

Transportation
Improvement
Program

BELMONT COUNTY ONLY

Fiscal Years 2008 - 2011

**Belmont-Ohio-Marshall
Transportation Study**

Prepared by:

**Bel-O-Mar Regional Council and
Interstate Planning Commission**

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. 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Metropolitan Transportation Planning and Programming regulations include provisions regarding the preparation of the TIP and the program's contents. These provisions, in part, relate to:

- * public involvement
- * duration of the program
- * financial constraint
- * prioritization

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. Bel-O-Mar's Public Involvement Process For Transportation Planning and Programming has been followed in the development of this program. Bel-O-Mar is also in the process of preparing a "participation plan" which will encompass the public involvement process. New and additional opportunities for involvement will be available. Section VI summarizes the process.

With regards to the regulations, and consistent with the programs of the respective States, this program covers a four year period.

Regarding financial constraint, funding tables by category, separated by State, are included following highway project listings. It is acknowledged that the selection of projects by the State, by fiscal year, represents consistency with available funds and no further financial planning is required by the MPO. The only exception to this position is in regards to local suballocated STP and CMAQ funded projects in Belmont County. In this case, a comparison of programmed projects and current balances and anticipated allocations will be presented. The transit portion of the TIP reflects state-level guidance.

Project prioritization is addressed herein as Section V of the document. This section reflects the results of a simplified transportation needs assessment undertaken with input from local Policy Committee members. Rather than prioritizing State selected projects, submitted as TIP input, local members developed a list of projects, based on need, as seen from their perspective. An overall listing of projects and project categories, by county, was then prioritized irrespective of whether or not the projects were selected by the State for inclusion in this TIP. It is felt that the selection of projects by the State in cooperation with the MPO, should strongly consider the priorities contained herein for advancing latter year projects, as well as adding new projects in the future. Following the adoption of the updated Transportation Plan in CY2007, prioritization will be readdressed.

While the TIP is primarily intended to identify federally funded projects, regulations require the identification of regionally significant projects which are non-federally funded. One proposed project that falls into this category, while not being included in the original draft, may be added at a

later date. 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 either consistent with or not inconsistent with the local transportation plan. For example, highway listings for Belmont County (pages III-4 through III-7) includes 40 projects. Of this total, 34 (85%) were selected by the State and 6 were selected locally. Of the 34 selected by the State, all are considered to address system maintenance such as resurfacing, bridge repair and replacement, culvert repair and minor rehabilitation. These projects are considered to be consistent with the Transportation Plan's basic goal and objectives regarding system maintenance. The six projects (15%) selected locally include a county sponsored bridge project, a city sponsored enhancement project, and four high priority projects, which are addressed in the Transportation Plan.

This TIP represents the second program prepared since the three county study area was designated non-attainment of the national ambient air quality standard for ozone and the first since the non-attainment designation for PM 2.5 (fine particulates). This designation requires a conformity analysis to ensure that transportation plans and programs do not contribute to worsening the air quality and to demonstrate future attainment of the standard. A summary of the analysis is provided in Section X.

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 Bel-O-Mar Regional Council and Interstate Planning Commission (Bel-O-Mar), 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

IM	Interstate Maintenance
NH	National Highway System
BR	Bridge Replacement and Rehabilitation
STP	Surface Transportation Program
ER	Emergency Relief
G	(following one of the above) indicates 100% federal share
Section 5309	FTA Capital Program
Section 5307	FTA Urbanized Area Formula Program
Section 5310	FTA Elderly and Persons with Disabilities Program
HHP	High Priority Project
TEA	Transportation Enhancement (from STP)
HSIP	Highway Safety Improvement 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

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

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

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. 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.

In consideration of a lack of federal standards regarding the adequacy of the existing transportation system, 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 proclamation is further made in consideration of the projects contained herein. For example, in Belmont County 40 projects are included in the program as listed on pages III-4 through III-7. Of this total, 34 (85%) have been selected by the State and 6 projects have been selected locally. Of the 34 projects selected by the State, all are considered to address maintenance of the existing system. The types of projects include resurfacing, bridge repair and replacement, and minor rehabilitation. It is assumed that the State has selected these projects based on established procedures, which directly or indirectly relate to the adequacy of the existing system. The six projects selected locally include, a transportation enhancement project, a short highway relocation project, a bridge replacement project, a widening/turn lane project and two interstate interchange modifications. While it is desirable to implement additional projects which would represent improvements to the system, the above clearly indicates an emphasis on maintaining the existing system in an adequate fashion. 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 for a four year period. Given that project scheduling, as submitted by ODOT, has not been altered by Bel-O-Mar, all 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 ODOT, no further attempt will be made to address the financing

issue beyond the inclusion of a funding summary table and a comparison of suballocated funds and the programming of locally initiated projects utilizing these funds.

Prioritization of projects and project categories is addressed in Section V of this document. The prioritization effort focused on a simplified needs assessment based on input from local Policy Committee members. The process establishes relative priorities among projects of significance, from the members perspective, and general project categories, irrespective of State project input.

Regarding progress towards the implementation of high priority projects, the following is noted.

- Priority 1** - Construction of new US250 from I-70 to Cadiz. Funds for this project were originally earmarked in ISTEPA. However, the project will cost significantly more than the earmark. Given this, ODOT District 11 held public meetings in 2002 to solicit input regarding the alternative use of the funds for other projects.
- Priority 2** - Construction of the northern section of new SR7 in Bellaire. Construction is now complete on this NHS link.
- Priority 3** - Upgrade I-70 interchanges at SR331 and Mall Road, including adjacent access. High Priority Project earmarks exist for both interchanges. Preliminary engineering and right of way phases for projects are now programmed in this TIP.
- Priority 4** - Safety upgrading and resurfacing of SR7 in Martins Ferry. Construction was completed in recent years.

Overall, significant progress has been made in implementing high priority projects in Belmont County. No significant delays in project implementation are noted, with the exception of Priority 1 listed above. Following the adoption of the updated Transportation Plan in CY2007, project prioritization will be readdressed. The following pages identify projects currently programmed in Belmont County through FY2011.

COUNTY: BELMONT

FY2008 - FY2011 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
								FY2008	FY2009	FY2010	FY2011	
	EXEMPT	STATEWIDE LINE ITEMS		Appalachian Development Local Access	*			*	*			STATE
				Bridge Inspections	*			*	*			STATE
				Bridge Maintenance Activities	*			*	*			STATE
				Bridge Rehabilitation, Reconstruction, and Replacement	*			*	*			STATE
				CEAO Program Administration	*			*	*			STATE
				Emergency Relief Projects (Category B & C)	*			*	*			STATE
				Federal Discretionary Programs (Interstate, Covered Bridge, Innovative Bridge, etc.)	*			*	*			STATE
				Forest Highways	*			*	*			STATE
				Highway Maintenance Activities	*			*	*			STATE
				Highway Planning and Research	*			*	*			STATE
				Highway Resurfacing, Rehabilitation, and Improvements	*			*	*			STATE
				Highway Safety Program	*			*	*			STATE
				Job Access Reverse Commute	*			*	*			STATE
				Local Programs	*			*	*			STATE
				Local Planning Agencies	*			*	*			STATE
				Major Project Bond Payments	*			*	*			STATE
				National Recreational Trails Program	*			*	*			STATE
				New Freedom	*			*	*			STATE
				Ohio Department of Public Safety - Safety Program CEAO	*			*	*			STATE
				Ohio Department of Public Safety 402 Safety Program	*			*	*			STATE
				Ohio Highway Safety Activities	*			*	*			STATE
				Preparation of Individual Program Documents and Provide Guidance to LPAs	*			*	*			STATE
				Rail Grade Separation Program	*			*	*			STATE
				Rail Highway Crossing Safety Program	*			*	*			STATE
				Rideshare Program	*			*	*			STATE
				Right-of-Way Hardship and Protective Buying	*			*	*			STATE
				Rural Transit Program	*			*	*			STATE
				Safe Routes to School Program	*			*	*			STATE
				Scenic Byway Program	*			*	*			STATE
				Specialized Services Provided by Statewide/ Districtwide Consultant Contract	*			*	*			STATE
				Specialized Transportation Program	*			*	*			STATE
				Transportation Community Preservation Program	*			*	*			STATE
				Transportation Enhancement Program	*			*	*			STATE
				Wetland Mitigation	*			*	*			STATE

III-3

* See statewide line item entries in State Transportation Improvement Program (STIP) for projected funding data.

