



243 High Street Room 026
Morgantown, WV 26505
(304) 291-9571
www.plantgether.org

Agenda

Policy Board Meeting
Monongalia County Board of Education
1751 Earl Core Road
Morgantown WV
November 17, 2022

6:00 PM

1. Call To Order
2. Public Comment
3. Approval of Minutes
4. Committee Reports:
 - a. Citizens Advisory Committee
 - b. Finance Committee
 - c. Executive Directors Report
5. TIP Amendment
6. Highway Safety Performance Measures
7. Draft FY 2023 Meeting Calendar
8. Draft Process for evaluating proposed projects for Carbon Reduction and Surface Transportation Block grant funding
9. Input on projects to be included in the FY 2023-2024 Unified Planning Work Program
10. Appointment of Officer Nominating Committee
11. Other Business
12. Meeting Adjournment



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Memorandum

Date: November 10, 2022
To: Policy Board Members
From: Bill Austin, AICP
Subject: November 17, 2022 Policy Board Meeting Agenda Items

This memorandum is to inform you of the items under consideration in the November 2022 Policy Board Agenda.

-TIP Amendment-The MMMPO has been awarded a Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) grant to complete the design of the improvements identified in the MPO's Study of Greenbag Road and to study the feasibility of constructing a multi-purpose path parallel to Greenbag Road. The Federal Highway Administration awarded the MMMPO the full \$4.2 million requested for this project. A copy of the letter confirming this award is included with the Agenda packet. The TIP amendment proposed is:

FY 2023

ADD

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant-Design improvements to Greenbag Road-\$4,200,000

It is respectfully requested that the Policy Board adopt the proposed TIP Amendment to the MPO Policy Board. The TTAC and CAC have unanimously recommended approval of this TIP Amendment

-Highway Safety Performance Measures-The MMMPO is required to annually adopt Highway Safety Performance Measures in order to track progress toward achieving safety goals for Congress. Please find included with the Agenda a Memorandum identifying the West Virginia Department of Transportation's progress toward meeting their safety goals and the safety goals they are proposing for the upcoming year. It is respectfully requested that the Policy Board approve the WVDOT safety goals as identified in the memo provided with the agenda for the upcoming year. The TTAC and CAC have recommended the approval of these goals.

-Draft 2023 Meeting Schedule-Please find attached with the agenda the proposed MPO Committee Meeting Schedule. Please review the schedule for any potential conflicts and let us know if there are any so we may adjust the schedule accordingly. Staff respectfully requests that the Policy Board approve the calendar. The TTAC and CAC have reviewed the calendar and recommended that the Policy Board approve it.

-Draft Process for Applying for Federal Funding through the MPO-The most recent transportation bill provides for MPO's under 200,000 in population to potentially have the authority to allocate funding from the Carbon Reduction Program (CRP) and the Surface Transportation Block Grant Program (STBG). While the State's MPO's are currently working with the WV Department of Transportation to determine how the consultation process for these funds is going to work MMMPO Staff thought that it would be prudent to be prepared for the possibility that the MMMPO Policy Board will be able to use these funds to fund projects.

Please find attached two memorandums prepared by Staff on this topic. One memorandum identifies types of projects that can be funded through these programs and the percentage of the project cost that would be eligible through the programs. The share of Federal funding that might become available ranges from 80% to 100% of the total project cost depending on the type of project that is submitted. The second memorandum outlines a draft proposal review process for applicants who apply to the MPO for funding. The process proposed by MPO staff is based on the process used by the Huntington MPO's for evaluating projects in their role as a Transportation Management Area. The TTAC and CAC have reviewed the proposed process. This document is being provided to the Policy Board for its initial consideration. It is respectfully requested that the Policy Board consider adopting this process.

-FY 2022-2023 Unified Planning Work Program-MPO staff is beginning work to develop the MPO's work program for the upcoming year. Items that can be included in the UPWP include staff driven items such as development of a small area plan, working to coordinate efforts between various agencies and similar efforts, or the conduct of large studies using consultants.

One item the MPO will be considering for our work program next fiscal year or possibly sooner will be the conduct of a detailed traffic modeling study for downtown Morgantown as identified in the recently adopted Metropolitan Transportation Plan (MTP). As noted in the MTP issues to be addressed in this study include evaluation of alternatives for Grumbeins Island, traffic operations in downtown including an evaluation of the downtown's street pairs as well as the operation of the Don Knott's Boulevard in the Waterfront and Willey Street.

We would greatly appreciate it if the Policy Board would provide us with ideas for work that you would like to see accomplished by the MPO in the upcoming fiscal year which begins July 1st. We hope you will come to the Policy Board meeting prepared to discuss this topic.



POLICY BOARD MEETING

Monongalia County Commission Chamber

August 18, 2022, 6 PM

Virtual Meeting Link:

<https://morgantownmonongaliampo.my.webex.com/meet/baustin>

Members Present:

Chair Ron Justice-WVU, Vice-Chair Mike Kelly-Board of Education. Treasurer-Mayor Patricia Lewis, Recorder Steve Blinco-Star City. Commissioner Tom Bloom-Monongalia County, Mr. Brian Carr-WV DOH, Councilperson Kawecky-City of Morgantown, Mayor Jenifer Selin-City of Morgantown, Commissioner Sean Sikora-Monongalia County, Delegate Joe Statler-Blacksville.

