



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

Agenda

Policy Board
City of Morgantown
389 Spruce Street
Morgantown WV
May 16, 2024
6:00 PM

1. Call To Order
2. Public Comment Period
3. Election of Officers
4. Approval of Minutes
5. Committee Reports
 - a. Citizens Advisory Committee
 - b. Finance
 - c. Executive Director
6. Transportation Improvement Program Amendments
7. Update on Community Garden Program
8. Update on Downtown Microsimulations Study
9. Draft Electric Charging Station Study
10. Other Business
11. Meeting Adjournment



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Memorandum

Date: May 9, 2024
To: Policy Board Members
From: Bill Austin, AICP
Subject: May 16, 2024 Policy Board Meeting Agenda Items

This memorandum is to provide you with information on the items under consideration at the May 2024 Policy Board meeting.

-TIP Amendments and Adjustments-The West Virginia Department of Transportation has requested the following TIP Amendment. Administrative Adjustments are also shown below:

Funding Change

MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (AUTH AC). FFY 2024. Federal ID: STBG2024025D. Construction Phase. Federal funds reduced from \$57,600,000 to \$20,000,000
Total Cost \$72,000,000

STAR CITY I/C IMPROVEMENT. FFY 2029 Federal ID: NHPP0079156D. Construction Phase.
ACTION: Federal funds increased from \$0 to \$59,400,000. Total Cost \$66,000,000

Add New Projects

MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (AC PAYBACK). FFY 2025. Federal ID: STBG2024025D. Construction Phase. Federal funds: \$10,000,000

MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (AC PAYBACK). FFY 2026. Federal ID: STBG2024025D. Construction Phase. Federal funds: \$10,000,000

MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (AC PAYBACK). FFY 2027. Federal ID: STBG2024025D. Construction Phase. Federal funds: \$10,000,000

MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (AC PAYBACK). FFY 2029. Federal ID: STBG2024025D. Construction Phase. Federal funds: \$7,600,000.

Administrative adjustments

BROCKWAY AVE. Federal ID: STP0007305D. FYY 2024. Construction Phase. Increase Federal funds from \$640,000 to \$800,000; total funds from \$1,680,000 to \$2,100,000

UNIVERSITY AVE BRIDGE. Federal ID: HWI0119547D. FYY 2024. Construction Phase. ACTION: Total funds from \$500,000 to \$900,000. Federal funds from \$ 400,00 to \$720,000

The proposed amendments to the Morgantown Industrial Park project are apparently to restructure how the project funding is spread between fiscal years. The proposed amendment to the Star City Interchange project restructures the project to Federal funding rather than GO BOND funding. The TTAC and CAC have both reviewed the proposed amendments and recommended approval by the Policy Board.

-Community Garden Project-This is an informational item. The Community Garden Project received four applications for funding. The Project Selection Committee consisting of Andrew Gast-Bray-Monongalia County, Rickie Yeager-City of Morgantown, Katherine Millette-City of Morgantown and Bill Austin-MMMPO reviewed the applications and selected the following applications for full funding:

- **The West Virginia Gardening Collaborative-**This group works with the City of Westover. The proposed location for the garden is in Westover City Park-Requested amount-\$4,590.
- **Scott's Run Settlement House-**This established group seeks to start a community garden at their new location. Requested amount-\$5,000.
- **Chris White's Community Garden-**Mr. White has previously established a community garden on his own property at his Madsville address. Mr. White proposes to use this funding to expand his garden and to install fencing to protect the community garden from wildlife. He also has put in plan to seek out additional participants in his community garden including outreach to various groups such as The Shack and Scott's Run Settlement house. He also operates online chat group for community garden volunteers. He has recently secured some funding through the NRCS's Conservation Stewardship Program, and applied for funding through the Monongahela Conservation District to secure additional funding for future garden expansions. He included a letters of recommendation from the Mon Valley Green Space Coalition and a representative of the State's Natural Resource Council. Requested amount-\$5,000.

In addition to the applications noted above the MPO received an application from a private citizen to host an orchard on his property. The Selection Committee did not recommend funding this application. **A summary of all of the applications submitted is included as an attachment to the Policy Board Agenda.**

MPO Staff is finalizing arrangements to receive the Community Garden funding from WVDOH. We anticipate that this funding will be provided on a reimbursement basis which will require agencies to provide receipts which will be reimbursed on a 100% basis.

-Draft Electric Charging Station Location Study-Informational Item. Please find attached for your information a draft of the MPO's Charging Station Location Study. Staff intends to present this Study to the public for comment in the June timeframe. It is staff's intention to present the Study to the Policy Board for consideration after completing public outreach.



POLICY BOARD MEETING

County Commission Chambers
243 High Street, Morgantown, WV 26505

March 21st, 2024, 6 PM

Members Present:

Chairman Joe Statler – Blacksville, Mike Kelly – Board of Education, Tom Bloom - Monongalia County, Mayor Bob Lucci – City of Westover, Ron Justice – West Virginia University, Steve Blinco – Star City, Bill Kawecki – City of Morgantown, Brian Carr – WVDOH, Sean Sikora – Monongalia County, Maria Smith – Mountain Line Transit Authority, Mayor Patricia Lewis - Town of Granville, Mayor Jenny Selin, Morgantown, Joe AbuGhannam - City of Morgantown, , Jeffrey Arnett – Monongalia County, Russ Rogerson - Morgantown Area Partnership

Others Present: Donna Hardy - WVDOH, Jing Zhang, Jackie Peate

MPO Director: Bill Austin, AICP

1. Call to Order

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

2. Public Comment

There were no public comments.

3. Approval of Minutes

Mr. Justice moved to approve the minutes as presented; seconded by Mr. Kelly. Mr. Austin noted that Ms. Smith noted some minor grammatical errors, which were fixed. With no further discussion, the minutes passed unanimously.

4. Committee Reports

a. Citizens Advisory Committee

Mr. Austin stated there was a quorum at the last CAC Meeting. Everyone was supportive of items presented and unanimously recommended the items. The CAC reviewed an ongoing Electric Vehicle study that will be presented to the Policy Board at a later date.

b. Finance

Mayor Lewis provided the Finance Committee Update, and noted there was a minor mistake in the journal entry for Kimley Horn for December, but this has been fixed.

She provided the financial report for the month of January. The beginning balance in January was \$37,773.37, there were 4 deposits totaling \$69,689.93, 20 disbursements totaling \$30,972.16, leaving the ending balance at \$76,483.14. This carried over into February. There were 3 deposits in February totaling \$81,451.15, 19 disbursements totaling \$64,349.58, leaving the ending balance at \$93,587.71.

Mr. Justice moved to approve the Financial Report; seconded by Mr. Kelly. Commissioner Sikora asked where beginning balance was for January, and Mr. Austin stated it is at the top of the balance sheet, just in very small font. Without further discussion, the motion passed unanimously.

c. Executive Director

Mr. Ausitn stated that the MPO Staff has been busy with the Harmony Groove and Industrial Park projects and that the state is moving forward with these projects. Staff is working to schedule a Downtown Microsimulation Study Steering Committee Meeting in April. The State is working on a RAISE grant for Fairmont Road, and this grant has been submitted. Mr. Austin stated he will be meeting with DOH and FHWA to discuss the Harmony Grove Interchange project. Staff is working on a contract for AECOM to work on evaluating and doing a quality control check for the model for the Downtown Microsimulation Study. DOH is reporting the Van Voorhis and West Run Project are beginning construction this year. The MPO wrote support letters for the Brookhaven Rd. project. Staff got a NOFO for non-motorized vehicles connected paths, this is in the MTP and we will be in discussion with city and county for proposed trail. Mr. Austin noted he has been elected as the Chair of WVAMPO.