COUNTY: BELMONT

FY2008 - FY2011 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
								FY2008	FY2009	FY2010	FY2011	
78794	EXEMPT	BEL-Tourism Center		St. Clairsville Courthouse Plaza. Restore two contiguous buildings, the former Jail and Sheriff's residence. Relocate County Tourism office. Enhancement	826	STP Local	C C		661 165			CITY
21874	EXEMPT	BEL-SR7-11.87	0.13	Shadyside. 3.92 miles north of SR872. Bridge painting using system OZEU.	1,789	NHS 002	C C			1,307 327		STATE
81266	EXEMPT	BEL-SR9-12.00	0.10	0.97 miles south of CR13. Repair H pile wall.	643	STP 002	C C		434 109			STATE
79463	EXEMPT	BEL-CR10-20.20	0.04	1.71 miles west of TR438 on Blaine Barton Road. Replace bridge.	1,246	BR Local	C C				997 249	COUNTY
78235	EXEMPT	BEL-SR26-0.00	18.77	Various routes and locations. General system preventive maintenance. Treatments TBD.	850	STP 002	C C		409 331			STATE
80135	EXEMPT	BEL-US40-17.13		0.95 miles west of St. Clairsville. Clean and paint bridge with OZEU.	399	IM 002	C C				291 73	STATE
80908	EXEMPT	BEL-US40-19.66	1.53	St. Clairsville East Lawn Avenue to Mall Road. Widen the pavement to provide a turn lane, a possible signal at Newlin Road, and a ped./bike lane.	628	HPP	C	628				CITY
22815	EXEMPT	BEL-US40-23.38	0.15	0.90 mile east of CR214. Rehabilitation of a National Registered Historic concrete arch bridge 754'.	3,585	BR 002	C		2,618 655			STATE
81677	EXEMPT	BEL-US40-23.57	6.43	0.01 mile west of CR10 to TR1277. General system preventive maintenance. Fine grained poly, modified asphalt.	1,156	STP 002	C C		809 202			STATE
24842	EXEMPT	BEL-US40-26.41	0.02	0.75 mile west of Brookside Corp. Line. Replace existing bridge.	317	002 BR 002	R C C		4		228 57	STATE

COUNTY: BELMONT

FY2008 - FY2011 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
								FY2008	FY2009	FY2010	FY2011	
77785	ANALYZED	BEL-IR70/Mall Rd.		I70 interchange with Mall Road. Modification to existing interchange.		IM 002 HPP LOCAL HPP LOCAL	P P P R R	453 50	2,400 600		2,400 600	STATE
80922	EXEMPT	BEL-IR70-0.00	16.60	I70 from the Guernsey County Line to M.P. 16.60. Upgrade existing signage along I70 and at the interchanges in the project area.	911	IM IM	P C		73 766			STATE
76825	EXEMPT	BEL-IR70-7.61	5.00	Belmont County IR70 from M.P. 7.61 to M.P. 12.61. Candidate major rehabilitation project from District Interstate Plan.	33,904	IM 002	C C			24,664 2,740		STATE
24407	EXEMPT	BEL-IR70-11.81	0.18	I70 Rest Area, 2.64 mile west of SR331. Westbound building renovation and eastbound building demolition	500	002	C		500			STATE
75417	EXEMPT	BEL-IR70-12.61	3.11	I70, 1.13 mile E. Of SR800 to 0.14 mile west of TR260 and 0.38 mile east of CR78 to CR56. Minor rehab.	3,229	IM 002	C C	2,690 299				STATE
80599	EXEMPT	BEL-IR70-14.45	1.21	I70/US40/SR331 interchange. Interchange modification.	1,800	HPP HPP	P R		1,000		800	STATE
24941	EXEMPT	BEL-IR70-20.00	0.07	1.03 mile west of junction with I-470. Bridge repair, cleaning and painting.	639	IM 002	C C			526 58		STATE
25574	EXEMPT	BEL-IR70-23.69	6.73	Various routes and locations. Priority system preventive maintenance. Locations and treatments to be determined at a later date.	2,111	IM	C	1,868				STATE
78236	EXEMPT	BEL-SR147.0.00	21.07	Various routes and locations. Preventive maintenance - treatments to be determined at a later date.	2,345	STP 002	C C			1,780 445		STATE
22714	EXEMPT	BEL-SR147-9.61	0.04	4.44 mile west of SR149. Removal of an existing structure over an abandoned railroad.	697	002 STP 002	R C C		10	502 125		STATE

COUNTY: BELMONT

FY2008 - FY2011 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
								FY2008	FY2009	FY2010	FY2011	
80419	EXEMPT	BEL-SR147-14.38	33.22	Various routes and sections. General system resurfacing.	4,570	STP 002	C C			1,928 2,641		STATE
24864	EXEMPT	BEL-SR148-3.14	0.06	1.34 mile east of SR800. Bridge replacements.	974	002 002 STP 002	P R C C	50 5		671 168		STATE
80103	EXEMPT	BEL-SR148-12.02	23.59	Various routes and sections. General system resurfacing - projects to be split out at a later date.	3,632	STP 002	C C				2,650 663	STATE
24970	EXEMPT	BEL-SR148-12.16	0.04	0.31 mile east of junction with SR145. Rehab bridge by replacing concrete slab superstructure.	828	STP 002	C C			605 151		STATE
22765	EXEMPT	BEL-SR148-12.20	0.03	0.37 mile east of SR145. Rehab bridge by replacing the concrete deck and painting steel beams.	1,030	STP 002	C C			752 188		STATE
78898	EXEMPT	BEL-SR148-19.90	0.10	0.04 mile east of CR5. Realignment to eliminate rockfall and landslide.	1,301	STP 002	C C	1,117 128				STATE
24846	EXEMPT	BEL-SR148-21.04	0.01	5.05 mile west of SR7. Repair metal pipe by paving invert with concrete.	10	002	C	10				STATE
80209	EXEMPT	BEL-SR148-22.80	0.10	0.72 miles west of TR810. Realignment to eliminate a rockfall.	1,325	002 STP 002	R C C		5	1,129 136		STATE
80131	EXEMPT	BEL-SR148-25.13		0.96 miles west of junction with SR7. Bridge deck replacement.	2,166	BR 002	C C				1,581 395	STATE
80136	EXEMPT	BEL-SR148-26.66		0.53 miles east of junction with SR7. Clean and paint two bridges in Belmont County and deck replacement of a bridge in Columbiana County.	2,280	NHS IM 002	C C C				458 1,030 591	STATE
24816	ANALYZED	BEL-SR149- RELOC	1.60	Bellaire. Begin at intersection with SR147 then west on new alignment 1.61 miles. Construct relocated highway on new location.		HPP MSTP	C C		836 304			STATE

