



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

Agenda

Citizens Advisory Committee
243 High Street Room 026 and by WEBEX
Morgantown WV
November 10, 2022

6:00 PM

1. Call To Order
2. Approval of Minutes
3. TIP Amendment
4. Highway Safety Performance Measures
5. Draft FY 2023 Meeting Calendar
6. Draft Process for evaluating proposed projects for Carbon Reduction and Surface Transportation Block grant funding
7. Input on projects to be included in the FY 2023-2024 Unified Planning Work Program
8. Other Business
9. Meeting Adjournment



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Memorandum

Date: November 4, 2022
To: CAC Members
From: Bill Austin, AICP
Subject: November 10, 2022 CAC Meeting Agenda Items

This memorandum is to inform you of the items under consideration in the November 2022 CAC 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 CAC recommend the adoption of the proposed TIP Amendment to the MPO Policy Board.

-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 CAC recommend approval of the WVDOT safety goals for the upcoming year.

-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. After this review we respectfully request that the CAC recommend approval of the calendar to the MPO Policy Board.

-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 process for evaluating projects in their role as a Transportation Management Agency. We would appreciate the CAC's review of this proposed 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 CAC 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 CAC meeting prepared to discuss this topic.



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 the WV Department of Transportation.

On October 24, 2022, the MPO received the Statewide Safety Performance Targets from the Department of Transportation. It included a table (attached to this memo) showing the current progress on reaching the DOT's safety targets and sets targets for future safety performance for the MMMPO area. MMMPO staff reviewed the information and prepared the following summary of the data provided.

Major fundings

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 to be significant progress toward the goal.
- **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.
- **The bike and pedestrian fatalities and serious injuries in 2021.** The actual annual number of injuries and fatalities was 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 follows:

- 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.

The table on the following page is the summary of the area's safety performance provided by the State.

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	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	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023	
		Target to Reach Goal		15.6	15.4	15.6	14.0	12.3	11.2	11.4	11.3	11.0	10.8	10.4	9.4	8.8															
		Target Met/Not Met			Not Met	Met	Met	Met	Not Met	Not Met	Met	Not Met	Met	Met	Met																
		Better than Baseline?			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																
		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																
Met or Made Significant Progress								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																
Better than Baseline?								Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes																
Met or Made Significant Progress								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	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.



CITIZEN'S ADVISORY COMMITTEE MEETING

August 11, 2022

This meeting was held virtually on
<https://morgantownmonongaliampo.my.webex.com/meet/baustin>

Members Present:

Christiaan Abildso (Chair), Chip Wamsley, Tom Zeni, Kelli LaNeve, Heather Britton, Matt Cross

Others Present: Jessica Moberly, Jing Zhang

1. Call to Order

Due to the COVID 19 pandemic, the CAC meeting was held virtually. The phone number and web address to access the teleconference were publicized.

With a quorum present, Mr. Austin called the meeting of the CAC to order at 6 PM.

2. Approval of Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda package. Mr. Zeni moved to the approve the meeting minutes; seconded by Mrs. LaNeve; with no discussion, the motion passed unanimously.

3. TIP Amendments

Mr. Austin noted that the DOH has proposed TIP amendments. The primary changes are administrative rearrangement of projects names and numbers due the RAISE grant DOH received.

Mr. Cross moved to recommend approval of the amendment as presented, seconded by Mrs. LaNeve. The motion was passed unanimously.

Mr. Austin noted that the Mountain Line has proposed TIP amendments. The amendment is basically a format reconstruction for the Mountain Line's funding sources. The Mountain also requested a change in its CMAQ funding. The change will be done as administrative adjustment.

Mrs. LaNeve noted that the Mountain Line expects its van pool program to operate two vans in November.

Mr. Britton moved to recommend approval of the amendment as presented; seconded by Mr. Zeni. The motion was passed unanimously.

Mr. Austin noted that in the TIP administrative adjustments. The DOH requested moving the construction phase of the West Run widening project to 2024. The DOH has obligated funding for the right-of-way phase of the Greenbag Rd project.

