanned Aerial, Storm Water Mitigation, and Lands & Buildings.	\$0

## **APPENDIX B**

**BOM - 2018 through 2021 STIP Fiscal Analysis Draft as of 03/10/2017**

Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.

Includes Line Item Projects			SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP		
Line #	Type		Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates
<b>Federal Flexible</b>																	
1	STBG		\$992,565	\$0	\$992,565	\$9,987,780	\$0	\$9,987,780	\$3,016,584	\$0	\$3,016,584	\$4,024,503	\$0	\$4,024,503	\$18,021,432	\$0	\$18,021,432
--	STBG/Safe Routes to School		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	National Hwy Performance Prgm		\$9,633,791	\$0	\$9,633,791	\$1,129,767	\$0	\$1,129,767	\$2,689,711	\$0	\$2,689,711	\$2,718,615	\$0	\$2,718,615	\$16,171,884	\$0	\$16,171,884
3	Interstate Maintenance		\$1,712,956	\$0	\$1,712,956	\$0	\$0	\$0	\$0	\$0	\$0	\$292,500	\$0	\$292,500	\$2,005,456	\$0	\$2,005,456
4	National Highway System		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Bridge		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	CMAQ		\$0	\$0	\$0	\$32,300	\$0	\$32,300	\$0	\$0	\$0	\$0	\$0	\$0	\$32,300	\$0	\$32,300
7	Highway Safety Imp Prog		\$189,317	\$0	\$189,317	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$189,317	\$0	\$189,317
8	Garvee Bond-Fund 045-Longtm AC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	SIB Loan-Fund 212-Longterm AC		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Redistributed Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Federal Appropriation Changes Needed</b>																	
11	Un-Assigned Federal		\$124,000	\$0	\$124,000	\$408,000	\$0	\$408,000	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$682,000	\$0	\$682,000
12	Un-Assigned Federal Labor		\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$0	\$40,000
13	Non-Federal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
56	Not Grouped		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Sub-Totals Federal Flexible</b>			\$12,652,628	\$0	\$12,652,628	\$11,597,847	\$0	\$11,597,847	\$5,856,296	\$0	\$5,856,296	\$7,035,618	\$0	\$7,035,618	\$37,142,389	\$0	\$37,142,389
<b>MPO Sub-allocated budgets for SFY 2016 include estimated SFY budget balance carryforward from SFY 2015.</b>																	
<b>MPO Sub-allocated STP Funds - SAC 4TA7</b>																	
BM11	4TA7	STBG	\$442,648	\$442,648	\$0	\$452,622	\$452,622	\$0	\$401,139	\$401,139	\$0	\$401,139	\$401,139	\$0	\$1,697,548	\$1,697,548	\$0
		CMAQ	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Bridge	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		National Hwy Performance Prgm	N/A	-\$50,000	\$50,000	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	-\$50,000	\$50,000
		TAP/Enhancements	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TA7	MPO Sub-Total		\$442,648	\$392,648	\$50,000	\$452,622	\$452,622	\$0	\$401,139	\$401,139	\$0	\$401,139	\$401,139	\$0	\$1,697,548	\$1,647,548	\$50,000
<b>MPO "Statewide" CMAQ Funds - SAC 4TB7</b>																	
BM11	4TB7	CMAQ	\$345,572	\$0	\$345,572	\$668,572	\$0	\$668,572	\$345,572	\$0	\$345,572	\$345,572	\$0	\$345,572	\$1,705,288	\$0	\$1,705,288
		National Hwy Performance Prgm	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5307 - Urban Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STBG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Un-Assigned Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4TB7	MPO Sub-Total		\$345,572	\$0	\$345,572	\$668,572	\$0	\$668,572	\$345,572	\$0	\$345,572	\$345,572	\$0	\$345,572	\$1,705,288	\$0	\$1,705,288
<b>MPO Sub-allocated Enhancement Funds - SAC 4TC7</b>																	
BM11	4TC7	TAP/Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TC7	MPO Sub-Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>MPO Sub-allocated Planning STP Funds - SAC 4TD7</b>																	
BM11	4TD7	STBG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Bridge	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Highway Planning (2%)	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Metro Planning	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TD7	MPO Sub-Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>MPO Sub-allocated Planning CMAQ Funds - SAC 4TE7</b>																	
BM11	4TE7	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		National Hwy Performance Prgm	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0

**BOM - 2018 through 2021 STIP Fiscal Analysis Draft as of 03/10/2017**

Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.

