

*Brooke-Hancock-Jefferson  
Metropolitan Planning Commission*

*Transportation  
Improvement  
Program  
1997-2000*

FINAL  
5/16/96

Prepared in Cooperation  
with the  
U.S. Department of Transportation  
Federal Highway Administration  
Federal Transit Administration  
Ohio Department of Transportation  
West Virginia Department of Transportation  
and  
Local Governments

by  
Brooke-Hancock-Jefferson Metropolitan Planning Commission  
814 Adams Street  
Steubenville, OH 43952  
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consultant to do the design work not to mention acquire any necessary right-of-way and commit the 20% local match for construction.

One project, the Jef-Third Street (PID#12232) project was delayed due to the transition from the Village of Brilliant to Wells Township. This became necessary due to the dissolution of the Village of Brilliant. Wells Township has assumed the responsibility of this project and they are working with the Jefferson County Engineer to push it towards construction.

The potential for a couple of projects to be delayed in the future are very real. The problem of available funding for the Sunset Boulevard and the Steubenville-Signal Interconnect projects is one that is still not solved. The high cost of these projects may require their delay if the funding issue is not resolved when they become ready for sale.

**TABLE II****STATE PROJECTS IN JEFFERSON COUNTY**

<b>CATEGORY</b>	<b>FY 1997</b>	<b>FY 1998</b>	<b>FY1999</b>	<b>FY2000</b>	<b>TOTAL</b>
BR	\$52,000.00	\$0.00	\$0.00	\$3,549,000.00	\$3,601,000.00
STP	\$0.00	\$319,000.00	\$233,000.00	\$138,000.00	\$690,000.00
BRIDGE (BR)	\$0.00	\$0.00	\$0.00	\$3,080,000.00	\$3,080,000.00
002(STATE)	\$3,557,000.00	\$952,000.00	\$1,033,000.00	\$1,254,000.00	\$6,796,000.00
NH	\$10,331,000.00	\$2,640,000.00	\$3,040,000.00	\$1,440,000.00	\$17,451,000.00
733(LOCAL)	\$0.00	\$0.00	\$0.00	\$770,000.00	\$770,000.00
<b>TOTAL</b>	<b>\$13,888,000.00</b>	<b>\$3,911,000.00</b>	<b>\$4,306,000.00</b>	<b>\$6,682,000.00</b>	<b>\$28,787,000.00</b>

**LOCAL PROJECTS IN JEFFERSON COUNTY  
HIGHWAY DOLLARS ONLY**

<b>CATETGORY</b>	<b>FY 1997</b>	<b>FY 1998</b>	<b>FY 1999</b>	<b>FY 2000*</b>	<b>TOTAL</b>
BRIDGE (BR)	\$168,000.00	\$0.00	\$0.00	\$0.00	\$336,000.00
STP (M)	\$906,000.00	\$0.00	\$1,000,000.00	\$1,132,000.00	\$3,944,000.00
STG (M)	\$0.00	\$1,120,000.00	\$0.00	\$0.00	\$1,120,000.00
STP (C)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
733 (LOCAL)	\$386,000.00	\$0.00	\$512,000.00	\$338,000.00	\$1,622,000.00
002 (STATE)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTAL</b>	<b>\$1,460,000.00</b>	<b>\$1,120,000.00</b>	<b>\$1,512,000.00</b>	<b>\$1,470,000.00</b>	<b>\$7,022,000.00</b>

THE YEAR 2000 IS SHOWN FOR INFORMATIONAL PURPOSES ONLY

05/24/96

**TABLE III  
BHJ TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL ANALYSIS FOR  
JEFFERSON COUNTY, OHIO**

STP/DSB/RF	STP/DSB OBLIGATION LIMIT	MINIMUM ALLOCATION	TOTALS	NOTE
\$1,308,272		\$578,245	\$1,886,517	PROJECTED CARRYOVER AS OF 06/30/96
\$365,000		\$18,000	\$383,000	FFY 1997 ALLOCATION AS OF 10/01/96
\$1,673,272		\$596,245	\$2,269,517	FEDERAL FUNDS AVAILABLE FOR SFY 1997
	\$365,000	\$596,245	\$961,245	SFY 1997 PROGRAM FUNDING LIMIT
\$365,000	\$365,000	\$541,000	\$906,000	FEDERAL FUNDS PROGRAMMED SFY 1997
	\$0			EXCESS OBLIGATIONS - SFY 1997
\$1,308,272		\$55,245	\$1,363,517	CARRYOVER TO SFY 1998
\$365,000		\$18,000	\$383,000	FFY 1998 ALLOCATION AS OF 10/01/97
\$1,673,272		\$73,245	\$1,746,517	FEDERAL FUNDS AVAILABLE FOR SFY 1998
	\$365,000	\$73,245	\$438,245	SFY 1998 PROGRAM FUNDING LIMIT
\$1,046,755	\$1,046,755	\$73,245	\$1,120,000	FEDERAL FUNDS PROGRAMMED FOR SFY 1998
	(\$681,755)			EXCESS OBLIGATIONS - SFY 1998
\$626,517		\$0	\$626,517	CARRYOVER TO SFY 1999
\$365,000		\$18,000	\$383,000	FFY 1999 ALLOCATION - 10/01/98
\$991,517		\$18,000	\$1,009,517	FEDERAL FUNDS AVAILABLE FOR SFY 1999
	\$365,000	\$18,000	\$383,000	SFY 1999 PROGRAM FUNDING LIMIT
\$982,000	\$982,000	\$18,000	\$1,000,000	FEDERAL FUNDS PROGRAMMED SFY 1999
	(\$617,000)			EXCESS OBLIGATIONS - SFY 1999
\$9,517		\$0	\$9,517	CARRYOVER TO SFY 2000
\$365,000		\$18,000	\$383,000	FFY 2000 ALLOCATION AS OF 10/01/99
\$374,517		\$18,000	\$392,517	FEDERAL FUNDS AVAILABLE FOR SFY 2000
	\$365,000	\$18,000	\$383,000	SFY 2000 PROGRAM FUNDING LIMIT
\$1,114,000	\$1,114,000	\$18,000	\$1,132,000	FEDERAL FUNDS PROGRAMMED SFY 2000
	(\$749,000)			EXCESS OBLIGATIONS - SFY 2000
(\$739,483)		\$0	(\$739,483)	CARRYOVER TO SFY 2001

STP/DSB ---- SURFACE TRANSPORTATION PROGRAM/DONOR STATE BONUS FUNDING  
MA ---- MINIMUM ALLOCATION FUNDING

NOTE: THE OBLIGATION LIMIT IS ONLY APPLICABLE TO THE STP/DSB FUNDING CATEGORY

05/21/96

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Resolution No. 1996-07  
of the  
Brooke-Hancock-Jefferson Metropolitan Planning Commission  
and the  
Brooke-Hancock-Jefferson Transportation Study Policy Committee

AFFIRMING THE TRANSPORTATION PLAN  
ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM  
AND CONFIRMING CONSISTENCY OF THE TRANSPORTATION PLAN  
AND TRANSPORTATION IMPROVEMENT PROGRAM WITH THE  
STATE IMPLEMENTATION PLANS FOR AIR QUALITY

WHEREAS, the Brooke-Hancock-Jefferson Transportation Study Policy Committee is designated as the Metropolitan Planning Organization jointly by the Governor of the State of Ohio, acting through the Ohio Department of Transportation and by the Governor of the State of West Virginia, acting through the West Virginia Department of Transportation, Division of Highways, all in cooperation with locally elected officials for Brooke and Hancock Counties, West Virginia, and Jefferson County, Ohio; and

WHEREAS, the Brooke-Hancock-Jefferson Metropolitan Planning Commission is, pursuant to Executive Order 12372, designated the Metropolitan Clearinghouse for the above-named counties; and

WHEREAS, the MPO has, pursuant to 23 United States Code 134, and 49 United States Code 1602(a)(2), 1603(a), and 1604(g)(1) and (2), caused a Transportation Plan consisting of its Long Range Transportation Plan approved December, 1994, and its Transit Development Plan most recently updated on May 16, 1996, and its Transportation Systems Management Element most recently updated through F.Y. 1994 on June 16, 1994 to be prepared; and

WHEREAS, the MPO has, pursuant to 23 United States Code 134, and 49 United States Code 1602(a)(2), 1603(a), and 1604(g)(1) and (2), prepared a Transportation Improvement Program for Fiscal Year 1997 through 2000; and

WHEREAS, said Transportation Improvement Program is considered to be in a final state subject to any final comments generated by either ODOT or WVDOT, and accordingly, may be subject to continuing revision and readoption by action of this body; and

WHEREAS, the North Ohio Valley Air Authority has, pursuant to Section 110 of the Federal Clean Air Act, as amended in 1990, and working with the Ohio Environmental Protection Agency, prepared an Ohio State Implementation Plan for Air Quality most recently updated through 1994, including "A Portion of the Ohio State Implementation Plan for Air Quality Relating to the Ohio Portion of the Brooke-Hancock-Jefferson Metropolitan Area (Jefferson County, Ohio)"; and

WHEREAS, the West Virginia Division of Environmental Protection, Office of Air Quality, has, pursuant to Section 110 of the Federal Clean Air Act, as amended in 1990, prepared a West Virginia State Implementation Plan for Air Quality most recently updated in general in January of 1994; and

WHEREAS, the Transportation Plan has been determined to be consistent with air quality goals based on 40 CFR Part 51 and 93, Air Quality: Transportation Plans, Programs, and Projects; Federal or State Implementation Plan Conformity, Rule dated November 24, 1993; and

WHEREAS, a maintenance and contingency plan has been established for the Jefferson County portion of BHJ to meet the requirements of a maintenance area for ozone pollutants as identified in 40 CFR Part 51 and 93 as described above; and

WHEREAS, the region's Transportation Plan has undergone a conformity analysis and has been demonstrated to conform with the State Implementation Plan (SIP) for air quality; and

WHEREAS, the region's F.Y. 1997-2000 Transportation Improvement Program consists entirely of exempt highway and transit projects as outlined in 40 CFR Part 51 and therefore can proceed towards implementation without a conformity analysis of the transit plan and TIP; and

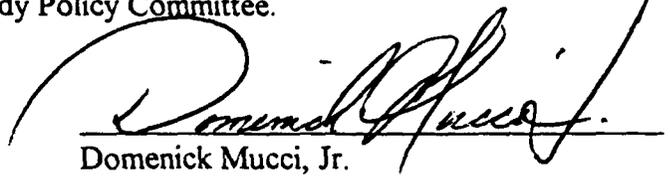
WHEREAS, adequate opportunity for citizen and local government body involvement in the development and review of the interim final Transportation Improvement program has resulted from the process and techniques used by the BHJTS staff in preparing the final document.