5. Presentation-WVDOH Traffic Engineering-Vulnerable Road Users Initiative

Donna Hardy, PE, Assistant Director of Traffic Engineering for WVDOH made a presentation about Vulnerable Road Users at the March Policy Board Meeting. She began by providing background information on Vulnerable Road Users. A Vulnerable Road User (VRU) is a non-motorist including pedestrians, bicyclists, other cyclists, or persons using a mobility assistance device (ex: wheelchair). This also includes highway workers on foot. A motorcyclist is not considered a VRU. The VRU study is an assessment of the safety performance of a State with respect to VRUs as required by the Federal Highway Administration. The State has prepared a plan to improve VRU Safety. There are on average 66 VRU fatalities and serious injuries in West Virginia every year. WVDOH held several public meetings and sent out surveys for input as a part of developing the plan.

The Public Survey asked two main questions, with 648 total respondents:

- What Barriers Discourage You from Walking or Biking?
- What Do You Think Are the Most Promising Investments for Road Safety?

Seventy three percent of participants said that lack of facilities discourage walking and biking, while sixty three percent of participants said that unsafe areas to cross traffic discourage walking and biking. Sixty nine percent of participants said that more pedestrian infrastructure is the most promising investment for road safety, while fifty nine percent of participants said that more bike infrastructure is the most promising investment for road safety. The State's Crash Data showed that in Mon County, there were 8 identified High Injury Networks. It was found that seventy one

percent of the drivers involved with incidents were men. Seventy three percent of the VRU's involved in incidents were men. The top two VRU activities in fatal and serious injury crashes were pedestrian crossing mid-block at 32.5%, and pedestrian walking in travel lane at 23.6%. These crashes tend to occur at nighttime, and impairment played a role in many of these crashes. The Strategies and Next Steps include providing VRU accommodations along the High Injury Network and High-Risk Segments, educating road users on VRU safety, reducing vehicle speeds in areas with high VRU presence, updating crash reports for more specific VRU details, and a bi-annual reviews of VRU crash data and the status of strategy implementation. WVDOH is also focusing on improvements for Brookhaven Rd and Exit 155, in addition to other high priority projects and areas of need.

Commissioner Bloom asked about the Smithtown Rd Project, and Ms. Hardy clarified it is in the design process, and construction and ROW will occur after design concludes.

Mr. Kawecky asked about bump outs on the Walnut St. potential project design shown in the presentation. Ms. Hardy said the design is conceptual. He also asked about the use of cameras by WVDOH. WVDOH uses these cameras for analysis and safety. Mayor Selin asked if Morgantown will see more crosswalks, and Ms. Hardy said these are included in the VRU.

Mr. Kelly asked about the signage project and if there will be differing signs for cars versus trucks for safety. Ms. Hardy said WVDOH is looking at this, and the WV511 app has more truck specific information.

Upon discussing the Other Projects of Interest, Mr. Blinco expressed disappointment that the Exit 155 has been pushed back from Spring to Fall. He was disappointed in the delays, and was very concerned about how the traffic backs up on the interstate and causes safety issues. Mr. Blinco asked if the panhandlers are part of the data, as there are many near Exit 155, and stated this exit is the entrance to Morgantown. Commissioner Bloom asked how there are temporary lights elsewhere, and how to get the temporary lights for Exit 155 until the project can be completed. Ms. Hardy stated she is not an expert in signals so she cannot give a proper answer. Commissioner Bloom brought up the temporary lights on 119, and asked why this cannot happen for Exit 155. Mr. Carr stated that was an emergency situation and Exit 155 is a different category. He said WVDOH has to be aware unintended consequences, and they cannot throw lights up for that period of time without going through the proper channels and analysis. Mr. Austin stated they are looking at a Syncro Model which analyses how to avoid backing traffic up. Once this is completed temporary signals may go in, but you have to get the signal timing right with the amount of traffic at Exit 155. Mr. Carr said there are FHWA requirements they have to abide by as it is an interchange. Ms. Hardy will bring back the feedback from the Policy Board to the WVDOH. Chair Statler asked about putting sticks up to make sure people cannot switch lanes. Mr. Carr stated this may not help the situation (he cannot give an exact answer), but that better signage would help. Ms. Hardy stated that speeding is the biggest problem with safety, and they are addressing this issue. Mayor Selin asked if they are looking at expanding widths of sidewalks and shoulders, and Ms. Hardy said that they are. Mr. Carr said to keep in mind that wider shoulders can encourage speeding, and mentioned it is a balance to keep traffic calming but create space for pedestrians. Mr. AbuGhannam asked about using the Clover Leaf design, and Ms. Hardy said they tend to avoid this design as it takes an enormous amount of Right of Way to complete.

6. TIP Amendments and Adjustments

Mr. Austin stated that the TTAC and the CAC both unanimously recommended approval of the TIP Amendments. The Amendments and Adjustments are as follows:

West Virginia Department of Transportation-Division of Highways (WV DOH) has requested the following TIP amendments:

- West Run Road (GO BOND 4): Total cost increase, Federal ID change. Federal ID: STP0671010D. Construction. FY2024. Improve intersection. Federal Funds: \$1,958,674, Total Funds: \$19,586,739
- Morgantown Industrial Park Access Rd: Move the ROW phase to state funded. Federal ID: STBG2023313D. Right-of-way. FY2024. Construct new road and bridge. Federal Funds: \$0, Total Funds: \$2,500,000

Mr. Blinco moved to approve the WVDOH TIP amendments; seconded by Mr. Kelly. Without further discussion, the motion passed unanimously.

Mountain Line Transit Authority (MLTA) has requested the following TIP amendments:

- Revenue Rolling Stock Replacement 5339 (for purchase of revenue producing vehicles)
 - FY 2024: Adjust federal funding from \$403,808 to \$212,455, Local funding from \$100,952 to \$53,114.
 - FY 2025: Adjust federal funding from \$153,000 to \$453,486, Local funding from \$38,250 to \$113,372.
 - FY 2026: Adjust federal funding from \$153,000 to \$150,000, Local funding from \$38,250 to \$37,500.
 - FY 2027: Adjust federal funding from \$153,000 to \$150,000, Local funding from \$38,250 to \$37,500.

Mr. Justice moved to approve the MLTA TIP amendments; seconded by Mr. Kelly. Without further discussion, the motion passed unanimously.

Mr. Ausitn stated the Administrative Adjustments were as follows:

- Exit 152 NB and SB Ramps (AC PAYBACK). Construction phase. Federal ID: HSIP0119502D. - funding decrease
- Burrough St (AC PAYBACK). Construction phase. Federal ID: STP0592002D. – funding increase
- Rubble Run I-Bean. Engineering phase. Federal ID: STBG0071165D.- funding increase
- Dellslow Arch. Engineering phase. Federal ID: STBG0007341D - moved to 2025 and funding increase
- Smithtown W-Bean ROW. Federal ID: STBG0073098D - funding changes to \$0 for both state and federal funds

The following projects will be removed from the MMMPO TIP Highway Project Table, because their funds have been obligated:

- Smithtown Rd Traffic Signal. Construction phase. Federal ID: HSIP0119502D.
- Smithtown Rd Traffic Signal. Row of Way phase. Federal ID: HSIP0119501D.
- Dunkard Ave Sidewalks Phase V. Construction phase. Federal ID: TAP2018216D.
- US 119 Morgantown Lighting. Construction phase. Federal ID: NHPP0119493D.
- Interstate 68 Overpass. Row of Way phase. Federal ID: NHPP0119513D.
- Greenbag Rd (GO BOND 4). Construction phase. Federal ID: NFA2317022D.