4. Public Involvement Policy

Mr. Austin noted that a copy of the draft Public Involvement Policy is included in the agenda package. It has been modified from comments received at the last TTAC and CAC meetings. MMMPO Staff released the draft policy to the public in June. No comments were received on the proposed policy.

Mr. Zeni moved to recommend approval of the Public Involvement Policy to the MPO's Policy Board; seconded by Mrs. LaNeve. The motion unanimously passed.

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

Mr. Austin noted that several MPO's 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 funded by federal grants. 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. Zeni pointed out a typo in the RFQ.

Mr. Cross moved to recommend release of the RFQ to the MPO's Policy Board; seconded by Mr. Zeni. The motion unanimously passed.

6. Proposed Safe Streets for All Grant

Mr. Austin noted that MPO staff has been working with Policy Board Members to develop a list of projects for an application for a Safe Streets for All Grant to address safety concerns throughout the community with a systemic or region wide approach. Currently, the grant includes improvements on Willey Street and several street crossings in Granville in Star City. The Board of Education and the Mountain Line may be interested in putting out some projects for the grant. The city of Morgantown is also developing additional projects as we move forward.

Mr. Austin noted that the MPO is to apply for implementation grant, skipping the action plan phases. All of the projects are duly vetted in the development of the MPO's Metropolitan Transportation Plan update. In addition, those projects will be reviewed by the public during the comprehensive workshop held jointly by the Mon County, Town of Granville, the City of Morgantown, and Star City. The workshop will be held at the WVU's Mountaineer Station on September 8th from 5 pm to 7 pm.

Mr. Austin noted that the proposed grant also includes a public safety and active transportation educational component to assist in reaching the entire community. The MPO has discussed with the WVU Hospital, City of Morgantown, and the Board of Education potentially provide matching funding for the grant.

Mr. Cross asked if the Willey Street project is only at the Prospect Street area or it is for the whole Willey Street Corridor. Mr. Austin noted that it includes the whole Willey Street corridor from Spruce Street to Mileground Rd. The total estimated cost is \$20 million.

Mrs. LaNeve noted that Mountain Line might has some matching funds, especially for shelters at bus stops. Mr. Austin noted that he has discussed with Mountain Line on the issue and identified several high-volume locations for transit users.

This is an informational item and require no action from the committee.

7. Review of proposed traffic count locations

Mr. Austin noted that MPO is to revive the dormant traffic count program in 2023. MPO staff has reviewed the count locations previously used for the count program and reduced the number of counts. This was done to reduce the cost of the count program and to focus the counts on the core of the urban area as well as to acknowledge the locations currently counted by WVDOH every three years. The MPO anticipates to have these counts performed in the spring of 2023 due to the need to identify a firm to perform the counts.

This is an informational item and require no action from the committee.

8. Request for proposals for bicycle and pedestrian counts

Mr. Austin noted that the MPO staff has been working with an ad-hoc committee to assess the options available for remote sensing data collection of non-motorized transportation. In working with the committee, the MPO has developed an RFP for a demonstration project, which was released RFP was last month. The MPO received no responses from potential respondents and MPO staff will follow up with firms to discuss why they chose not to respond and then call the committee together to revisit the RFP.

9. Other Business

Mr. Austin noted that the MPO is looking forward to some good news from FHWA about a grant application in the coming days.

Mr. Austin noted that he has been nominated as one of five candidates running for two Board of Director's positions at the national association of MPOs.

Mr. Austin noted that the MPO may potentially host the state DOH/MPO Planning conference in 2023.

Mr. Walmsley noted that he observed that people already started to use Mileground sidewalks even the roadway portion of project is still under construction.

Mr. Cross noted that Vaikke Hass is developing a project to identify safe routes to school in the area. The project may be worthy attention of the committee.

10. Meeting Adjournment

The meeting adjourned at 6:53 PM.