COUNTY: BELMONT

FY2008 - FY2011 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
								FY2008	FY2009	FY2010	FY2011	
24972	EXEMPT	BEL-SR149-21.55	0.02	0.26 mile north of SR147. Replacement of twin concrete pipes with a single cell structure at two locations.	585	002 STP 002	R C C		2	426 107		STATE
24841	EXEMPT	BEL-SR149-27.43	0.02	2.48 mile north of US40. Remove two abandoned railroad structures.	723	002 STP 002	R C C		10	521 130		STATE
81695	EXEMPT	BEL-SR149-30.82	6.67	Various routes and locations. 2 general system poor performing pavements, 1 general system minor rehab.	857	STP 002	C C				599 150	STATE
81263	EXEMPT	BEL-US250-5.96	0.30	0.14 mile west of TR22. Construct H pile wall to repair landslide in three locations on US250.	1,595	STP 002	C C		1,216 304			STATE
80213	EXEMPT	BEL-IR470-3.22	0.30	At the CR214 overpass. Construction of D50 walls at three different rockfall locations.	2,239	NHS STP IM 002	C C C C	382 506 1,027 266				STATE
22778	EXEMPT	BEL-IR470-6.36	0.16	0.18 mile west of SR7. Clean and paint structural steel of bridges on I470.	1,611	IM 002	C C		1,324 147			STATE
82272	EXEMPT	BEL-IR470-6.54		I470 bridge over Ohio River. Routine maintenance and inspection of WV owned bridge.	43	IM 002	P P	8	11 1	9	12 1	WVDOT
25572	EXEMPT	BEL-SR647-1.35	22.87	Various routes and locations. General system - chip seal.	942	STP 002	C C	593 269				STATE
80626	EXEMPT	BEL-SR872-0.44		0.44 miles east of Ohio River on SR872. Ohio's share of a six year consultant inspection of Bridge.	101	002	P	46	3	49	3	WVDOT

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

	FY2008	FY2009	FY2010	FY2011	TOTAL
National Highway System (NH)	382		1,307	458	2,147
High Priority Project (HPP)	628	4,236		3,200	8,064
Interstate Maintenance (IM)	6,046	2,174	25,199	1,333	34,752
Surface Transportation Program (STP) State	2,216	3,539	7,643	3,249	16,647
Surface Transportation Program (STP) MPO		304			304
Surface Transportation Program (STP) (County)					
Bridge Program (BR)		2,618	228	2,578	5,424
State Enhancement (STEA)		661			661
Federal Sub-Total	9,272	13,532	34,377	10,818	67,999
Ohio Funding	1,123	2,451	7,154	1,876	12,604
Local Funding		765		849	1,614
Total	10,395	16,748	41,531	13,543	82,217
Total Maintenance and Operations Fund	10,170	10,782	41,531	9,743	72,226

* Due to project grouping, funds shown include projects outside of Belmont County.

Financial Constraint of Suballocated Funding

Following the non-attainment designations for ozone and PM 2.5, ODOT began suballocating CMAQ funds for use in Belmont County beginning in FY2007. These funds are now available in addition to the STP allocations. Beginning in FY2006, the MPO decided not to accept the enhancement allocation, as only \$30,000 - \$40,000 were available annually. Local sponsors in Belmont County are now eligible to compete for enhancement funding on a statewide basis.

Current budgets for STP and CMAQ are as follows:

	2007	2008	2009	2010	2011
STP	304,286	398,906	416,829	420,765	424,973
CMAQ	420,900	470,658	462,689	467,058	471,729

At this time, only the 2007 STP allocation is programmed for SR149 - Relocation. This is a carryover from the prior TIP. The project has been delayed to FY2009 due to a significant funding shortfall, as high priority earmarks now fall well short of the current cost estimate. Bel-O-Mar is interested in applying additional STP and CMAQ funds (through allowable transfer provisions) to this project, which is a relocation of a roadway deemed as an emergency a decade ago by the ODOT District Office. To date, ODOT Central Office has not been receptive to the CMAQ transfer (in contrast to the FHWA Division Office) while not offering any funding alternatives, thus allowing the extremely hazardous conditions to prevail. Bel-O-Mar intends to pursue the CMAQ transfer with the new administration in an effort to advance this project and alleviate the extremely unsafe roadway conditions characterizing the existing facility. Until which time this priority issue is resolved, it would be inappropriate to program any available or anticipated suballocated funding. As such, fiscal constraint is currently not an issue.

IV. 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 operates seven fixed bus routes solely in the four West Virginia communities of Wheeling and Bethlehem in Ohio County as well as Benwood and McMechen in Marshall County. For the EORTA, it operates four fixed bus routes 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). The four EORTA bus routes, however, do cross the Ohio River and offer service to and from downtown Wheeling in West Virginia. Further, the OVRTA/EORTA jointly operate an advance reservation, curb-to-curb 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 now 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 the 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 5309 funds are programmed as not being financially constrained, unless otherwise indicated by the respective State transit offices.

Specialized Transportation Program

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 an increase in the rate of its three year transit levy by 53 percent on November 2, 2004. The rate of taxation increased from 1.5 mills to 2.0 mills beginning with the 2005 tax year on all property within the City of Martins Ferry, as well as the Villages of Shadyside, Bellaire, Bridgeport, Brookside,

Yorkville, Tiltonsville and Rayland. In addition, the communities located along the Blaine bus route west of Brookside (i.e., Wolfhurst, Lansing and Blaine) also approved the new transit levy at the same time. The levy itself is scheduled to expire on December 31, 2007.

Voters living in the urban service area of the Ohio Valley Regional Transportation Authority also passed an increase in its local three year transit levy on November 2, 2004. While the prior levy for the OVRTA did not expire until June 30, 2006, the voters in the communities of Wheeling, Bethlehem, Benwood and McMechen collectively approved a 15 percent increase in the levy rates by 74 percent of the votes that became effective as of July 1, 2006. It will remain in effect until June 30, 2009.

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	3.53¢ - 4.32¢
Class II	7.06¢ - 8.64¢
Class IV	14.12¢ - 17.28¢

Fiscal Constraint

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

- ! FTA Section 5307 funds for FY2008 - FY2011 are based on SAFETEA-LU provisions.
- ! 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 5309 projects are listed in the tables as fiscally constrained only with the appropriate notification of the respective State transit office.
- ! FTA Section 5310 funds are limited to allocations and/or awards in recent years and assumed to be constant over the four year period.
- ! Funds through the Ohio Transportation Grant Program (OTGP) are limited to the current year allocation and held constant over the four year period. The potential use of discretionary capital funds are identified by footnote as appropriate.
- ! The potential also exists for a portion of the "local match" possibly being provided by the State of West Virginia for Section 5309 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.

V. PRIORITIZATION

During the months of December, 1992 and January, 1993, Bel-O-Mar conducted a simplified, two phase transportation needs assessment. This effort was undertaken based exclusively on input provided by local Policy Committee members, without the use of any predetermined criteria.

In the first phase of the process, local Policy Committee members were provided an opportunity to identify projects of local interest. These projects were in addition to a basic listing of projects which the Policy Committee has supported in the past, including projects recommended in the long range plan. Based on the response from local members, project listings were developed at the county level. Other project categories, such as resurfacing projects and safety projects, were added to each list.

In the second phase of the assessment, local members were asked to prioritize the projects and project categories, at the county level. No attempt was made to establish transportation study area priorities due to project selection and funding involving two states and the variation in voting representation by county. Further, given the limited number of projects in each county, and the flexibility of TEA-21 funding, prioritization by funding category was not considered appropriate.

The individual prioritized listings received from local Policy Committee members were then tabulated to establish the specific rank, at the county level, of all projects and project categories included in the prioritization process.

The results of the transportation needs assessment are shown on the following pages. No changes have been made from the previous TIP.

Following the adoption of the updated Transportation Plan in CY2007, efforts will be made to readdress the prioritization issue. It is anticipated that a point system will be established which will gauge a project's contribution to achieving the Transportation Plan Goals and Objectives.