These were informational items.

7. Draft Unified Planning Work Program

Mr. Austin stated that the UPWP for FY 2024-2025 is similar to the draft UPWP presented to the Policy Board in January. The UPWP proposes that both the City of Morgantown and the Monongalia County Commission would be asked to provide \$20,000 in match for the upcoming fiscal year. The propose budget includes a 5% cost of living increase for MPO Staff.

Since the January meeting staff has modified the draft UPWP to include the following items:

-Hiring a consultant to prepare a preliminary design/feasibility study for the proposed pedestrian overpass on Don Knott's Boulevard. The City of Morgantown will be providing the entire local match needed for this project.

-Preparation of a pedestrian safety study for University Avenue from Pattenon Drive to Boyers Avenue in Star City by MPO Staff. This project is a priority for Star City and the City of Morgantown.

-Modify the budget to accommodate a 14% increase in the cost of medical insurance for staff. Staff received the notification of this change on March 8th. Previously staff had budgeted for a 10% cost increase.

Both the TTAC and CAC unanimously recommended approval of the UPWP.

Commissioner Sikora moved to approve the UPWP; seconded by Mr. Kelly. Without further discussion, the motion passed unanimously.

8. 2018-2022 Crash Report

Mr. Austin stated to find the report on crashes in the urban area for the period 2018 to 2022 included with the agenda. The report was prepared from data provided to the MPO by WVDOH. The report identifies high incident locations and corridors in the area in the recommendations section beginning on page 7. The reports appendices also include extensive mapping that may be accessed from the MPO's website www.plantgether.org. Both the TTAC and CAC unanimously recommended adoption of this report.

Mr. Blinco moved to approve the 2018-2022 Crash Report as presented; seconded by Commissioner Bloom. Without further discussion, the motion passed unanimously.

9. Community Garden Program Update

Mr. Austin provided an update on the Community Garden Program. Since the Policy Board approved the MPO's Agreement with the City of Morgantown for the Community Garden Project MPO and City Staff have been seeking applicants for the program. As of this time there has been one incomplete application for the program. Also, due to the fact that no Policy Board members volunteered to serve on the applicant selection committee, MPO Chairman Statler appointed Andrew Gast-Bray and the MPO Executive Director as the MPO's members of the applicant selection committee. The City of Morgantown appointed Planning Director Rickie Yeager and Katherine Millette of the City's Public Works Department to represent the City on the selection committee. Due to a lack of qualified applicants the application date was extended until April 22.

10. Executive Directors Review

Chairman Statler moved the Policy Board in an Executive Session.

Once the session was complete, Chairman Statler stated they are pleased with Mr. Austin's performance and that the board decided on a 5% raise for him as the Executive Director. Mr. Austin thanked the board, and thanked them for the feedback they provide.

11. Other Business

Commissioner Bloom stated they have received \$1.5 million through Senator Mansion from the Infrastructure Bill for Harmony Groove.

Commissioner Arnett said his office is on Greenbag road and he was approached by appraisers, meaning they are moving forward with the project.

12. Meeting Adjournment

The meeting adjourned at 7:50 PM.

Morgantown - Mon County Trans. Planning Org.
 Checking Account
 As of March 31, 2024

2:29 PM
 03/07/2024
 Actual Basis

Type	Date	Num	Name	Memo	Cr	Split	Amount	Balance
Centra-Checking (voucher checks)								93,918.71
Deposit	03/06/2024		Monongalia County	JP salary	√	Salary	2,617.06	96,535.77
Check	03/15/2024	9624	Kimley Horn	Microsimulation Study	√	Consulting (Consulting Expense)	-21,375.00	75,160.77
Check	03/15/2024	9625	Public Employees Insurance Agency		√	Salary	-3,287.16	71,873.61
Check	03/15/2024	9626	Service Plus	VOID:	√	Accounting (Accounting Fees)	0.00	71,873.61
Check	03/15/2024	9627	WV Newspaper Publishing Co.	TIP Ads MLT and WVDOH	√	Administrative Overhead	-200.44	71,673.17
Check	03/15/2024	9628	WVAMPO	Reg for Conf. JP, JZ, BA	√	Professional Fees	-480.00	71,193.17
Check	03/15/2024	6203	Jing Zhang	Electronic Transfer	√	Salary	-1,659.79	69,533.38
Check	03/15/2024	6204	Jacqueline G. Peate	Electronic Transfer	√	Salary	-1,647.76	67,885.62
Check	03/15/2024	6205	J. William B. Austin	Electronic Transfer	√	Salary	-2,798.55	65,087.07
Check	03/15/2024	6206	ICMA. Retirement Corp		√	Salary	-2,158.69	62,928.38
Check	03/15/2024	941	IRS		√	Salary	-1,930.72	60,997.66
Deposit	03/15/2024		WVDOH	Deposit Dwtwn Study	√	Consulting (Consulting Expense)	29,640.00	90,637.66
Deposit	03/15/2024		WVDOH	Deposit	√	PL Funds (Funds)	22,162.45	112,800.11
Check	03/29/2024	6207	Jing Zhang	Electronic Transfer	√	Salary	-1,659.80	111,140.31
Check	03/29/2024	6208	Jacqueline G. Peate	Electronic Transfer	√	Salary	-1,647.77	109,492.54
Check	03/29/2024	6209	J. William B. Austin	Electronic Transfer	√	Salary	-2,798.56	106,693.98
Check	03/29/2024	6210	ICMA. Retirement Corp		√	Salary	-2,158.69	104,535.29
Check	03/29/2024	941	IRS	Electronic Transfer	√	Salary	-1,930.66	102,604.63
Check	03/29/2024	03292	WV Dept of Tax and Revenue	Electronic Transfer	√	Salary	-586.00	102,018.63
Check	03/31/2024	9629	American Planning Association	JZ Dues	√	Dues and Subscriptions	-464.00	101,554.63
Check	03/31/2024	9630	Centra Bank - Mastercard		√	Computer Software	-54.45	101,500.18
Check	03/31/2024	9631	Fringe Benefits Management Company		√	Salary	-386.92	<u>101,113.26</u>
Total Centra-Checking (voucher checks)								101,113.26

TOTAL



Memorandum

Date: April 24, 2024
To: Community Garden Steering Committee
From: MPO Staff
Subject: Community Garden Application Summaries

Steering Committee Members, the four applications received are summarized below. They are listed as submitted.

Joanna's Jarden

Public Consortium

John Whitmore: 349 Grandview Avenue (rear)

Summary:

Joanna's Jarden is a community orchard concept that utilizes fruit trees to provide food options to individuals facing the effects of hunger. The overall concept will be administered by the Joanna's Jarden NGO, an autonomous collective of individuals who volunteer their time in curating the garden and own the subject reality (Deed Book 1562; Page 350). The garden itself will be approximately 5,848 square feet in area. The project will involve approximately 110 trees based into the following batches of eleven trees each. Crops are anticipated by year 3 with full fruit anticipated by year 5. Each tree will be purchased from local sellers (Modern Homestead) at a price estimated to be \$45.57 after tax. This will total \$5,012.70. Private donations have been secured for \$12.70 to allow for a \$5,000 award to enable the project's core completion. After the plantings have been purchased, volunteers will plant each tree on the rear of 349 Grandview Avenue, with access to the orchard provided from the northern right-of-way, Morgantown Avenue. All yields will be open to the public via baskets that will be set along Morgantown Avenue, like a blessings box.