Includes Line Item Projects		SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP		
Line #	Type	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates
4TE7	MPO Sub-Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	MPO Sub-Total	\$788,220	\$392,648	\$395,572	\$1,121,194	\$452,622	\$668,572	\$746,711	\$401,139	\$345,572	\$746,711	\$401,139	\$345,572	\$3,402,836	\$1,647,548	\$1,755,288
<b>State/Local Match Program 002/042/Labor/Local Match</b>																
14	State Funds (002)	\$4,424,221	\$0	\$4,424,221	\$2,960,782	\$0	\$2,960,782	\$2,181,318	\$0	\$2,181,318	\$1,803,699	\$0	\$1,803,699	\$11,370,020	\$0	\$11,370,020
15	State Bonds	\$578,729	\$0	\$578,729	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$578,729	\$0	\$578,729
16	Labor - State Match	\$1,116,138	\$0	\$1,116,138	\$1,384,183	\$0	\$1,384,183	\$894,257	\$0	\$894,257	\$652,458	\$0	\$652,458	\$4,047,036	\$0	\$4,047,036
17	Labor - Local Match	\$11,463	\$0	\$11,463	\$3,018	\$0	\$3,018	\$3,842	\$0	\$3,842	\$0	\$0	\$0	\$18,323	\$0	\$18,323
18	Local Match	\$69,630	\$0	\$69,630	\$28,176	\$0	\$28,176	\$96,059	\$0	\$96,059	\$0	\$0	\$0	\$193,865	\$0	\$193,865
	Grand Totals State/Local/GRF	\$6,200,181	\$0	\$6,200,181	\$4,376,159	\$0	\$4,376,159	\$3,175,476	\$0	\$3,175,476	\$2,456,158	\$0	\$2,456,158	\$16,207,973	\$0	\$16,207,973
	Sub-Totals Fed Flex/State/Local Match (Above)	\$18,852,809	\$0	\$18,852,809	\$15,974,006	\$0	\$15,974,006	\$9,031,771	\$0	\$9,031,771	\$9,491,775	\$0	\$9,491,775	\$53,350,362	\$0	\$53,350,362
<b>Other Federal</b>																
19	Earmarks / High Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
20	Appalachian Hwys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
21	Other Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
22	Tiger Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
23	Highway Planning (2%)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
24	TAP/Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
25	TAP/Safe Routes to School	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
26	Forest Highways	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
27	Metro Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
28	RR Hazard Elimination	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
29	Trans & Com Sys Pres (TCSP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
30	Nat'l Historic Covered Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
31	National Corridor Boarder	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
32	Natl Cor Planning & Dev (NCPD)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
33	LTAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sub-Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Federal Discretionary</b>																
34	Emergency Relief	\$6,046,992	\$0	\$6,046,992	\$1,341,977	\$0	\$1,341,977	\$0	\$0	\$0	\$0	\$0	\$0	\$7,388,969	\$0	\$7,388,969
35	Scenic Byway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
36	Ferry Boat	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sub-Totals Discretionary Programs	\$6,046,992	\$0	\$6,046,992	\$1,341,977	\$0	\$1,341,977	\$0	\$0	\$0	\$0	\$0	\$0	\$7,388,969	\$0	\$7,388,969
	Grand Totals FHWA	\$25,688,021	\$392,648	\$25,295,373	\$18,437,177	\$452,622	\$17,984,555	\$9,778,482	\$401,139	\$9,377,343	\$10,238,486	\$401,139	\$9,837,347	\$64,142,167	\$1,647,548	\$62,494,619

**BOM - 2018 through 2021 STIP Fiscal Analysis Draft as of 03/10/2017**

Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.