Members Absent: Steve Solomon Westover, Councilman Dave Harshbarger-City of Morgantown, Dave Bruffy Mountain Line, Commissioner Jeff Arnett-Monongalia County

MPO Director: Bill Austin, AICP

1. Call to Order

With a quorum present, Chairman Justice called the meeting of the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) Policy Board to order at 6:00 PM.

2. Public Comment

Mark Nesselroad, a Monongalia residence, expressed his support on proposed improvements in the I-79 Exit 155 area to connect Mylan Park to Westover and Morgantown.

Matthew Cross, chairman of Morgantown Pedestrian safety board, suggested enhanced pedestrian surface cross on Beechurst Ave between Campus Dr and University Ave. He expressed his support of the Willey Street sidewalk project.

Dr. Kevin Trembush, a property owner on Van Voorhis Rd, expressed his concern over the Van Voorhis Rd project. He urged the MPO defund the project, noting that the current design of the

project is not an optimal solution to improve the intersection of Van Voorhis Rd and Burroughs St. In addition, it will significantly impact his business.

Lenard George, a property owner on Van Voorhis Rd, expressed his support for Dr. Trembush and also urged the MPO to defund the Van Voorhis Rd project. He noted that there are other alternatives to improve the intersection without imposing significant impacts to the adjacent property.

3. Approval of Minutes

Chairman Justice noted that the minutes for the last meeting were included in the agenda packet. Commissioner Bloom moved to approve the minutes as presented; seconded by Mayor Selin. With no discussion, the motion was approved unanimously.

4. Committee Report

a. Citizens Advisory Committee

Mr. Austin noted that the Chairman of the CAC was not able to attend the meeting. The last CAC meeting had a very good quorum. The attending committee members reviewed the agenda item and recommended approval of the TIP Amendment and draft policies as presented.

b. Finance Committee

Mayor Lewis briefed the Board on the financial report:

At the beginning of June, the balance was \$19,956.71. The expenditures were \$56,995.61 with three deposits of 39,743.82, leaving a balance of \$ 2,704.92 at the end of June.

Del. Statler moved to approve the finance report as presented; seconded by Commissioner Bloom. With no discussion, the motion was unanimously approved.

c. Executive Director

Mr. Austin noted that the MPO got a RAISE Grant for the remaining portions of Greenbag Rd project. The total amount for the grant is \$4. 2 million. It is for the design of the section from Lucky Ln to Deckers Creek Blvd and the section from the Mountaineer Mall entrance to Don Knotts Blvd. The grant will also fund a feasibility study on the off-road trail identified in the MPO's 2015 study of on Greenbag Rd. If deemed feasible, the off-road trail will be designed.

Mr. Austin noted that Jing Zhang, the Planner II of the MPO, has been elected as the Chair of the American Planning Association International Division. His service shows his professionalism recognized by his colleagues.

Mr. Austin noted that the MPO is interested in potentially hosting the WV planning conference in 2023. It expects to occur in the fall of 2023 or the spring of 2024.

Mr. Austin noted that he has been nominated as one of five candidates running for two seats at the Board of Director of the Association of MPOs.

Councilman Kawecky asked if the proposed off-road trail in the grant can be extended to the White Park. Mr. Austin noted that the trail is only extent to the Mountainview elementary school extending it would require amending the grant as well as buying a significant amount of right of way.

5. Presentation by WestRidge

Commissioner Bloom noted that the Mon County Commission has submitted a grant to expand and enhance the DOH project on I-79 Exit 155. The project will allow the community to have a true gateway to Morgantown and Start City. It will connect the Mylan Park, Granville, WestRidge development, and the rest of the community. If funded, the project will have significant impact to the region in a long term.

Megan O'Reilly, the Director of External Relations, made a presentation about the WestRidge grant application.

Mayor Selin noted the importance of connection the Star City Bridge to the Caperton Trail. She noted that there has been a grant for the connection a few years.

Mr. Carr noted that if he could have the name of the grant, he can reach out to DOH staff to check the status of the grant.

7. Public Involvement Policy

Mr. Austin noted that enclosed in the agenda is a copy of the draft Public Involvement Policy as modified from comments received at the last TTAC and CAC meetings. Changes to the document include a more robust description of the MPO's partnership for public involvement for amendments and adoption of the Transportation Improvement Program with Mountain Line. MMMPO Staff released the draft policy to the public in June. No public comments were received on the proposed policy.

Commissioner Bloom moved to adopt the policy as presented; seconded by Mayor Selin. With no discussion, the motion passed unanimously.

8. Request for Proposals for On Call Engineering and Planning Services

Mr. Austin noted that several MPOs around the state have developed an On Call Engineering contract with engineering firms to address increasing needs of engineering service to implement MPO's projects. The enclosed draft On Call services RFQ provides for the MPO to enter into a contract with up to 3 firms to perform on-call services. The proposed contract would not obligate the MPO to spend any funds with a firm but it would provide the MPO with a set fee structure for engaging engineering firms for specific tasks.

Mr. Kelly asked about the length of the contract and how the selection process will be carried out.

Mr. Austin noted that contract length is one year with potential extension for another year at the end of the first year of the contract. The RFQ will be duly advertised on the newspapers, MPO's website, and other professional venues.

Mr. Carr asked about the selection committees. Mr. Austin noted that the selection committee will mainly consist of the Transpiration Technical Advisory Committee.