PROJECT RANK BASED ON CUMULATIVE PRIORITY SCORE

BELMONT COUNTY

PROJECT	RANK
Construct new US250 from I-70 to Cadiz.	1
Construct the northern section of new SR7 through Bellaire.	2
Upgrade I-70 interchanges at SR331 and Mall Road, including adjacent access.	3
Safety upgrading and resurfacing of SR7 in Martins Ferry.	4
Construct a new I-70 interchange west of Bridgeport.	5
Federal annual operating assistance for the Eastern Ohio Regional Transit Authority (EORTA).	6
Alignment improvements to SR800 between Barnesville and Woodsfield.	7
Construct a two lane arterial (SR149) from new SR7 to existing SR149 west of Bellaire Corporation Line.	8
Upgrade US40 from Marion Street to I-470 (spot widening, left turn lanes, etc.).	9
Purchase new transit vehicles (EORTA).	10
Purchase Section 16 vehicles (generally, vans operated by private non-profit organizations to meet special transportation needs).	11
Other -- bridge projects.	12
Upgrade and pave 2.7 miles of Township Route 803 (Edgewater Park Road/Reynolds Road) in Kirkwood Township.	13
Expand transit service (EORTA) to Powhatan Point.	14
Other -- resurfacing projects.	15
Other -- interstate maintenance/minor upgrading projects.	16T
Other -- safety projects.	16T
Other -- transit capital projects.	18
Other -- eligible transportation enhancement projects such as historic preservation activities, landscaping and scenic beautification, archaeological planning and research, etc.	19
Other -- pedestrian/bikeway/trail projects.	20

PROJECT RANK BASED ON CUMULATIVE PRIORITY SCORE

OHIO COUNTY

PROJECT	RANK
Construct new WV2 (four lane) from I-70 to existing WV2 south of Warwood (no preferred alignment at this time).	1
Construct west leg of the Northern Parkway (two lane arterial) from North park (or possibly new WV2) to WV88 north of Oglebay Park.	2
Construct an Intermodal Transportation Facility in the City of Wheeling.	3
Upgrade WV88 and (former) WV91 from WV2 to E. Cove Avenue, including improved channelization at the intersection of WV88 and (former) WV91 and intersection improvements at E. Cove Avenue.	4
Construct new Aetnaville Bridge.	5
Upgrade US40 from WV2 to Peter's Run Road. Capacity improvements and upgraded signal systems.	6
Improve roadway and access to Millennium Center (Middle Wheeling Creek Road).	7
Construct Phase III of the Wheeling pedestrian/bikeway system in the Warwood area (included in interim TIP - final funding concurrence by the State not secured).	8
Upgrade WV88 from US40 to Oglebay Park, including spot realignment and channelization at the intersection of CR7.	9
Resurface 16th Street in Wheeling between WV2 off-ramp at Eoff Street and on-ramp at 16th Street and Wood Street.	10
Construct Phase IV of the Wheeling Pedestrian/Bikeway system from 17th Street to Claytor along CSX right of way.	11
Other -- bridge projects.	12
Other -- eligible transportation enhancement projects such as historic preservation activities, landscaping and scenic beautification, archaeological planning and research, etc.	13
Federal annual operating assistance for the Ohio Valley Regional Transportation Authority (OVRTA)	14T
Purchase new transit vehicles (OVRTA).	14T
Other -- safety projects.	16T
Other -- resurfacing projects.	16T
Connect proposed new industrial park (Roney's Point/Marroon Farms) to I-70.	18
Purchase Section 16 vehicles (generally, vans operated by private non-profit organizations to meet special transportation needs).	19
Other -- bridge inspection projects.	20
Other -- interstate maintenance/minor upgrading projects.	21
Other -- pedestrian/bikeway/trail projects.	22
Other -- transit capital projects.	23

PROJECT RANK BASED ON CUMULATIVE PRIORITY SCORE

MARSHALL COUNTY

PROJECT	RANK
Construct new roadway from Moundsville to I-79 (formerly proposed US48 extension).	1
Upgrade US250 from Moundsville to Wetzel County to improve safety, including spot realignment and guardrail installation.	2
Construct a pedestrian/bikeway facility from the southern part of Moundsville to the existing facility in Wheeling.	3
Construct a new WV2 (four lane) through Glen Dale and Moundsville. Consideration may be given to constructing a two lane highway with an option to expand to four lanes at a later date.	4
Other -- pedestrian/bikeway/trail projects.	5
Other -- bridge inspection projects.	6T
Other -- safety projects.	6T
Other -- resurfacing projects.	6T
Other -- bridge projects.	9
Federal annual operating assistance for the Ohio Valley Regional Transportation Authority (OVRTA)	10
Other -- eligible transportation enhancement projects such as historic preservation activities, landscaping and scenic beautification, archaeological planning and research, etc.	11
Other -- transit capital projects.	12
Purchase Section 16 vehicles (generally, vans operated by private non-profit organizations to meet special transportation needs).	13
Purchase new transit vehicles (OVRTA).	14

VI. PUBLIC INVOLVEMENT

Provisions of federal transportation legislation pertaining to the TIP require a reasonable opportunity for public comment prior to the program's approval. Additionally, regulations require a process which supports early and continuing involvement of the public in developing plans and TIP's.

In accordance with Bel-O-Mar's Public Involvement Process For Transportation Planning and Programming, notices will be published in the local newspapers regarding early involvement opportunities during the development of the TIP, and regarding the availability of the draft document for review and comment. 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, Bel-O-Mar 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.

In conjunction with the public involvement process for the TIP, the public notices that are published note the area's non-attainment designation and the availability of the conformity document for review and comment, as may be appropriate.

Copies of the public notices regarding early involvement in the development of the TIP are shown on page VI-2. In response to the public notice, as posted on the agency website, a letter from a resident of New Jersey was received. This person, who owns property in the vicinity of the proposed new I70 interchange in Ohio County, documented opposition to the project. A response was provided noting that Bel-O-Mar did not anticipate including the project at this time.

NEWS REGISTER
AND
INTELLIGENCER

JANUARY 31, 2007 AND FEBRUARY 7, 2007

TIMES LEADER

JANUARY 31, 2007 AND FEBRUARY 7, 2007

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 designated as non-attainment of the national ambient air quality standards for ozone and PM 2.5 (fine particulates). These designations require that a conformity analysis be undertaken with regards to transportation plans and programs. At this time, it is anticipated that the FY2008-FY 2011 TIP will include only analyzed and exempt projects which are derived from the conforming transportation Plan currently in effect. At which time emissions budgets are established for the respective Counties, a conformity test will be undertaken for each State.

Inquiries for additional information, written requests for a meeting as well as any other written comments should be directed to Mr. Robert Muransky, Transportation Study Director, at the above address from January 31, 2007 through February 15, 2007.

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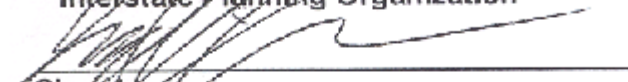
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METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the West Virginia and Ohio Departments of Transportation and the Belomar Regional Council and Interstate Planning Commission, the Metropolitan Planning Organization for the Wheeling urbanized area, hereby certify that that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5323(k), 23 U.S.C. 134, and 23 CFR part 450.220;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State Under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23;
- IV. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation; and
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities.
- VI. Section 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)).

**Belomar Regional Council and
Interstate Planning Organization**



Signature

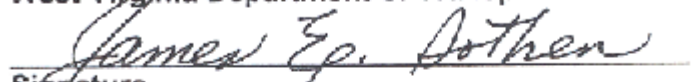
Executive Director

Title

May 4, 2006

Date

West Virginia Department of Transportation



Signature


Deputy State Highway Engineer-Development

Title

Date

APR 17 2006

Ohio Department of Transportation



Signature

DISTRICT DEPUTY DIRECTOR

Title

Date

5/12/06

VIII. PRIOR FUND UTILIZATION

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 will now be published by the end of September. Bel-O-Mar 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 to 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 \$1,000,000 or greater. There are no major transit capital projects programmed.