**NOW, THEREFORE, BE IT RESOLVED:**

1. That this Committee reaffirms its approval of the Long Range Transportation Plan, the Transit Development Plan and the Transportation Systems Management Element as the Transportation Plan for the BHJTS Region including Brooke and Hancock Counties of West Virginia and Jefferson County of Ohio, and recommends that its members incorporate these improvements into their planning for transportation improvements in their governmental units;
2. That this Committee adopts the Fiscal Years 1997 through 2000 Final Transportation Improvement Program subject to any comments generated by either ODOT or WVDOT and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units; and
3. That this Committee affirms the consistency between the transportation plan and the State Implementation Plans for Air Quality; and

4. That this Committee affirms the consistency between the Final Fiscal Years 1997 through 2000 Transportation Improvement Program and the State Implementation Plans.

ADOPTED, this 16th day of May, 1996, at the regularly scheduled joint meeting of the Brooke-Hancock-Jefferson Transportation Study Policy Committee.



Domenick Mucci, Jr.  
Chairman

ATTEST:



Suzann S. Gad, AICP  
Executive Director

# **Brooke-Hancock-Jefferson Transportation Study**

## **TRANSPORTATION IMPROVEMENT PROGRAM**

### ***Section 1.0***

#### ***Introduction***

Since January 1, 1976, a Transportation Improvement Program (TIP) and an Annual Element have been prerequisite to Federal assistance for certain highway and public transit projects. As defined in the Federal Regulations, the TIP is a staged multi-year (3 to 5 or more years) program of transportation improvements including an annual element. The Annual Element was a list of transportation improvement projects proposed for implementation during the first program year of the TIP. The TIP required under the provision of Title 23, United States Code and the Urban Mass Transportation Act of 1964, as amended, must consist of projects recommended from the Transportation Systems Management (TSM) and the long-range elements of the urban transportation plan developed as a consequence of the same Federal legislation.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 modified the TIP in several ways. First, ISTEA required that a more intensive public involvement process be utilized in developing the TIP document. At a minimum, the TIP must be made available to the public for comment on both the highway and transit elements and sufficient notice of its availability must be given. Therefore, in an effort to address the public involvement requirements of ISTEA, the Brooke-Hancock-Jefferson Transportation Study (BHJTS) adopted a formal Public Involvement Process on September 15, 1994, this process was utilized in the development of this TIP.

In order to fulfill the public involvement process requirements, this document has been advertised and made available by public notice (see appendix) printed in the two largest newspapers serving the Brooke-Hancock-Jefferson Transportation Study (BHJTS) area. This program document will also be circulated throughout the BHJTS constituency.

Another change that was instituted as a result of ISTEA is the fact that projects listed in the first three (3) years of the TIP are available for Federal authorization, regardless of the year in which they are listed. This means that, even though the project is not listed in the current year, Federal authorization of projects in any of the first three years can be received without amending the TIP. This has virtually eliminated the previous requirement of an annual element as described above. Although implementation of this policy does not require an amendment to the TIP, it has been determined by the Ohio Department of Transportation's (ODOT) ISTEA Policy Committee that for projects in the Metropolitan Planning Organization (MPO) areas, ODOT would need concurrence of the MPO to move a project up to the current year. The West Virginia Department of Transportation (WVDOT) has adopted the same policy.

ISTEA also requires that each TIP contain a financial plan/analysis that demonstrates how the TIP can be implemented. That is, that funding can reasonably be expected to be available for the projects that have been programmed. This can be done by comparing the Federal funding allocations to the MPO with the total project costs that are programmed. For further discussions of the financial plan, see section 5.0 along with Tables II and III.

The program outlined in this document provides for improvement projects addressing the short-range (4 year) transportation needs for Brooke and Hancock Counties in West Virginia and Jefferson County in Ohio, constituting the Brooke-Hancock-Jefferson (BHJ) Metropolitan region. This constitutes a change from the previous five (5) year format utilized by BHJTS in the TIP document. Most of these projects were drawn from the TSM and long-range elements of the BHJTS Policy Committee, the designated Metropolitan Planning Organization (MPO) for the BHJ region. The projects are consisted with the regions transportation plan as adopted by the BHJ Policy Committee on December 15, 1994. The Projects are meant to make efficient use of the existing highway system and to provide new facilities.

Also programmed within this document are resurfacing, bridge replacement, bridge rehabilitation, and Transportation Enhancement projects. Federal Aviation Administration (FAA) projects and improvements are also considered. Other maintenance and operational type projects are also included by general statewide line item entries for the Ohio portion of the TIP. These entries are included in the MPO TIP, with the statewide costs omitted. The project lists include proposals to improve public transportation facilities in the Region in conformance with public transit plans which have been adopted by BHJ as part of the urban transportation planning process. Finally, transit operating subsidies and planning allocations are programmed.

## ***Section 2.0***

### ***Transportation Improvement Program Conformity Determinations***

The Clean Air Act (of 1990), as amended, requires BHJTS to determine that the TIP and LRP is in conformity with the Ohio State Implementation Plan for Air Quality which is designed to meet the National Ambient Air Quality Standards (NAAQS).

On January 19, 1995, the BHJ Policy Board approved the region's Long Range Transportation Plan. This plan was demonstrated to conform with the State Implementation Plans for air quality. See Chapter Five (5) of BHJ's Year 2015 Transportation Plan. Final approval of the Conformity Determination was received on May 31, 1995.

The conformity determination for the FY 1996-1999 TIP was based upon the determination that the projects listed in both the amended 1982 Transportation Plan and the FY 1996-1999 TIP were "exempt projects". That is, they consisted of the type found in Tables 2 and 3 of 40 CRF 51.460 and 40 CRF 51.462 of the November 24, 1993 USEPA Air Quality Conformity Rule. Therefore, the actual quantitative analysis of comparing the draft TIP-build versus the no-build scenarios against the 1990 based year was not required. However, as noted in ODOT's May 6, 1994 letter to the Division Administrators of both the Federal Transit (FTA) and Federal Highway (FHWA) Administrations, "if future Transportation Plans contain any non-exempt transportation improvements, then BHJ will make a conformity determination on the Plan and upon the resulting TIP that contains the projects recommended in the Plan". To date there have not been any additional projects added that would merit such a determination.

This FY 1997-2000 TIP is consistent with the FY 1996-1999 TIP in that it does not allocate funding for any highway capacity additions. Therefore, it is anticipated that the same position will hold true for this draft, that is, that a conformity determination is not needed.

In regard to transportation conformity for the Brooke and Hancock portion of BHJTS area, WVDOT, WVOAQ, FHWA and FTA assessed the air quality issues involving PM10 problems and felt that, since they are strictly point sources issues, a quantitative analysis is not necessary to demonstrate conformity.

WVOAQ submitted a letter to USEPA on February 27, 1995. The letter provided documentation to support the above conclusion that a quantitative analysis is not necessary. USEPA concurred with this conclusion.

## ***Section 3.0***

### ***Surface Transportation Program Funds - Ohio***

The Brooke-Hancock-Jefferson Transportation Study has established a basic policy for prioritizing and programming projects utilizing Surface Transportation Program (STP) funds. This policy only affects projects in Jefferson County, Ohio. The (STP) policy was formerly adopted on May 14, 1987 as the Federal Aid Urban System projects policy. The projects grouped as part of this policy are made up of the highest priority project from each eligible municipality within the BHJ urbanized area. Those projects that are within the urbanized area, but are not a part of any particular municipality, are presented by the Jefferson County Engineer. The list of priority projects can be found in Table I.

Of the group of priority projects, those that have an approved Project Identification Number (PID) and are scheduled to be eligible for sale are programmed in the current fiscal year. These projects are programmed based on the commitment of local governments to provide the local matching funds necessary to implement the project. The projects programmed for any fiscal year will be prioritized for funding during that year on a first ready - first sold basis.

To date, intermodal trade-offs have not become an issue. In the event that these trade-offs arise, BHJTS staff will work with the Technical Advisory Committee (TAC) to prioritize them according to their regional significance and available funding. This priority listing will then be presented to the Policy Committee for their approval. However, it is not anticipated that intermodal trade-offs will become an issue in the BHJ region.