Commissioner Sikora noted that he will discuss with the Executive Director about the connection between technical evaluation and financial evaluation in the RFQ after the meeting.

9. Proposed Safe Streets for All Grant Zero Fatalities Resolution

Mr. Austin noted that included in the agenda package is a resolution adopting a “Zero Fatality” approach to traffic safety. Adoption of this policy will support the MPO’s application for a Safe Streets for All grant application. The grant seeks to spur systemic change to improve safety for an area’s transportation network so it can consist of more than one project and state departments of transportation are not eligible to apply for a grant.

MPO Staff has been working with Policy Board Members and agency staff to develop a list of projects for the grant application

Currently, the grant application includes the Willey Street Reconstruction/Relocation project, two projects in Star City, and several projects in Granville. Mountain Line has also expressed an interest in participating in the grant application.

The City of Morgantown is to provide additional projects prior to the Policy Board meeting. In addition to proposing construction projects for the grant the MPO is working with WVU Medicine to develop a traffic safety/active transportation educational outreach effort to inform the area’s residents about traffic safety and active transportation which promotes health as well as helps to reduce traffic congestion.

Commissioner Sikora moved to adopt the resolution as presented; seconded by Recorder Blinco. With no discussion, the motion unanimously passed.

Commissioner Bloom raised a concern about the delay of the River Road Slide Repair project. He noted that as Mountain Top Beverages is opening up soon in the Morgantown Industrial Park, a high volume of truck traffic is expected in Westover. The project delay could impose heavy traffic on the primary roads in Westover. Commissioner Bloom suggested sending a letter to DOH to express those concerns.

10. Travel Policy Amendment

Mr. Austin noted that as part of an ongoing review of the MPO’s policies staff looked at the MPO’s travel policy. It was noted that the MPO does not have a per diem policy for travel outside of the area. Staff reviewed several different policies and is recommending that the MPO adopt the rates from the United States General Services Administration per diem policy for West Virginia.

Commissioner Sikora moved to adopt the policy as presented; seconded by Mayor Lewis. With no discussion, the motion passed unanimously.

11. Other Business

Mr. Solomon noted that some local streets in Westover are not in good condition. He noted that the growth of Industrial Park will impose more truck traffic on the local streets. He urged the MPO consider improvement on the local streets in Westover and reducing the impact of truck traffic.

Commissioner Sikora noted that the industrial park access project has been vetted by Westover residents and received overwhelming support. Improvements on DuPont Rd and Fairmont Rd are included in the plan.

Mr. Austin noted that he has been reaching out to Westover to identify potential projects to be included in the Safe Street for All grant application.

Commissioner Sikora responded to the concerns on the Van Voorhis project. He noted that the MPO understands the concerns raised by the property owners. The DOH is in the process of identifying an optimal solution for the intersection. It is expected that the DOH will start a conversation with property owners in the right-of-way process to identify a satisfiable way to address the access management issues.

Mr. Austin noted that it is a standard practice that DOH negotiate with the property owners in the right-of-way process to decide the final design. Mr. Austin noted that he will reach out DOH engineers for an update on process on this issue.

Councilperson Kawecky urged that all parties proactively work out a satisfiable solution on the issue. It is important to solve a problem at the beginning before that problem grows into a long-term issue.

Chairman Justice noted that the community has been waiting for a long time to see the changes on the Mileground and Greenbag Rd. He encouraged the WVDOH to keep the momentum and move forward the gateway project on I-79 Exit 155.

12. Meeting adjournment

The meeting adjourned at 7:18 PM.



Memorandum

Date: November 2, 2022

To: MMMPO Committees

From: MMMPO Staff

Subject: **Statewide Safety Performance Targets for the MMMPO Area**

This memorandum summarizes the progress made toward achieving the Statewide Safety Performance Targets for the MMMPO area, based on information from WV Division of Highways.

On October 24, 2022, MPO received the Statewide Safety Performance Targets from the WV Division of Highways. It included a table (attached to this memo) showing the current progress and target setting on safety performance for the MMMPO area. MMMPO staff reviewed the information and prepared this summary of the data provided.

Major findings

Current Goals

- **Vehicle fatalities.** The goal is a 50% reduction by 2030 from 2009. The 2005-2009 number is 16.0. The target for 2022 and 2023 is 8.9 and 8.8, respectively.
- **Serious vehicle injuries.** The goal is a 66% reduction by 2030 from 2013. The 2009-2013 number is 103.0. The target for 2022 and 2023 is 34.9.
- **Bicycle and pedestrian fatalities and serious injuries.** The goal is a 66% reduction by 2030 from 2013. The 2009-2013 number is 7.8. The target for 2022 and 2023 is 4.6 and 4.3, respectively.

Progress in 2021

- **The fatalities in 2021.** The actual annual number achieved (9.0) met the target of 9.4 for the year. The average fatality rate was 1.005, which did not meet the target of 0.952. However, the rate was better than baseline (1.060) and is considered that a significant progress toward the goal has been made.
- **The serious injuries in 2021.** The actual annual number achieved (35.0) met the target of 37.6 for the year. The average serious injury rate was 3.875, which did not meet the target of 3.368. However, the rate was better than baseline (4.075) and is considered that a significant progress toward the goal has been made.
- **The bike and pedestrian fatalities and serious injuries in 2021.** The actual annual number is 4.8, which did not meet the target of 3.9. It was not better than the baseline of 4.3, and significant progress toward the goal has not been made.

