



243 High Street Room 110
Morgantown, WV 26505
(304) 291-9571
www.plantgether.org

Agenda

MPO Citizens Advisory Committee Meeting
Conference Room
MPO Offices
Monongalia County
243 High Street Room 110
Morgantown WV
January 11, 2018
6 PM

1. Call To Order
2. Approval of Minutes
3. TIP Amendments
4. Highway Safety Improvement Program Performance Measures
5. Traffic Count Report
6. Beechurst Avenue Study
7. Prospectus Update
8. Draft FY 2018-2019 UPWP
9. Other Business
10. Meeting Adjournment



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Memorandum

Date: January 2, 2018
To: Citizens Advisory Committee Members
From: Bill Austin, AICP
Subject: January 11, 2018 CAC Meeting Agenda Items

This memorandum is to inform you of the action items for the January 11th CAC Meeting.

TIP Amendments

The West Virginia Department of Transportation-Division of Highways has requested the following TIP amendments

FY 2018 Add

-WV 7 Blacksville-Resurface-Begin (MP 9.17) east of Monongalia County Line for a distance of 2.71 miles to MP 11.88 -Project NHPP0007295D-Total Project Cost \$350,000 Federal Funds \$280,000

-WV 705-Resurface-Monongahela Boulevard to Stewartstown Road-Project NHPP0705018D-Total Cost \$2,607,917 Federal Funds \$2,086,334

-Boparc Trail Equipment-Equipment Purchase-Project NRT2017162D-Total Cost \$18,000 Federal Funds \$14,400

-Deckers Creek Trail Slide Correction Project-Design/Construct-Project NRT2017161D-Total Cost \$45,000 Federal Funds \$36,000

Mountain Line Transit has requested the following TIP Amendment:

FY 2018 Add

-Section 5339-Bus and Bus Facility-Bus Purchase-Total Cost \$140,057 Federal Funds \$104,830 Local Funding \$35,227

TIP Adjustments

-I-79 Mylan Park Bridge Approach-Project NHPP0793269D-Move project to FY 2018

-Deckers Creek Trail Resurfacing-Project NRT2012693D-Move project to FY 2018

It is requested that the CAC recommend approval of the TIP Amendments to the MPO Policy Board, The TIP Adjustments do not require approval by the MPO Committees.

-Highway Safety Improvement Program Performance Measures-Federal legislation (MAP 21 and the FAST Act) requires that the States and the MPO's adopt performance measures to ensure that transportation investment is meeting state, local and national goals. The State's and MPO's must report how projects in the Transportation Improvement Program and the Metropolitan Transportation Plan address these goals. Performance management goals for our area are required for the following topics, safety, asset management (transit, bridges, and pavement), freight and National Highway System system operations (reliability). The legislation requires states to develop performance measures for each of these items. MPO's may adopt the state goals or their own goals for each measure within 180 days of the state goal adoption. WVDOT has recently adopted the state safety goals identified in the memorandum sent out with the agenda packet. It is anticipated that the MPO will be working on adopting additional performance measures throughout 2018.

MPO staff is recommending that at least preliminarily the MMMPO adopt the State goals. Further experience with the performance measure requirements is needed to determine if it will be beneficial for the MPO to develop its own performance measures. It is respectfully requested that the CAC recommend adoption of these performance measures to the MPO Policy Board.

-Traffic Count Report-Please find enclosed with the agenda packet the MPO's 2017 Traffic Count report. While there are several count locations that need to be verified, it is requested that the CAC recommend acceptance of the attached report. MPO staff will be reviewing the locations noted in the report and updating the counts as new information about the counts at those locations is verified.

-Beechurst Avenue Corridor Study-With the passage of the "Roads to Prosperity" bond referendum WVDOT has moved several projects forward for quick implementation. This initiative includes the Beechurst Avenue Spot Improvement project. WVDOT is in the process of selecting a consultant to perform a "Preliminary Investigation and Engineering Study" (PIE) for this project. The PIE study will include many of the steps including public involvement that were to be undertaken by the MPO's Corridor Study. Upon learning of the WVDOT initiative the Study Steering Committee recommended that the MPO wind down the Study and pass the traffic modeling and other information including alternatives the Steering Committee considered viable developed for the Corridor Study with the WVDOT's

consultant. Please find attached with the agenda packet a memorandum summarizing the work done by the MPO on this project. It is respectfully requested that the CAC recommend to the MPO Policy Board that they consider this project closed.

-Prospectus Update-Please find included in the agenda packet an updated Prospectus that describes the work the MPO is eligible to perform as well as the members agencies primary and secondary responsibilities. This Prospectus is essentially identical to the previous Prospectus with the following exceptions:

-Changed the name of the MPO's Plan from "Long Range Transportation Plan" to "Metropolitan Transportation Plan" (MTP).

-Updated the MTP Planning Factors the MPO is required to consider in the transportation planning process to match the most recent Federal requirements

-Updated graphics

-Added a Line Item for Performance Planning (Line Item III-C-8)

It is respectfully requested that the CAC recommend the adoption of the updated Prospectus to the Policy Board.

-Draft 2018-19 UPWP-The MPO is solicited idea's for planning projects to be included in the upcoming work program. The draft UPWP included in the Agenda packet reflects the input we have received to date. Aside from normal operations the draft UPWP includes the following initiatives:

-Work with the Bike Board to update the regional bike plan.

-Prepare an operational analysis including recommending improvements to the intersection of Willey Street and Richwood Avenue for the City of Morgantown

-Develop a guidebook for working with the MPO. Several recent contacts with stakeholders have suggested the need for this document.

-As recommended in the MTP develop an ongoing bicycle and pedestrian data collection program building on the work performed for the pedestrian plan update to be performed during the spring and summer of 2018 and the bike plan update to be conducted in the upcoming fiscal year.

This document is to be brought forward for adoption to the Policy Board at the March meeting. We request any comments you may have on the draft document now and prior to the March meeting.



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www.planttogether.org

MINUTES

MPO Citizens Advisory Committee
MMMPO Conference Room
243 High St. Room 110, Morgantown, WV
Nov 9, 2017, 6 PM

Members Present

Bill Rice, Kyle Haugh, Matthew Cross, Maria Smith, Ed Sneckenberger

Others Present

Bill Austin-MMMPO, Jing Zhang-MMMPO

1. Call to Order

With a quorum present, Chairman Rice called the meeting of the CAC to order at 6:00 PM.

2. Approval of the Minutes

Chairman Rice noted that the minutes of the August meeting were included in the agenda packet. Mrs. Smith moved to approve the minutes as presented, seconded by Mr. Cross. With no discussion, the motion was unanimously approved.

3. TIP Amendments

Mr. Austin noted that the WV DOH requested that the MPO amend the TIP. The amendments include: the I-68 pipe replacement project in the vicinity of Coopers Rock; the ADA ramp compliance project at various locations in Blacksville, Morgantown, and Terra Alta; and the I-68/CO 857 bridge replacement project near the Airport Exit. Mr. Cross asked how the DOH's ADA ramp project will be coordinated with the City's sidewalk projects. Mr. Austin noted that the City Engineer will share with the DOH a list of inventory on sidewalk and ramp improvements. Mr. Haugh moved to recommend approval of the TIP Amendments to the MPO's Policy Board; seconded by Mr. Cross. With no discussion, the motion was unanimously approved.

Mr. Austin then introduced several administrative adjustment items under TIP amendments, including CO 857 Greenbag Road Improvement Project, US 19 Arnettsville Arch Bridge Replacement and WV 100 Dent Run Intersection Improvement. These are informational items and require no action from the committee.

4. Beechurst Avenue Study Status Report

Mr. Austin noted that the Beechurst Ave Study has moved into the alternative evaluation stage. The Steering Committee of the Study is considering a wide range of alternatives, including four lane alternatives from 8th St to Fayette St and converting Walnut Street from a one-way street to a two-way street. The Steering Committee consisted of representatives from the WV DOH, the City of Morgantown, Mountain Line, the Sunnyside neighborhood associations, and downtown business groups.

Chairman Rice asked if the alternatives of 2-way Walnut Street will go beyond the Pleasant Street intersection. Mr. Austin noted that the change may extend to the Spruce Street intersection. Mr. Sneckenberger noted that the Campus Dr intersection on Beechurst Ave is of critical importance to reduce the traffic congestion.

5. Input for the development of the FY 2018-2019 UPWP

Mr. Austin noted that the MPO is soliciting ideas for planning projects for the FY 2018-2019 UPWP. Project suggestions can be for work performed in house or potentially consultant work to be funded by the MPO with the appropriate match. Mr. Cross asked about potential strategies to improve the public involvement process. Mr. Austin noted that the MPO is working on an initiative with the School of Public Health of WVU, the Mon County Health Department, and the Mon County Family Resource Center to improve transportation equity in the area. The initiative focuses on engaging low-income neighborhoods in the planning process.

6. Ongoing Project Update

Mr. Austin noted that there is no major update on the ongoing projects besides those mentioned in the administrative adjustments with the TIP amendments.

7. Other Business

Mr. Austin noted that a draft of the 2018 MPO meeting schedule is included in the package. The draft schedule is for review by the committee members and will be finalized in the Policy Board meeting in January.

Mrs. Smith asked about the status of the proposed groupable project process for TIP projects. Mr. Austin noted that the DOH is drafting a procedure policy to specify the selection process of TIP groupable projects. The final version of the policy will be reviewed and approved by a committee established by the MPO's Policy Board for this issue. Mr. Sneckenberger asked about the status of the Van Voorhis project. Mr. Austin noted that the project was delayed.

Mr. Rice encouraged public input to the MPO's planning process and to the WV DOH projects. He noted that a fair and transparent process is key to the success of a transportation project.

8. Meeting Adjournment.

The meeting adjourned at 2:15 PM.



Memorandum

Date: January 2, 2018

To: Beechurst Ave Corridor Study Steering Committee

From: MPO Staff

Subject: **Beechurst Ave Corridor Study Alternative Evaluation**

Since the inception of the Beechurst Avenue Corridor Study in July of 2017 the “Roads to Prosperity” bond referendum was approved by the State’s voters. The approval of the bond referendum allowed WVDOH to move the implementation of the Beechurst Avenue spot improvement project forward. The work to be performed by the State as part of that process includes the preparation of a Preliminary Investigation and Engineering (PIE) Study which will address the traffic issues identified in this Study as well as public involvement requirements. Given that the PIE Study will be conducted shortly it was the recommendation of the MPO’s Study Steering Committee that this Study be concluded and the work performed to date provided to WVDOH’s consultant for use in the PIE Study.

The purpose of this memorandum is to document the identified alternatives in the Beechurst Ave Corridor Study and the outcome of the analysis performed on those alternatives. Alternatives recommended for further study will be decided based on feedback from the Study Steering Committee.

Study Background

The Beechurst Ave Corridor Study was initiated to develop a plan for the implementation of the Beechurst Spot Improvements Project originally programmed by WV DOH for Engineering in 2019 and construction in 2021. The Beechurst Ave Spot Improvement project was proposed in the MPO’s 2013-2040 Long Range Transportation Plan and listed as a programmed project in the 2017-2045 Metropolitan Transportation Plan Update.

The purpose of this study is to 1) identify opportunities to improve traffic flow in the study area; 2) identify improvements to existing geometric deficiencies in the study area; 3) identify multi-modal enhancements for pedestrian, bicyclists, and transit users in the study area.

Major intersections within the corridor are: the Campus Dr/Beechurst Ave intersection, the Fayette Ave/Beechurst Ave/University Ave intersection, the Walnut Street/Beechurst, the 3rd St and Beechurst Ave intersection, and the Pleasant St/Beechurst Ave intersection.

Evaluation Methods

The alternatives were evaluated using VISSIM models developed by Professor Kakan Dey of WVU. The traffic signal operational plans were optimized based on timing plans generated from Synchro models developed by MPO staff. Traffic signal timings provided by WVDOH were the base timings for the Synchro model.

Corridor peak period travel time and estimated peak period segment travel time saving were used to assess the different alternatives.

Peak period travel time data was collected from 8th Street to Hurley St/Wharf District in April 2017 and were used to validate the model. Travel time changes were analyzed by segment, AM/PM peak hours, and by direction.

Travel time saving were calculated using the following formula:

Estimated Alternative Travel Time – Travel Time under Existing Condition in VISSIM Model

AM and PM peak hour volumes were used in both VISSIM models and Synchro models.