This application is considered incomplete because "Joanna's Jarden NGO" does not qualify as an autonomous collective qualified for the grant since there is no documentation of more than one member of the group - John Whitmore as the property owner. Staff also has concerns that the proposed concept does not create a "community garden" that provides a suitable mitigation for the loss of gardening space that produces food annually. Planting trees and waiting 3-5 years for the produce which would be distributed by making baskets with fruit in them available to the public by placing them on the side of the road is not a substitute for an active gardening program where the participants utilize or actively distribute fresh produce to those that need it. Also, the criteria looks for, "Organization's experience with community gardens and other collaborative projects." No experience or collaboration with other organizations were listed.

They are requesting \$5000.

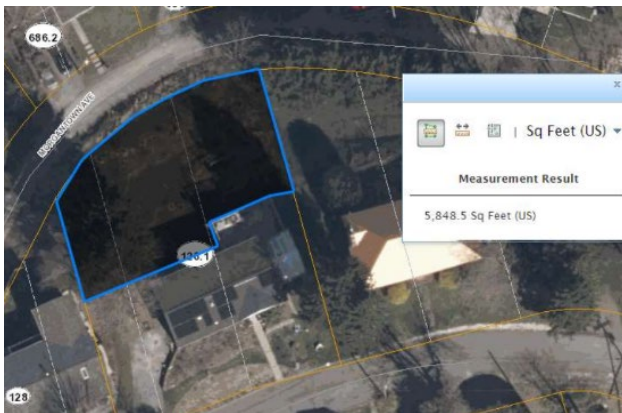
Budget Breakdown:

Item (#)	Cost
110 Trees	\$45.57 each
TOTAL:	\$5012.70

**Private donations have been secured for the surplus.*

Pictures:

Below is the plot for the community garden and picture of the property itself.





Chris White's Community Garden

Nonprofit Agency

Chris White: 31 Davis Heights Road, Maidsville WV, 26541

Summary:

Chris White is a lifelong resident of Morgantown who has been gardening for about 15 years and starting fruit trees from seed for over eight years. He already has a small garden set up, and provides fruits and vegetables, along with chicken eggs to his community. The plot he plans to use for a community garden has already been used as one, making use easier. He plans to build up the four acres into a “food forest” over his lifetime. He plans on donating the land to the West Virginia Land Trust to preserve the property as a community garden in perpetuity. This community garden is not just a two-year commitment to him, but would be an investment in the community that would last the rest of his life and beyond. The property is also just a 15-minute drive from city limits and the Evansdale campus, while also being far enough away from Morgantown’s urban sprawl to eliminate the concern of the community garden being taken away by encroaching development.

If selected, he would immediately get garden beds set up to be ready for planting the community garden this spring. An initial half acre would be offered for community gardening this season, with more space available to be developed as needed. He would use the grant funding to install deer-proof high tensile fencing that is at minimum 8 ft in height for this half acre during the summer of 2024. The funding would also be used to amend the soil with nutrients to ensure a productive season. Volunteers to the garden would be welcome to a share of the chicken & duck eggs and garlic harvest that are already going strong, and future orchard fruits. Beyond that, he would ask the volunteers what they want to grow each season and we would focus on those crops for the majority of what the community garden would grow. He is asking for the full \$5,000 and a budget breakdown is below. Mr. White is a part of many groups such as We Run! Morgantown and Monongahela Valley Green Space Coalition. He is very connected with the community. He has recently secured funding through the NRCS’s Conservation Stewardship Program, and applied for funding through the Monongahela Conservation District to secure additional funding for future garden expansions. If combined with the MMMPO’s Community Garden Grant, these funding sources will greatly accelerate his community garden/orchard/farm goals and create a huge and lasting impact for the people of Monongalia County.

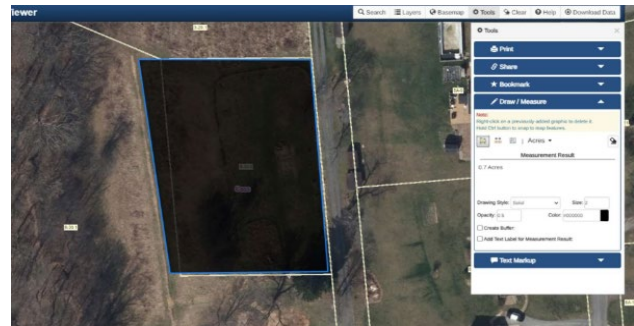
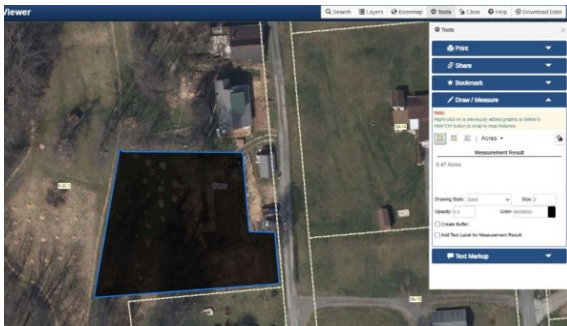
They are requesting \$5000.

Budget:

Item	Cost
8ft+ high tensile wildlife exclusion fencing to cover at least a half-acre of community garden space	\$4000
Soil amendments/organic fertilizers	\$500
Community outreach, advertisements, fliers to post at places like the Scotts Run Settlement House food pantry	\$100
Seeds	\$200
Misc. tools and an additional wheel barrow	\$200
TOTAL:	\$5000

Pictures:

Below are the 2 plots for the community garden and pictures of the property itself.





Scott's Run Settlement House

Nonprofit Agency

Devon McDaniel: 750 Fairchance Rd

Summary:

Scott's Run Settlement House is a non-profit organization that offers various programs to over 15,000 individuals every year. Their primary focus is on addressing food insecurity in the community. To achieve this, they want to establish a community garden that will serve multiple purposes. For years, they have been providing food assistance to low-income families, seniors, and individuals who cannot afford nutritious meals. If awarded money they plan to start the project between April and May. From June to September staff and community members will maintain the garden by watering, weeding, and maintaining the area while also harvesting produce. The produce will be available at their location's free farmer's market.

The community garden will be under the supervision of Janet Watson, the case manager at Scott's Run. Janet has prior experience with gardening. Other staff members, such as Devon McDaniel, the assistant director, will also be involved in planning, implementing, and maintaining the community garden. Additionally, Scott's Run has a full-time maintenance coordinator who will help with the implementation and upkeep of the garden. Having staff oversee the project ensures that the garden will always be taken care of. They will promote the garden to both the community and their clients to obtain additional assistance and to ensure that the community is aware of it. The garden will be open to anyone in the community who wants to help or maintain it. They will also be able to access the produce that is grown. Scott's Run already has experience with fairly distributing set amounts of produce through donations we receive. Therefore, they know the procedures to ensure that everyone receives a fair share. They also partner with County Extension Office, and will continue to partner with them for this project. Scott's Run has a large volunteer program and will list this as an additional volunteer need for church groups, college students, and the community for more help with the project. They will also continue to apply for grants to maintain the community garden.

They are requesting \$5000.