Overall progress

- For the vehicle fatalities since 2011, 7 years met the target and 4 years did not meet the target. The target has been met in the last three years. In terms of fatality rate, 5 years met the target and 6 years did not meet the target. The target has not been met in the last two years.
- For the serious vehicle injuries since 2014, all years met the target except 2018. In terms of serious injury rate, all years met the target except 2014 and 2021.
- For bike and pedestrian fatalities and serious injuries since 2014, 4 years met the target and 4 years did not meet the target.

Recommendation

Staff recommends adoption of the State prepared targets for 2022-2024. They are as following:

- Vehicle fatalities: 8.9 for 2022, and 8.8 for 2023;
- Vehicle fatality rate: 1.116 for 2022 and 1.060 for 2023;
- Serious vehicle injuries: 34.9 for 2022 and 2023;
- Serious vehicle injuries rate: 3.975 for 2022 and 4.075 for 2023; and
- Bicycle and pedestrian fatalities and serious injuries: 4.6 for 2022 and 4.3 for 2023.

Safety Performance Measure	Goal	Safety Performance Target Year																																		
		Baseline for Safety Performance Target Year																																		
		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023									
		5 Year Time Period																																		
Fatalities & Fatality Rate	50% Reduction in Fatalities by 2030 (from 2009)	Actual Annual Number	2005-2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023					
		Target to Reach Goal	16.0	15.8	16.0	14.4	12.6	11.4	11.6	11.6	11.2	11.0	10.6	9.6	9.0				15.6	15.4	15.6	14.0	12.3	11.2	11.4	11.3	11.0	10.8	10.4	9.4	8.9	8.8				
		Target Met/Not Met				Not Met	Met	Met	Met	Not Met	Not Met	Met	Not Met	Met	Met	Met				Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes						
		Better than Baseline?				Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes						
		Met or Made Significant Progress				Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes				Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes						
		Avg VMT (Assume 0.44% Growth)	8.798	8.965	9.092	9.269	9.315	9.391	9.469	9.640	9.785	9.911	10.007	9.679	9.100																					
		Avg VMT (Including Estimates)		8.836	9.005	9.132	9.310	9.356	9.432	9.510	9.682	9.828	9.954	10.075	9.280	8.491	7.899																			
		Avg Fatality Rate	1.807	1.757	1.761	1.556	1.356	1.215	1.225	1.203	1.150	1.112	1.062	0.992	1.005																					
		Target Avg Fatality Rate		1.841	1.754	1.622	1.250	1.288	1.163	1.225	1.245	0.994	1.147	0.953	0.952	1.116	1.060																			
		Target Met/Not Met				Not Met	Met	Not Met	Met	Not Met	Met	Met	Not Met	Met	Not Met	Not Met																				
		Better than Baseline?				Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes																				
		Met or Made Significant Progress				Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes																				
		Serious Injuries & Serious Injury Rate	66% Reduction in Serious Injuries by 2030 (from 2013)	Actual Annual Number	224.8	185.0	148.6	123.4	103.0	85.6	74.2	65.0	51.8	51.2	45.2	38.0	35.0																			
Target to Reach Goal								99.0	82.4	71.5	62.8	50.5	49.8	44.2	37.6	34.9	34.9																			
Target Met/Not Met									Met	Met	Met	Met	Not Met	Met	Met	Met																				
Better than Baseline?								Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes																				
Met or Made Significant Progress								Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes																				
Avg Serious Injury Rate	25.877			20.906	16.490	13.327	11.115	9.144	7.864	6.765	5.309	5.195	4.528	3.876	3.875																					
Avg Target Serious Injury Rate								8.696	7.903	6.866	5.426	5.221	4.626	3.935	3.368	3.975	4.075																			
Target Met/Not Met								Not Met	Met	Met	Met	Met	Met	Met	Not Met	Not Met																				
Better than Baseline?								Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes																				
Met or Made Significant Progress								Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes																				
Bike & Ped Fatalities & Serious Injuries	66% Reduction by 2030 (from 2013)	Actual Annual Number	9.8	9.6	9.0	9.4	7.8	6.4	6.2	5.4	3.8	4.4	4.6	4.0	4.8																					
		Target to Reach Goal						7.5	6.2	6.0	5.2	3.7	4.2	4.4	3.9	4.6	4.3																			
		Target Met/Not Met				Not Met	Not Met	Not Met	Met	Not Met	Met	Met	Not Met	Not Met	Met	Not Met																				
		Better than Baseline?				Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No																				
		Met or Made Significant Progress				Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No																			



Memorandum

Date: October 26, 2022

To: Bill Austin, AICP, Executive Director

From: Jing Zhang, AICP

Subject: **Summary of Project Eligibility and Funding for the Surface Transportation Block Grant Program (STBG) and Carbon Reduction Program (CRP)**

This memorandum summarizes project eligibility and funding for the Surface Transportation Block Grant Program (STBG) and Carbon Reduction Program (CRP). The memo only presents the information that is deemed relevant to the subject and the MMMPO. For complete information about STBG and CRP, please consult the source of this memo, 23 USC 133, and 23 USC 175.

Source

Implementation Guidance for the Surface Transportation Block Grant Program (STBG) as Revised by the Bipartisan Infrastructure Law, Hari Kalla, Associate Administrator for Infrastructure, Memorandum, June 1, 2022.