Alternative Description

The study identified 9 Alternatives. They were:

- Alternative 1: Reversible lanes with minimum impact
- Alternative 2: Reversible lanes with intersection improvements
- Alternative 3: Four lanes with intersection improvements
- Alternative 4: Four lanes with roundabout
- Alternative 5: Reversible lane and four lanes Mix
- Alternative 6: Four lanes with 2-way Walnut (integrated into Alternative 7b and 7c)
- Alternative 7a: Four lanes basic
- Alternative 7b: Four lanes with 2-way Walnut and no SBLT @ Fayette
- Alternative 7c: Four lanes Turning Bay with 2-way Walnut and no SBLT @ Fayette

The corridor level description of each alternatives are shown on page 3 and page 4.

Identified improvements for pedestrians, bicyclists, and transit users are shown on page 5.

Alt 1. Minimum Impact



Alt 2. Intersection Improvements



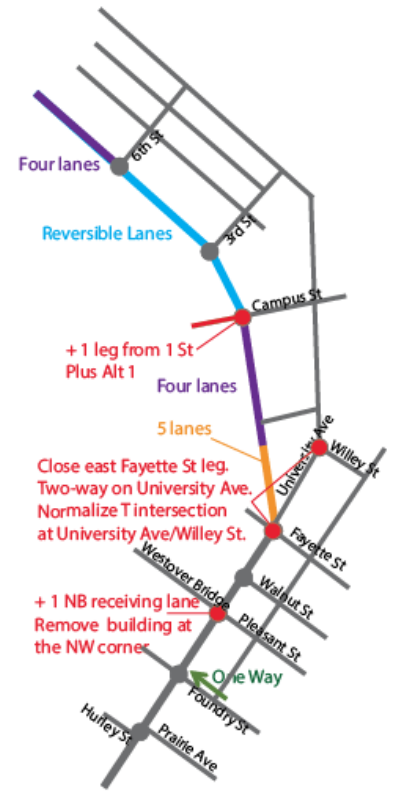
Alt 3. Four lanes + Intersection Improvements



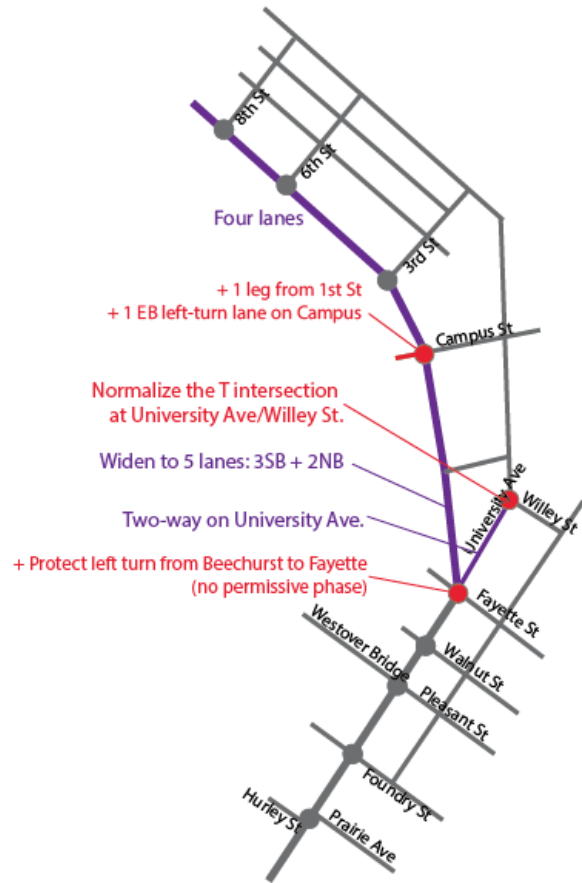
Alt 4. Four lanes + Roundabout



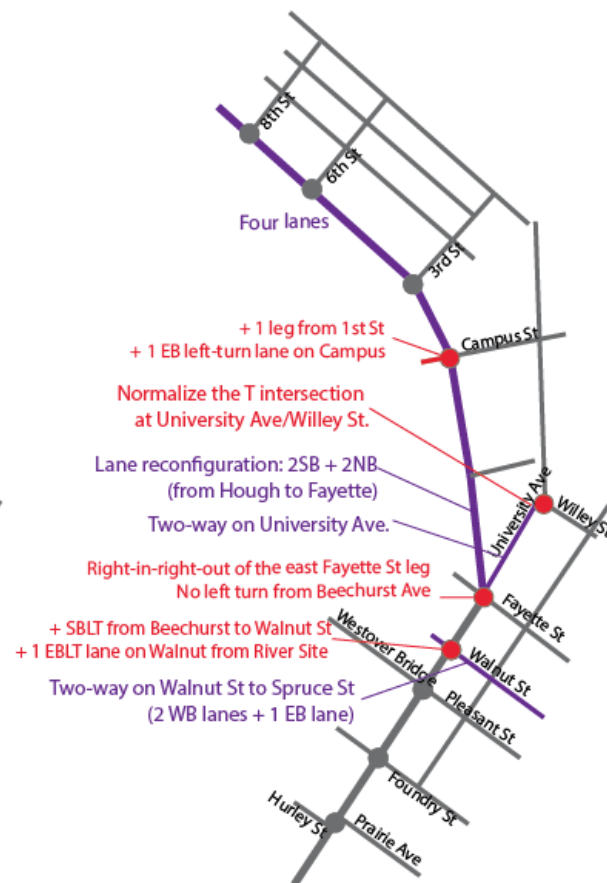
Alt 5. Mix



Alt 7-a (Four Lane Basic)



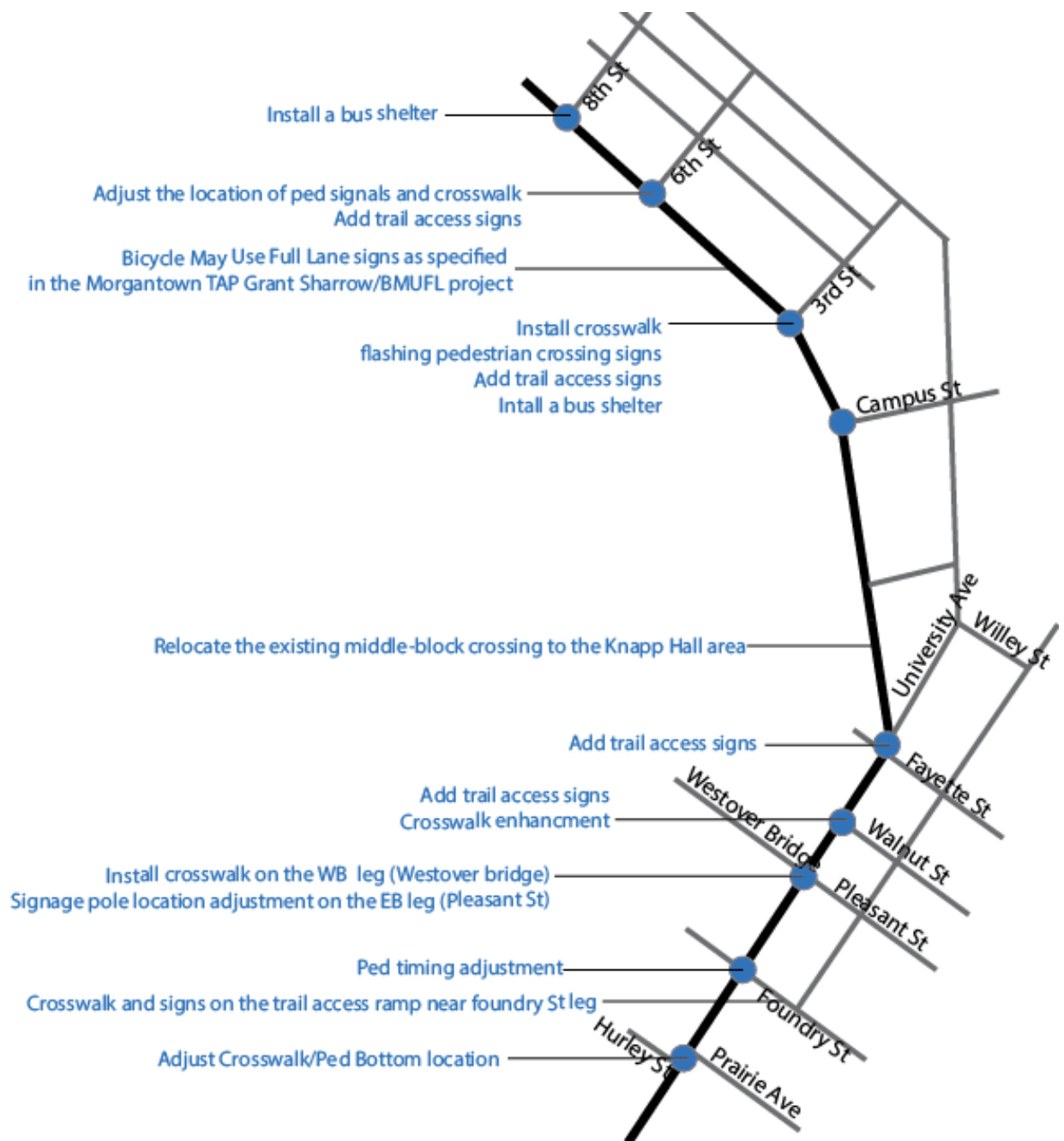
Alt 7-B (Walnut)



Alt 7-c (Walnut + Turning Bay)



Identified facility improvements for Ped/Bike/Transit Users.



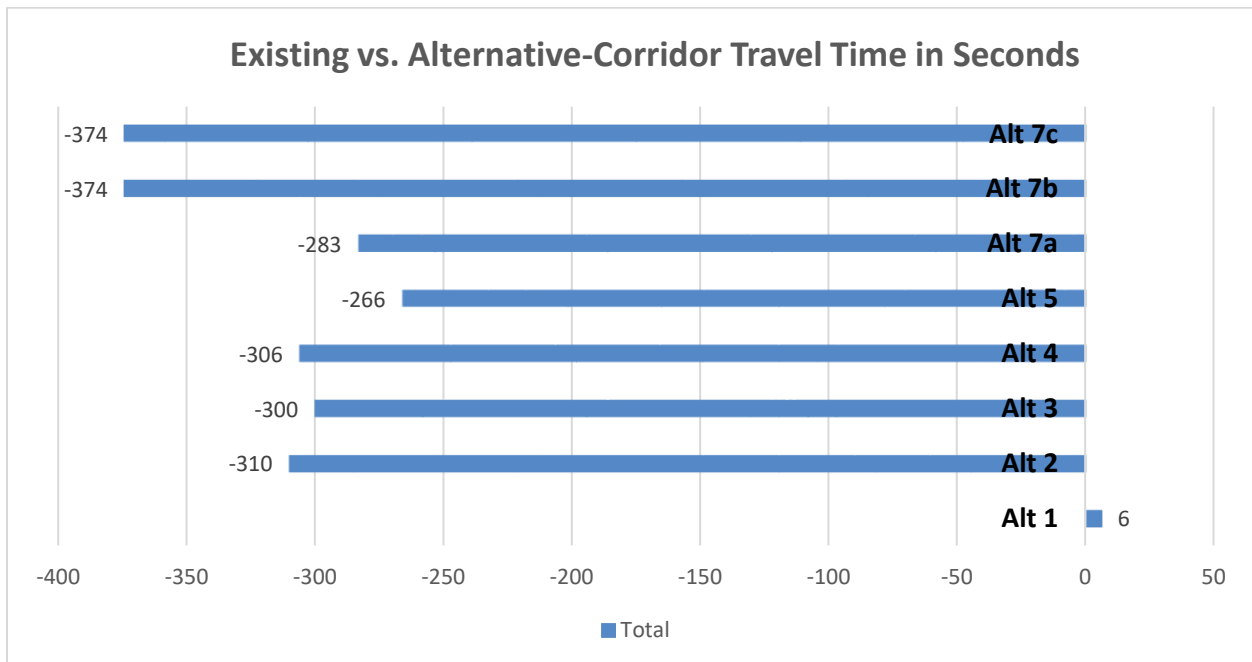
Provide concurrent, automatic pedestrian signals with leading phases, at all signalized intersection in the corridor.