Currently, the local projects that are programmed in the TIP are slowly moving towards implementation. There has been a considerable period of time since the last project has been implemented using the Surface Transportation Program funding allocated to the BHJ Region. This is largely due to the time involved in design of the project. To date there have not been any delays in project implementation as a result of funding constraints or shortfalls. However, the potential for delays of this nature are very real and may occur as a result of the current funding shortfall being realized (see Section 4.0).

Of the seven (7) locally sponsored projects currently programmed within the Jefferson County portion of the BHJ region, five (5) can be categorized as maintenance or operational type projects. This translates into approximately 53% of the programmed funds. Therefore, we feel that the existing system is being adequately maintained.

Significant delays in the planned implementation of major projects are common. The problem results in the slow movement of projects as a whole. Due to the lack of staff at the local government level, many times projects move very slowly which make it difficult to appropriately program, thus causing anticipated dates of construction to change. Funding is also a factor in the delay of local projects. The large cost associated with even minor transportation projects often require several years of financial planning before a local government can secure a

do the design work not to mention acquire any necessary right-of-way and commit the 20% local match for construction.

One project, the Jef-Third Street (PID#12232) project was delayed due to the transition from the Village of Brilliant to Wells Township. This became necessary due to the dissolution of the Village of Brilliant. Wells Township has assumed the responsibility of this project and they are working with the Jefferson County Engineer to push it towards construction.

The potential for a couple of projects to be delayed in the future are very real. The problem of available funding for the Sunset Boulevard and the Steubenville-Signal Interconnect projects is one that is still not solved. The high cost of these projects may require their delay if the funding issue is not resolved when they become ready for sale.

## TABLE I

### FY 1997 TIP PROJECTS STP PROJECTS BY JURISDICTION ARRANGED IN PRIORITY ORDER BY THE LOCAL GOVERNMENT

#### JEFFERSON COUNTY

1. CR 043 - 1.5 Mile West of SR 7, Bridge Replacement
2. CR 046 - 2.3 Mile East of Junction with SR 213, Bridge Replacement
3. CR 046 - Toronto Corporate Limits to West 0.9 miles, grading, drainage, widen to federal Standards & Resurface.
4. CR 056 - 3.7 Miles East of the Junction with CR 54, Bridge Replacement.

#### MINGO JUNCTION

1. Wilson Avenue - widen to federal standards, re-align, resurface and safety upgrade.
2. Commercial Avenue - reconstruction and safety upgrade.

#### CITY OF STEUBENVILLE

1. Sunset Boulevard (SR 43) - Brady Circle west to Linduff Avenue plus 250' (design only) - add center turn lane and improve safety features.
2. Sunset Boulevard - Brady Circle west to Linduff Avenue plus 250' (right- of- way and construction) -add center turn lane and improve safety features.
3. Sunset Boulevard/SR 7 - Lovers Lane to Belleview Boulevard - plus (Brady at Oregon) and Wells Street to University (on SR 7) - signal interconnection.
4. Sunset/Washington (SR43) - major rehabilitation - from Brady Circle to SR 7.
5. Johnson Road at Sunset Boulevard - turning lanes/channelization.
6. Lovers Lane - CR 26 to Sunset Boulevard - widen to federal standards, intersection improve
7. Seventh Street - Washington Street to University Boulevard - widening to federal standards, resurfacing & safety upgrade.
8. Sinclair Avenue - Lovers Lane to Steubenville East Corporation Limit - widening to federal standards, resurfacing, alignment and channelization of the stream.
9. University Boulevard - intersection improvements.
10. John Scott Highway - Mall Drive to Sinclair Boulevard - widening to federal standards, resurface and base stabilization.

**TABLE I  
(CONTINUED)**

TORONTO

1. Franklin Street Extension - add center turn lane, signalization.

WELLS TOWNSHIP/BRILLIANT

1. Old SR 7- Brilliant - resurface, drainage & safety upgrade.

## ***Section 4.0***

### ***Tip Financial Plan***

As previously discussed in the introduction, one of the requirements of ISTEA is that each TIP contain a financial plan that demonstrates how the transportation improvement program can be implemented; that is, that funding can reasonably be expected to be available for the projects that have been programmed.

In this TIP, those projects that have been selected by either the Ohio or West Virginia Departments of Transportation will be analyzed by the respective State and will be programmed accordingly. The burden of financial constraint for these state sponsored projects will be the responsibility of the respective states.

Those projects that are "local projects" that are in Jefferson County, Ohio must be analyzed by BHJTS to ensure that funding can reasonably be expected to be available from the federal funds allocated to BHJTS. That is, the Surface Transportation Program, Minimum Allocation and Donor State Bonus funds must be evaluated from year to year to ensure that sufficient fund balances are available so that the projects can reasonably be expected to receive funding. This funding issue is further complicated because FHWA imposes an annual obligation ceiling, or limit, on the amount of available funds which can actually be used.

Local projects in Brooke and Hancock Counties, West Virginia are identified through the planning activities of BHJTS and are submitted to WVDOT for consideration in the development of their STIP. WVDOT considers these projects and makes determinations as to whether funding is available as well as what projects will be programmed. Therefore, the burden of financial constraint is the responsibility of WVDOT.

Table II below shows the breakdown of Federal funds programmed by fund type by fiscal year for the Jefferson County portion of BHJ. Table IV is the Breakdown of Federal funds programmed by fund type by fiscal year for the West Virginia portion (i.e., Brooke and Hancock Counties) of the BHJTS area.

Table III provides a comparison of the programmed funds (Jefferson County local projects only) per fiscal year to available Federal funds per fiscal year. This serves as the funding analysis and demonstrates that, due to the very high cost of two projects (PID # 10330; Sunset Boulevard Widening and 10692; Steubenville's Signal Interconnect Project) along with the imposed obligation ceiling, the TIP is not in fiscal constraint.

The fiscal problems identified have been worsened by the funding cuts that have been realized by BHJ. The reduction of the Minimum Allocation (MA) funds at the federal level have resulted in a cut of approximately 83% to BHJ (BHJ's allocation in FY 1996 was \$104,000 and the allocation in FY 1997 dropped to \$17,753). Therefore, the four year allocation of MA funds that can reasonably be anticipated dropped from \$416,000 to \$71,012 a difference of \$344,988.

Another reason for the projected shortfall of funds is a result of an adjustment to the Surface Transportation Program funds that are allocated to the BHJ region. ODOT had based the previous four years allocations using the population figures from the 1980 census. However, when adjusted using the 1990 census figures, the adjusted allocation reflects the significant decrease in population and results in approximately 17.5% of the STP funding for the next four years. Although this adjustment is correct based on the formula and BHJ in reality has received more funding in previous years than we should have, the previous four years of project development were based on the allocation marks provided. Therefore, the \$263,044 that BHJ must “re-pay” to ODOT has caused an additional financial strain on BHJ even though we had no knowledge or responsibility for the discrepancy.

Although the above issues result in a significant cut in funding, the larger issue is the very high cost of two local projects. However, the funding shortfall is significantly higher as a result of the MA cuts and the negative adjustment in STP funds.

One project that is responsible for the shortage of funds is the Sunset Boulevard widening project (PID#10330) In the past, the project was shown as being funded by National Highway System (NHS) funds, which was erroneously shown and interpreted to mean that State NHS funds would be used and as a result, it was not included in the financial analysis. However, this project was locally initiated and for that reason is considered to be a local project and must be included in BHJ’s analysis. Although this project did make it onto ODOT’s Statewide Major/New Construction Program, it was not listed as a high priority project. It was ranked 121 out of 151 projects.

The Sunset Blvd. (SR43) widening project is a critical project to the BHJ region and particularly to Jefferson County, the City of Steubenville and for that matter to eastern Ohio. This section of SR43 carries in excess of 35,000 (1992 ADT) vehicles per day. It has the highest traffic volume of any section of roadway in the Jefferson County portion of the BHJ planning area and is one of the highest traffic volume section of any highway in ODOT District 11. It is anticipated that the development of a Super Kroger Grocery store will cause an increase in the volume of traffic along this highway segment. The potential for further development which has been proposed is also hinged upon the implementation of this project.

Although the funding issues are still being evaluated, BHJ has been working closely with ODOT and the City of Steubenville to insure that the necessary funding will be available at the time the project is ready to go to construction. The current funding scenario that has been proposed by the funding agencies is as follows:

### **Sunset Boulevard Funding Breakdown**

<b>Project Phase</b>	<b>Funding Source</b>	<b>Total</b>
Preliminary Engineering	BHJ STP Funds (Soft Match Credit)	\$426,000
Right-of-Way	BHJ STP Funds (Soft Match Credit)	\$304,000
Construction	BHJ STP Funds	\$1,000,000
Construction	Local Share (City of Steubenville)	\$512,000

Construction	Shortfall (Unused Obligation Authority)	\$1,048,000
<b>TOTAL PROJECT COST</b>		<b>\$3,290,000</b>

The second project that has a large construction cost is the Steubenville-signal interconnect project (PID # 10692). This project is also extremely important to the region and to the City of Steubenville. Once implemented, it will have a significant impact upon congestion and safety within the region. The scope of this project has been revised to add additional signals. This revision has caused an increase of approximately \$60,000 to the total cost estimate. BHJ's Policy Committee approved the additional cost at the May 16, 1996 meeting. The revision has been included in Table III.