Carbon Reduction program (CRP) Implementation Guidance, FHWA, Office of Planning Environment, and Realty Memorandum, April 21, 2022.

Summary Table

The table on the following pages include the information on project/program types and the associated funding eligibility and federal share. The complete project types and detailed description are provided under funding specific sections in this memo.

Project / Program Type	Surface Transportation Block Grant (STBG)			Carbon Reduction Program (CRP) ³	
	Location Requirement ¹	Federal Share		Federal Share	
		80% ²	Up to 100%	80% ²	Up to 100%
Bridge or tunnel (not new construction), including structure protection.	--	x	--	--	--
Highway and transit safety	--	x	x	--	(x) ⁴
- signalization	--	x	x	--	(x)
- roundabouts	--	x	x	--	(x)
- Rest areas, Street lights, barrier	--	x	x	--	(x)
- Pavement marking, rumble strips	--	x	x	--	(x)
- vehicle-to-infrastructure communication	--	x	x	--	(x)
- Priority control systems for emergency vehicles or transit vehicles.	--	x	x	--	(x)
Fringe and corridor parking facility	--	x	--	--	--
Carpool / Vanpool	--	x	x	--	--
Recreational trails, including maintenance and restoration	--	x	--	--	--
Safe route to school	--	x	x	--	--
Pedestrian and bicycle facility / transportation alternative project, including modification to ADA compliance	--	x	--	x	--
Reduce wildlife-vehicle collision	--	x	x	--	--
EV charging facility	--	x	--	x	--
Congestion pricing, toll collection, travel demand management	--	x	--	x	--
Planning, research, training	--	x	--	--	--
New construction of highways, bridge, tunnels, terminal facilities, transit capital project, infrastructure-based intelligent transportation system, truck parking.	x	x	--	--	--
Operational improvements	x	x	--	--	--
Environmental measures (Mitigation banking, wetlands, natural habitat, pollution abatement, plants management)	x	x	--	--	--

Project / Program Type	Surface Transportation Block Grant (STBG)			Carbon Reduction Program (CRP) ³	
	Location Requirement ¹	Federal Share		Federal Share	
		80% ²	Up to 100%	80% ²	Up to 100%
Transportation control measures under Clean Air Act (public transit, HOV lanes, fringe parking, shared ride, construction of multi-use paths)	x	x	--	x	--
Deployment of intelligent transportation technologies	x	x	--	x	--
Intermodal connection between emerging transportation technology	x	x	--	--	--
Protective features, including natural infrastructure.	x	x	--	--	--
Project to enhance travel and tourism	x	x	--	--	--
Public transportation project	--	--	--	x	--
Traffic monitoring, management, and control, including advanced truck stop electrification systems.	--	--	--	x	--
Development of a carbon reduction strategy.	--	--	--	x	--
Reduce the environmental and community impacts of freight movement.	--	--	--	x	--
Replace street lighting and control devices with energy-efficient alternatives.	--	--	--	x	--
Project to improve traffic flow that 1) is eligible under the CMAQ program, and 2) does not involve the construction of new capacity.	--	--	--	x	--

¹ Project may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January, 1, 1991.

² Federal share for 90% of the total project cost on interstate system projects.

³ A state may use funds apportioned under CRP for any project eligible under the STBG if the Secretary certifies that the State has demonstrated a reduction in on-road highway CO2 emissions: 1) per capita, and 2) per unit of economic output. No certification for FY2022.

⁴ Highway and transit projects are qualified for up to 100% federal share under CRP funds when a State use the funds for any project eligible under the Surface Transportation Block Grant program (23 USC 133 (b)). See note 3.

Surface Transportation Block Grant Program (STBG)

(1) Location Requirement

STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except-

- A bridge or tunnel project (no new construction);
- A bridge replacement of a low water crossing;
- A project described in 23 USC 133(b)(5)-15 and (b)(23)
 - Highway and transit safety infrastructure improvements and programs;
 - Fringe and corridor parking facilities;
 - Carpool projects;
 - Recreational trails, including maintenance and restoration of existing trail;
 - the safe routes to school program;
 - Pedestrian and bicycle projects in accordance with 23 USC 217, including modifications to comply with APA requirements;
 - Protection for bridges and tunnels on public roads;
 - Project to reduce the number of wildlife-vehicle collisions;
 - Installation of EV charging facilities;
 - Projects to support congestion pricing, electronic toll collection, travel demand management programs;
 - Planning programs, research, workforce development, training and education.
- As approved by the Secretary.

(2) Eligible Activities

- Construction of
 - Highways, bridges, tunnels, ferry boats and terminal facilities;
 - Transit capital projects eligible under 49 USC 53 Public Transportation;
 - Capital improvements on infrastructure-based intelligent transportation systems;
 - Truck parking facilities; and
 - Wildlife crossing structure.
- Operational improvements (23 USC 101(a)(19)), including
 - Capital improvement for installation of traffic surveillance and control equipment;
 - Computerized signal systems;
 - Motorist information systems;
 - Integrated traffic control systems;
 - Incident management programs, and
 - Transportation demand management facilities, strategies, and programs
- Capital and operating costs for traffic monitoring, management, and control facilities and programs (23 USC 101(a)(18)), includes labor costs, administrative costs, costs of utilities and

rent, and other costs associated with the continuous operation of traffic control, such as integrated traffic control systems, incident management programs, and traffic control centers.