Alternative Evaluation

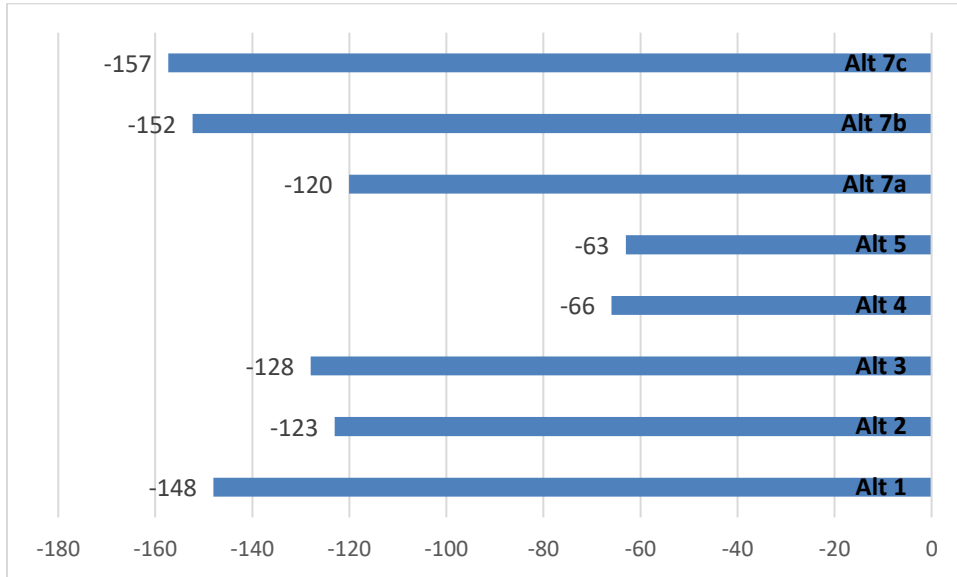
Peak Hour Corridor/Segment Travel Timing Saving-Table

Corridor Travel Saving by Alternatives (Existing vs. Alternative)										
		Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7a	Alt 7b	Alt 7c
Corridor Travel Time in Seconds	AM	-148	-123	-128	-66	-63	-63	-120	-152	-157
	PM	154	-187	-172	-240	-203	-203	-163	-222	-217
	Total	6	-310	-300	-306	-266	-266	-283	-374	-374
8th Ave to Fayette	AM	-142	-53	-156	-144	-18	-18	-49	-159	-161
	PM	-101	-85	-80	-109	-154	-154	-186	-106	-103
	Total	-243	-138	-236	-253	-172	-172	-235	-265	-264
Fayette to Pleasant	AM	-49	-60	-17	-54	-15	-15	-33	-26	-9
	PM	96	-74	-73	-112	-98	-98	-20	-69	-82
	Total	48	-134	-90	-166	-113	-113	-53	-95	-91
Pleasant to Hurley	AM	17	23	21	35	50	50	11	8	2
	PM	227	13	5	8	8	8	-10	-22	-12
	Total	244	36	26	43	58	58	1	-14	-10

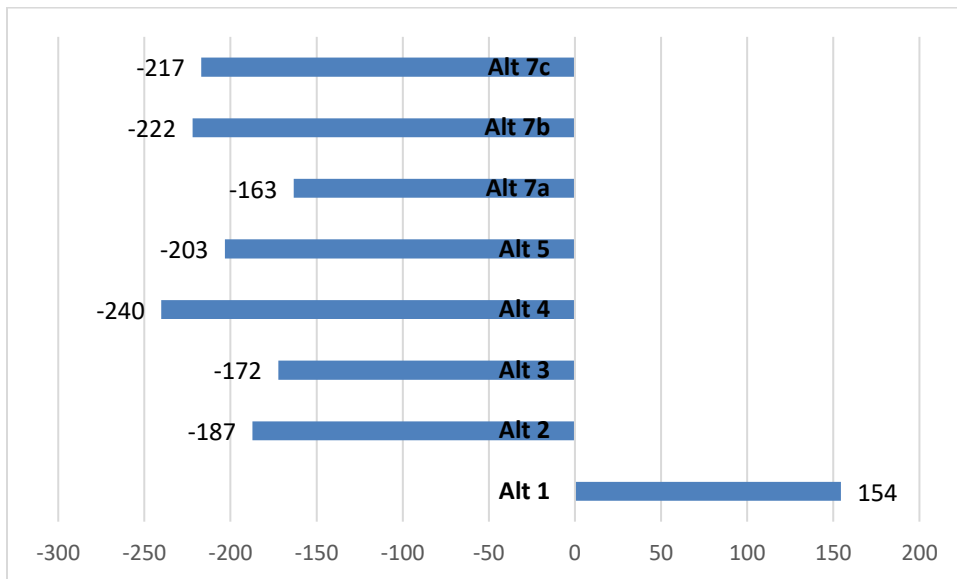
Overall Peak Hour Corridor Travel Time Saving by Alternatives



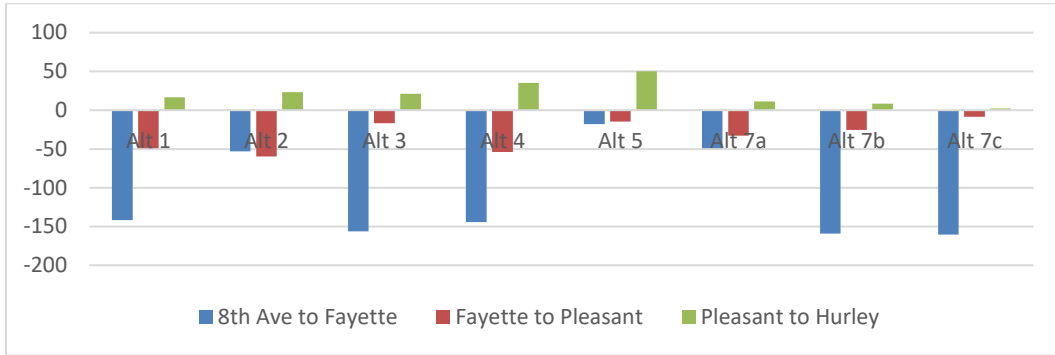
AM Peak Hour Corridor Travel Time Saving by Alternatives



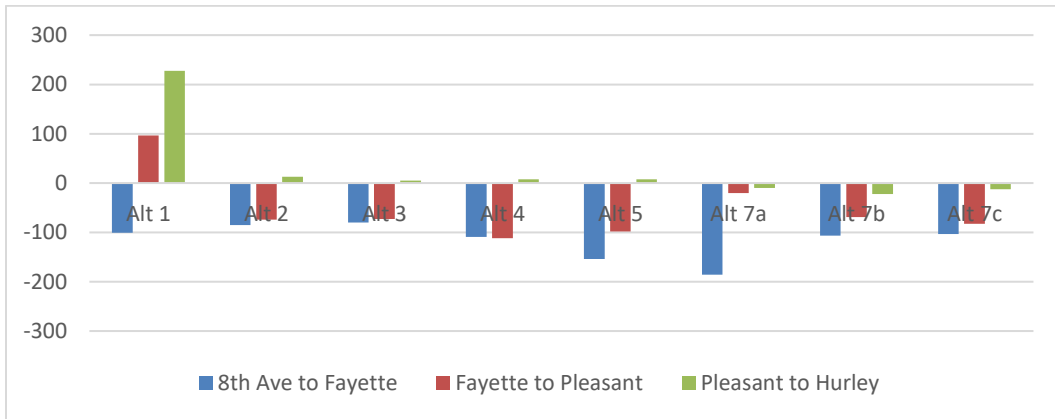
PM Peak Hour Corridor Travel Time Saving by Alternatives



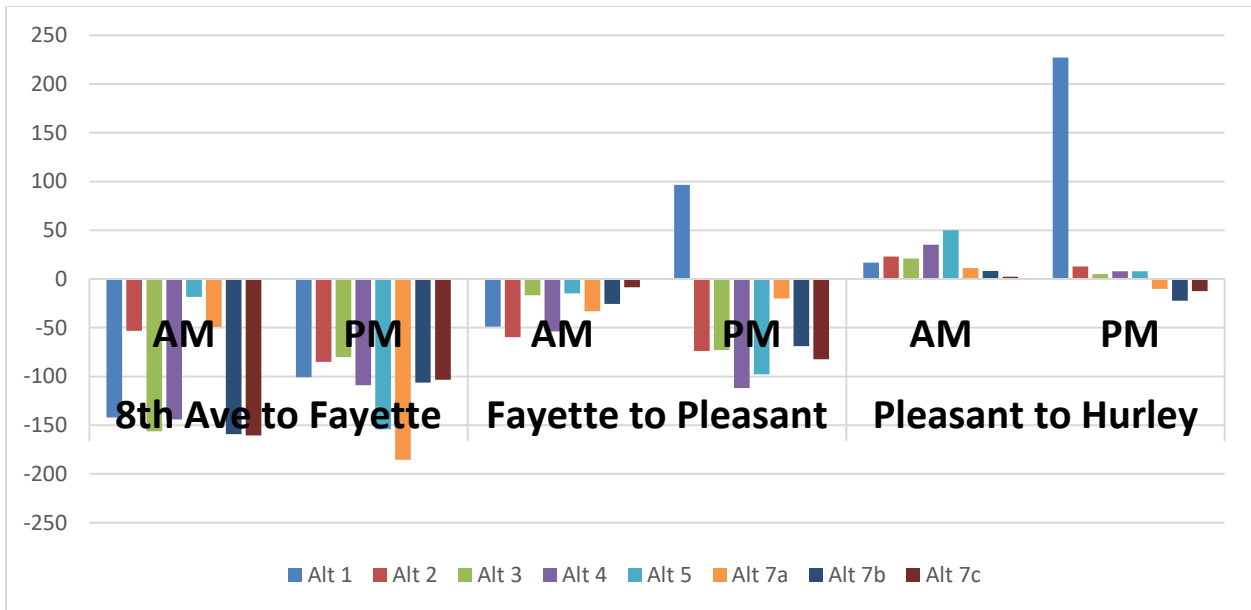
AM Peak Hour Segment Travel Time Saving by Alternatives



PM Peak Hour Segment Travel Time Saving by Alternatives



Segment Travel Time Saving during AM and PM Peak hours by Alternatives





2017 Traffic Count Report

December, 2017

Prepared by
Morgantown Monongalia MPO

Introduction

The purpose of this report is to provide traffic information for the greater Morgantown metropolitan area. It can also be used as data to analyze traffic flows, monitor the impact of regional development, calibrate the regional travel demand model, justify highway investments, track the performance of traffic projects once they are implemented, and other transportation-related purposes.

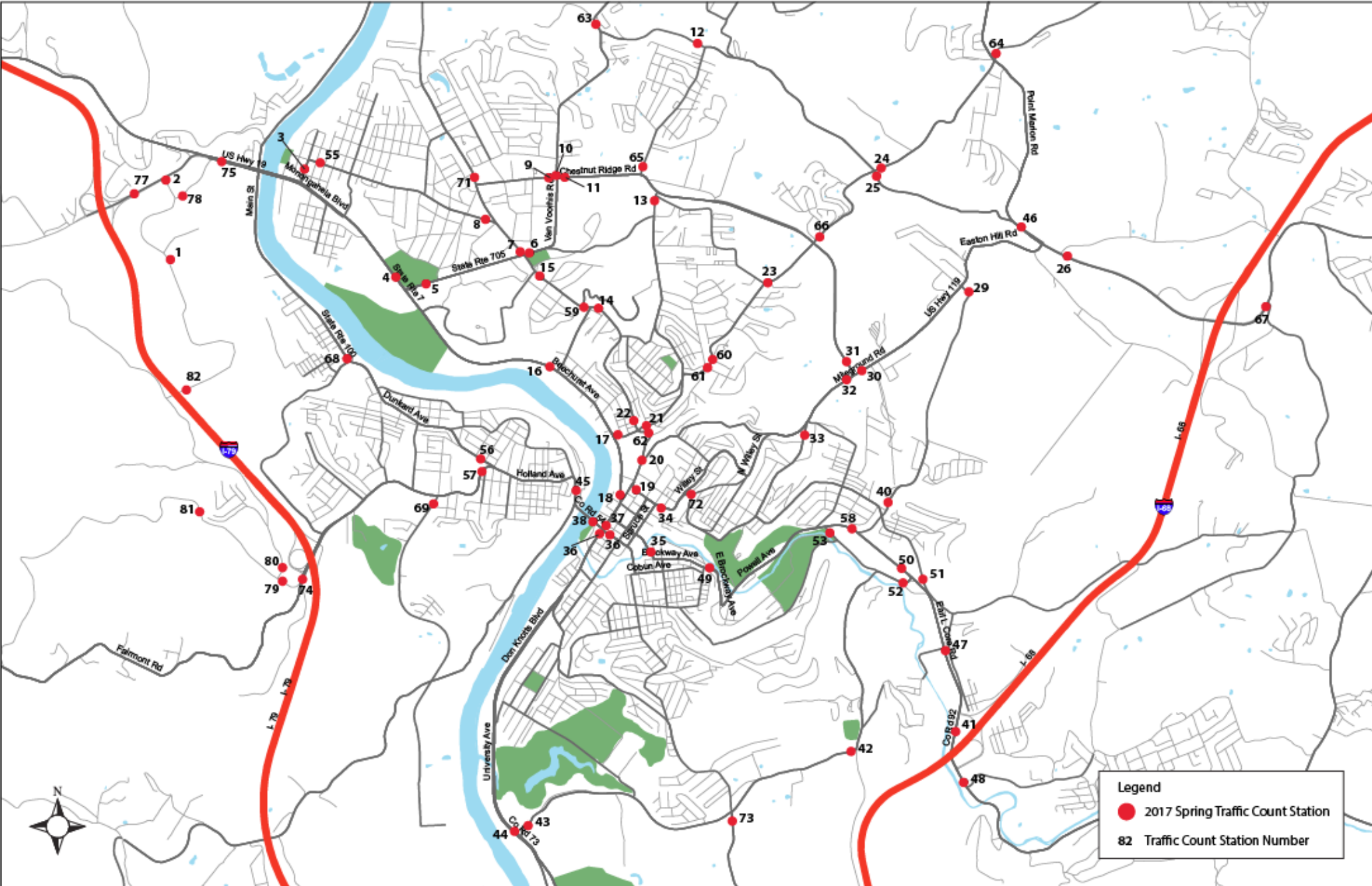
This Report provides traffic volume information at 82 count stations where the MPO conducted traffic counts on April 5 and 6, 2017, and September 20-21, 2017, for a 48-hour period. The document was prepared by MMMPO staff. The funding for this report was provided by the Federal Highway Administration, the West Virginia Department of Transportation, Monongalia County, and the City of Morgantown as provided for in the MMMPO's Unified Planning Work Program. The traffic count data in this report was collected for the MPO by the Traffic Group following WV DOH practices.