Although there is a funding shortfall identified for this program of projects and as a result the TIP is not in financial constraint, ODOT is aware of the problem and has verbally agreed to commit the amount of the funding shortfall from the states unused obligation authority and to advance BHJ funds from future allocations as necessary. As Table III on page 11 reflects, BHJ is projected to have sufficient Federal funds available to finance the program until SFY 2000, when a \$680,000 shortfall occurs. In terms of the annual obligation limit, however, additional obligation authority in the \$620,000 to \$750,000 range will be needed in SFY 1998, 1999 and 2000 to fund all the proposed projects on schedule. BHJ will also try to work with the Ohio Association of Regional Councils to coordinate the potential for acquiring unused MPO obligation authority. Although this is undesirable, it occurs because the cost of these two local projects is so much higher than the annual allocation of Federal funding provided to BHJ. This is not an unusual circumstance in a smaller MPO, and ODOT has confirmed their willingness to work with us to advance these needed projects. BHJ is committed to working closely with ODOT and the local governments to try to prevent this from occurring in the future.

It should be noted that local projects are currently authorized on a first come, first sold basis. The projects that are first ready for sale will be sold and let to contract, therefore the funding analysis may be somewhat different from that demonstrated in Table III. BHJTS will work with the local governments and the state DOT's to ensure that projects sold will not exceed available funding. This may require one project to be delayed until the next fiscal year. This problem, as just described, has never occurred to date. However, with the recent decision of ODOT to impose the obligation ceiling to MPO funding levels and the decreases of Federal Allocations to BHJ, this scenario will most likely occur in the near future. Particularly, in light of the fact that Federal Allocations are not increasing, but the cost of all phases of project implementation continues to increase. This is particularly true in the urban areas regardless of size.

In order to address this issue BHJ is actively trying to evaluate the project selection and prioritization processes used in the region to recommend an appropriate and fair project selection process. The staff will work closely with the local governments, the TAC and Policy Committees to establish an appropriate project schedule to be used with any new projects that are proposed by local governments.

**TABLE II****STATE PROJECTS IN JEFFERSON COUNTY**

<b>CATEGORY</b>	<b>FY 1997</b>	<b>FY 1998</b>	<b>FY1999</b>	<b>FY2000</b>	<b>TOTAL</b>
BR	\$52,000.00	\$0.00	\$0.00	\$3,549,000.00	\$3,601,000.00
STP	\$0.00	\$319,000.00	\$233,000.00	\$138,000.00	\$690,000.00
BRIDGE (BR) 002(STATE)	\$0.00 \$3,557,000.00	\$0.00 \$952,000.00	\$0.00 \$1,033,000.00	\$3,080,000.00 \$1,254,000.00	\$3,080,000.00 \$6,796,000.00
NH 733(LOCAL)	\$10,331,000.00 \$0.00	\$2,640,000.00 \$0.00	\$3,040,000.00 \$0.00	\$1,440,000.00 \$770,000.00	\$17,451,000.00 \$770,000.00
<b>TOTAL</b>	<b>\$13,888,000.00</b>	<b>\$3,911,000.00</b>	<b>\$4,306,000.00</b>	<b>\$6,682,000.00</b>	<b>\$28,787,000.00</b>

**LOCAL PROJECTS IN JEFFERSON COUNTY  
HIGHWAY DOLLARS ONLY**

<b>CATETGORY</b>	<b>FY 1998</b>	<b>FY 1999</b>	<b>FY 2000*</b>	<b>TOTAL</b>
BRIDGE (BR)	\$0.00	\$0.00	\$0.00	\$168,000.00
STP (M)	\$0.00	\$1,000,000.00	\$1,132,000.00	\$3,038,000.00
STG (M)	\$1,060,000.00	\$0.00	\$0.00	\$1,060,000.00
STP (C)	\$0.00	\$0.00	\$0.00	\$0.00
733 (LOCAL) 002 (STATE)	\$0.00 \$0.00	\$512,000.00 \$0.00	\$338,000.00 \$0.00	\$1,236,000.00 \$0.00
<b>TOTAL</b>	<b>\$1,060,000.00</b>	<b>\$1,512,000.00</b>	<b>\$1,470,000.00</b>	<b>\$5,502,000.00</b>

THE YEAR 2000 IS SHOWN FOR INFORMATIONAL PURPOSES ONLY

04/03/96

**TABLE III  
 BHJ TRANSPORTATION IMPROVEMENT PROGRAM  
 FISCAL ANALYSIS FOR  
 JEFFERSON COUNTY, OHIO**

STP/DSB/RF	STP/DSB OBLIGATION LIMIT	MINIMUM ALLOCATION	TOTALS	NOTE
\$1,308,272		\$578,245	\$1,886,517	PROJECTED CARRYOVER AS OF 06/30/96 FFY 1997 ALLOCATION AS OF 10/01/96
\$365,000		\$18,000	\$383,000	
\$1,673,272		\$596,245	\$2,269,517	FEDERAL FUNDS AVAILABLE FOR SFY 1997
	\$365,000	\$596,245	\$961,245	SFY 1997 PROGRAM FUNDING LIMIT
\$365,000	\$365,000	\$541,000	\$906,000	FEDERAL FUNDS PROGRAMMED SFY 1997
	\$0			EXCESS OBLIGATIONS - SFY 1997
\$1,308,272		\$55,245	\$1,363,517	CARRYOVER TO SFY 1998
\$365,000		\$18,000	\$383,000	FFY 1998 ALLOCATION AS OF 10/01/97
\$1,673,272		\$73,245	\$1,746,517	FEDERAL FUNDS AVAILABLE FOR SFY 1998
	\$365,000	\$73,245	\$438,245	SFY 1998 PROGRAM FUNDING LIMIT
\$1,046,755	\$1,046,755	\$73,245	\$1,120,000	FEDERAL FUNDS PROGRAMMED FOR SFY 1998
	(\$681,755)			EXCESS OBLIGATIONS - SFY 1998
\$626,517		\$0	\$626,517	CARRYOVER TO SFY 1999
\$365,000		\$18,000	\$383,000	FFY 1999 ALLOCATION - 10/01/98
\$991,517		\$18,000	\$1,009,517	FEDERAL FUNDS AVAILABLE FOR SFY 1999
	\$365,000	\$18,000	\$383,000	SFY 1999 PROGRAM FUNDING LIMIT
\$982,000	\$982,000	\$18,000	\$1,000,000	FEDERAL FUNDS PROGRAMMED SFY 1999
	(\$617,000)			EXCESS OBLIGATIONS - SFY 1999
\$9,517		\$0	\$9,517	CARRYOVER TO SFY 2000
\$365,000		\$18,000	\$383,000	FFY 2000 ALLOCATION AS OF 10/01/99
\$374,517		\$18,000	\$392,517	FEDERAL FUNDS AVAILABLE FOR SFY 2000
	\$365,000	\$18,000	\$383,000	SFY 2000 PROGRAM FUNDING LIMIT
\$1,114,000	\$1,114,000	\$18,000	\$1,132,000	FEDERAL FUNDS PROGRAMMED SFY 2000
	(\$749,000)			EXCESS OBLIGATIONS - SFY 2000
(\$739,483)		\$0	(\$739,483)	CARRYOVER TO SFY 2001

STP/DSB --- SURFACE TRANSPORTATION PROGRAM/DONOR STATE BONUS FUNDING  
 MA --- MINIMUM ALLOCATION FUNDING

NOTE: THE OBLIGATION LIMIT IS ONLY APPLICABLE TO THE STP/DSB FUNDING CATEGORY

05/21/96

**SECTION 6.0 - HIGHWAY PROJECTS**

**TABLE IV**

**BROOKE AND HANCOCK COUNTIES**

**BROOKE COUNTY**

IN THOUSANDS (000'S)

<b>CATEGORY</b>	<b>FY 1997</b>	<b>FY 1998</b>	<b>FY 1999</b>	<b>FY 2000</b>	<b>TOTAL</b>
STP	0	0	0	0	0
STPG	0	0	0	0	0
BRIDGE (BR)	20	1120	0	0	1140
NH	480	0	0	0	480
NHG	0	0	0	0	0
<b>TOTAL</b>	<b>500</b>	<b>1120</b>	<b>0</b>	<b>0</b>	<b>1620</b>

**HANCOCK COUNTY**

IN THOUSANDS (000'S)

<b>CATEGORY</b>	<b>FY 1997</b>	<b>FY 1998</b>	<b>FY 1999</b>	<b>FY 2000</b>	<b>TOTAL</b>
STP	0	0	0	0	0
STPG	0	0	0	0	0
BRIDGE (BR)	10520	0	0	0	10520
NH	0	0	0	0	0
NHG	0	0	0	0	0
<b>TOTAL</b>	<b>10520</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10520</b>

## ***Section 5.0***

### ***List of Abbreviations***

#### TYPE OF FEDERAL FUNDS

BR	Bridge Rehabilitation/Replacement
HES	Hazard Elimination
BHJTS	BHJTS Urban (FAUS)
MA	Minimum Allocation
O	Off-System
RS	Rural Secondary
NH	National Highway Funds
STP-S	Surface Transportation Program Funds (State)
STP-M	Surface Transportation Program Funds (BHJ allocated funds)
STP-C	Surface Transportation Program Funds (County)
G	100% Federal Funds Safety
RRP	Rail Highway Crossing
RRS	Rail Highway Crossing (other)
733	Local Government Funding
002	State Funding to Match Federal Dollars

#### PHASE OF WORK

P	Preliminary Engineering
R	Right-of-Way
C	Construction

#### FEDERAL FUND USAGE

X	Federal Funds Obligated
N	Scheduled Non Federal Work
N/A	Not Applicable
*	Cost Not Determined