Year One Budget:

Item	Cost
Water and Access Improvements	\$250
Soil	\$500
Garden Tools (Rakes, Shovels, Garden Forks, etc.)	\$500
Hoses	\$100
Lumber	\$1550
Seeds and Starter Plants	\$250
Landscape Fabric	\$250
Fertilizer	\$250
Items for Market (Boxes, Signage, Printing Costs, Paper/Plastic Bags, Misc.)	\$100
TOTAL:	\$3750

Year Two Budget:

Item	Cost
Water Bill	\$100
Soil	\$500
Seeds and Starter Plants	\$250
Fertilizer	\$250
Tool Replacement/Repairs	\$150
TOTAL:	\$1250

Pictures:

Below are pictures of the property itself.





West Virginia Garden Collaborative

Nonprofit Agency

Shannon McNicholas: Westover City Park

Summary:

West Virginia Garden Collaborative hopes to have an operational garden ready for community members to utilize starting in the 2025 growing season. Their budget is below. They have many resources, funding, and partners such as the City of Westover, anonymous donors, Grow Ohio Valley, Baker Creek Heirloom Seeds, and United Way. They plan to:

- Hire a part time manager within a month of receiving funds.
- Build a fence around the garden's property within the first three months of receiving funding.
- Start collecting applications for gardeners within 6 months of receiving funding.
- Build a water system for the garden within six months of receiving funding.
- Build a set of 5 4'x10' ADA raised garden beds within 9 months of receiving funding.
- Lay ADA pathways connecting the parking lot to ADA beds within 9 months of receiving.
- Select and approve applications for 15 gardeners within 10 months of receiving funding, and plant all fruit trees within 12 months of receiving funding based on tree planting schedules.

Throughout the process of the organization's development, leaders from the organization have been involved in local food initiatives including, but not limited to starting a locally-supplied "mini farmer's market" with the local senior center, building a "free little seed library" and teaching community related seed-saving, composting and fermentation classes. Building a community garden in Mon County would help to address issues of food insecurity and mental illness including substance use disorder. While West Virginia Garden Collaborative is already able to address some of these issues on a small scale and with people who have access to land through educational programming, having the capacity to build a garden would allow us the opportunity to affect change on a larger, community-wide scale and amongst people who are marginalized or do not have access to land.

They are requesting \$4588.51

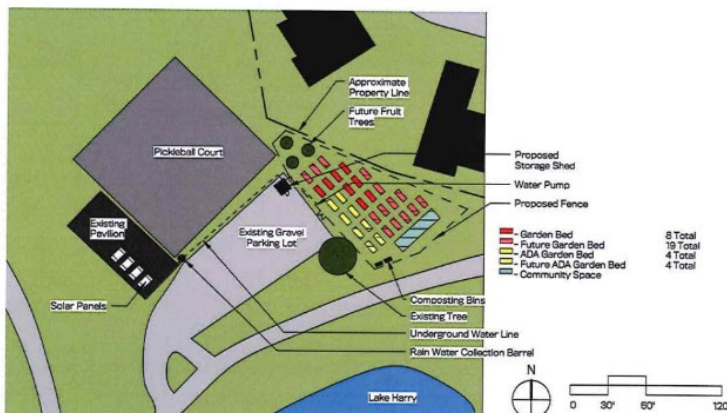
Budget:

Item (#)	Cost
10'x6"x2" Kiln-Dried Fir Planks (60 Total)	\$385.20
8'x6"x2" Kiln-Dried Fir Planks (60 Total)	\$277.20
Concrete Planter Blocks (120 Total)	\$441.60
330 ft Weed Barrier Fabric (6 Total)	\$818.16
Cubic Yard Soil (Including Delivery) (22.5 Cubic Yards)	\$1316.25
Cubic Yards Mushroom Compost (4 Cubic Yards)	\$280
Bales Wheat Straw (6 Total)	\$251.10
Soil and Compost Delivery (1 Total)	\$290
Wood Picnic Table (1 Total)	\$149
Native Fruit Trees (3' - 5' Depending on Variety) (4 Total)	\$380
TOTAL:	\$4588.51

Pictures:

Below is the Site Plan for the community garden and pictures of the property itself.

Project Map and Anticipated Layout:



DATE: 2022.02.19
 PROJECT NUMBER: Project Number
 OWNER/CLIENT: Owner

A1

SITE PLAN
 SCHEMATIC DRAWINGS FOR
WESTOVER COMMUNITY GARDEN
 STREET ADDRESS: 07N STATE 0000

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**Electric Vehicle (EV)
Inventory & Preliminary New Location Study**

Draft

May 2024

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Appendix A: Federal Public EV Charging Station Fundings Sources for Urban Area

Appendix B: Federal Public EV Charging Station Funding Sources for Rural Area

Introduction

This document is a starting point for a discussion on EV readiness in the Morgantown Monogalia area, providing a preliminary understanding of the current status and the need for electric vehicle charging stations. It also provides the fundamentals of EV charging stations and related federal regulations.

- Section one - EV Charging Infrastructure Basic - covers EV education, charging infrastructure, strategic location selections, and federal standards.
- Section two - Status and Need Assessment - delves into the current status of EVs and charging ports in Monongalia County, presenting data on existing infrastructure while forecasting future needs using US DOT and US DOE tools.
- Section three - Preliminary Recommendations - identifies potential locations for new charging ports to meet the rising demand for electric mobility.

In a commitment to inclusive planning, the document underscores the incorporation of public input, positioning it as a collaborative resource for ongoing research or project development in the MMMPO area.

EV Charging Infrastructure Basics

Vehicles and Charging Ports

Vehicle Type

Currently, there are three types of electric vehicles on the market. This Readiness Plan focuses on BEVs and PHEVs.

Battery Electric Vehicles (EBVs)

- Run on electricity only and are recharged from an external power source.
- EBVs include battery electric buses (BEBs) and electric school buses (ESBs).
- It is also referred to as an “all-electric vehicle”.

Plug-in Hybrid Electric Vehicles (PHEVs)

- Run on electricity and are recharged from an external power source.
- Incorporate a smaller internal combustion engine that can recharge the battery. When electricity is unavailable, PHEVs can run on gasoline alone.

Fuel Cell Electric Vehicles (FCEVs)

- Use the electrochemical process to convert hydrogen into electricity.
- Not for recharging its battery from an external source.

Charging Port Type

Level 1

- Common residential 120V alternating current (AC) outlet
- 40-50 hours to charge a light-duty BEV
- 5-6 hours to charge a PHEV
- Typical location: Home

Level 2

- 240V (in residential applications) or 208V (in commercial applications)
- 4-10 hours to charge a light-duty BEV
- 1-2 hours to charge a PHEV
- Typical location: Home, Workplace, and Public

DCFC (Direct Current Fast Charging)

- Common for heavy-traffic corridors
- 20 minutes - 1 hour to charge a light-duty BEV (80%)
- 5 - 30 minutes to charge a light-duty PHEV (80%)

- Most PHEVs currently on the market are not capable of using DCFCs.
- Typical location: Public

Electric Bus Basics

Electric buses, including BEBs and ESBs, run on electricity only and require recharging their onboard battery packs from an external power source. A type of BEB, ESBs tend to have smaller battery packs as they often operate on shorter routes with a midday break during school hours for charging.

There are three types of charging ports for BEBs. They can be installed at the storage facility or on-route.