Belmont County

Belmont County Project No.	Type	FY2006 - FY2009 Projects Construction Phase	Status
BEL-SR7-11.87	Bridge painting	Programmed for FY2009	Moved to FY2010
BEL-CR10 -20.20	Bridge replacement	Programmed for FY2009	Moved to FY2011
BEL-US40-23.38	Bridge rehab	Programmed for FY2009	Still in FY2009
BEL-I70-5.04	Pavement rehab	Programmed for FY2009	Not programmed
BEL-IR70-11.81	Building replacement	Programmed for FY2006	Moved to FY2009
BEL-IR70-15.72	Pavement rehab	Programmed for FY2008	Not programmed
BEL-SR149-0.00	Relocate highway	Programmed for FY2007	Moved to FY2009
BEL-SR331-0.00	Resurfacing	Programmed for FY2006	Completed
BEL-IR470-6.36	Bridge painting	Programmed for FY2009	Still in FY2009

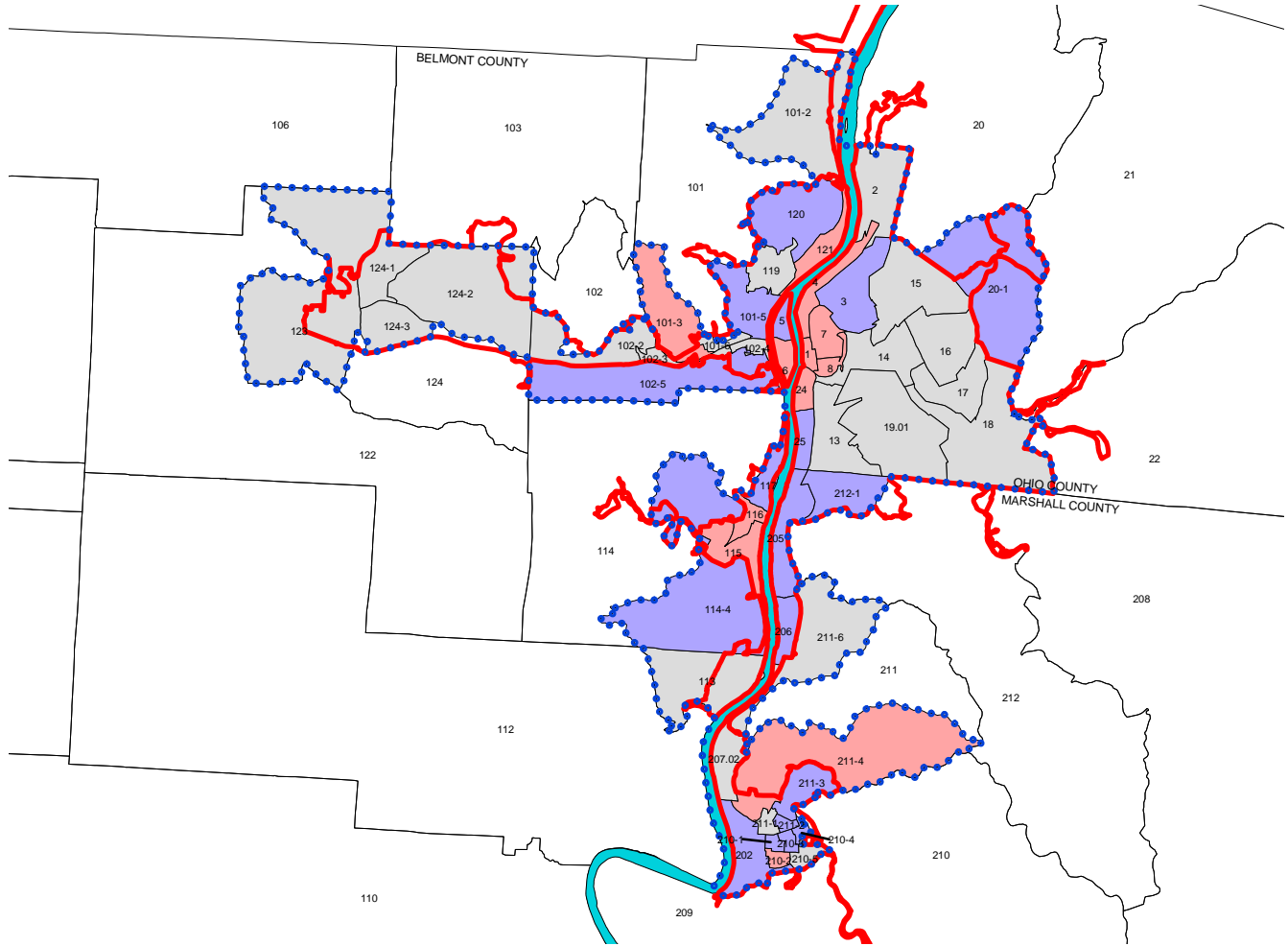
IX. ENVIRONMENTAL JUSTICE

In response to the issue of environmental justice, Bel-O-Mar developed a process by which target areas could be identified. Utilizing 2000 census data, a table of relevant data components was developed for all tracts within the urbanized area and appropriate block groups for tracts which were split by the urbanized area boundary. The components included population, below poverty level population, persons 65 and over, minority population, occupied housing units and occupied housing units without an automobile. Tracts which exceeded the analysis area average were then identified. These tracts were stratified in two percentage ranges: exceeding the analysis area average by 100% to 149%, and exceeding the analysis area average by 150% or greater. Maps were generated displaying the identified tracts or block groups. A composite table was then prepared which again identified the tracts or block groups, as well as, the number of times the tract or block group was identified in each percentage range. Following analysis of the data, environmental justice target areas were defined as census tracts or block groups which exceed the analysis area average by over 150% in at least two of the four categories. The overall process resulted in nine tracts or block groups being identified. The following pages provide documentation of the process above.

Census Tract/Block Group (CT/BG) Analysis Area (AA) Data

CT/BG	Total Pop	Pop BPL	Pop 65 +	Minority Pop	OHU	No Auto Available
1	527	300	178	109	279	212
2	3,622	455	791	113	1,562	256
3	1,789	355	197	263	786	101
4	1,117	454	130	143	555	168
5	1,665	339	273	132	700	107
6	1,463	361	179	119	626	159
7	1,434	682	231	544	681	335
8	564	201	144	198	259	150
13	1,631	169	337	29	657	86
14	3,752	336	992	135	1,470	323
15	2,915	174	585	191	1,157	40
16	2,355	160	541	161	1,012	69
17	1,763	183	483	20	769	25
18	5,356	676	1,175	238	2,379	275
19.01	2,651	58	535	81	1,127	58
20-1	1,348	303	159	82	530	26
24	1,056	355	201	93	571	240
25	1,771	339	468	24	801	158
101-2	727	107	152	24	327	23
101-3	794	200	283	64	346	105
101-5	671	138	166	49	294	34
101-6	764	69	115	48	334	45
102-2	954	90	242	5	437	26
102-3	665	91	121	37	310	65
102-4	863	131	132	95	355	22
102-5	821	181	153	79	373	22
113	4,062	350	1,086	38	1,815	223
114-4	1,450	278	294	8	566	22
115	1,844	494	423	30	804	174
116	1,390	471	226	195	617	179
117	1,704	366	349	171	702	137
119	3,163	462	592	157	1,366	190
120	3,057	626	539	325	1,267	147
121	1,023	324	327	46	574	197
123	3,883	270	1,040	202	1,722	115
124-1	871	83	179	18	370	39
124-2	912	80	124	78	392	12
124-3	1,255	97	220	122	530	20
202	2,433	538	639	54	1,132	327
205	1,571	336	328	31	707	153
206	1,937	398	439	25	865	139
207.02	1,566	102	363	11	696	43
210-1	1,028	175	178	30	425	49
210-2	920	274	153	76	373	53
210-3	777	134	188	15	353	31
210-4	744	137	106	16	330	32
210-5	990	57	261	18	440	47
211-1	847	129	62	0	373	35
211-2	844	173	181	0	364	0
211-3	855	175	252	25	308	34
211-4	1,459	409	261	69	545	75
211-6	514	14	110	22	205	3
212-1	832	148	125	32	317	22
AA Totals	84,969	14,007	18,008	4,890	36,855	5,628
AA Average	----	16%	21%	6%	----	15%

Tracts/Block Groups Within the Analysis Area (AA) Below or Exceeding Average of Population BPL (16%)