**BROOKE COUNTY**  
**HIGHWAY PROJECTS**

**BHJTS TRASPORTATION IMPROVEMENT PROGRAM  
FEDERAL-AID PROJECT  
1997-2000 FOUR YEAR SHORT RANGE PROGRAM  
(YEAR 2001 SHOWN FOR INFORMATION ONLY)**

02/01/96

P I D #	C O U N T Y	R O U T E	S E C T I O N	L E N G T H Mi/Km	L O C A T I O N A N D T E R M I N I	T O T A L P R O J E C T C O S T (000's)	F U N D I N G T Y P E	P H A S E O F W O R K	F I S C A L Y E A R					S A F E T Y U P G R A D E	A D D L A N E S R E C O N	R E S U R F A C E R E S T O R E / R E H A B	N E W A R E A	R E S T A R E A	O T H E R B R I D G E S	M I S C E L L A N E O U S	C H A N G E I N D	R E S P O N S I B L E A G E N C Y
									1997	1998	1999	2000	2001									
023/024	BRK	CR001	0.03	0.00	COLLIERS BRIDGE OVER HARMON CREEK. 0.03 MILE NORTH OF CR 01. REPLACEMENT.	1425	BR BR	R C	20			1120							X			STATE
235	BRK	SR002	8.60	0.00	COMMERCE STREET, WELLSBURG 0.07 MILE SOUTH OF 27TH STREET TO 0.14 MILE SOUTH OF WELLSBURG CORPORATE LIMIT. ADD LEFT TURN & CENTER LANES.	730	STP	C	584					X					X			STATE
047	BRK	US 22	0.00	0.00	WEIRTON / STEUBENVILLE BRIDGE OVER OHIO RIVER. REPLACE FACIA PANELS	300	NH	C	240										X			STATE
048	BRK	US 22	0.00	0.00	WEIRTON/STEUBENVILLE BRIDGE OVER OHIO RIVER. INSTALL CABLE DAMPERS.	300	NH	C	240										X			STATE

**HANCOCK COUNTY**  
**HIGHWAY PROJECTS**

**BHJTS TRASPORTATION IMPROVEMENT PROGRAM  
FEDERAL-AID PROJECT  
1997-2000 FOUR YEAR SHORT RANGE PROGRAM  
(YEAR 2001 SHOWN FOR INFORMATION ONLY)**

02/01/96

P I D #	C O U N T Y	R O U T E	S E C T I O N	L E N G T H Mi/Km	L O C A T I O N A N D T E R M I N I	T O T P R O J E C T C O S T (000's)	F U N D I N G T Y P E	P H A S E O F W O R K	F I S C A L Y E A R					S A F E T Y U P G R A D E	A D D L A N E S R E C O N	R E S U R F A C E R E S T O R E / R E H A B N E W A R E A	R E S T A R E A	O T H E R B R I D G E S	M I S C E L L A N E O U S C H A N G E I N D	R E S P O N S I B L E A G E N C Y
									1997	1998	1999	2000	2001							
196	HAN	WV 02	1.04	0.10/0.027	SOUTH MAIN STREET BRIDGE, WEIRT STEEL OVERHEAD BRIDGE OVER WEIRTON STEEL RAILROAD AND PLA	13,000	BR	C	10,400									X		STATE
024	HAN	WV 08	1.17	0.00	DEEP GUT BRIDGE OVER DEEP GUT RU 0.64 MILE SOUTH OF CR 3. REPLACE BRIDGE WITH BOX CULVERT.	150	BR	C	120									X		STATE

**JEFFERSON COUNTY**  
**HIGHWAY PROJECTS**

**BHJTS TRASPOTATION IMPROVEMENT PROGRAM  
FEDERAL-AID PROJECT  
1997-2001 FOUR YEAR SHORT RANSGE PROGRAM  
(YEAR 2001 SHOWN FOR INFORMATION ONLY)**

PID #	COUNTY	ROUTE	SECTION	LENGTH Mi/Km	LOCATION AND TERMINI	TOT PROJECT COST (000's)	FUNDING TYPE	PHASE OF WORK	FISCAL YEAR					SAFETY UPGRADE	ADD LANES RECON	RESURFACE RESTORE/ REHAB	NEW AREA	REST AREA	OTHER BRIDGES	MISC LANE CHANGES	RESPONSIBLE AGENCY
									1997	1998	1999	2000	2001								
					DISTRICT (11) BHJ																
15673	HAS	SR151	5.07	0.00		177	002	C		175											STATE
	JEF	SR213	15.37	0.00	2.38 MILES SOUTH OF SR 7																
	JEF	SR213	16.6	0.00	1.15 MILES SOUTH OF SR7																
					CLEANING AND PAINTING STRUCTURAL STEEL OF BRIDGES USING SYSTEM OZEU.																
13588	HAS	SR646	28.727	0.04	0.13 MI N TR160(NOVINTON RD) L-14	338	002	R		3											STATE
	JEF	SR646	1.95		MIN COL/NF			C		235											
	HAS	SR646	18.63		PW-18, RW-24; 290 ADT-95																
	HAS	SR646	17.85		0.03 MI E TR211 L=14'																
					MIN COL/NR; 0.05 MI.																
					PW-20, RW-30; 290 ADT-95																
					0.27 MI S TR164(TOKER RD) L=14																
					MIN COL/NF																
					PW-18, RW-24; 290 ADT-95																
					REPLACE THREE TWIN PIPE ARCHES. DETOUR 1994-A BR PROGRAM																
15207	JEF	FRANK		0.46	TORONTO 0.08MI EAST OF KNOXVILLE PIKE	205	STPM	C	164						X						LOCAL
	STP	0			URBAN MINOR ARTERIAL 0.29 MILES			P	X												
					PW-24FT, RW-40FT; 10, 160 ADT-90			C	41												
					WIDEN TO THREE LANES TO INCLUDE A LEFT TURN LANE, CURB, DRAINAGE AND PAVEMENT MARKINGS. MPO S-STP																
9489	JEF	WILSO		0.15/0.04	MINGO JCT. 0.04 MI EAST OF WCL, 0.15 MI. URBANIZED COLLECTOR	869	STPM	C	602						X						LOCAL
	STP	0			PW-18FT, RW-22FT; 1600 ADT-90			P													
					REALIGN WILSON AVE IN THE CITY OF MINGO JUNCTION. MPO'S - STP			R													
					DESIGN AGENCY: 799			C	151												
					NOTE: PROJECT MAY SELL F.Y. 1996																

BHJTS TRASPORATION IMPROVEMENT PROGRAM

FEDERAL-AID PROJECT

1997-2001 FOUR YEAR SHORT RANSGE PROGRAM

(YEAR 2001 SHOWN FOR INFORMATION ONLY)

P I D #	C O U N T Y	R O U T E	S E C T I O N	L E N G T H Mi/Km	L O C A T I O N A N D T E R M I N I	T O T A L P R O J E C T C O S T (000's)	F U N D I N G T Y P E	P H A S E O F W O R K	F I S C A L Y E A R					S A F E T Y U P G R A D E	A D D L A N E S R E C O N	R E S U R F A C E R E S T O R E / R E H A B N E W A R E A	O T H E R B R I D G E S R E S T A R E A	M I S C E L L A N E O U S	C H A N G E I N D	R E S P O N S I B L E A G E N C Y
									1997	1998	1999	2000	2001							
D I S T R I C T ( 1 1 ) B H J																				
12232	JEF	3RD ST		1.75/2.81	WELLS TWP CLEAVER ST TO N. OF CR19	550	STPM	C												
	STP	0			1.75 MI COLLECTOR		733	P	X											LOCAL
					PW-40FT, RW-40FT; 3200 ADT-92		733	C												
					WIDENING AND RESURFACING MPO'S-STP															
					MPO'S - STP															
9369	JEF	SR007	4.63	0.13/0.21	0.31 MI SOUTH OF CR17	3500	NH	C		2640										
	NH	1	0		PW-48FT, RW-68FT; 8430 ADT-88		002	C		660										STATE
					REPLACE DECK ON TWO BRIDGES OVER															
					CONRAIL , N&W RR, LITTLE RUSH RUN AND TR155															
					WORK NOT INCLUDED IN 92 4L PROG. 92-A BR PRO															
13046	JEF	SR007	20.809	0.17/0.27	MINGO JUNCTION 0.76 MI NORTH SR151	4050	BR	C				3080								
	JEF	SR007	12.93		FREEWAY/EXPRESSWAY NHS-URBAN		002	P		200										STATE
	BHF*	1	0		PW2@24FT, RW-69FT; 17,860 ADT-92		002	C				770								
					REHAB. EXIST STEEL BEAM/GIRDER															
					BRIDGE TO HS-20 LOADING. POSSIBLE															
					REPLACEMENT L=832FT CROSSOVER 1993-B															
					NOTE: PLAN STATUS; MAJOR BRIDGE FUNDS															
10692	JEF	SR007	25.717	0.00	STEUB., WELLS AVE TO UNIVERSITY BLVD. 1.63MI	1210	STGM	P		X										
	JEF	SR043	001.09		PW-52FT, RW-52FT; 17,010 ADT-88 U EXPRESS		STGM	C		1060										LOCAL
	JEF	SR007	015.98		STEUB., BELLEVIEW BLVD TO LOVERS LANE 3.05															
	STPG	2L39 0	6		PW-46FT, RW-46FT; 32,490 ADT-88 U M ART															
					TRAFFIC SIGNAL INTERCONNECT. DEAN MARTIN															
					BLVD, (SR7) AND SUNSET BLVD. (SR43) MPO'S-M															
11349	JEF	SR007	36.967	3.48/5.59	0.42MI N OF CR56 TO CR47, 3.48MI FREEWAY	4081	NH	C			3040									
	JEF	SR007	22.97		EXPRESSWAY PW-48FT, RW-64FT; 6870 ADT-88		002	P	X											STATE
	NH	1	0		FY 95 4LANE RESURFACING INCLUDING JOINT		002	C			760									
					REPAIR, REPLACEMENT OF SIGNING AND															
					GUARDRAIL AND REPAIR AND MODIFICATION OF															
					THREE BRIDGES.															