- **Plug-in charging:** Slowest option (AC/DC, 40-350 kW), ideal for overnight depot charging due to long charge times. Faster options are emerging.
- **Wireless inductive charging:** Uses floor pads and magnetic fields (50-250 kW), offers convenience but is less common.
- **Overhead conductive (pantograph) charging:** Fastest option (165-600 kW), connects via a pantograph for quick stops at depots (5-20 min). Also used for in-motion charging (IMC) trolleybuses on limited routes.

Key considerations:

- Charging speed varies depending on technology and power level.
- Depot charging is common for slow to medium-speed options.
- Faster options like pantograph or high-power plug-in are ideal for route charging.
- Consider battery size, route lengths, and charging needs when choosing infrastructure.

Location Selections

General Considerations

The following are major factors to consider when choosing locations for public EV charging locations.

- Land availability and cost: Finding suitable land with the necessary infrastructure can be challenging in some areas. Ideal locations often have the following characteristics:
 - Areas or locations with underserved communities
 - Proximity to public transportation and travel corridors
 - Proximity to local public services
 - Proximity to local businesses
 - Proximity to nearby multifamily housing

- Availability of parking
- Electric grid capacity: Upgrading the grid may be necessary to support the increased demand for electricity from EV charging stations.
- Community needs and preferences: Engaging with the community is crucial to ensure that EV charging stations are placed in locations that are most beneficial to residents.
- Equity Considerations (see section below)

Level 2 Stations

Workplace parking lots: Employers are increasingly installing Level 2 chargers to attract and retain employee who drive EVs.

Retail centers: Shopping malls, grocery stores, and other businesses with long dwell times are ideal locations for Level 2 chargers, as customers can top up their batteries while shopping or running errands.

Apartment complexes: To cater to residents who don't have access to home charging, apartment complexes are installing Level 2 chargers in designated parking areas.
Community centers and libraries: Public buildings with ample parking can offer Level 2 charging as a convenience to residents.

Curbside parking: On-street parking spaces with Level 2 chargers can be a good option in dense urban areas where off-street parking is limited.

Rest stops and travel plazas: Level 2 chargers at rest stops and travel plazas can help address range anxiety for EV drivers on long trips.

DCFC Stations

High-traffic corridors: Busy roads and highways are ideal locations for DCFC stations, as they can help reduce range anxiety for EV drivers on short trips.

Convenience stores and gas stations: Convenience stores and gas stations with ample parking can attract customers by offering DCFC stations.

Public transportation hubs: Train stations, bus terminals, and airports can offer DCFC stations for travelers who need a quick charge before their trip.

Equity Considerations

Project benefits and costs should be fairly distributed across the community, especially considering low-income, minority, and disabled populations. Equity concerns that might arise include a project's affordability, accessibility, reliability, location, safety, and related employment and economic opportunities.

According to National Electric Vehicle Infrastructure Standards and Requirements, disadvantaged communities (DACs) mean

Census tracts or communities with common conditions identified by the U.S. Department of Transportation and the U.S. Department of Energy that consider appropriate data, indices, and screening tools to determine whether a specific community is disadvantaged based on a combination of variables that may include, but are not limited to, the following: low income, high and/or persistent poverty; high unemployment and underemployment; racial and ethnic residential segregation, particularly where the segregation stems from discrimination by government entities; linguistic isolation; high housing cost burden and substandard housing; distressed neighborhoods; high transportation cost burden and/or low transportation access; disproportionate environmental stressor burden and high cumulative impacts; limited water and sanitation access and affordability; disproportionate impacts from climate change; high energy cost burden and low energy access; jobs lost through the energy transition; and limited access to healthcare.

(23 CFR 680.104 "Disadvantaged communities (DACs)")

Equity Data

USDOT Equitable Transportation Community (ETC) Explorer

<https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---Homepage/>

USDOT Electric Vehicle Charging Justice40 Map

<https://anl.maps.arcgis.com/apps/webappviewer/index.html?id=33f3e1fc30bf476099923224a1c1b3ee>

The White House Council on Environmental Quality: Climate and Economic Justice Screen Tool

<https://screeningtool.geoplatform.gov/en/#11.4/39.6257/-79.9679>

Federal Standards and Requirements

The Federal Highway Administration (FHWA) issued new national standards for federally funded EV chargers in February 2023. These new standards aim to ensure that charging is a predictable and reliable experience for EV drivers. This section includes the part of the requirements that are most relevant to EV charging station planning at the community level. For full information on the standards and requirements, please consult 23 CFR Part 680 National Electric Vehicle Infrastructure Standards and Requirements.

Except where noted, these regulations apply to all NEVI Formula Program projects as well as projects for the construction of publicly accessible EV chargers that are funded with funds made available under Title 23, United States Code, including any EV charging infrastructure project funded with Federal funds that is treated as a project on a Federal-aid highway.

Number of charging ports

When including DCFCs located along and designed to serve users of designated AFCs, charging stations must have at **least four** network-connected DCFC charging ports and be capable of simultaneously charging at least four EVs.

In other locations, EV charging stations must have at **least four network-connected (either DCFC or AC Level 2 or a combination of DCFC and AC Level 2)** charging ports and be capable of simultaneously charging at least four EVs.

More information in 23 CFR 680.106(b)

Power level

DCFC charging ports must support output voltages between 250 volts DC and 920 volts DC. DCFCs located along and designed to serve users of designated AFCs must have a continuous power delivery rating of at least 150 kilowatts (kW) and supply power according to an EV's power delivery request up to 150 kW, simultaneously from each charging port at a charging station. These corridor-serving DCFC charging stations may conduct power sharing so long as each charging port continues to meet an EV's request for power up to 150 kW.

Each AC Level 2 charging port must have a continuous power delivery rating of at least 6 kW and the charging station must be capable of providing at least 6 kW per port simultaneously across all AC ports. AC Level 2 chargers may conduct power sharing and/or participate in smart charge management programs so long as each charging port continues to meet an EV's demand for power up to 6 kW unless the EV charging customer consents to accepting a lower power level.

More information in 23 CFR 680.106(d)

Availability

Charging stations located along and designed to serve users of designated Alternative Fuel Corridors must be available for use and sited at locations physically accessible to the public 24 hours per day, 7 days per week, year-round. Charging stations not located along or not designed to serve users of designated Alternative Fuel Corridors must be available for use and accessible to the public at least as frequently as the business operating hours of the site host.

More information in 23 CFR 680.106(e)

Security

States or other direct recipients must implement physical strategies to protect the charging station including

- Lighting;
- Siting and station design to ensure visibility from onlookers;
- Driver and vehicle safety;
- Video surveillance;
- Emergency call boxes;
- Fire prevention;
- Charger locks;
- Strategies to prevent tampering and illegal surveillance of payment devices.