Includes Line Item Projects		SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP		
Line #	Type	Budget	Est'd Balance	Estimates												
<b>Transit Funding by Line Item</b>																
<b>5307 - Urban Formula Program</b>																
37	5307 - Urban Formula Program	\$492,955	\$0	\$492,955	\$502,814	\$0	\$502,814	\$513,373	\$0	\$513,373	\$524,153	\$0	\$524,153	\$2,033,295	\$0	\$2,033,295
<b>5309 Bus &amp; Bus Facil</b>																
38	5309 / 0003 - New Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
39	5309 / 0004 - Small Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5309 - Capital Investment Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>5310 - Enhanced Mobility</b>																
40	5310 - Enhanced Mobility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
41	5310 - Enhanced Mobility Small Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
42	5310 - Enhanced Mobility Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5310 - Enhanced Mobility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>5311 - Rural Transit Program</b>																
43	5311 - Rural Transit Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>5312 - Natl Res &amp; Techlgy Prgm</b>																
44	5312 - Natl Res & Techlgy Prgm	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>5329 - "State Safety Security Oversight"</b>																
45	5329 State Safety Security Ovr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>5337 - "Fixed Guideway Modernization"</b>																
46	5337 / 0001 - Fixed Guidwy Mod	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
48	5337 / 0003-High Int Mtr Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
48	5337 / 0001-State of Good Rpr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5337 - "State of Good Repair"	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>5339 - "Bus &amp; Bus Facilities"</b>																
49	5339 / 0002 - Bus & Bus Facil	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
50	5339 - Bus & Bus Fac Sm Urb	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
51	5339 - Bus & Bus Fac Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sub-Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Transit State/Local Match</b>																
52	Local Match-0001-Farbx Rev-Lcl	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
53	Local Match-0002-Local Ded-Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
54	Local Match - 0003 - Local Oth	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
55	FTA Local Match	\$835,324	\$0	\$835,324	\$987,786	\$0	\$987,786	\$900,817	\$0	\$900,817	\$934,935	\$0	\$934,935	\$3,658,862	\$0	\$3,658,862
55	GRF	\$82,409	\$0	\$82,409	\$82,409	\$0	\$82,409	\$82,409	\$0	\$82,409	\$82,409	\$0	\$82,409	\$329,636	\$0	\$329,636
	Transit Local Match	\$917,733	\$0	\$917,733	\$1,070,195	\$0	\$1,070,195	\$983,226	\$0	\$983,226	\$1,017,344	\$0	\$1,017,344	\$3,988,498	\$0	\$3,988,498
	<b>Sub-Totals</b>	<b>\$1,410,688</b>	<b>\$0</b>	<b>\$1,410,688</b>	<b>\$1,573,009</b>	<b>\$0</b>	<b>\$1,573,009</b>	<b>\$1,496,599</b>	<b>\$0</b>	<b>\$1,496,599</b>	<b>\$1,541,497</b>	<b>\$0</b>	<b>\$1,541,497</b>	<b>\$6,021,793</b>	<b>\$0</b>	<b>\$6,021,793</b>

Line # Legend  
 11-etc. "Un-Assigned Federal" - Federal SAC codes but no Federal billing fund yet assigned (ie SACs 4PF7, 4BK7, TRAN, TRTR, etc.)  
 17-18 "Local Match" = Budget matches estimates in that the local guarantees the source of funding based on the entire revenue sources for specific projects. (SACs LNTP, 4BG6, 4BG7, & 4BG9)

Note: Garvee Bond, State Bond used Business Plan for Budgets. Also used Business Plan for Garvee Debt Service Estimates.