Data Availability

This report is available at the MMMPO website, www.plantgether.org. The data was collected with 15-minute intervals. The raw data are available upon request.



2017 Annual Traffic Count Map



Top locations with the highest AADT volume

Station	Location	2014	2015	2016	2017	Compared to the Average of Previous 3 Years
3114075	Mon Blvd / East of Emmett Dr	--	43,999	40,981	43,079	1%
3114006	Van Voorhis Rd / Northeast of University Ave	41,105	37,467	34,784	37,924	0%
3114077	Chaplin Hill Rd / Btw I-79 and Univ. Town C Dr.	--	--	37,057	34,787	-6%
3114011	Chestnut Ridge Rd / East of Van Voorhis Rd	38,705	34,849	35,425	31,997	-12%
3114004	Monongahela Blvd / Northwest of Patterson Dr	32,997	31,030	31,641	31,110	-2%
3114005	Patteson Dr / East of Monongahela Blvd	34,340	33,311	32,411	30,823	-8%
3114070	Chaplin Hill Rd / South of Monongahela Blvd	36,465	34,025	35,352	28,510	-19%
3114037	University Ave / Northeast of Pleasant St	20,116	26,803	31,283	28,297	9%
3114031	WV 705 / North of Mileground	26,528	24,730	26,895	25,521	-2%
3114026	Cheat Rd / South of Old Cheat Rd	25,562	29,491	26,936	25,212	-8%

Top locations with the highest AADT volume increase (comparing the average of previous 3 years)

Station	Location	2014	2015	2016	2017	Compared to the Average of Previous 3 Years
3114040*	Hartman Run Rd / North of Richwood Ave	8,620	7,699	8,066	16,393	102%
3114079*	Mall Rd / Btw Lawless Rd & US 19	--	--	4,248	11,419	169%
3114052*	Greenbag Rd / Southwest of Earl Core Rd	7,809	8,087	7,493	14,937	92%
3114028*	Fairchance Rd / North of County Route 69	5,515	5,000	4,804	11,340	122%
3114053*	Deckers Creek Rd / Southeast of Powell Ave	5,506	6,278	5,276	11,509	102%
3114027*	Cheat Rd / North of County Route 88	4,364	3,528	3,811	8,378	115%
3114064*	Canyon Rd / Northeast of Point Marion Rd	3,268	4,045	3,259	7,336	108%
3114047	Earl L Core Rd / Btw Eljadid St & Sturgiss Ave	17,788	17,788	18,908	21,552	19%
3114051*	Sabraton Ave / Northeast of Earl Core Rd	--	1,613	1,310	4,616	139%
3114037	University Ave / Northeast of Pleasant St	20,116	26,803	31,283	28,297	9%

Top locations with the highest AADT volume decrease (comparing the average of previous 3 years)

Station	Location	2014	2015	2016	2017	Compared to the Average of Previous 3 Years
3114070	Chaplin Hill Rd / South of Monongahela Blvd	36,465	34,025	35,352	28,510	-19%
3114001	University Town Center Dr / South of Chaplin Hill Rd	20,735	19,100	18,351	12,948	-33%
3114065	Pineview Dr / North of WV 705	16,048	22,192	14,174	11,693	-33%
3114013*	Willowdale Rd / South of Chestnut Ridge Rd	16,575	15,868	15,479	10,706	-33%
3114055	University Ave / Btw Boyers & Pleasant	13,946	13,631	12,407	8,940	-33%
3114011	Chestnut Ridge Rd / East of Van Voorhis Rd	38,705	34,849	35,425	31,997	-12%
3114018	Beechurst Ave / North of Fayette St	25,567	22,539	22,819	20,313	-14%
3114015	University Ave / Southeast of Evansdale Dr	--	18,951	17,927	16,508	-15%
3114021	Stewart St / East of University Ave	8,287	10,612	11,893	7,536	-27%
3114039	University Ave / South of Westover Bridge	25,193	24,294	26,568	22,670	-11%

*Station that the MPO is requesting clarification from the data collection firm.

Explanation of Significant Traffic Volume Changes

Traffic Increase

- The traffic volume at the Station **52**, Greenbag Rd / Southwest of Earl Core Rd, increased from 7,493 to 14,937
Possible explanation(s): Traffic count error. To seek clarification from the data collecting firm.
- The traffic volume at the Station **28**, Fairchance Rd / North of County Route 69, increased from 4,804 to 11,340
Possible explanation(s): Traffic count error. To seek clarification from the data collecting firm.
- The traffic volume at the Station **27**, Cheat Rd / North of County Route 88, increased from 3,811 to 8,378
Possible explanation(s): Traffic count error. To seek clarification from the data collecting firm.
- The traffic volume at the Station **64**, Canyon Rd / Northeast of Point Marion Rd, increased from 3,259 to 7,336
Possible explanation(s): Traffic count error. To seek clarification from the data collecting firm.
- The traffic volume at the Station **47**, Earl L Core Rd / Btw Eljadid St & Sturgiss Ave, increased from 18,908 to 21,552
Possible explanation(s): Increasing traffic during peak hours using WV 7 to access I-68 from WV 705. The possible route is Mileground-Hampton Ave-Richwood Ave-WV 7.
- The traffic volume at the Station **51**, Sabraton Ave / Northeast of Earl Core Rd, increased from 1,310 to 4,616
Possible explanation(s): Traffic count error. To seek clarification from the data collecting firm.

Traffic Decrease

- The traffic volume at the Station 70, Chaplin Hill Rd / South of Monongahela Blvd, decreased from 35,352 to 28,510
Possible explanation(s): the new I-79 interchange at University Town Center Drive.
- The traffic volume at the Station 1, University Town Center Dr / South of Chaplin Hill Rd, decreased from 18,351 to 12,948
Possible explanation(s): the new I-79 interchange at University Town Center Drive.
- The traffic volume at the Station 65, Pineview Dr / North of WV 705, decreased from 14,174 to 11,693
Possible explanation(s): the reconfiguration at the WV 705/Mon General Dr intersection and the improvements on Mon General Dr.
- The traffic volume at the Station 13, Willowdale Rd / South of Chestnut Ridge Rd, decreased from 15,479 to 10,706
Possible explanation(s): Traffic count error. To seek clarification from the data collecting firm.
- The traffic volume at the Station 55, University Ave / Btw Boyers & Pleasant, decreased from 12,407 to 8,940

Possible explanation(s): Lower traffic volume during both AM and PM peak hours. Traffic was possibly diverted to Stafford St as a parallel street during peak hours.

- The traffic volume at the Station 21, Stewart St / East of University Ave, decreased from 11,893 to 7,536
Possible explanation(s): adjacent housing developments with pedestrian access. Traffic pattern changes. The decrease at this station is consistent with the decrease at other nearby stations, such as the Station 17 on Campus Dr and the Station 62 on University Ave.

The MPO is requesting clarification from the data collection firm on the following stations:

Station	Location	Reason
79	Mall Rd / Btw Lawless Rd & US 19	Significant traffic volume increase that is not consistent with the volume of adjacent stations.
40	Hartman Run Rd / North of Richwood Ave	Significant traffic volume increase that is not consistent with the volume of adjacent stations.
13	Willowdale Rd / South of Chestnut Ridge Rd	Identical directional volumes
27	Cheat Rd / North of County Route 88	Identical directional volumes
28	Fairchance Rd / North of County Route 69	Identical directional volumes
33	Charles Ave / Southeast of US 119	Identical directional volumes
42	Greenbag Rd / West of Lower Aarons Creek	Identical directional volumes
51	Sabraton Ave / Northeast of Earl Core Rd	Identical directional volumes
52	Greenbag Rd / Southwest of Earl Core Rd	Identical directional volumes
53	Deckers Creek Rd / Southeast of Powell Ave	Identical directional volumes
61	Stewart St / Btw Hoffman Ave and Protzman St	Identical directional volumes
64	Canyon Rd / Northeast of Point Marion Rd	Identical directional volumes

Station	Location	2014	2015	2016	2017	Compared to the Average of Previous 3 Years	% of Truck Traffic	AM Peak		PM Peak	
								Time	Volume (%)*	Time	Volume (%)*
3114001	University Town Center Dr / South of Chaplin Hill Rd	20,735	19,100	18,351	12,948	-33%	--	11:00-12:00	997 (7.3%)	16:45-17:45	1,306 (9.6)
3114002	University Town Center Dr / South of Mountaineer Dr	23,071	17,675	18,441	18,046	-9%	--	11:00-12:00	1200 (6.3%)	16:45-17:45	1836 (9.7%)
3114003	Boyers Ave / Btw Leeway St and University Ave	13,105	11,980	12,096	12,670	2%	--	7:45-8:45	956 (7.2%)	15:15-16:15	1033 (7.7%)
3114004	Monongahela Blvd / Northwest of Patterson Dr	32,997	31,030	31,641	31,110	-2%	--	7:30-8:30	1959 (6%)	16:45-17:45	2634 (8%)
3114005	Patteson Dr / East of Monongahela Blvd	34,340	33,311	32,411	30,823	-8%	--	8:30-9:30	1931 (6%)	16:45-17:45	2578 (7.9%)
3114006	Van Voorhis Rd / Northeast of University Ave	41,105	37,467	34,784	37,924	0%	4%	7:45-8:45	2481 (6.2%)	15:45-16:45	2751 (6.9%)
3114007	University Ave / Northwest of Patterson Dr	9,733	9,817	9,919	9,848	0%	3%	7:45-8:45	834 (8%)	15:45-16:45	754 (7.3%)
3114008	University Ave / West of Collins Ferry Rd	8,976	10,571	8,632	8,917	-5%	--	8:00-9:00	692 (7.4%)	16:45-17:45	787 (8.4%)
3114009	Burroughs St / West of Van Voorhis Rd	10,814	9,821	8,734	9,504	-3%	--	7:45-8:45	695 (6.9%)	16:15-17:15	807 (8.1%)
3114010	Van Voorhis Rd / North of Burroughs St	15,548	15,661	17,184	13,707	-15%	--	7:30-8:30	1027 (7.1%)	16:45-17:45	1142 (7.9%)
3114011	Chestnut Ridge Rd / East of Van Voorhis Rd	38,705	34,849	35,425	31,997	-12%	--	8:00-9:00	2231 (6.6%)	16:45-17:45	2563 (7.6%)
3114012	West Run Rd / West of Riddle Ave	6,086	5,086	5,858	7,256	28%	--	7:45-8:45	448 (5.9%)	16:45-17:45	643 (8.4%)
3114013^	Willowdale Rd / South of Chestnut Ridge Rd	16,575	15,868	15,479	10,706	-33%	--	7:30-8:30	911 (8.1%)	19:15-20:15	903 (8%)
3114014	University Ave / Southeast of 8th St	17,064	14,104	13,148	14,286	-3%	--	7:45-8:45	847 (5.6%)	17:00-18:00	1157 (7.7%)
3114015	University Ave / Southeast of Evansdale Dr	--	18,951	17,927	16,508	-15%	--	7:45-8:45	960 (5.5%)	17:15-18:15	1300 (7.5%)