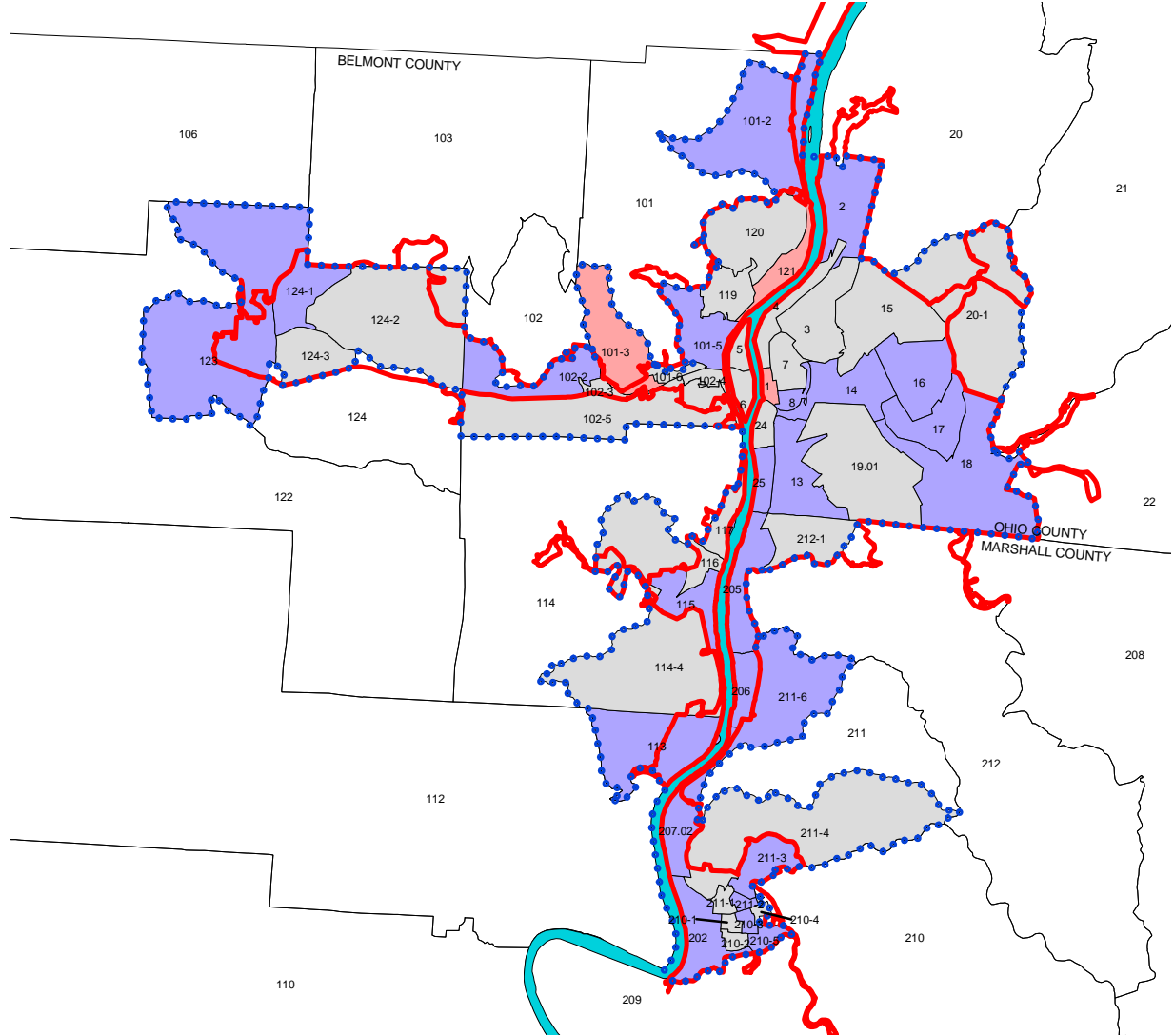


.....	Analysis Area (AA)
	Urbanized Area
Census Tracts/Block Groups	
	Below AA Average
	Exceeding AA Average by 100% to 149%
	Exceeding AA Average by 150%

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Tracts/Block Groups Within the Analysis Area (AA) Below or Exceeding Average of Population 65 and Greater (21%)

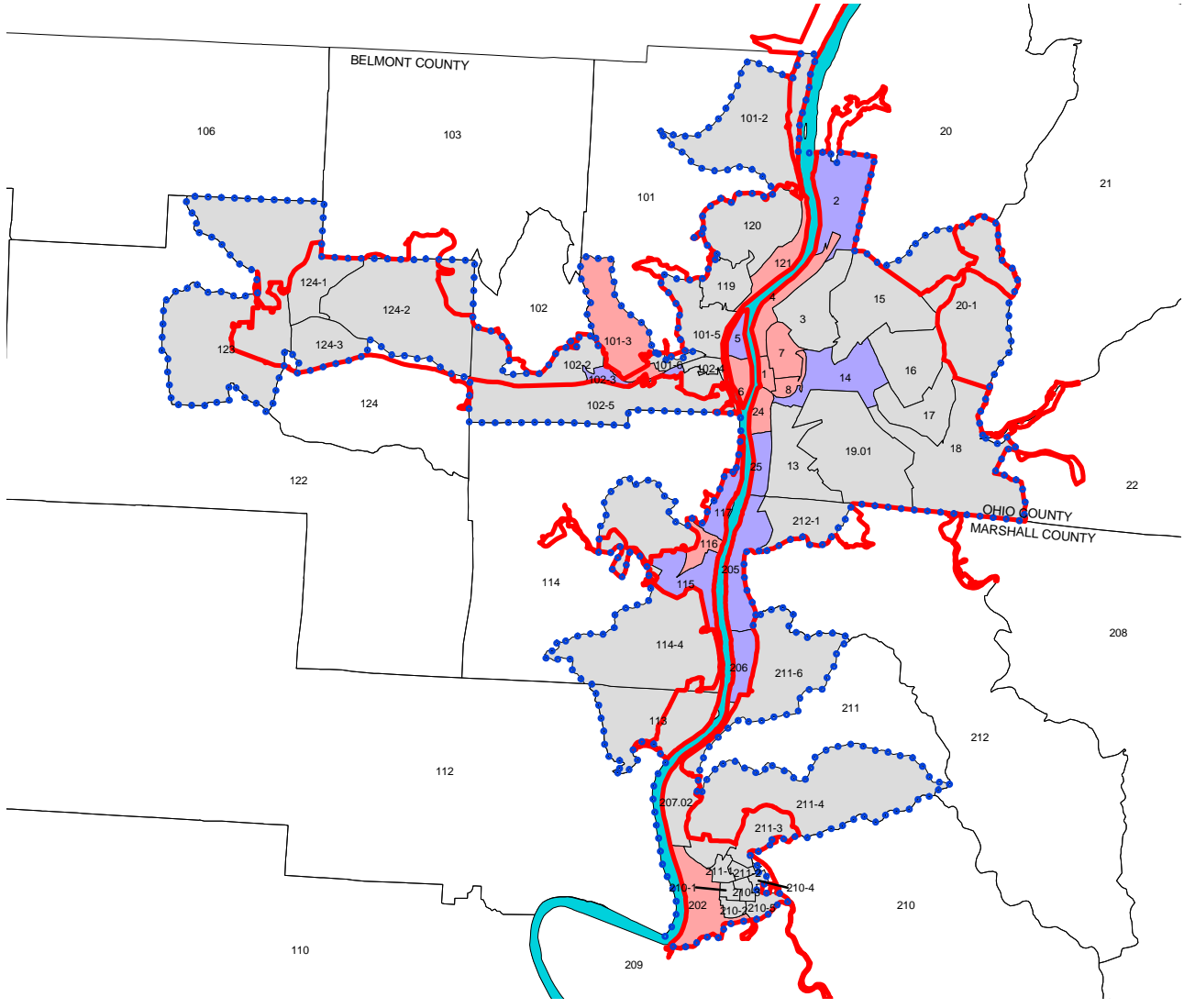


.....	Analysis Area (AA)
	Urbanized Area
Census Tracts/Block Groups	
	Below AA Average
	Exceeding AA Average by 100% to 149%
	Exceeding AA Average by 150%