Transportation Improvement Program 1997 - 2000  
Brooke-Hancock-Jefferson Metropolitan Planning Commission



**BHJTS TRASPORATION IMPROVEMENT PROGRAM  
FEDERAL-AID PROJECT  
1997-2001 FOUR YEAR SHORT RANSGE PROGRAM  
(YEAR 2001 SHOWN FOR INFORMATION ONLY)**

Transportation Improvement Program 1997 - 2000  
Brooke-Hancock-Jefferson Metropolitan Planning Commission

PID #	COUNTY	ROUTE	SECTION	LENGTH Mi/Km	LOCATION AND TERMINI	TOT PROJECT COST (000's)	FUN DING TYPE	PH ASE OF WOR K	FISCAL YEAR				SA FETY UP GRA DE	AD D LA NES RE CON .	RE SU RF ACE RE ST ORE / RE HA B	NE W AR EA A	RE ST AR EA A	O T H ER B R I D G E S	M I S C E L L A N E O U S	C H A N G E I N D	R E S P O N S I B L E A G E N C Y	
									1997	1998	1999	2000										2001
<b>DISTRICT (11) BHJ</b>																						
14555	JEF	CR046		1.27/2.04	TORONTO WCL 0.90MI PW-20FT, RW-26FT;	935	STPM	C														
	STP	0			2930 ADT-93 CR42 0.37MI PW-20FT, RW-26FT		STPC	C													LOCAL	
					2930 ADT-93 WIDENING, RESURFACING, DRAINING		733	P	X													
					IMPROVEMENTS, CURBS GUARDRAIL,		733	R	N													
					EMBANKMENT OR RETAINING WALL, REMOVAL O		733	C														
					TWO BRIDGES BY RELOCATION OF 480FT OF CR																	
					MPO'S-STP W/ UA																	
13589	JEF	SR150	20.825	0.26/0.06	RAYLAND 0.26MI W CR17A (WARRENTON RD)	515	BR	C														
	JEF	SR150	012.94		RURAL MAJOR COLLECTOR STP PW-22FT,		002	P	100												STATE	
	STP	0			RW-33FT; 1970 ADT-95 REPLACE EXISTING		002	R														
					PRESTRESSED CONCRETE BEAM BRIDGE OVER		002	C														
					SHORT CREEK. DETOUR L=140' 1994-A																	
12171	JEF	SR151	006.16	0.15/0.24	SMITHFIELD 0.18MI N OF SR152 0.15MI MAJOR	301	STPS	C														
	STP	0			COLLECTOR PW-18FT, RW-24FT; 1790 ADT-88		002	P	X												STATE	
	PROGR				INTERSECTION IMPROVEMENT IN VILLAGE OF		002	R														
					SMITHFIELD, RELOCATE 0.15MI OF SR151 TO		002	C														
					CHANGE THE INTERSECTION WITH SR152																	
13590	JEF	SR152	14.709	0.02/0.03	0.29MI N TR166 (SNODGRASS RD) MAJ COL/STP	275	BR	C														
	JEF	SR152	009.14		PW-20FT, RW-34FT; 1230 ADT-95 REPLACE		002	P	100												STATE	
	STP	0			EXISTING CONCRETE BEAM BRIDGE OVER		002	R														
					CLAYLICK CREEK. PART WIDTH L-54' 1994-A		002	C														
					NOTE: PLAN STATUS																	
11987	JEF	SR164	000.06	0.03/0.04	1.43MI SW OF SR43 0.03MI RURAL MAJ COLLECTOR	479	STPS	C														
	STP	F953 O	79		PW-20FT, RW-24FT; 1870 ADT-88 REPLACE 99FT		002	P													STATE	
					BRIDGE OVER YELLOW CREEK DETOUR. 1992-C		002	C														
					2/14/95 77 REPORT DIST WANTS 1998 SALE FOR THI																	
					PROJECT																	
15597	JEF	SR822	0.4	0.00	SECOND OF 3YR. CONSULTANT ANNUAL BRIDGE	132	002	P	X												STATE	
					INSPECTION																	
R/S	JEF	0.00	0.00	0.00	RIDESHARE PROGRAM	21.3	STPS	P	19.2												STATE	

**JEFFERSON COUNTY**

**LINE ITEM PROJECTS**

**BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM  
FY 1997-2000**

P I D #	C O U N T Y	R O U T E	S E C T I O N	S T A T E W I D E L I N E I T E M S - S T A T E F . Y . 1 9 9 7	T O T . P R O J E C T C O S T (000's)	F U N D I N G T Y P E	P H A S E O F W O R K	F E D E R A L S H A R E O F C O S T B Y P H A S E			R E S P O N S I B L E A G E N C Y
								P.E.	R/W	CONST.	
				DISTRICT (11) BHJ							
	ALL SYSTEMS EXCEPT INTERSTATE			RAIL HIGHWAY CROSSING SAFETY	*	STP RRS		*	*	*	STATE
	ALL SYSTEMS			HIGHWAY PLANNING & RESEARCH	*	RRP HPR PL STP		*		*	STATE
	ALL SYSTEMS			PREPARATION OF INDIVIDUAL PROGRAM DOCUMENTS AND PROVIDE GUIDANCE TO LP	*	STP		*			STATE
	ALL SYSTEMS			RIDESHARE PROGRAM	*	STP CMAQ		*			STATE
	ALL SYSTEMS			BRIDGE INSPECTION	*	BR		*			STATE
	ALL SYSTEMS			RIGHT OF WAY HARDSHIP AND PROTECTIVE BUYING	*	NH STP			*		STATE
	ALL SYSTEMS			TRANSPROTATION ENHANCEMENT ACTIVITIES	*	STP				*	STATE
	ALL SYSTEMS			ENVIRONMENTAL SITE ASSESSMENTS	*	STP CMAQ		*			STATE
	ALL SYSTEMS			OPERATIONS DIVISION RESURFACING	*	IM NH STP				*	STATE
	ALL SYSTEMS			OTHER OPERATIONS DIVISION PROJ.S	*	IM NH STP				*	STATE
	ALL SYSTEMS			NATIONAL RECREATION TRAILS	*	STP				*	STATE

**BROOKE and HANCOCK COUNTIES**

**PLANNED PROJECTS**

## 6.4 WEST VIRGINIA HIGHWAYS ELEMENT

### PLANNED PROJECTS

The following is a list of projects that have received past support from the Brooke-Hancock-Jefferson Transportation Study and will continue to receive the necessary support to ensure that programming and funding are achieved at the earliest possible time. However, these projects are not currently programmed into the Region's Transportation Improvement Program.

1. Hancock - US 22 Weirton-Cove Road/CONRAIL Crossing
2. Brooke - CR 13 - Three Springs Drive bridge widen to 4-lanes, deck rehabilitation.
3. Brooke - CR 1- Harmon Creek Road (Colliers Road) rehabilitation.
4. Hancock - CR 11 - Kings Creek Road rehabilitation.
5. Brooke - WV 2 Weirton-Follansbee Road slide prevention.
6. Brooke - Bethany College Transportation Enhancement Project.\*\*
7. Hancock - Tomlinson Run State Park Transportation Enhancement Project.\*\*
8. Brooke - City of Weirton Transportation Enhancement Project. \*\*

It should be noted that most of these projects are also included in the region's Transportation System Management (TSM) document. Although they are listed here as planned, some of the projects may be constructed using local/state monies and may not be placed on the TIP prior to completion of the project. If that occurs, they will be removed from this listing.

- \*\* If selected by WVDOT these projects would be programmed and placed in the appropriate project listing.

**JEFFERSON COUNTY**  
**PLANNED PROJECTS**

## **6.5 OHIO HIGHWAYS ELEMENT**

### **PLANNED PROJECTS**

The following is a list of projects that have received past support from the Brooke-Hancock-Jefferson Transportation Study and will continue to receive the necessary support to ensure that programming and funding are achieved at the earliest possible time. However, these projects are not currently programmed into the Region's Transportation Improvement Program.

1. Permar's Run Road (CR77) - Reconstruction/Realignment.
2. Steubenville (7th Street) - Widening and Rehabilitation.
3. Intersection of SR 43 and Johnson Road - Channelization, widen for turning lanes.
4. Jefferson County 56 - Bridge Replacement.
5. Steubenville - Lovers Lane (CR 26) - widening and intersection improvements.
6. Steubenville - Sinclair Avenue - widening, improve alignment and stream channelization.
7. Steubenville - John Scott Highway (Mall Drive) - widen, resurface and base stabilization.
8. Steubenville - University Boulevard - intersection improvements.
9. Steubenville - Transportation Enhancement Project. \*\*
10. Steubenville - SR 7/Wheeling/Pittsburgh Steel Intersection - redesign and improve alignment.

It should be noted that most of these projects are also included in the region's Transportation System Management (TSM) document. Although they are listed here as planned, some of the projects may be constructed using local/state monies and may not be placed on the TIP prior to completion of the project. If that occurs, they will be removed from this listing.

- \*\* If selected by ODOT these projects would be programmed and placed in the appropriate project listing.