Station	Location	2014	2015	2016	2017	Compared to the Average of Previous 3 Years	Truck Traffic	AM Peak		PM Peak	
								Time	Volume (%)*	Time	Volume (%)*
3114016	Beechurst Ave / North of 8th St	24,428	24,715	22,345	21,788	-9%	--	9:00-10:00	1346 (5.9%)	15:15-16:15	1713 (7.5%)
3114017	Campus Dr / Northeast of US 19	7,893	6,477	8,959	7,265	-7%	--	7:45-8:45	429 (5.6%)	17:00-18:00	523 (6.8%)
3114018	Beechurst Ave / North of Fayette St	25,567	22,539	22,819	20,313	-14%	--	7:30-8:30	1377 (6.4%)	15:30-16:30	1537 (7.2%)
3114019	Willey St / Northwest of Chestnut St	12,604	13,026	10,357	11,503	-4%	--	7:30-8:30	817 (6.7%)	17:45-18:45	867 (7.2%)
3114020	University Ave / South of College Ave	18,164	18,480	18,232	16,393	-10%	--	7:30-8:30	1098 (6.4%)	16:30-17:30	1331 (7.7%)
3114021	Stewart St / East of University Ave	8,287	10,612	11,893	7,536	-27%	--	7:30-8:30	580 (7.3%)	17:00-18:00	577 (7.3%)
3114022	University Ave / South of 2nd St	--	11,380	8,497	11,121	1%	--	8:00-9:00	646 (5.5%)	18:30-19:30	842 (7.2%)
3114023	Stewartstown Rd / Northeast of School St	11,254	11,319	--	11,399	1%	--	7:45-8:45	671 (5.6%)	17:15-18:15	994 (8.3%)
3114024	Stewartstown Rd / Northeast of West Run Rd	10,366	10,710	9,584	10,577	3%	2%	7:45-8:45	997 (9%)	16:30-17:30	993 (7.9%)
3114025	West Run Rd / Southeast of Stewartstown Rd	7,374	8,693	6,527	7,290	-3%	--	7:45-8:45	454 (5.9%)	16:45-17:45	768 (10%)
3114026	Cheat Rd / South of Old Cheat Rd	25,562	29,491	26,936	25,212	-8%	5%	7:30-8:30	2090 (7.9%)	16:45-17:45	2248 (8.5%)
3114027^	Cheat Rd / North of County Route 88	4,364	3,528	3,811	8,378	115%	--	8:15-9:15	620 (7%)	16:00-17:00	777 (8.8%)
3114028^	Fairchance Rd / North of County Route 69	5,515	5,000	4,804	11,340	122%	--	7:45-8:45	835 (7%)	16:00-17:00	995 (8.3%)
3114029	Hartman Run Rd / Southeast of Mileground Rd	9,715	8,403	11,005	8,490	-13%	--	7:45-8:45	700 (7.8%)	16:45-17:45	792 (8.9%)
3114030	Mileground Rd / East of WV 705	24,239	22,593	21,681	22,905	0%	--	7:45-8:45	1855 (7.7%)	16:45-17:45	1859 (7.7%)

Station	Location	2014	2015	2016	2017	Compared to the Average of Previous 3 Years	Truck Traffic	AM Peak		PM Peak	
								Time	Volume (%)*	Time	Volume (%)*
3114031	WV 705 / North of Mileground	26,528	24,730	26,895	25,521	-2%	2%	7:45-8:45	2946 (7.2%)	16:45-17:45	1963 (7.3%)
3114032	Mileground Rd / South of WV 705	16,774	14,497	14,337	15,315	1%	--	7:45-8:45	1318 (8.2%)	15:15-16:15	1398 (8.7%)
3114033^	Charles Ave / Southeast of US 119	2,162	1,914	n/a	3,169	87%	--	7:45-8:45	265 (7.9%)	16:15-17:15	309 (9.2%)
3114034	Willey St / Northeast of Spruce St	12,582	12,408	11,421	13,133	8%	--	8:00-9:00	778 (5.6%)	16:30-17:30	1087 (7.9%)
3114035	Walnut St / North of Brockway Ave	11,963	10,735	10,540	9,994	-10%	--	8:00-9:00	746 (7.1%)	16:45-17:45	774 (7.4%)
3114036	Pleasant St / Pleasant Street Bridge	9,063	2,780	3,898	4,302	-18%	--	7:00-8:00	342 (7.5%)	17:15-18:15	419 (9.3%)
3114037	University Ave / Northeast of Pleasant St	20,116	26,803	31,283	28,297	9%	--	7:30-8:30	2023 (6.8%)	16:30-17:30	2238 (7.5%)
3114038	Pleasant St / Westover Bridge	20,060	18,872	19,034	19,281	0%	--	7:45-8:45	1314 (6.5%)	17:00-18:00	1711 (8.4%)
3114039	University Ave / South of Westover Bridge	25,193	24,294	26,568	22,670	-11%	--	7:30-8:30	1743 (7.3%)	16:30-17:30	1861 (7.8%)
3114040^	Hartman Run Rd / North of Richwood Ave	8,620	7,699	8,066	8,196	1%	--	7:30-8:30	546 (6.4%)	16:30-17:30	665 (7.7%)
3114041	Earl Core Rd / Btw EB & WB Ramps of I-68	23,127	n/a	22,113	21,084	27%	6%	7:00-8:00	1498 (6.7%)	16:30-17:30	1902 (8.6%)
3114042^	Greenbag Rd / West of Lower Aarons Creek	11,818	9,878	9,930	9,882	-6%	--	7:30-8:30	839 (8.1%)	15:45-16:45	918 (8.8%)
3114043	Greenbag Rd / North of US 119	13,347	13,049	12,869	12,765	2%	--	7:30-8:30	1113 (8.3%)	16:45-17:45	1284 (9.6%)
3114044	University Ave / North of Greenbag Rd	19,840	19,034	13,579	17,911	2%	4%	7:15-8:15	1502 (8%)	16:45-17:45	1727 (9.2%)
3114045	Holland Ave / South of W Park Ave	16,097	14,204	13,755	14,498	-1%	5%	11:15-12:15	882 (5.8%)	17:00-18:00	1301 (8.5%)

Station	Location	2014	2015	2016	2017	Compared to the Average of Previous 3 Years	Truck Traffic	AM Peak		PM Peak	
								Time	Volume (%)*	Time	Volume (%)*
3114046	Point Marion Rd / North of Mileground Rd	11,521	11,684	13,227	11,555	-5%	4%	7:15-8:15	1098 (9%)	17:00-18:00	1149 (9.4%)
3114047	Earl L Core Rd / Btw Eljadid St & Sturgiss Ave	17,788	17,788	18,908	21,552	19%	4%	7:30-8:30	1490 (6.6%)	16:45-17:45	1848 (8.1%)
3114048	Earl L Core Rd / North of Brookhaven Rd	18,884	19,393	19,052	20,759	9%	--	7:15-8:15	1536 (7%)	16:45-17:45	1838 (8.4%)
3114049	Brockway Ave / East of Pennsylvania Ave	8,770	8,614	8,299	8,326	-3%	5%	7:15-8:15	582 (6.6%)	16:45-17:45	743 (8.5%)
3114050	Earl Core Rd / North of Greenbag Rd	16,914	17,648	12,981	13,329	-16%	--	8:15-9:15	860 (6.1%)	15:30-16:30	1059 (7.5%)
3114051^	Sabraton Ave / Northeast of Earl Core Rd	--	1,613	1,310	4,616	139%	--	7:30-8:30	369 (7.6%)	16:30-17:30	528 (10.9%)
3114052^	Greenbag Rd / Southwest of Earl Core Rd	7,809	8,087	7,493	14,937	92%	--	7:30-8:30	1102 (7%)	15:45-16:45	1326 (8.4%)
3114053^	Deckers Creek Rd / Southeast of Powell Ave	5,506	6,278	5,276	11,509	102%	--	8:00-9:00	788 (6.5%)	16:45-17:45	1158 (9.6%)
3114054	Aspen Rd / Btw Collins Ferry & Western	3,570	3,151	2,944	3,254	1%	--	7:30-8:30	346 (10.1%)	16:45-17:45	301 (8.8%)
3114055	University Ave / Btw Boyers & Pleasant	13,946	13,631	12,407	8,940	-33%	--	7:30-8:30	657 (7%)	17:30-18:30	691 (7.3%)
3114056	Holland Ave / Northwest of Fairmont Rd	6,261	5,820	7,620	5,209	-21%	--	7:30-8:30	315 (5.7%)	16:30-17:30	461 (8.4%)
3114057	Fairmont Rd / Southwest of Fairmont Rd	12,954	12,313	8,775	12,584	11%	--	8:30-9:30	719 (5.4%)	16:45-17:45	1146 (8.6%)
3114058	Earl L Core Rd / Northeast of Hartman Run Rd	11,421	11,716	9,853	10,721	-3%	--	8:00-9:00	741 (6.6%)	16:45-17:45	945 (8.4%)
3114059	University Ave / East of 8th St	15,700	--	14,413	14,589	-8%	--	8:00-9:00	954 (6.2%)	17:00-18:00	1238 (8.1%)
3114060	Stewart St / South of Stewart Ln	9,609	7,994	6,689	9,099	12%	--	7:45-8:45	616 (6.4%)	16:30-17:30	749 (7.8%)

Station	Location	2014	2015	2016	2017	Compared to the Average of Previous 3 Years	Truck Traffic	AM Peak		PM Peak	
								Time	Volume (%)*	Time	Volume (%)*
3114061^	Stewart St / Btw Hoffman Ave and Protzman St	12,504	4,909	3,817	7,547	7%	--	8:45-9:45	582 (7.3%)	16:45-17:45	670 (8.4%)
3114062	University Ave / Southeast of Stewart St	--	18,253	19,577	14,719	-12%	--	7:45-8:45	946 (6.1%)	17:15-18:15	1107 (7.1%)
3114063	Van Voorhis Rd / North of West Run Rd	9,103	10,742	8,065	8,982	-3%	--	7:30-8:30	729 (7.7%)	16:30-17:30	784 (8.3%)
3114064^	Canyon Rd / Northeast of Point Marion Rd	3,268	4,045	3,259	7,336	108%	--	7:15-8:15	635 (8.2%)	16:45-17:45	749 (9.7%)
3114065	Pineview Dr / North of WV 705	16,048	22,192	14,174	11,693	-33%	--	7:45-8:45	880 (7.1%)	16:45-17:45	1044 (8.5%)
3114066	Stewartstown Rd / Northeast of WV 705	17,659	17,002	14,725	15,258	-7%	--	7:45-8:45	1190 (7.4%)	17:00-18:00	1300 (8.1%)
3114067	Cheat Rd / Southwest of S Pierpont Rd	18,041	18,333	18,665	18,217	-1%	--	7:30-8:30	1452 (7.6%)	17:00-18:00	1663 (8.7%)
3114068	Dunkard Ave / North of Dents Run Blvd	4,265	4,544	4,562	5,028	13%	--	8:00-9:00	309 (5.8%)	16:45-17:45	481 (9.1%)
3114069	DuPont Rd / South of Fairmont Rd	5,045	4,782	5,185	4,882	-2%	--	7:45-8:45	435 (8.5%)	16:45-17:45	420 (8.2%)
3114070	Chaplin Hill Rd / South of Monongahela Blvd	36,465	34,025	35,352	28,510	-19%	--	7:30-8:30	2305 (7.7%)	16:45-17:45	2626 (8.8%)
3114071	Collins Ferry Rd / North of Burroughs St	7,640	7,526	6,783	6,948	-5%	--	7:45-8:45	763 (10.4%)	16:45-17:45	633 (8.6%)
3114072	Richwood Ave / North of N. Willey St	--	3,998	3,905	3,910	-1%	--	7:45-8:45	190 (4.6%)	17:00-18:00	376 (9.1%)
3114073	Kingwood Pike / South of Greenbag Rd	4,238	4,271	4,248	4,773	12%	--	7:15-8:15	491 (9.8%)	17:00-18:00	491 (9.8%)
3114074	Fairmont Ave / Northeast of Mall Rd	--	13,809	14,838	14,043	-2%	--	9:00-10:00	799 (5.4%)	17:00-18:00	1372 (9.3%)
3114075	Mon Blvd / East of Emmett Dr	--	43,999	40,981	43,079	1%	--	7:30-8:30	3049 (6.7%)	16:45-17:45	3886 (8.6%)

Station	Location	2014	2015	2016	2017	Compared to the Average of Previous 3 Years	Truck Traffic	AM Peak		PM Peak	
								Time	Volume (%)*	Time	Volume (%)*
3114076	Chaplin Hill Rd / East of I-79	--	7,778	7,234	8,045	7%	--	8:15-9:15	729 (8.6%)	16:30-17:30	746 (8.8%)
3114077	Chaplin Hill Rd / Btw I-79 and Univ. Town C Dr.	--	--	37,057	34,787	-6%	--	7:30-8:30	3064 (8.4%)	16:45-17:45	3101 (8.5%)
3114078	Emmett Dr / East of Univ. Town C Dr.	--	--	6,062	6,549	8%	--	11:15-12:15	384 (5.6%)	17:15-18:15	587 (8.5%)
3114079^	Mall Rd / Btw Lawless Rd & US 19	--	--	4,248	11,419	169%	--	11:15-12:15	947 (7.9%)	16:45-17:45	1115 (9.3%)
3114080	Lawless Rd / NE of Mall Rd	--	--	2,635	992	-62%	--	7:15-8:15	77 (7.3%)	17:00-18:00	82 (7.8%)
3114081	Mall Rd / South of Lawless Rd	--	--	2,542	890	-65%	--	8:45-9:45	93 (9.9%)	15:45-16:45	93 (9.9%)
3114082	University Towncenter Dr / North of I-79 Exit 152	--	--	--	8,856	0%	--	11:15-12:15	630 (6.8%)	17:00-18:00	880 (9.4%)

^The MPO is requesting clarification on this station.