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Tracts/Block Groups Within the Analysis Area (AA) Below or Exceeding Average of Occupied Housing Units without Vehicles (15%)



.....	Analysis Area (AA)
□	Urbanized Area
Census Tracts/Block Groups	
■	Below AA Average
■	Exceeding AA Average by 100% to 149%
■	Exceeding AA Average by 150%

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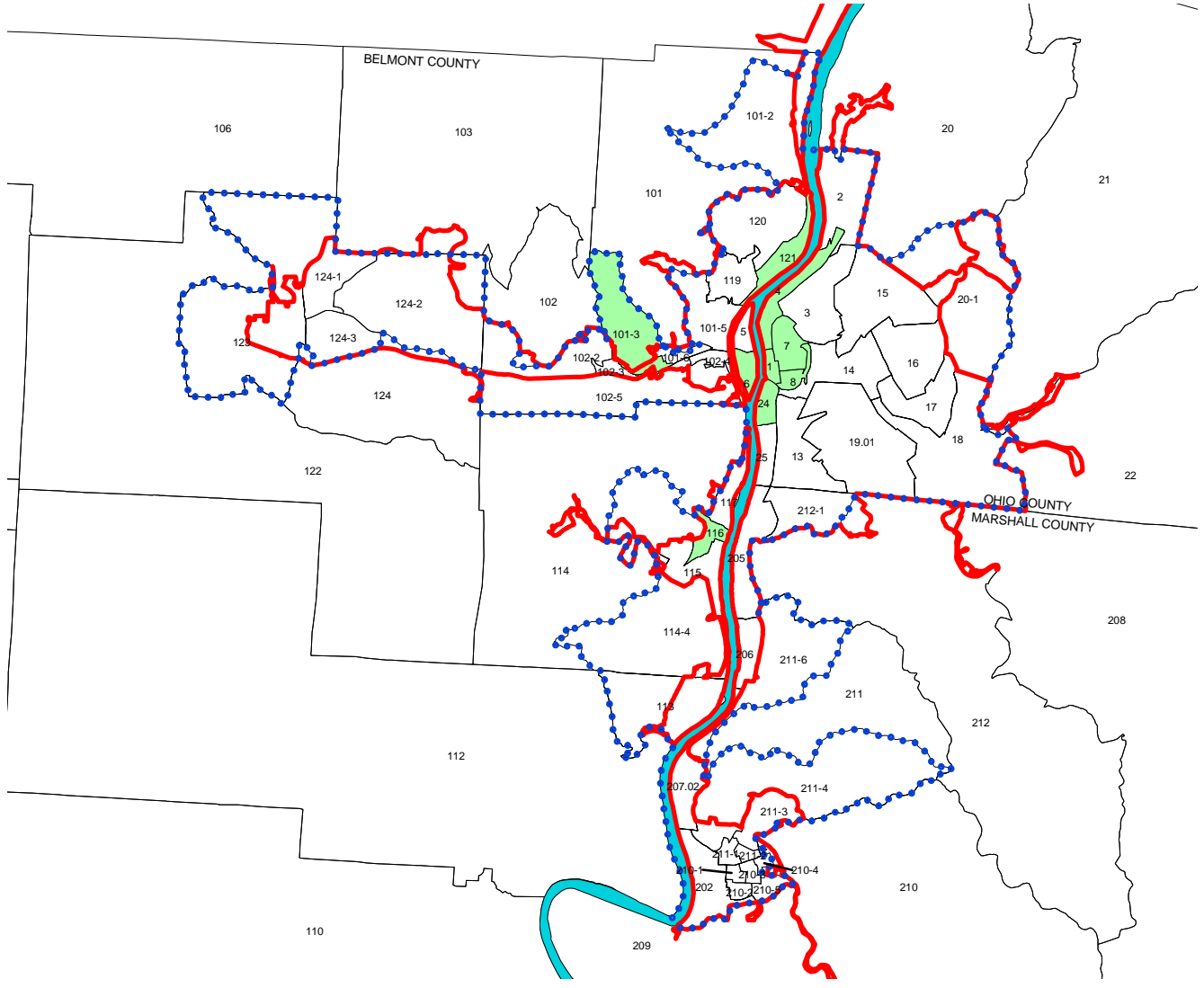


Census Tracts/Block Groups (CT/BG) Within Analysis Area (AA) by Selected Criteria Exceeding AA Average

CT/BG	Below Poverty Level		Population 65 +		Minority Population		No Auto Available		Number of		
	100%-149%	150% & >	100%-149%	150% & >	100%-149%	150% & >	100%-149%	150% & >	100%-149%	*150% & >	
1		X		X		X		X	0	4	
2			X				X		2	0	
3	X					X			1	1	
4		X				X		X	0	3	
5	X				X		X		3	0	
6		X			X			X	1	2	
7		X				X		X	0	3	
8		X	X			X		X	1	3	
13			X						1	0	
14			X				X		2	0	
15					X				1	0	
16			X		X				2	0	
17			X						1	0	
18			X						1	0	
19.01									0	0	
20-1	X				X				2	0	
24		X				X		X	0	3	
25	X		X				X		3	0	
101-2			X						1	0	
101-3		X		X	X			X	1	3	
101-5	X		X		X				3	0	
101-6					X				1	0	
102-2			X						1	0	
102-3					X		X		2	0	
102-4						X			0	1	
102-5	X					X			1	1	
113			X						1	0	
114-4	X								1	0	
115		X	X				X		2	1	
116		X				X		X	0	3	
117	X					X	X		2	1	
119									0	0	
120	X					X			1	1	
121		X		X				X	0	3	
123			X						1	0	
124-1			X						1	0	
124-2						X			0	1	
124-3						X			0	1	
202	X		X					X	2	1	
205	X		X				X		3	0	
206	X		X				X		3	0	
207.02			X						1	0	
210-1	X								1	0	
210-2		X			X				1	1	
210-3	X		X						2	0	
210-4	X								1	0	
210-5			X						1	0	
211-1									0	0	
211-2	X		X						2	0	
211-3	X		X						2	0	
211-4		X							0	1	
211-6			X						1	0	
212-1	X								1	0	
		AA Average = 16%		AA Average = 21%		AA Average = 6%		AA Average 15%			

* Shaded Area Denotes Target Areas

Tracts/Block Groups Within the Analysis Area (AA) Exceeding AA Average by Over 150% in at Least 2 Categories



.....	Analysis Area (AA)
□	Urbanized Area
■	Census Tracts/Block Groups
■	Target Areas

A GIS Product of:
 Belomar Regional Council
 P.O. Box 2086
 Wheeling, WV



Qualitative Analysis of the Impacts of the FY2008 - FY20011 TIP on the Environmental Justice Target Areas

Belmont County Highway Projects

A total of 40 highway projects have been included in the original program for Belmont County. Of this total, 34 have been selected by ODOT. All 34 projects are considered to address maintenance of the existing system. The types of projects include resurfacing, bridge repair and replacement, and minor rehabilitation. These types of projects are selected based on condition criteria established by the State. As the projects are intended to maintain the highway system in an equitable fashion, the MPO views the impacts of such projects to be neutral in relation to environmental justice issues.

Another project, a bridge replacement sponsored by the County, is also based on condition criteria, with the impacts also being considered neutral.

A transportation enhancement project, located in St. Clairsville, which will relocate the County Tourism office is considered to benefit the entire County based on its function, while not benefitting any given area with respect to mobility and accessibility.

The remaining four projects are being funded, in part, with high priority project earmarks. These include a widening project, two interstate interchange modifications and a highway relocation project.

The widening project, on US40 in the St. Clairsville area, will improve traffic efficiency and safety. While not negatively impacting the environmental justice target areas, by its physical location, the project will serve non-targeted areas at a higher level than targeted areas.

The interstate interchange modifications are intended to address inadequate designs, traffic efficiency, safety and economic development initiatives. Similar to the widening project, these projects will serve non-targeted areas at a higher level than targeted areas. The opportunities for the creation of new jobs may benefit the targeted areas.