**SECTION 7.0 - TRANSIT PROJECTS**

## ***Section 7.1***

### ***Steel Valley Regional Transit Authority***

The Steel Valley Regional Transit Authority (SVRTA) officially assumed all responsibility for operations of the Public Transportation System in Steubenville and Mingo Junction on January 1, 1996. As a result, the entire capital, operating and planning activities are subject to review and possibly to change. Once the RTA Board has had some time to evaluate the system, the service and the needs of the community, along with the available funding, they may determine that modifications to both the long and short term plans are needed.

In conjunction with this, the Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ) is in the process of completely updating the region's Transit Development Plan. Along with this update, BHJ is implementing a Geographic Information System that will assist in evaluating the current service that is provided by SVRTA and will help identify possible changes in route service. As a result of this analysis, it may become necessary to revise the region's capital plans and service routes to make the most efficient use of the public transportation system within the region.

Therefore, the development of this transit element has been completed with the understanding that the transition to the RTA may result in the need to modify existing service, change capital plans (provided that the resources are available) and extend service into other areas. It is felt that public transportation will continue to evolve in the BHJ region and changes will be necessary.

In regard to the financial capacity of SVRTA, the passage of a 1 mill levy in November will provide approximately \$240,000 per year in operating funds for the next 10 years. However, the revenue from the levy will not begin to come until late in the first quarter or early in the second quarter of 1996. Further, the RTA has not received word regarding the capital, operating and planning grant that has been filed with the Federal Transit Administration. It is assumed that this grant will be approved and that the funding will be available in the next couple of months. In anticipation of the delay in these two funding sources, SVRTA has acquired a line of credit in the amount of \$75,000 to carry them through until funding from these other sources become available. Once this occurs, it is anticipated that SVRTA will be financially more sound than its predecessor the Steel Valley Transit Corporation.

**OHIO PORTION**  
**STEUBENVILLE, WEIRTON, OH-WV-PA**  
**URBANIZED AREA**

**TRANSIT PROJECTS  
OHIO PORTION**

**STEUBENVILLE-WEIRTON, OH-WV-PA URBANIZED AREA  
 SUMMARY SHEET  
 STATE'S Fiscal Year Beginning July 1, 1996**

FY (beginning July 1)	TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital*	Operating	Planning
1997	52.500	520.000	35.000	42.000	194.158	28.000
1998	200.000	527.500	35.000	160.000	194.158	28.000
1999	100.000	535.500	37.500	80.000	194.158	30.000
2000	60.000	540.000	37.500	48.000	194.158	30.000
<b>4 YEAR TOTALS</b>	<b>412.500</b>	<b>2123.000</b>	<b>145.000</b>	<b>330.000</b>	<b>776.632</b>	<b>116.000</b>

FTA Section 5307 Funds Allocated Per Federal Register 11/24/95 - \$233,102  
 Maximum Available For Use in Operating Subsidy - \$194,158  
 Source: Federal Register Vol. 60, No. 226 Page 58162

\* The capital program was developed in anticipation of utilizing both Section 5307  
 and Section 5309 Discretionary Funds.

**OHIO PORTION**

Steubenville-Weirton, OH-WV-PA Urbanized Area

**ANTICIPATED FTA SECTION 5307 OPERATING SCHEDULE**

OPERATOR'S Fiscal Year Beginning January 1, 1995

FY	Recipient of Funds	Agency Responsible For Project Implementation	Operating Expenditures	Operating Revenue	Project Cost	Subsidy			
						Dedicated Tax (Local)	Local Other	State	Federal
1997	SVRTA	SVRTA	520.000	98.750	421.250	152.217	10.000	64.875	194.158
1998	SVRTA	SVRTA	527.500	101.250	426.250	157.217	10.000	64.875	194.158
1999	SVRTA	SVRTA	535.500	105.000	430.500	161.467	10.000	64.875	194.158
2000	SVRTA	SVRTA	540.000	107.500	432.500	163.467	10.000	64.875	194.158
<b>4 YEAR TOTALS</b>			<b>2123.000</b>	<b>412.500</b>	<b>1710.500</b>	<b>634.368</b>	<b>40.000</b>	<b>259.500</b>	<b>776.632</b>

(Operating Expenditures - Operating Revenues = Net Project Cost = Subsidy)

The Steel Valley Regional Transit Authority (SVRTA) officially assumed the responsibilities as public transit provider on January 1, 1996. The local match for each of the grants will be provided by the funding received from the operating levy that was approved by the voters in May, 1995.

**OHIO PORTION**

Steubenville-Weirton, OH-WV-PA Urbanized Area

**ANTICIPATED FTA SECTION 5307 PLANNING SCHEDULE**

STATE'S Fiscal Year Beginning January 1, 1995

(Thousands of Dollars)

FY	Recipient of Funds	Agency Responsible For Project Implementation	Total Project Cost	FEDERAL FUNDING		STATE FUNDING		LOCAL FUNDING	
				Section 9	Other	ODOT	Other	Other	Tax
1997	SVRTA	SVRTA	35.000	28.000	-0-	3.500	-0-	-0-	3.500
1998	SVRTA	SVRTA	35.000	28.000	-0-	3.500	-0-	-0-	3.500
1999	SVRTA	SVRTA	37.500	30.000	-0-	3.750	-0-	-0-	3.750
2000	SVRTA	SVRTA	37.500	30.000	-0-	3.750	-0-	-0-	3.750
<b>4 YEAR TOTALS</b>			<b>145.000</b>	<b>116.000</b>	<b>0.000</b>	<b>14.500</b>	<b>0.000</b>	<b>0.000</b>	<b>14.500</b>

The Steel Valley Regional Transit Authority (SVRTA) officially assumed the responsibilities as public transit provider on January 1, 1996. The local match for each of the grants will be provided by the funding received from the operating levy that was approved by the voters in May, 1995.

**TRANSIT PROJECTS  
OHIO PORTION**

Steubenville-Weirton, OH-WV-PA Urbanized Area

CAPITAL IMPROVEMENTS  
1997 Fiscal Year (Thousands of Dollars) Beginning July 1, 1996

Recipient of Funds	Agency Responsible For Project Implementation	R e p l a c e m e n t	E x p a n s i o n	W h e e r E q u i p	Total Project Cost	Source of Federal Funding					Amount of Federal Funds	Amount of State Funds		Amount of Local Funds		Planning Decomentation Located In:	
						FTA			FHWA			ODOT	Other	Tax	Other	Year	Document Title
						Sec. 5307	Sec. 5309	Sec. 5310	STP								
Steel Valley Regional Transit Authority																	
DISPATCH EQUIPMENT		X			15.000	12.000*	0.000	0.000			12.000	1.500**	0.000	1.500	0.000	1997	TDP
Selected Eligible Corporation																	
1 E & H Vehicle					37.500	30.000	0.000	30.000			30.000	0.000	0.000	0.000	7.500	1997	TDP
<b>TOTALS</b>					<b>52.500</b>	<b>42.000</b>	<b>0.000</b>	<b>30.000</b>			<b>42.000</b>	<b>1.500</b>	<b>0.000</b>	<b>1.500</b>	<b>7.500</b>		

\* This exceeds Steubenville's apportionment after operating and planning obligations are met, but we anticipate capital funds will be taken from Governor's apportionment.  
 \*\* This exceeds OTPGP formula allocations, but we anticipate State Discretionary Funding

**TRANSIT PROJECTS  
OHIO PORTION**

Steubenville-Weirton, OH-WV-PA Urbanized Area

**CAPITAL IMPROVEMENTS**  
1998 Fiscal Year (Thousands of Dollars) Beginning July 1, 1997

Recipient of Funds	Agency Responsible For Project Implementation	R e p l a c e m e n t	E x p a n s i o n	W h e l c r E q u i p	Total Project Cost	Source of Federal Funding					Amount of Federal Funds	Amount of State Funds		Amount of Local Funds		Planning Decomentation Located In:	
						FTA			FHWA			ODOT	Other	Tax	Other	Year	Document Title
						Sec. 5307	Sec. 5309	Sec. 5310	STP								
	Steel Valley Regional Transit Authority				200.000	160.000*	0.000	0.000			160.000	20.000**	0.000	20.000	0.000	1997	TDP
	<b>TOTALS</b>				<b>200.000</b>	<b>160.000</b>	<b>0.000</b>	<b>0.000</b>			<b>160.000</b>	<b>20.000</b>	<b>0.000</b>	<b>20.000</b>	<b>0.000</b>		

\* This exceeds Steubenville's apportionment after operating and planning obligations are met, but we anticipate capital funds will be taken from Governor's apportionment.  
 \*\* This exceeds OTPGP formula allocations, but we anticipate State Discretionary Funding

**TRANSIT PROJECTS  
 OHIO PORTION**

Stuebenville-Weirton, OH-WV-PA Urbanized Area

**CAPITAL IMPROVEMENTS**  
 1999 Fiscal Year (Thousands of Dollars) Beginning July 1, 1998

Recipient of Funds	Agency Responsible For Project Implementation	R e p l a c e m e n t	E x p a n s i o n	W h e l c r E q u i p	Total Project Cost	Source of Federal Funding					Amount of Federal Funds	Amount of State Funds		Amount of Local Funds		Planning Decomentation Located In:	
						FTA			FHWA			ODOT	Other	Tax	Other	Year	Document Title
						Sec. 5307	Sec. 5309	Sec. 5310	STP								
	Description of Improvement																
	Steel Valley Regional Transit Authority																
	ONE - 28 PASSENGER LTV	X			100.000	80.000*	0.000	0.000			80.000	10.000**	0.000	10.000	0.000	1997	TDP
	<b>TOTALS</b>				<b>100.000</b>	<b>80.000*</b>	<b>0.000</b>	<b>0.000</b>			<b>80.000</b>	<b>10.000**</b>	<b>0.000</b>	<b>10.000</b>	<b>0.000</b>		

\* This exceeds Steubenville's apportionment after operating and planning obligations are met, but we anticipate capital funds will be taken from Governor's apportionment.