*% of total daily traffic

UNIFIED PLANNING WORK PROGRAM

DRAFT FISCAL YEAR 2018 – 2019



MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION

Adopted:

Amended:

Monongalia County Courthouse
243 High Street Room 110
Morgantown, WV 26505
(304) 291-9571 phone
(304) 291-9573 fax

INTRODUCTION

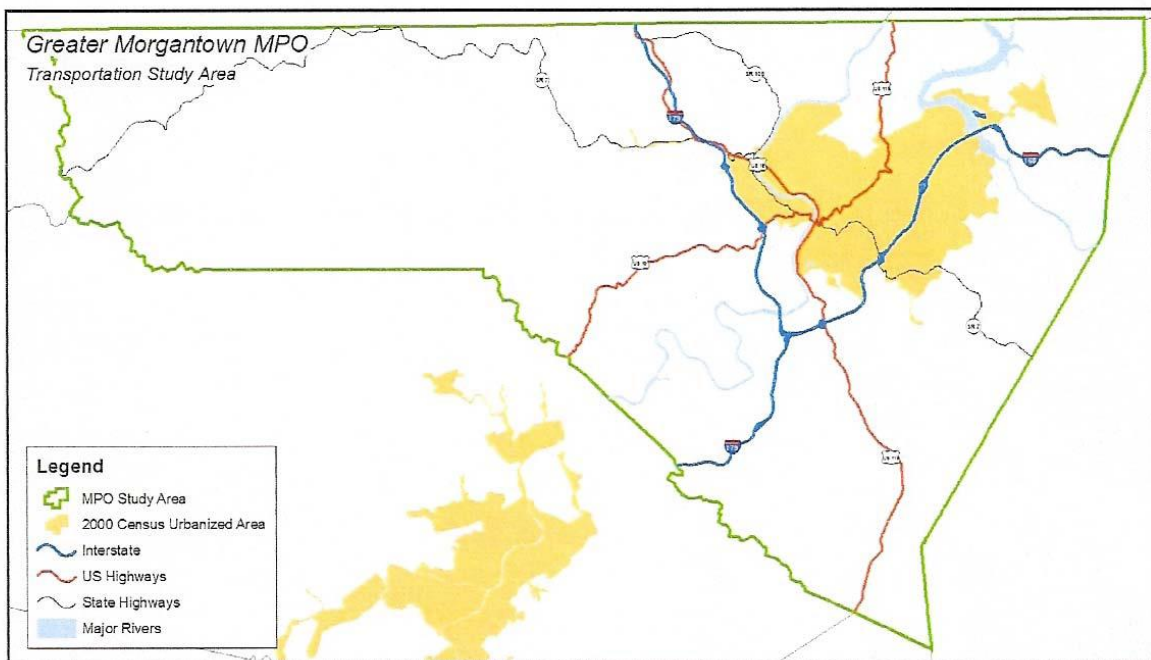
In accordance with Federal Regulations this document outlines the budget for the Morgantown Monongalia MPO. It also fulfills the requirement that the MPO provide a summary of the work the MPO has performed in the previous fiscal year as well as identifying the work to be performed in the upcoming year. Finally, the UPWP summarizes the funding that will be used to accomplish that work.

STUDY AREA

The Morgantown Monongalia MPO covers Monongalia County including the municipalities of Blacksville, Granville, Morgantown, Star City, and Westover.

The MPO's Policy Board includes representatives from:

1. Monongalia County (pays one half of any local match requirements) - three county commissioners
2. City of Morgantown (pays one half of any local match requirements) - three council members
3. City of Westover — one elected representative
4. Town of Star City — one elected representative
5. Town of Granville — one elected representative
6. Town of Blacksville — one elected representative
7. Mountain Line Transit Authority — one representative
8. Monongalia County Board of Education — one representative
9. West Virginia University — one representative
10. West Virginia Department of Transportation — MPO liaison



Prepared By: Morgantown MPO, 02/16/2005 Source: US Census Bureau

Accomplishments

During Fiscal Year 2017-2018 the Morgantown Monongalia MPO staff worked with the West Virginia Department of Transportation and the area's local governments to improve transportation in the area. The MPO's efforts were focused on the implementation of the area's 2045 Long Range Transportation Plan and defining the projects identified in that Plan. Please find below a short description of these activities.

The largest undertaking during FY 2017-2018 was the update of the regional pedestrian plan originally prepared by the Morgantown Pedestrian Board. This effort includes expanding the scope of the plan to include the Granville/Westover Pedestrian Plan prepared by MPO Staff in 2016. Staff efforts involved in the Update included steering committee meetings public outreach and substantial data collection. Data collection efforts included a review of the conditions of the existing sidewalk network within the Urban Area as well as the conduct of a large number of pedestrian counts.

In addition to updating the regional pedestrian plan MPO staff conducted the initial phases of the Beechurst Avenue Spot Improvement Planning Study. Data collection work performed by staff for this Study included comprehensive traffic counts along the corridor from 8th Street to Waterfront place, and turning movement and pedestrian counts at the signalized intersections. In addition to the data collection efforts MPO Staff created a Synchro model of the corridors existing signalized intersections along with analysis of seven potential alternative configurations of the corridor. The Synchro modeling work was augmented with analysis of the existing corridor and alternatives using VISSIM software by WVU Engineering. This Study was terminated with the selection of a consultant to perform a preliminary engineering study on the project by WVDOH. The data collected and modeling work performed for the Study will be turned over to WVDOH's consultant.

In addition to special project work MPO staff performs several duties to maintain traffic related databases these databases include an annual traffic count program and an accident database. The 2017 traffic counts were taken in April and October to allow for the development of peak period factors. The accident database is periodically updated.

The MPO has been working to implement Transportation Demand Management programs in coordination with several large employers including WVU, Monongalia General Hospital, NETL, Mylan Pharmaceuticals and WVU Health Services. During FY 2014-2015 MPO staff working with Mountain Lines Mobility Coordinator instituted a coordinated advertising campaign and a redefined incentive package for new van pools. The momentum from this effort continued in the FY 2017-2018 when as of this writing two van pools are participating in the van pool program with a five van pools having exhausted their eligibility to receive funding from the MPO's grant.

Other activities undertaken by MPO Staff included coordination with WVDOH on the "Roads to Prosperity Bond initiative. Staff also facilitated discussions with WVDOH on project initiatives.

During FY 2017-8 MPO Staff also assisted Monongalia County, and the City of Morgantown in evaluating the impact of ongoing development on the transportation network as new development is proposed.

MPO Staff continued work begun in 2013-2014 with the other MPO's across the State to develop an MPO Association to share best practices in transportation planning and to enhance coordination with WVDOT. It is anticipated to continue into FY 2018-2019.

Operational initiatives undertaken during FY 2017-2018 included amending the MPO's Bylaws to create a Freight Advisory Committee, and formal coordination with the Chamber of Commerce's Transportation Committee's efforts to promote transportation as the MPO's Policy Advisory Committee. MPO Staff also worked to begin the implementation of transportation performance measures as required by the FAST Act. Normal operations included MPO consideration of numerous TIP Amendments by the MPO's committees. MPO Staff also performed other normal administrative functions including financial management, staff technical support to the Pedestrian and Bicycle Board's, and other similar tasks.

FOCUS FOR FISCAL YEAR 2018-2019

Local initiatives:

Major initiatives to be under taken this year include:

MPO Staff will work to update the bicycle plan created by the Morgantown Bicycle Board. Work to be performed includes updating the inventory of existing facilities, bicycle counts and identification of new routes. This project will include extensive public outreach, the formation of a Steering Committee to oversee the project and significant mapping improvements utilizing GIS.

At the request of the City of Morgantown MPO Staff will also perform an analysis of the operation of the intersection of Willey Street and Richwood Avenue. The purpose of the analysis is to identify alternative configurations for the intersection that address safety and operational concerns. Work to be performed includes data collection, documentation of the existing traffic operation and physical condition of the intersection, analysis. MPO Staff will also be prepared to conduct one or two small area studies throughout the year as requested by the City of Morgantown or other MPO member agencies/municipalities.

MPO Staff will develop a guidebook to the transportation planning process and how to work with the MPO. Topics to be discussed in the guidebook include the Long Range Planning process, transportation performance measures, MPO operations, and public involvement.

As recommended in the Metropolitan Transportation Plan, MPO Staff will investigate establishing an ongoing bicycle and pedestrian data collection program. Initial discussions of such a program indicate that collecting this data every two to three years at select locations will be adequate in the beginning of the program. These efforts will build on the Pedestrian Plan Update performed in FY 2017-18 and the Bicycle Plan Update to be performed in this work program. Staff will work with the MPO's Committee's to determine the appropriate locations and time frame for these efforts.

MPO Staff will also continue work to develop potential local funding sources to implement the LRTP. Staff has been working with a committee from the LRTP Update effort and the Chamber of Commerce as well elected representatives to address this issue.

Other tasks:

The MPO will continue to update the annual traffic count database with counts taken for the MPO as well as counts taken by other local agencies. The first counts for this database were taken in April of 2011 and April 2012. This database provides the MPO with base data, which may be used to project the future growth of traffic, as well as, to provide decision makers with complete information about the existing conditions in the area. This data will continue to be available to the public at large for use in developing business plans and other marketing efforts and to the area's municipalities so they may evaluate the impact of proposed new development in the area. The traffic counts will be of use to the MPO in assessing the Long Range Transportation Plans model as well as in identifying area's where

operational improvements to the road network may be needed. The information will also be useful to the Division of Highways when planning operational improvements to the area's transportation facilities.

MPO Staff will develop a process for monitoring and reporting on the impact of transportation decision making in the TIP and the Metropolitan Transportation Plan on the safety and operational performance of the transportation system in accordance with the requirements of the FAST Act and MAP 21. MPO Staff will continue to provide ongoing administrative functions including scheduling and staff meetings, preparation of minutes and other arrangements for the MPO's standing committee meetings. Staff will continue preparation of Transportation Improvement Program amendments, preparation of the budget, performance of human resource functions and intergovernmental relations and public involvement activities. Staff will also continue to provide technical assistance to area municipalities as well as the Bike Board and the Pedestrian Board. Staff will also review the MPO's Public Involvement Policy and the MPO's Bylaws to determine the need for an update to the provisions of those documents. Staff will also continue to work with the statewide MPO Association on issues common to all of the state's MPOs.

BUDGET ITEMS BY MAJOR CATEGORY

The Project codes used in this document refer to the work codes identified in the MPO's Prospectus.

II-A Continuing Transportation Planning Activities-Surveillance of Inventory Data

II-A-1 Traffic Counts- MPO will continue the annual traffic count program. The initial program included 58 locations counted in the spring of 2012. As of the 2014 counts the MPO has 74 count locations around the urbanized portion of the County. The data collected includes daily directional traffic volumes, peak period traffic volumes and vehicle classification counts at selected locations. These counts supplement traffic counts taken every three years in the area by the Division of Highways and they will be used both as base data for traffic modeling efforts and as information for decision makers as they consider the impact of proposed development in the area. These counts will be performed by a consultant team already on contract with the State of West Virginia to perform these services. The MPO will also seek to augment these counts by upgrading traffic count technology to have the capability to collect data on both bicycle and pedestrian travel at selected points.