The final project in Belmont County is the relocation of a section of SR149 in the Village of Bellaire. This project is intended to address safety and traffic efficiency issues associated with an aging, under-designed facility. A portion of the existing route serves as the boundary of census tract 116, which is a target area. The project will benefit the target area in terms of safety, including the removal of heavy truck traffic on the existing facility, and accessibility, while having virtually no negative impacts.

Transit

A quantitative environmental justice analysis of transit service was undertaken as part of the recent Transportation Plan update. It was determined that service was equitable to target and non-target areas, and as such, no specific actions were needed to achieve environmental justice objectives. As there has been no significant changes in transit service or target areas, the Transportation Plan findings are considered to be valid. The transit projects included in the TIP are related to maintaining existing service levels.

X. AIR QUALITY CONFORMITY ANALYSIS

Belmont County in Ohio and Ohio and Marshall Counties in West Virginia are designated non-attainment for Ozone and PM2.5. PM2.5 refers to the very fine particles (less than 2.5 microns in diameter). The ozone designation is based on the violation of the 8 hour ozone standards and was effective June 15, 2004. Ozone attainment is required no later than the year 2009. The PM2.5 designation came in April, 2005 and is based on the violation of annual standard only. The PM2.5 attainment is required no later than the year 2010.

The regulatory requirements that govern the conformity process require that a locally relevant conformity process be developed through interagency consultation. Two interagency meetings were held to establish this process. The meeting in Marietta, Ohio on August 31, 2004 was to establish the process for the ozone conformity and the August 31, 2005 meeting in Parkersburg, West Virginia was for the PM2.5 conformity process. A full Air Quality Analysis and Conformity Determination document is available at www.belomar.org. This document determines the conformity for the currently adopted Transportation Plan for 2025. The projects included in the 2008 - 2011 TIP are consistent with this plan. All projects are either analyzed in the plan or are exempt projects.

Since the last conformity determination, both states have requested that EPA redesignate their portion of the Wheeling MSA from non-attainment for ozone to attainment. Each state submitted a maintenance plan for the next 12 years, to 2018 and included proposed budgets for ozone precursors VOC and NOX. After the budgets are approved by EPA, they will be used for the conformity determination as per the interagency consultation process. The proposed budgets are for Ozone precursors only and are shown in Table I and Table II. The PM2.5 budgets will be established later. Conformity determination is based on the emissions estimates generated using the Travel Demand (TDM) and Mobile 6.2 software and are presented in Table III. The PM2.5 emissions estimates, also generated using TDM and Mobile 6.2 software, are presented in Table IV.

**TABLE I
Proposed VOC Budget for Moving Vehicle Emissions**

Year	Ohio & Marshall	Belmont	MSA
2004	-	-	-
2009	2.54	2.60	5.14
2018	1.43	1.52	2.95

**TABLE II
Proposed NOX Budget for Moving Vehicle Emissions**

Year	Ohio & Marshall	Belmont	MSA
2004	-	-	-
2009	4.30	4.69	8.99
2018	1.69	1.91	3.60

**TABLE III
Ozone Precursors
VMT and Emissions by Analysis Years**

Analysis Year	Model VMT (million miles/day)	HPMS VMT (million miles/day)	Nox (tons/day)	HC* (tons/day)
2002 Base Year	4.28	4.29	12.665	7.556
2009	4.52	-	7.745	4.437
2019	4.71	-	2.962	2.499
2025	4.84	-	2.231	2.081

* Hydro carbons (HC) are expressed as VOC.

**TABLE IV
PM 2.5 Precursors
Seasonal and Total Emissions by Analysis Years**

PM 2.5							
Year	Summer			Winter			Annual Total PM 2.5
	# Days	Daily PM2.5	Summer Total	# Days	Daily PM2.5	Winter Total	
2002	183	0.212	38.8	182	0.194	35.3	74.1
2009	183	0.136	24.9	182	0.124	22.6	47.5
2019	183	0.076	13.9	182	0.067	12.2	26.1
2025	183	0.073	13.4	182	0.065	11.8	25.2
NOX							
Year	Summer			Winter			Annual Total NOX
	# Days	Daily NOX	Summer Total	# Days	Daily NOX	Winter Total	
2002	183	12.665	2317.7	182	12.020	2187.6	4505.3
2009	183	7.745	1417.3	182	7.489	1363.0	2780.3
2019	183	2.962	542.0	182	2.850	518.7	1060.7
2025	183	2.230	408.1	182	2.115	384.9	793.0

Note: Emissions in tons

Transportation Conformity Test

All non-exempt projects included in the 2008-2011 TIP were analyzed and included in the Long Range Plan as amended and adopted on February 23, 2006. All other projects are exempt as per 43 CFR 93.126. As per the process selected during the interagency consultation meetings, the future emissions as shown in Table III are less than the base year emissions shown in the same table. Thus according to 40 CFR 93, this comparison demonstrates conformity for ozone.

The PM2.5 emissions estimates are shown in Table IV. Significant emission reductions are estimated for each PM2.5 precursor in each successive analysis year. Since the estimated emissions for each successive analysis year are less than the base year (2002) emissions, the conformity test is met.

All non-exempt projects included in the 2008-2011 TIP were analyzed and included in the amended LRP adopted on February 23, 2006. The conformity approval letter for the amended LRP, from FHWA and FTA, is shown on the next page. All other projects are exempt as per 43 CFR 93.126. Thus, the 2008-2011 TIP containing projects in Belmont County, Ohio and Ohio and Marshall Counties, West Virginia meets the conformity test for both ozone and PM2.5.

In accordance with the public involvement process, public notices were placed in the local newspapers noting the area's non-attainment designation and the availability of the conformity document for review and comment. Public notices for the draft 2008-2011 TIP are also placed in local newspapers.



U.S. Department
of Transportation

Federal Transit Administration
Region III
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A	I	Init	A	I	Init
		De Administrator			Admin Coordinator
		Federal Highway Administration			Admin Coordinator
		WV State Police			Financial Specialist
		WV State Police			Legal Counsel
		WV State Police			NE-1 Design
		WV State Police			NE-2 Civil Mat. Eng.
		WV State Police			NE-3 Materials
		WV State Police			Asst. Structures Eng.
		WV State Police			IT Specialist
		WV State Police			Library
		WV State Police			Trans. Specialist

File #
File Name (Scan)

APR 03 2006

Mr. Bob Muransky
Transportation Study Director
Bel-O-Mar Regional Council
P.O. Box 2086
Wheeling, West Virginia 26003-0290

Re: Air Quality Conformity Determination - Wheeling, West Virginia Area FY 2006-2009
Transportation Improvement Program and 2025 Metropolitan Transportation Plan

Dear Mr. Muransky:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the Air Quality Conformity Determination for the FY 2006-2009 Metropolitan Transportation Improvement Program and the 2025 Metropolitan Transportation Plan for the Wheeling, West Virginia urbanized area. FHWA and FTA have coordinated our review with the Region III Office of the U.S. Environmental Protection Agency (EPA).

The Air Quality Conformity Determination for 8-hour ozone and PM 2.5 criteria pollutants, adopted by the Bel-O-Mar Regional Council on February 23, 2006, adequately addresses the criteria specified in the EPA's Transportation Conformity Rule contained in 40 CFR 93, sections 93.102(b)(1), 93.102(b)(2)(iv), 93.102(b)(2)(v), 93.102(b)(3), 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), 93.113(c), 93.118 and 93.119 and is therefore approved.

Any questions concerning this approval should be directed to Jeff Blanton, FHWA West Virginia Division, 304-347-5436, or Anthony Tarone, FTA Region III, 215-656-7061.

Sincerely,

Susan Borinsky
for Susan Borinsky
Regional Administrator
Federal Transit Administration

Jeff Blanton
for Thomas J. Smith
Division Administrator
Federal Highway Administration

cc: Susan O'Connell, WVDOT
Norman Roush, WVDOT