- Environmental measures eligible
 - under 23 USC 119(g)
 - Mitigation banking or other third-party mitigation arrangements, such as the purchase of credits from commercial mitigation banks;
 - Statewide and regional efforts to conserve, restore, enhance, and create natural habitats and wetlands; and
 - Development of statewide and regional environmental protection plans, including natural habitat and wetland conservation and restoration plans.

 - under 23 USC 148(a)(4)(B)(xvii). The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.

 - under 23 USC 328. Environmental restoration and pollution abatement to minimize or mitigate the impacts of any transportation project funded under this title (including retrofitting and construction of stormwater treatment systems to meet Federal and State requirements

 - under 23 USC 329. Establishment of plants to perform one or more of the following functions:
 - abatement of stormwater runoff;
 - stabilization of soil;
 - provision of habitat, forage, and migratory way stations for Monarch butterflies, other native pollinators, and honey bees, and aesthetic enhancement.
 - Management of plants which impair or impede the establishment, maintenance, or safe use of a transportation system.

- Transportation control measures listed under Clean Air Act (CAA) Section 108(f)(1)(A) / 42 U.S. Code §7408(f)(1)(A), except clause (xvi) of the section.
 - programs for improved public transit;
 - restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high-occupancy vehicles (HOVs);
 - employer-based transportation management plans, including incentives;
 - trip-reduction ordinances;
 - traffic flow improvement programs that achieve emissions reductions;
 - fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
 - programs to limit or restrict vehicle use in downtown areas or other areas of emissions concentration, particularly during periods of peak use;
 - programs for the provision of all forms of high-occupancy, shared-ride services;
 - programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
 - programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
 - programs to control extended idling of vehicles;

- reducing emissions from extreme cold-start conditions;
 - employer-sponsored programs to permit flexible work schedules;
 - programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
 - programs for new construction and major reconstruction of paths, tracks, or areas solely for use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior;
- Highway and transit safety infrastructure improvements and programs;
 - Fringe and corridor parking facilities;
 - Carpool projects;
 - Recreational trails, including maintenance and restoration of existing trail;
 - Safe routes to school program;
 - Pedestrian and bicycle projects in accordance with 23 USC 217, including modifications to comply with APA requirements;
 - Protection for bridges and tunnels on public roads;
 - Project to reduce the number of wildlife-vehicle collisions; (New in the BIL)
 - Installation of EV charging facilities; (New in the BIL)
 - Projects to support congestion pricing, electronic toll collection, travel demand management programs;
 - Planning programs, research, workforce development, training and education.
 - Deployment of intelligent transportation technologies, including the ability of vehicle to communicate with infrastructure, buildings, and other road users. (New in the BIL)
 - Planning and construction of projects that facilitate intermodal connection between emerging transportation technology, such as magnetic levitation and hyperloop (New in the BIL)
 - Protective features, including natural infrastructure, to enhance the resilience of a transportation facility. Natural infrastructure, as defined in (23 USC 101 (a)(17)) involves the use of plants, soils, and other natural features, including through the creation, restoration, or

preservation of vegetated areas using materials appropriate to the region to manage stormwater and runoff, to attenuate flooding and storm surges, and for other related purposes. (New in the BIL)

- Projects to enhance travel and tourism. (New in the BIL)
- Any type of project eligible under 23 USC 133 as in effect on the day before the FAST Act was enacted - December 3, 2015.

Funding (Federal Share)

Federal share for CRP-funded project is governed by 23 U.S.C. 120.

- Interstate system projects: **90%** of the total project cost, unless adding lanes that are not high-occupancy-vehicles or auxiliary lanes.
- Other projects: **80%** of the total project cost
- Increased federal share – up to **100%** of the cost of construction of the following safety related projects:
 - Traffic control signalization;
 - Traffic circles, including roundabouts;
 - Safety rest areas (no food, fuel, or lodging services);
 - Pavement marking;
 - Rumble strips;
 - Commuter carpooling and van pooling;
 - Rail-highway crossing closure;
 - Traffic lights, guardians, barrier;
 - Vehicle-to-infrastructure communication; and
 - Priority control systems for emergency vehicles or transit vehicles.

States are encouraged to consider the use of STBG funds for such safety improvements that would increase the Federal share to 100 percent.

- Workforce development, training and education activities and activities carried out with STBG funds under 23 USC 504(e)(1)(A) through (H): **100%**, including
 - Tuition and direct educational expenses in connection with the education and training of employees of State and local transportation agencies;
 - Employee professional development;
 - Student internships, apprenticeships, and
 - Education activities to develop interest and promote participation in surface transportation careers.

Carbon Reduction Program (CRP)

Project Eligibility

CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be in the STIP/TIP and be consistent with the MTP.