II-A-4 Traffic Accidents-MPO Staff will continue to collect, quantify and locate traffic accident data as it becomes available.

II-A-10 Mapping- The MPO is using ArcGIS to work with Monongalia County to share data. This work will also include supplementing the County's recently acquired aerial photography with additional data.

II-B Long Range Transportation Plan Development

II-B-10 Transit Element- The MPO will update the LRTP Transit Element as required.

II-B-11 Bicycle and Pedestrian Planning- MPO staff will develop a coordinated Bicycle Plan for the urban area. This work will build on the Morgantown Bicycle Board's Plan. Work to be performed includes an updated facility database, public involvement and outreach. Staff will also continue work with the established Bicycle Board and the Pedestrian Board, to implement the Countywide Bicycle Plan. As a recognized best practice for MPO's, Staff will incorporate Health Impact Assessments into the MPO's planning products. MPO Staff will also develop an ongoing bicycle and pedestrian count program.

II-B-13 Collector Street Planning- MPO Staff will provide support to area municipalities in reviewing proposed development to insure that the proposed collector streets are adequate. Staff will also review proposals to insure that the proposed connection between major arterials and collector streets are consistent with the capacity anticipated in the Long Range Transportation Plan. As a recognized best practice for MPO's, Staff will incorporate Health Impact Assessments into the MPO's planning products.

II-B-16 Financial Planning- MPO Staff will continue to work for the development of funding streams for transportation in general and especially for implementing the LRTP.

II-B-17 Congestion Management Strategies- MPO staff will review and coordinate with WVDOT/DOH on potential congestion mitigation strategies including ongoing TDM activities. MPO staff will also work with Mountain Line staff on the van pool program. MPO Staff will continue to provide information on

operational improvements that may assist in the mitigation of congestion including an ongoing study of signalization improvements and the operation of the downtown Morgantown street network being conducted by the State.

III Administration

III-A Planning Work Program

MPO staff will monitor the revised Planning Work Program process to insure it is being adequately implemented. Staff will also develop the 2019 Planning Work Program.

III-B Transportation Improvement Program

MPO staff will update the Transportation Improvement Program and the MPO's TIP Priority List during FY 2018-19. If found to be appropriate for our area, MPO staff will utilize the Federal Highway Administration's INVEST software to evaluate the MPO's project priority list.

III-C-6 Public Involvement

The MPO will continue to televise Policy Board Meetings. Staff also anticipates increased public involvement activities associated with the implementation of the recommendations of the revised Transportation Plan as well as ongoing activities for TIP Amendments and ongoing planning studies. MPO Staff will also develop a "Guide to working with the MPO" to facilitate public involvement in the MPO process.

III-C-7 Private Sector Participation-The MPO will seek to encourage private sector participation wherever possible with projects as they move forward. This effort will immediately focus on the implementation of the MPO's TDM Project and in freight planning.

III-C-8 Performance Monitoring-MAP 21 and the FAST Act require the States and MPO's to establish performance measure goals to ensure that transportation investments are addressing national, state, and local priorities for safety, air quality, system reliability and transit and highway asset management. The MMMPO will be establishing the performance measures for these facilities during the upcoming fiscal year. Monitoring progress toward these goals will be an ongoing task.

III-D-1 Transportation Enhancement Planning-MPO Staff will provide assistance with enhancement planning activities as requested by area agencies. It is anticipated that this work will focus on bicycle and pedestrian projects identified in the LRTP.

III-D-2 Environmental Coordination-MPO Staff will work with WVDOH to environmental resource agencies with information on projects proposed in the updated Long Range Transportation Plan to help ensure that environmental concerns are recognized as potential projects move forward to implementation.

III-D-3 Special Studies-MPO Staff will conduct an operational study of the intersection of Willey Street and Richwood Avenue from the vicinity of 8th Street to the vicinity of the Waterfront Hotel. Work to be performed includes the development of high quality graphics, manual turning movement counts, physical inventory, operational modeling, alternative and plan development.

III-D-4 Regional and State Coordination-Coordinating activities and practices with regional partners.

III-E Management and Operations This line item includes normal administrative functions such as the cost of the MPO audit, supplies, insurance and other administrative costs

Draft Morgantown MMPO Operating Budget FY 2018-19

Revenues and Expenditures By Major Category Code

Task Item	Category	Consolidated Fed. Funds	WVDOT	City/County/MPO	Other	Cost Allocation
II-A	Inventory of Facilities					
1	Traffic Counts	12,000	1,500	1,500		\$15,000
10	Mapping	4,000	500	500	\$ -	\$5,000
	Total	16,000	2,000	2,000		\$20,000
II-B	MTP					
6	Community goals	800	100	100	\$ -	\$1,000
8	Deficiency Analysis	800	100	100		\$1,000
9	Highway Element	800	100	100		\$1,000
10	Transit Element	4,000	500	500		\$5,000
11	Bicycle and Ped.	40,000	5,000	5,000	\$ -	\$50,000
13	Collector Street	4,000	500	500	\$ -	\$5,000
16	Financial Planning	9,600	1,200	1,200		\$12,000
17	Cong. Mgmt. Strat.	2,400	300	300		\$3,000
	Total	\$62,400	\$7,800	\$7,800		\$78,000
III	Admin.					
A	Work Program	\$3,200	\$400	\$400		\$4,000
B	TIP	\$4,800	\$600	\$600		\$6,000
C-6	Public Involvement	\$36,000	\$4,500	\$4,500		\$45,000
C-7	Private Sector	\$1,600	\$200	\$200		\$2,000
C-8	Performance	\$4,800	\$600	\$600		\$6,000
D-1	Enhancement Plan	\$4,000	\$500	\$500		\$5,000
D-2	Env. And Pre-TIP	\$8,000	\$1,000	\$1,000		\$10,000
D-3	Special Studies	\$12,000	\$1,500	\$1,500		\$15,000
D-4	Regional and State	\$9,600	\$1,200	\$1,200		\$12,000
E	Management and Ops	\$40,000	\$5,000	\$5,000		\$50,000
	Total	\$124,000	\$15,500	\$15,500		\$155,000
Total All Programs		\$202,400	\$25,300	\$25,300	\$0	\$253,000

Draft Morgantown Monongalia MPO Operating Budget FY 2018-19

Cost Allocation Rate Table		
All work performed outside program areas shall be charged at an hourly rate to cover actual expenses. Reimbursement/allocation rates are as follows:		
Position	Hourly Rate	
Executive Director	\$ 56.28	Incl. benefits + Overhead
Planner II	\$ 38.38	Incl. benefits + Overhead
Additional Travel	Monongalia County Rate as adjusted	
Note: The Director and the Planner II are salaried positions. Therefore, all holidays, vacation and sick leave benefits are included in the base wage rate. Hourly rate is calculated using a 2080 hour work year as the base line.		

Proposed Line Item Fixed Operating Expenses				
Category	Consolidated Federal Planning Funds	WVDO T	City/County	Total Cost Allocation
Salaries*				
Director	\$ 70,594	\$ 8,824	\$ 8,824	\$88,244
Planner 2	\$ 40,806	\$ 5,100	\$ 5,100	\$51,008
Benefits (see below)	\$ 47,399	\$ 5,924	\$ 5,924	\$59,250
Contract/Cap Expenses				
Contracted Services	\$ 20,000	\$ 2,500	\$ 2,500	\$ 25,000
Consulting Services	\$ 4,000	\$ 500	\$ 500	\$ 5,000
Computer Equipment	\$ 4,000	\$ 500	\$ 500	\$ 5,000
Software	\$ 2,400	\$ 300	\$ 300	\$ 3,000
Public Notices	\$ 2,800	\$ 350	\$ 350	\$ 3,500
Overhead				
Travel & Training	\$ 9,600	\$ 1,200	\$ 1,200	\$ 12,000
Utilities (internet, web site)	\$ 160	\$ 20	\$ 20	\$ 200
Copier lease, supplies, postage	\$ 800	\$ 100	\$ 100	\$ 1,000
Total	\$ 202,560.86	\$25,320	\$ 25,320	\$253,201

Proposes 2% COLA for Employees

Employee Benefit Expenditure Detail

(Calculated on Total Wages = \$136,521)

Description	Consolidated Federal Planning Funds	WVDOT	City/County	Total Cost
FICA (6.2%)	\$ 6,906	\$ 863	\$ 863	\$ 8,633
Worker's Compensation (2.3%)	\$ 2,562	\$ 320	\$ 320	\$ 3,202
Medicare (1.45%)	\$ 1,615	\$ 201	\$ 201	\$ 2,019
Retirement (14.0%)	\$ 15,596	\$ 1,949	\$ 1,949	\$ 19,495
Health Insurance (previous years budget +\$1000 contingency)	\$ 18,770	\$ 2,346	\$ 2,346	\$ 23,463
Dental & Vision Insurance (2017 rates+\$500 contingency)	\$ 1,948	\$ 243	\$ 243	\$ 2,435
Total Employee Benefit Package	\$ 47,397	\$ 5,922	\$ 5,922	\$ 59,249
Please note there may be a rounding error				



Prospectus for Continuing Transportation Planning

Updated January 2017

Morgantown Monongalia
Metropolitan Planning Organization

This documentation is prepared by:

Morgantown Monongalia Metropolitan Planning Organization

In cooperation with the:

City of Morgantown
Town of Blacksville
Town of Granville
Town of Star City
Town of Westover
County of Monongalia
West Virginia University
Monongalia County
WVDOT Public Transportation Division
WVDOH
U. S. Department of Transportation

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I. INTRODUCTION

The Municipality(s) of Morgantown, Blackville, Granville, Star City, Westover, and Monongalia County and West Virginia University the West Virginia Department of Transportation, in cooperation with the various administrations within the U.S. Department of Transportation, participate in a continuing transportation planning process in the Morgantown Urban Area as required by Section 134 (a), Title 23, United States Code. A Memorandum of Understanding approved by the municipalities, the counties, and the State of West Virginia establishes the general operating procedures and responsibilities by which short-range and Metropolitan Transportation Plans are developed and continuously evaluated.

The Prospectus contained herein is primarily a reference document for the transportation planning staff. Its purpose is to provide sufficiently detailed descriptions of work tasks so that staff and agencies responsible for doing the work understand what needs to be done, how it is to be done, and who does it.

A secondary purpose of the Prospectus is to provide sufficient documentation of planning work tasks and the planning organization and procedures so that documentation is minimized in a required annual Unified Planning Work Program (UPWP). The UPWP identifies the planning work tasks that are to be accomplished in the upcoming fiscal year and serves as a funding document for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the U.S. Department of Transportation.

The Metropolitan Planning Organization (MPO) is responsible for carrying out the transportation planning process in the Morgantown Monongalia Urban Area. The MPO is an organization consisting of the representatives of general purpose local government; the West Virginia Department of Transportation; a Policy Committee; a Transportation Technical Advisory Committee (TTAC); and the various agencies and units of local and State government participating in transportation planning for the area.

The Memorandum of Understanding established a Policy Committee composed of representatives from the policy boards of the respective boards of general purpose local government to provide policy direction for the planning process, and to improve communications and coordination between the several Policy Boards. The Policy Board is responsible for (1) review and approval of the UPWP; (2) review and approval of the area's Metropolitan Transportation Improvement Program (MTIP) which ensures coordination between local and State programs; (3) review of the National Highway System, review and approval of changes to the Functional Classification Designation (as it pertains to the Surface Transportation Program) and review and approval of the Metropolitan Area Boundary; (4) endorsement, review, and approval of the Prospectus; (5) guidance on transportation goals and objectives; and (6) review and approval of changes to the adopted Metropolitan Transportation Plan.

A Transportation Technical Advisory Committee (TTAC), also established by the Memorandum of Understanding, is responsible for supervision, guidance, and coordination of the continuing planning process, and for making recommendations to the local and State

governmental agencies and the Policy Committee regarding any necessary action. The TTAC is also responsible for review of the National Highway System and for development, review, and recommendation for approval of the Prospectus, PWP, TIP, Functional Classification Designation (as it pertains to the Surface Transportation Program), Metropolitan Area Boundary revisions, and technical reports of the transportation study. The membership of the TTAC consists of, but is not limited to, key staff from the West Virginia Department of Transportation, Federal Highway Administration, the counties, transit operators, and the municipalities.

The Morgantown Monongalia Metropolitan Planning Organization is designated as the Lead Planning Agency (LPA) and is primarily responsible for annual preparation of the Planning Work Program and Metropolitan Transportation Improvement Program.