More information in 23 CFR 680.106(h)

Community Engagement

States must include in the State EV Infrastructure Deployment Plan a description of the community engagement activities conducted as part of the development and approval of their most recently submitted State EV Infrastructure Deployment Plan, including engagement with disadvantaged communities (DACs). This only applies to the NEVI Formula Program projects

More information in 23 CFR 680.112(d)

Other Federal Laws

The American with Disabilities Act of 1990 (ADA), and its implementing regulations, apply to EV charger projects. (23 CFR 680.118(c))

The Uniform Relocation Assistance and Real Property Acquisition Act applies to EV charger projects. (23 CFR 680.118(g))

The National Environmental Policy Act of 1969 (NEPA) applies to EV charger projects. (23 CFR 680.118.(h))

Status and Need Assessment

Current Stations

Current EV charging stations in the Morgantown Monogalia MPO area:

Location Name	Type	Ports	Network	Access	Address
City of Morgantown Farmers Market	Level 2	1	None	Public, 24/7	415 Spruce St
University Motor	Level 2	2	ChargePoint	Public, 24/7	58 Don Knotts Blvd
University Motor	DC Fast	1	ChargePoint	Public, 24/7	58 Don Knotts Blvd
Subaru of Morgantown	Level 2	1	Blink	Public, 24/7	1730 Mileground Road
Sheetz-Tesla Supercharger	DC Fast	8	Tesla Supercharger	Public, 24/7	1901 Earl L Core Road
Hampton Inn & Suites Morgantown / University Town Centre	Level 2	2	None	Hotel customer use only	325 Granville Square
Black Bear Village	Level 2	3	Blink	Public, 24/7	380 Richard Harrison Way
Triple S Harley-Davidson	DC Fast	1	ChargePoint	Public, 24/7	7300 Willie G Ave Westover, WV 26501
Premier Chevrolet Buick GMC	Level 2	2	None	Public / Business Hours	5392 University Town Centre Dr
Sheetz - Tesla Supercharger	DC Fast	8	Tesla Supercharger	Public, 24/7	21 Asturias Lane

Data source: US DOE Alternative Fuels Data Center:
<https://afdc.energy.gov/stations/#/find/nearest?fuel=ELEC>

EV Registration Estimation

Estimation of EV registered by year in West Virginia and neighboring states.

	EV Registered by Year per 10,000 People					Average Annual Increase
	2018	2019	2020	2021	2022	
West Virginia	1	2	3	6	11	83%
Pennsylvania	6	9	13	21	37	58%
Ohio	5	9	12	18	29	56%
Virginia	12	18	24	36	65	53%
Four State Average	6	10	13	20	36	63%

Source: U.S. DOE Alternative Fuels Data Center - TransAltas

Considering that the MPO area is relatively urban compared with the rest of West Virginia and that urban areas generally tend to have higher EV ownership rates compared to rural areas due to factors like charging infrastructure, shorter commutes, and higher environmental awareness, this readiness plan used the **four state average number for the number of EV registered by year per 10,000 people in the Morgantown Monongalia area.**

Estimation of EV registered by year in the MPO area.

	EV Registered by Year					Total
	2018	2019	2020	2021	2022	
Per 10,000 population	6	10	13	20	36	
Actual EV*	60	95	130	203	355	843

*Population in the Morgantown Monongalia MPO Area \approx 100,000

Estimation of the number of EVs in the MPO area

Vehicles added from 2018 to 2022 \approx 850

Vehicles added before 2018 \approx 300

Vehicles added in 2023 \approx 450

Vehicles purchased in out-of-state \approx 400

Total EV in the MPO area \approx 2,000

Current Need

The following needs assessment was calculated by using the Electric Vehicle Infrastructure Projection Tool (EVI-Pro) Lite provided by the U.S. Department of Energy Alternative Fuels Data Center. More information about the tool can be found at <https://afdc.energy.gov/evi-pro-lite>

Assumption

Parameter	Value
EVs to support	2,000 (existing condition as of 2023) 10,884 (2030)
Vehicle Mix (system default)	<ul style="list-style-type: none"> ● PEV Sedans: 25% ● PEV C/SUVs: 47% ● PEV Pickups: 25% ● PEV Vans: 3%
How much support do you want to provide for plug-in hybrid electric vehicles(PHEVs)?	Partial support: Calculate using half of the full support assumption.
Home Charging Access	99% (assumed)

Results - Level 2 Ports

65 Public Level 2 Charging Ports		
# of Ports	Location Type	Description
6	Retail	Ports collocated with shopping (e.g., groceries, clothes, appliances) or dining amenities
4	Recreation Center	Ports collocated with recreational (e.g., parks, movies, bars, museums) or exercise activities
8	Healthcare Facility	Ports located at healthcare facilities such as hospitals, clinics, dental, or therapy
4	Education Facility	Ports located at educational facilities such as schools and universities
3	Community Center	Ports located at religious and community gathering centers
3	Transportation Facility	Ports located at transport hubs including park-and-rides, railway stations, and airports
29	Neighborhood	Publicly accessible ports located curbside near

		where people live
8	Office	Publicly accessible ports collocated with offices or business parks

Results - DC Fast Charging Ports

10 Public Level 2 Charging Ports		
# of Ports	Location Type	Description
5	Retail - 150 kW	Ports collocated with shopping (e.g., groceries, clothes, appliances) or dining amenities
1	Retail - 250 kW	Same above
3	Recreation Center - 150 kW	Ports collocated with recreational (e.g., parks, movies, bars, museums) or exercise activities
1	Recreation Center - 250 kW	Same above

Future Need (2030)

Based on the National Renewable Energy Laboratory (NREL) national electric vehicle infrastructure needs assessment, 12% of light-duty vehicles on the road could be plug-in electric vehicles by 2030. Applied to Morgantown that would mean **10,884** vehicles are plug-in electric vehicles. (source: U.S. Department of Energy Alternative Fuels Data Center - Electric Vehicle Infrastructure Projection Tool)

Results - Level 2 Ports

253 Public Level 2 Charging Ports		
# of Ports	Location Type	Description
30	Retail	Ports collocated with shopping (e.g., groceries, clothes, appliances) or dining amenities
13	Recreation Center	Ports collocated with recreational (e.g., parks, movies, bars, museums) or exercise activities
22	Healthcare Facility	Ports located at healthcare facilities such as hospitals, clinics, dental, or therapy
13	Education Facility	Ports located at educational facilities such as schools and universities

10	Community Center	Ports located at religious and community gathering centers
19	Transportation Facility	Ports located at transport hubs including park-and-rides, railway stations, and airports
109	Neighborhood	Publicly accessible ports located curbside near where people live
37	Office	Publicly accessible ports collocated with offices or business parks

Results - DC Fast Charging Ports

10 Public Level 2 Charging Ports		
# of Ports	Location Type	Description
6	Retail - 150 kW	Ports collocated with shopping (e.g., groceries, clothes, appliances) or dining amenities
3	Retail - 250 kW	Same above
5	Retail - 350+ kW	Same above
4	Recreation Center - 150 kW	Ports collocated with recreational (e.g., parks, movies, bars, museums) or exercise activities
2	Recreation Center - 250 kW	Same above
3	Recreation Center - 350+ kW	Same above

Deficiency Analysis

The following table compares the current stations and the results of the needs analysis (current and future) from the sections above.