Eligible activities include:

- A project to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems.
- A public transportation project that is eligible for assistance under 23 U.S.C. 142. Those projects include
 - Construction of exclusive or preferential high-occupancy vehicle lanes.
 - Construction of highway traffic control devices.
 - Construction of bus passenger loading areas and facilities, including shelters.
 - Fringe and corridor parking facilities, which may include electric vehicle charging stations and natural gas vehicle refueling stations (23 U.S. Code § 142 (a) (1)), as well as access roads, buildings, equipment improvements, and interests in lands. (23 U.S. Code § 137)
 - Construction of a bus rapid transit corridor or dedicated bus lanes, including (23 U.S. Code § 142 (3))
 - traffic signaling and prioritization systems;
 - redesigned intersection that are necessary for the establishment of a bus rapid transit corridor;
 - on-street stations;
 - Fare collection systems;
 - information and wayfinding systems; and
 - depots.
 - Capital improvement to improve access and coordination between intercity and rural bus services (23 U.S.C 142 (a)(2));
 - Construction of facilities to improve multimode connectivity (23 U.S.C 142 (a)(2));
 - Any capital transit project that is eligible for assistance under 49 U.S.C. 53;
- A transportation alternatives project, including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

This includes projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit, including

- separation of motor vehicles from ped/bicycle
- increasing visibility (lighting), and
- promoting electric bike (charging facility) and micro-mobility.

- A project for advanced transportation and congestion management technologies (23 U.S.C 503 (c)(4)(E)) including advanced traveler information systems; advanced transportation management technologies; advanced transportation technologies to improve emergency evacuation; infrastructure maintenance, monitoring, and condition assessment, and advanced public transportation system.
- A project to replace street lighting and traffic control devices with energy-efficient alternatives.
- Development of a carbon reduction strategy.
- A transportation management project, such as congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, and otherwise reducing demand for roads.
- A project to reduce the environmental and community impacts of freight movement.
- A project to support the deployment of alternative fuel vehicles, including publicly accessible electric vehicle charging facilities, alternative fueling infrastructure; zero-emission vehicles, and required supporting facilities.
- A project to improve traffic flow that 1) is eligible under the CMAQ program, and 2) does not involve the construction of new capacity.
- A project for the deployment of infrastructure-based intelligent transportation systems, such as vehicle-to-infrastructure communications and short-range communications.
- A project that contains sustainable pavements and construction materials. Lifecycle assessment (LCA) demonstrate substantial carbon reductions.
- Any project that is eligible under the STBG if the Secretary certifies that the State has demonstrated a reduction in on-road highway CO2 emissions: 1) per capita, and 2) per unit of economic output. No certification for FY2022.

Funding (Federal Share)

Federal share for CRP-funded project is governed by 23 U.S.C. 120.

- Interstate system projects: **90%** of the total project cost, unless adding lanes that are not high-occupancy-vehicles or auxiliary lanes.
- Other projects: **80%** of the total project cost
- Increased federal share – up to **100%** of the cost of construction of the following safety related projects:
 - Traffic control signalization;
 - Traffic circles, including roundabouts;
 - Safety rest areas (no food, fuel, or lodging services);
 - Pavement marking;

- Rumble strips;
- Commuter carpooling and van pooling;
- Rail-highway crossing closure;
- Traffic lights, guardians, barrier;
- Vehicle-to-infrastructure communication; and
- Priority control systems for emergency vehicles or transit vehicles.

Morgantown - Mon County Trans. Planning Org.
 Checking Account
 As of September 30, 2022

11:43 AM

11/10/2022

Accrual Basis

Type	Date	Num	Name	Memo	Split	Amount	Balance
Centra-Checking (voucher checks)							67,198.17
Check	09/15/2022	9473	Dominion Post		Public Notices	-64.84	67,133.33
Check	09/15/2022	9474	Encova Insurance		Insurance (Insurance)	-234.00	66,899.33
Check	09/15/2022	9475	Public Employees Insurance Agency		Salary	-2,628.90	64,270.43
Check	09/15/2022	9476	Retiree Health Benefit Trust Fund		Salary	-210.00	64,060.43
Check	09/15/2022	9477	Stantec Consulting Service	SS4A Grant Assistance	Consulting (Consulting Expense)	-5,000.00	59,060.43
Check	09/15/2022	6045	J. William B. Austin	Electronic Transfer	Salary	-2,616.76	56,443.67
Check	09/15/2022	6046	Jessica Moberly	Electronic Transfer	Salary	-1,295.29	55,148.38
Check	09/15/2022	6047	Jing Zhang	Electronic Transfer	Salary	-1,581.18	53,567.20
Check	09/15/2022	6048	ICMA. Retirement Corp		Salary	-2,001.99	51,565.21
Check	09/15/2022	941	IRS	Electronic Transfer	Salary	-1,796.20	49,769.01
Deposi	09/29/2022		WVDOH	Deposit	PL Funds (Funds)	19,002.65	68,771.66
Check	09/30/2022	9478	Centra Bank - Mastercard	Travel 979.20 Software/ 381.64	Travel & Entertainment	-1,360.84	67,410.82
Check	09/30/2022	9479	Fringe Benefits Management Co.		Salary	-360.66	67,050.16
Check	09/30/2022	9480	Service Plus		Accounting (Accounting Fees)	-125.60	66,924.56
Check	09/30/2022	6049	J. William B. Austin	Electronic Transfer	Salary	-2,616.76	64,307.80
Check	09/30/2022	6050	Jessica Moberly	Electronic Transfer	Salary	-1,295.29	63,012.51
Check	09/30/2022	6051	Jing Zhang	Electronic Transfer	Salary	-1,581.18	61,431.33
Check	09/30/2022	6052	ICMA. Retirement Corp		Salary	-2,001.99	59,429.34
Check	09/30/2022	941	IRS	Electronic Transfer	Salary	-1,796.20	57,633.14
Check	09/30/2022	93022	WV Dept of Tax and Revenue	Electronic Transfer	Salary	-698.00	56,935.14
Total Centra-Checking (voucher checks)							56,935.14