\*\* This exceeds OTPGP formula allocations, but we anticipate State Discretionary Funding

**TRANSIT PROJECTS  
OHIO PORTION**

Steubenville-Weirton, OH-WV-PA Urbanized Area

**CAPITAL IMPROVEMENTS**  
2000 Fiscal Year (Thousands of Dollars) Beginning July 1, 1999

Recipient of Funds	Agency Responsible For Project Implementation	R e p l a c e m e n t	E x p a n s i o n	W h i c h E q u i p	Total Project Cost	Source of Federal Funding					Amount of Federal Funds	Amount of State Funds		Amount of Local Funds		Planning Decomentation Located In:	
						FTA			FHWA			ODOT	Other	Tax	Other	Year	Document Title
						Sec. 5307	Sec. 5309	Sec. 5310	STP								
Steel Valley Regional Transit Authority	ONE - 17 PASSENGER LTV	X			60.000	48.000*	19.498	0.000			48.000	6.000**	0.000	6.000	0.000	1997	TDP
	<b>TOTALS</b>				<b>60.000</b>	<b>48.000*</b>	<b>19.498</b>	<b>0.000</b>			<b>48.000</b>	<b>6.000**</b>	<b>0.000</b>	<b>6.000</b>	<b>0.000</b>		

\* This exceeds Steubenville's apportionment after operating and planning obligations are met, but we anticipate capital funds will be taken from Governor's apportionment.

\*\* This exceeds OTPGP formula allocations, but we anticipate State Discretionary Funding

**WEST VIRGINIA PORTION**  
**STEUBENVILLE, WEIRTON, OH-WV-PA**  
**URBANIZED AREA**

## ***Section 7.2***

### ***Weirton Transit Corporation***

The Weirton Transit Corporation (WTC) is the public transportation provider for the City of Weirton, WV. The City is the actual grant recipient for Federal Transit Administration funds and by agreement suballocated these funds to the WTC.

BHJ is responsible for the Section 9 planning activities for the City of Weirton and the WTC. The City suballocated the Section 9 planning funds to BHJ based on the signed agreement between the two parties.

BHJ is currently working with WTC to complete prior year audits. Once, these audits are completed, adjustments to the operation of WTC will be made to address the findings or funding issues that may result.

In conjunction with this, the Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ) is in the process of completely updating the region's Transit Development Plan. Along with this update, BHJ is implementing a Geographic Information System that will assist in evaluating the current service that is provided by the WTC and will help identify possible changes in route service. As a result of this analysis, it may become necessary to revise the region's capital plans and service routes to make the most efficient use of the public transportation system within the region.

**TRANSIT PROJECTS  
 WEST VIRGINIA PORTION**

STEUBENVILLE-WEIRTON, OH-WV-PA URBANIZED AREA  
 SUMMARY SHEET  
 STATE'S Fiscal Year Beginning July 1, 1996

FY (beginning July 1)	TOTAL EXPENDITURES			FEDERAL FUNDING		
	Capital	Operating	Planning	Capital	Operating	Planning
1997	8.000	250.000	50.000	6.400	80.000	40.000
1998	0.000	250.000	50.000	0.000	82.500	40.000
1999	0.000	0.000	50.000	0.000	50.000	40.000
2000	0.000	0.000	50.000	0.000	50.000	40.000
<b>TOTAL</b>	<b>8.000</b>	<b>500.000</b>	<b>200.000</b>	<b>6.400</b>	<b>262.500</b>	<b>160.000</b>

FTA Section 9 Funds Allocated Per Federal Register 11/24/95 - \$156,588  
 Maximum Available For Use in Operating Subsidy - \$128,467  
 Source: Federal Register Vol. 60, No. 226 Page 58165

**WEST VIRGINIA PORTION**

Steubenville-Weirton, OH-WV-PA Urbanized Area

ANTICIPATED FTA SECTION 9 PLANNING SCHEDULE

STATE'S Fiscal Year Beginning JULY1, 1996

(by Thousands)

FY	Recipient of Funds	Agency Responsible For Project Implementation	Total Project Cost	FEDERAL FUNDING		STATE FUNDING		LOCAL FUNDING	
				Section 9	Other	WVDOT	Other	Other	Tax
1996	City of Weirton	BHJ Metro. Planning Comm.	50.000	40.000	0.000	0.000	0.000	10.000	0.000
1997	City of Weirton	BHJ Metro. Planning Comm.	50.000	40.000	0.000	0.000	0.000	10.000	0.000
1998	City of Weirton	BHJ Metro. Planning Comm.	50.000	40.000	0.000	0.000	0.000	10.000	0.000
1999	City of Weirton	BHJ Metro. Planning Comm.	50.000	40.000	0.000	0.000	0.000	10.000	0.000
		<b>TOTAL</b>	<b>200.000</b>	<b>160.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>40.000</b>	<b>0.000</b>

**WEST VIRGINIA PORTION**

Steubenville-Weirton, OH-WV-PA Urbanized Area

**ANTICIPATED FTA SECTION 9 OPERATING SCHEDULE**

STATES'S Fiscal Year Beginning July 1, 1996

FY	Recipient of Funds	Agency Responsible For Project Implementation	Operating Expenditures	Operating Revenue	Project Cost	Subsidy			
						Dedicated Tax (Local)	Local Other	State	Federal
1996	City of Weirton	Weirton Transi Corp.	250.000	50.000	200.000	50.000	50.000	0.000	100.000
1997	City of Weirton	Weirton Transi Corp.	250.000	50.000	200.000	50.000	50.000	0.000	100.000
1998	City of Weirton	Weirton Transi Corp.	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1999	City of Weirton	Weirton Transi Corp.	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>TOTAL</b>			<b>500.000</b>	<b>100.000</b>	<b>400.000</b>	<b>100.000</b>	<b>100.000</b>	<b>0.000</b>	<b>200.000</b>

(Operating Expenditures - Operating Revenues = Net Project Cost = Subsidy)

**TRANSIT PROJECTS  
WEST VIRGINIA PORTION**

Steubenville-Weirton, OH-WV-PA Urbanized Area

**CAPITAL IMPROVEMENTS**  
1997 Fiscal Year (Thousands of Dollars) Beginning July 1, 1996

Recipient of Funds	Agency Responsible For Project Implementation	R e p l a c e m e n t	E x p a n s i o n	W h i c h E q u i p	Total Project Cost	Source of Federal Funding					Amount of Federal Funds	Amount of State Funds		Amount of Local Funds		Planning Decomentation Located In:	
						FTA			FHWA			WV DOT	Other	Tax	Other	Year	Document Title
						Sec. 9	Sec. 3	Sec. 16	STP								
	WEST VIRGINIA CITY OF WEIRTON																
	COMPUTER HARDWARE & SOFTWARE		X		8.000	6.400	0.000	31.250			6.400	0.000	0.000	0.000	1.600	1997	TDP
	<b>TOTAL</b>				<b>8.000</b>	<b>6.400</b>	<b>0.000</b>	<b>31.250</b>			<b>6.400</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>1.600</b>		

**WEST VIRGINIA PORTION**

Steubenville-Weirton,  
OH-WV-PA Urbanized Area

**Capital Expenditures**

FY	CAPITAL XPENDITURE	FEDERAL	STATE	LOCAL	FUNDING SOURCES		
					FEDERAL	STATE	LOCAL
1996	8.000	6.400	0.000	1.600	6.400	0.000	1.600
1997	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1998	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1999	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>TOTAL</b>	<b>8.000</b>	<b>6.400</b>	<b>0.000</b>	<b>1.600</b>	<b>6.400</b>	<b>0.000</b>	<b>1.600</b>

**Operating Expenditures**

FY	OPERATING XPENDITURE	FEDERAL	STATE	LOCAL	FUNDING SOURCES		
					FEDERAL*	STATE	LOCAL
1996	250.000	100.000	0.000	100.000	100.000	0.000	100.000
1997	250.000	100.000	0.000	100.000	100.000	0.000	100.000
1998	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1999	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>TOTAL</b>	<b>500.000</b>	<b>200.000</b>	<b>0.000</b>	<b>200.000</b>	<b>200.000</b>	<b>0.000</b>	<b>200.000</b>

\*Steubenville-Weirton; OH-WV-PA; West Virginia Portion Allocation of Section 9

**Planning Expenditures**

FY	PLANNING XPENDITURE	FEDERAL	STATE	LOCAL	FUNDING SOURCES		
					FEDERAL	STATE	LOCAL*
1996	50.000	40.000	0.000	10.000	40.000	0.000	10.000
1997	50.000	40.000	0.000	10.000	40.000	0.000	10.000
1998	50.000	40.000	0.000	10.000	40.000	0.000	10.000
1999	50.000	40.000	0.000	10.000	40.000	0.000	10.000
<b>TOTAL</b>	<b>200.000</b>	<b>160.000</b>	<b>0.000</b>	<b>40.000</b>	<b>160.000</b>	<b>0.000</b>	<b>40.000</b>

\* Local match for the planning grant will be included in BHJ's annual budget.