Location Type		Current Condition		Current Need		Future Needs (2030)	
		Port Type	Port # (Deficiency)	Level 2	DC Fast	Level 2	DC Fast
Public	Retail	–	0 (6)	6	6	30	14
	Recreation Center	–	0 (4)	4	5	13	9
	Healthcare Facility	–	0 (8)	8	–	22	–
	Education Facility	–	0 (4)	4	–	13	–
	Community Center	Level 2	1 (2)	3	–	10	–
	Transportation Facility	–	0 (3)	3	–	19	–
	Neighborhood	–	0 (29)	29	–	109	–
	Office	–	0 (8)	8	–	37	–
Other	Gas station	DC Fast	16	–	–	–	–
	Car / Motorcycle Dealer	Level 2	5	–	–	–	–
		DC Fast	2	–	–	–	–
	Multi-Unit Dwelling	Level 2	5	–	–	–	–

Preliminary Recommendations

Focus Areas (Non-Neighborhood)

Location Type	Location Description (map ID)	Charger Types (# of Ports)
Retail	University Towncenter (1)	Level 2 (20) DC Fast (10)
	Suncreat Towncenter (2)	Level 2 (10) DC Fast (4)
Recreation / Community Center	Marilla Park (3)	Level 2 (8) DC Fast (2)
	Hazel Ruby McQuain Park (4)	Level 2 (4) DC Fast (2)
	Start City Riverfront Park (5)	Level 2 (4) DC Fast (2)
	Westover City Park (6)	Level 2 (4) DC Fast (2)
	Caperton Trail Park (7)	Level 2 (4)
Healthcare Facility	Ruby Memorial Hospital (8)	Level 2 (10)
	Mon Health Medical Center (9)	Level 2 (10)
	WVU Medicine - University Towncenter (10)	Level 2 (4)
Education Facility	WVU Parking Falling Run Rd/University Ave Area (11)	Level 2 (4)
	WVU Parking Coliseum (12)	Level 2 (8)
	WVU Rec Center (13)	Level 2 (4)
Transportation	Morgantown Airport (14)	Level 2 (4)
	Mountain Line Westover Terminal / Westover Park and Ride (15)	Level 2 (4)
	I-68/US43 Park and Ride (N/A)	Level 2 (4)

	Brookhaven Park and Right (16)	Level 2 (4)
	WVU Parking PRT-Mountain Station (17)	Level 2 (8)
Office	Spruce Street Garage (18)	Level 2 (6)
	University Ave Garage (19)	Level 2 (6)
	City Fayette St Parking (20)	Level 2 (4)
	Mountainlair Garage (21)	Level 2 (6)
	Mon County Schools Admin Office (22)	Level 2 (4)
	Downtown Farmers Market (23)	Level 2 (4)
	WVU Medical School Campus Area (24)	Level 2 (10)

Focus Areas (Neighborhood)

Equity Priority Location

The following areas are identified as high-priority locations for EV infrastructure investment in terms of equity and economic justice. The tools used to identify those locations are USDOT Equitable Transportation Community (ETC) Explorer, USDOT Electric Vehicle Charging Justice40 Map, and the White House Council on Environmental Quality - Climate and Economic Justice Screen Tool.

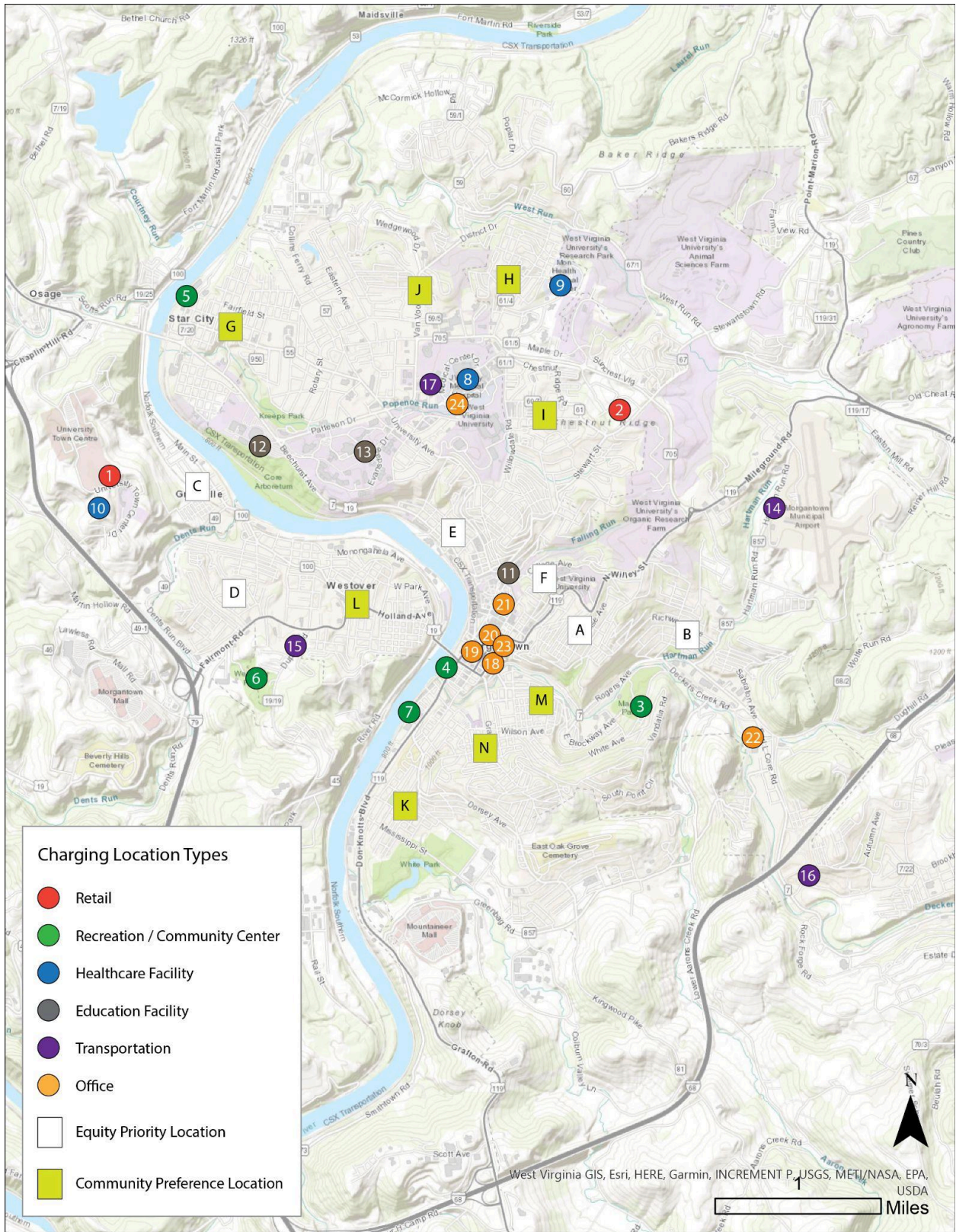
Location Name (map ID)	Primary Streets
Woodburn (A)	Snider St, Monongalia Ave, Richwood Ave
Sabraton (B)	Richwood Ave
Main Street - Granville (C)	Main Street
Morgan Height - Westover (D)	Riverview Ave, Columbus St, Fairmont Dr
Sunnyside (E)	Grant Ave, McLane Ave
Mountaineer Middle School area (F)	Cornell Ave, Price St

Community Preference Locations

The following areas are not identified as the equity and economic justice priority locations, but they are identified as community preference locations considering the population density, housing types, and adjacent land use.

Location Name (map ID)	Primary Streets
Star City (G)	Stafford St, Congress Ave
North Hills (H)	Pineview Dr, Headlee Ave
Apartments in Valley View Area (I)	Valley View Ave
Apartments in Va Voorhis Area (J)	Van Voorhis Rd
First Ward (K)	West Virginia Ave, Madigan Ave, Mississippi St
Triangle - Westover (L)	Holland Ave, Dunkard Ave
Greenmont (M)	Coburn Ave, Kingwood St
South Park (N)	Park St, Grand St, Wilson Ave

Recommendation Map



Community Outreach Plan

Agency	Potential Input Areas			
	Development / Building Code	Fleet	Charging Station/focus area	Energy
Municipalities / County	X	X	X	X
MLTA		X	X	
Board of Education		X	X	
Utility Company			X	X
WVU		X	X	
Business (developer, car dealership, and others)		X	X	
Environmental groups	X		X	