TOTAL

Type	Date	Num	Name	Memo	Split	Amount	Balance
Centra-Checking (voucher checks)							67,037.84
Deposit	08/10/2022		WVDOH	Deposit	PL Funds (Funds)	21,311.53	88,349.37
Deposit	08/11/2022		Monongalia County	Deposit	Salary	2,486.07	90,835.44
Check	08/11/2022	9464	J. William B. Austin	WVAMPO mtg. Parkersburg	Salary	-131.04	90,704.40
Check	08/11/2022	9466	Retiree Health Benefit Trust Fund		Salary	-210.00	90,494.40
Check	08/15/2022	9463	Dominion Post	TIP Amend	Public Notices	-446.16	90,048.24
Check	08/15/2022	9465	Public Employees Insurance Agency		Salary	-2,628.90	87,419.34
Check	08/15/2022	9467	Fringe Benefits Management Company		Salary	-360.66	87,058.68
Check	08/15/2022	9468	Service Plus		Accounting (Accounting Fees)	-125.60	86,933.08
Check	08/15/2022	6034	J. William B. Austin	Electronic Transfer	Salary	-2,616.76	84,316.32
Check	08/15/2022	6035	Jessica Moberly	Electronic Transfer	Salary	-1,295.29	83,021.03
Check	08/15/2022	6036	Jing Zhang	Electronic Transfer	Salary	-1,581.18	81,439.85
Check	08/15/2022	6037	ICMA. Retirement Corp		Salary	-2,001.99	79,437.86
Check	08/15/2022	941	IRS	Electronic Transfer	Salary	-1,796.20	77,641.66
Deposit	08/26/2022		Monongalia County	Deposit JM reimbursement	Salary	2,486.07	80,127.73
Check	08/30/2022	9469	Association of Metropolitan Planning Org	Conf Registration	Dues and Subscriptions	-625.00	79,502.73
Check	08/30/2022	9470	Centra Bank - Mastercard	software and travel	Computer Software	-537.15	78,965.58
Check	08/30/2022	9471	WV Board of Risk & Insurance Mngment		Admin Overhead	-1,578.00	77,387.58
Check	08/30/2022	9472	West TV	TV for PB Mtg	Public Notices	-200.00	77,187.58
Check	08/30/2022	6041	J. William B. Austin	Electronic Transfer	Salary	-2,616.77	74,570.81
Check	08/30/2022	6042	Jessica Moberly	Electronic Transfer	Salary	-1,295.29	73,275.52
Check	08/30/2022	6043	Jing Zhang	Electronic Transfer	Salary	-1,581.18	71,694.34
Check	08/30/2022	6044	ICMA. Retirement Corp		Salary	-2,001.99	69,692.35
Check	08/30/2022	941	IRS	Electronic Transfer	Salary	-1,796.18	67,896.17
Check	08/30/2022	83022	WV Dept of Tax and Revenue	Electronic Transfer	Salary	-698.00	67,198.17
Total Centra-Checking (voucher checks)							67,198.17

TOTAL

Morgantown - Mon County Trans. Planning Org.
 Checking Account
 As of October 31, 2022

11:51 AM
 11/16/2022
 Accrual Basis

Type	Date	Num	Name	Memo	Class	Split	Amount	Balance
Centra-Checking (voucher checks)								56,935.14
Deposi	10/06/2022		Monongalia County	Deposit J Moberly October	Salary		2,486.07	59,421.21
Check	10/07/2022	9481	City of Morgantown	User Fee	Salary		-117.00	59,304.21
Check	10/14/2022	9483	Retiree Health Benefit Trust Fund		Salary		-210.00	59,094.21
Check	10/14/2022	9484	Service Plus		Accounting (Accounting Fees)		-125.60	58,968.61
Check	10/14/2022	9485	Public Employees Insurance Agency		Salary		-2,628.90	56,339.71
Check	10/14/2022	6053	J. William B. Austin	Electronic Transfer	Salary		-2,616.77	53,722.94
Check	10/14/2022	6054	Jing Zhang	Electronic Transfer	Salary		-1,581.18	52,141.76
Check	10/14/2022	6055	ICMA. Retirement Corp		Salary		-1,716.99	50,424.77
Check	10/14/2022	941	IRS	Electronic Transfer	Salary		-1,417.76	49,007.01
Check	10/20/2022	9487	Dominion Post	TIP Amend	Public Notices		-72.84	48,934.17
Check	10/20/2022	9486	Centra Bank - Mastercard		Computer Software		-202.81	48,731.36
Deposi	10/31/2022		WVDOH	Deposit	PL Funds (Funds)		23,777.60	72,508.96
Check	10/31/2022	941	IRS	Electronic Transfer	Salary		-1,417.78	71,091.18
Check	10/31/2022	10312	WV Dept of Tax and Revenue	Electronic Transfer	Salary		-572.00	70,519.18
Check	10/31/2022	6058	J. William B. Austin	Electronic Transfer	Salary		-2,616.76	67,902.42
Check	10/31/2022	6059	Jing Zhang	Electronic Transfer	Salary		-1,581.18	66,321.24
Check	10/31/2022	6060	ICMA. Retirement Corp		Salary		-1,716.99	64,604.25
Total Centra-Checking (voucher checks)								64,604.25

TOTAL