U.S. Department of Transportation

1200 New Jersey Avenue SE
Washington, DC 20590

Project Name: Greenbag Road Corridor Planning and Design Project

Applicant: Morgantown Monongalia MPO

RAISE Grant Funding: \$4,200,000

Estimated Total Project Costs: \$4,200,000

Project Description: The planning project will design two segments of the Greenbag Road corridor and will study the feasibility of an off-road pedestrian path parallel to Greenbag Road that would provide safe access to the Decker's Creek Rail Trail.

Congratulations! The project above was selected to receive an FY 2022 RAISE grant.

The USDOT Operating Administration overseeing your project will contact you in September regarding next steps to complete the relevant requirements before executing a grant agreement.

This letter DOES NOT authorize the applicant to incur costs to carry out the project. The execution of the grant agreement will obligate RAISE grant funding, making it available to reimburse eligible expenses for the awarded project. Unless authorized by USDOT in writing, any costs incurred prior to that obligation of funds for a project (i.e., "pre-award costs") are ineligible for reimbursement and may be ineligible to count towards non-Federal match requirements. This letter DOES NOT authorize pre-award costs to be eligible. The Department expects all RAISE funding be obligated by September 30, 2026 and expended by September 30, 2031.

If you have any questions about this award, please contact the RAISE Grants Team at raisegrants@dot.gov

Sincerely,

A handwritten signature in black ink that reads "John Augustine".

John Augustine

Director, Office of Infrastructure Finance and Innovation
Office of the Secretary



Memorandum

Date: November 2, 2022

To: MMMPO Committees

From: MMMPO Staff

Subject: **Draft Project Selection Process for Federal Suballocation Funds**

This memorandum includes a draft proposal of the project selection process for federal suballocation funds in the MMMPO area.

Project Solicitation and Eligibility

The MPO's Surface Transportation Block Grant Program (TBGP) projects will be solicited on an open and continuous basis. When funding is available, applications will be accepted.

Applicants must be

- A local unit of government or instrumentally thereof.
- A nonprofit entity that is responsible for the administration of local transportation safety programs.

Projects must be

- Located within the MMMPO Planning boundary: Monongalia County.

Funding

- 80 Percent federal funds and 20 percent local funds.
- An administration fee (approximate 10%) may be associated with the project.
- Certain safety projects may be funded at 100 percent of the cost by federal funds upon approval by the WV DOT.

Project Selection

Project Score Table

Criteria	Points
Contribute to one objective identified in the MPO's Metropolitan Transportation Plan	10
Contribute to more than one objective in the MPO's Metropolitan Transportation Plan	5 × the number of extra related objectives
A tier 1 or a part of a tier 1 project	40
A tier 2 or a part of a tier 2 project	30
A tier 3 or a part of a tier 3 project	20
A tier 4 or a part of a tier 4 project	10
The project significantly contributes to achieving a target identified in the MPO's Performance Measures.	30
The project somehow contributes to achieving a target identified in the MPO's Performance Measures.	10
The project is directly related to safety	10
The project is not a safety project but indirectly related to safety	5

When two or more projects receive the same score, higher ranking will be given to projects with the following features, as ordered by priority for this ranking purpose: 1) benefitting disadvantaged population; 2) promoting alternative transportation; and 3) preferred by the MPO's board/committee members.

Project Selection Process

1. MPO staff conduct a preliminary review to determine project eligibility.
2. MPO staff inform the applicant of the outcome of the preliminary review.
3. MPO staff score projects based on the information from the application, using the project score table in this memo.
4. MPO staff share the projects scores and rankings with TTAC and CAC for comments. If a committee member represents an agency applying for funding they will be asked to abstain from the review of their project.
5. MPO staff prepare a report summarizing the project selection and the comments received from the TTAC and CAC. If necessary, MPO staff revise the project score and ranking based on the input from TTAC and CAC.
6. MPO staff share the report with Policy Board for comments. If necessary, MPO staff revise the project score and ranking based on the input from the Policy Board.
7. MPO staff submit the report to the Policy Board for approval. Project selection and funding suballocation approval will be considered final only after the report is approved by the MPO's Policy Board.