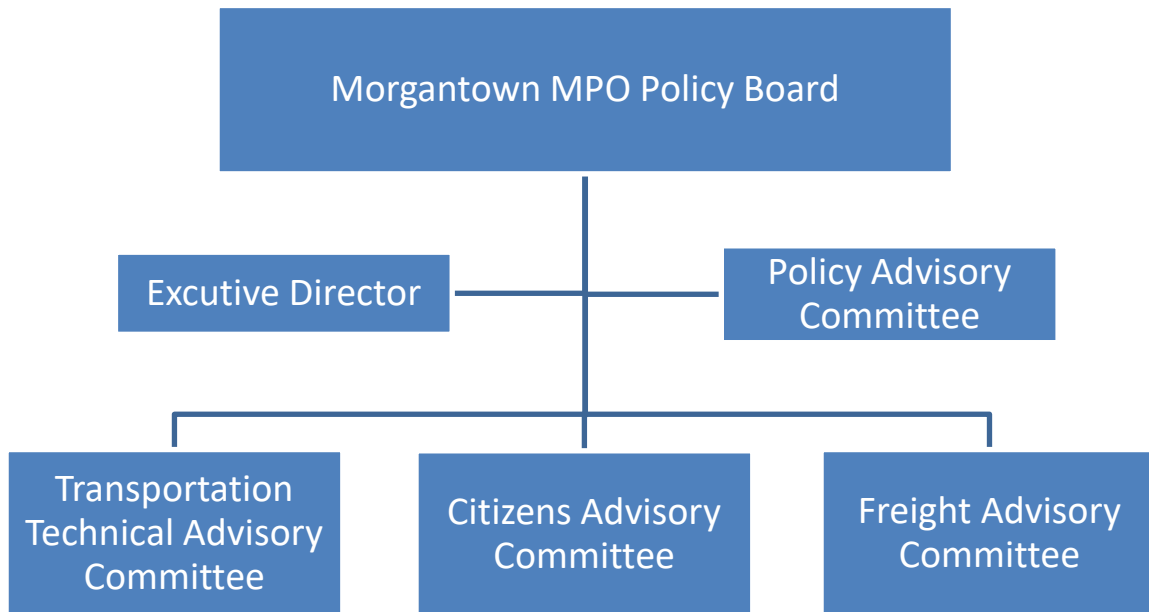
Transportation planning work is divided into two elements in the Prospectus according to type of activity:

Continuing Transportation Planning, Chapter II
Administration, Chapter III

Citizen participation is an important element of the transportation planning process and is achieved by making study documents and information available to the public and by actively seeking citizen participation during the planning process. Involvement is sought through such techniques as goals and objective surveys, neighborhood forums, drop-in centers, workshops, seminars, and public hearings. Elected or appointed city and town representatives and municipal and county planning boards should serve as primary sources in gaining public understanding and support for the transportation planning activity.

An organization chart for continuing transportation planning for the Morgantown Monongalia Urban Area is shown in Figure 1. The history and status of transportation planning is given in Appendix A. The following are contact agencies for information concerning transportation planning in the area.

Figure 1



Contacts:

Bill Austin
Morgantown Monongalia Metropolitan Planning
Organization
Morgantown, WV 26508
Telephone (304) 291-9571

David Bruffy
General Manager
Mountain Line Transit

II. CONTINUING TRANSPORTATION PLANNING Methodology, Responsibilities and Schedules

The continuing transportation planning work tasks are described here and following in Chapter III. Appendix A details the history of transportation planning in the area

A. Surveillance of Inventory Data

A number of conditions generally need to be continuously surveyed and compiled annually to determine whether previous projections are still valid or whether plan assumptions need to be changed. Surveillance tasks are described in the following sections and agency responsibilities are listed in Table 1.

1. Traffic Volume Counts

Annual Average Daily Traffic (AADT) will be estimated on a biennial schedule at specified locations on each segment of the principal arterial, minor arterial, and collector street systems inside the transportation study area. Traffic data will be collected on weekdays for a minimum of 48 hours. Axle counts will be converted to volume counts using adjustment ratios that account for multiple-axle vehicles. Volume counts will be seasonally adjusted and averaged to generate AADT estimates. These estimates will be evaluated for temporal and spatial consistency. Factors for seasonal adjustment will be based on traffic data from permanent traffic monitoring stations located at typical urban settings throughout the State.

As part of the Congestion Monitoring Program, the MPO will be responsible for taking traffic counts at a specified number of count stations that will be representative of the street system as a whole. These counts will be at 15-minute intervals and collected for a minimum of 48 hours so they can be used to determine peak hour spreading and will be taken every three years.

Special counts may be taken during travel model updates or validations. These include counts at screen-line stations, external stations, major trip generators, and key intersections as needed. Traffic count types may include daily, hourly, vehicle classification, or turning movements.

2. Vehicle Miles of Travel (VMT)

Vehicle miles of travel are computed by multiplying the length of each link times the annual average daily traffic volume on that link. Vehicle miles of travel are tabulated annually by county and functional classification by SWP-Road Inventory Section. These VMT estimates are used by DAQ for air quality monitoring. MPOs may also choose to

estimate VMT for the urban area on a regular basis.

3. Street System Changes

Records on improvements to the state highway system are kept by the WVDOH District Engineer. Each municipality should maintain similar records for its municipal street system.

An inventory of the geometrics and signalization of the existing major street system for the planning area should be collected and maintained by the MPO. Periodically or as changes or additions to the major street system occur, the inventory may be updated. This inventory will need to be current when the travel model is periodically updated.

4. Traffic Accidents

West Virginia law requires that copies of accident to be forwarded to the Traffic Engineering Branch of the Division of Highways, where the information is summarized and stored. Annual analyses will compare each year's high accident locations to previous years' high accident locations.

The Division of Highways will provide the Annual Highway Safety Program Listing Report on request.

5. Transit System Data

Items to be considered are transit patronage, route changes, service miles, load factor, route ridership changes, boarding and alighting counts, headways, frequency, and service hours.

6. Dwelling Unit, Population, and Employment Changes

Changes in population and development across the service area will be identified and evaluated to determine necessary restructuring of transportation services to meet current and forecasted demand. Census data, local parcel, zoning, and tax data records; Employment Security Commission; and private vendors are acceptable sources of information for this purpose. This item may include the development and maintenance of a GIS database.

7. Air Travel

Data may be collected and analyzed to determine influence of local air travel on the area's transportation system and identify needs for additional services. Airport entrance traffic counts would help relate air travel to ground travel in future updates. A ground transportation survey is a good example of this.

8. Vehicle Occupancy Rates (Counts)

Vehicle occupancy counts are collected across the service area to measure effectiveness of transit projects. Information will also be used to comply with the Clean Air Act and is useful in the trip generating process of modeling traffic during the travel modeling phase, as well as other parts of the Metropolitan Transportation Plan.

9. Travel Time Studies

Peak and off-peak travel time studies may be conducted for those street segments that are included in the Congestion Management System. The travel time studies may be required during the travel model calibration phase as well.

10. Mapping

Creation or maintenance of base maps, zone maps, land use, etc. for the study area. The MPO in cooperation with DOH will create, maintain, and store mapping for the study area for each update of the study.

11. Central Area Parking Inventory

Inventories of both on- and off-street parking supply in the Morgantown central area are maintained by the City of Morgantown and West Virginia University. Periodic updates and inventories of other parking facilities in other areas will be performed as determined by the MPO through the development of the Planning Work Program. Data collected should include parking policies, ownership, and rates.

12. Bicycle and Pedestrian Facilities Inventory

An inventory of significant municipal, state, and federal bicycle and pedestrian transportation facilities shall be maintained. These systems shall be incorporated in the Metropolitan Transportation Plan update and analyzed in conjunction with other transportation performance measures.

Table 1: Agency Responsibilities for Morgantown Monongalia MPO

P = Primary Responsibility
 S = Supporting Responsibility

		Morgantown Monongalia MPO	City of Morgantown	Monongalia County	Mountain Line Transit	West Virginia University	WV DOH Planning and Admin	WV DOH Division 4	WV Public Transportation	WV DOH Traffic Eng.
II-A-1	Traffic Counts	S			S		P			
II-A-2	Vehicle Miles of Travel	P								
II-A-3	Street System Changes	S	S					P		
II-A-4	Traffic Accidents	S					S			P
II-A-5	Transit System Data				P		S		S	
II-A-6	Dwelling Unit, Population, Employment Changes	P		S	S					
II-A-7	Air Travel	S	P							
II-A-8	Vehicle Occupancy Rate (Counts)	P					S			
II-A-9	Travel Time Studies	P					S			
II-A-10	Mapping	P								
II-A-11	Central Area Parking Inventory	S	P			S				
II-A-12	Bicycle and Pedestrian Facilities Inventory	P	S			S	S			

B. Metropolitan Transportation Plan (MTP)

Federal Law (as updated by SAFETEA-LU) and USDOT's Metropolitan Planning Regulations, require MPOs to have a Metropolitan Transportation Plan that is: multi-modal, financially constrained, a minimum 20 year horizon, adhere to the MPO's adopted public involvement policy, have growth forecasts consistent with latest local land use plan, and be approved by the MPO. The MTP must be reaffirmed every 5 years. In air quality non-attainment and maintenance areas, the MTP must be updated and proven to conform with the State Implementation Plan (SIP) every 3 years. The physical product of this MTP will be in one or more assembled documents containing all plan elements and will be the responsibility of the MPO.

Evaluation of the overall Metropolitan Transportation Plan should be undertaken at such time that the surveillance items indicate that travel or land development trends have begun to deviate significantly from forecasts or at such time that new data are required for facility design.

For non-attainment or maintenance areas, the Metropolitan Transportation Plan must conform to the intent of the State Implementation Plan (SIP). The Division of Highways and/or the MPO are responsible for the analysis of all elements of a multi-modal transportation plan to ensure that they conform to the intent of the State Implementation Plan. Specifically, any Metropolitan Transportation Plan Revisions must be analyzed for conformity with the SIP. The Morgantown Monongalia MPO is an attainment area, therefore air quality conformity is not required.

Many aspects of the transit plan cannot be separated from other elements of the Metropolitan Transportation Plan. HOV facilities, and even ridesharing and surface bus routes, may need to be addressed in both the transit and the Thoroughfare Plans. Since transit use depends heavily on land use characteristics and pedestrian accessibility, creating a "mode neutral" model and plan requires special attention to transportation/land use interactions. Realistic assumptions are needed concerning potential travel markets and the likely degree to which existing land use, travel behavior, and pricing policies can be influenced. All plans should be carefully analyzed for internal consistency, uncertainty, and sensitivity to assumptions and errors.

SAFETEA-LU stresses "eight planning factors" that should be considered by the MPOs to guide the development of the MTP. They are:

- Support the economic vitality of the community, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operations; and
- Emphasize the preservation of the existing transportation system.

The TTAC prepares recommendations for work required for plan reappraisal for review and approval by the Policy Committee. Agency responsibilities for various work tasks in the Metropolitan Transportation Plan evaluation elements are given in Table 2. The following work elements may be required depending upon the depth of the studies needed.

1. Collection of Base Year Data

Collection of the following variables for existing conditions, by traffic zone, is required: (1) population; (2) housing units; and (3) employment. It is expected that re-projection of travel patterns, including transit, would require a re-tabulation of these factors used in developing the travel models. A GIS database may be used to maintain housing and land use information. The MPO will normally be responsible for providing socioeconomic data.

2. Collection of Network Data

Collection of the following variables describing the existing street system is necessary to build a base network for the travel model: 1) posted speed limit; 2) width/lanes; 3) segment length; 4) traffic signal locations. These items are generally the standard parameters required, but others may be needed as models become more sophisticated. The network development process is included in this task item.

3. Travel Model Updates

The MPO and the Division of Highways will work cooperatively to develop acceptable standards for the update of the travel demand model with the model custodian being the MPO:

a. Trip Generation – This step generally involves analysis of actual and projected socio-economic data including, but not limited to, population, dwelling units, and employment. Based on these and other factors, an approximation of the number of trips generated by sub-area or zone can be determined.

b. Trip Distribution - Using formulas based on the gravity model, an approximation of where the specific generated trips are beginning and ending is determined.

c. Modal Split – This step is an analysis of mode chosen and factors that lead to those choices. Factors could include actual and perceived travel times, actual and perceived travel costs, as well as availability or convenience of certain modes.

d. Trip Assignment - This step loads trips onto the network based on the paths selected for the origins and destinations identified in the process above. The effects of congestion and the somewhat random nature of travelers can be taken into account through loading techniques such as incremental restraint, equilibrium, stochastic or all-or-nothing assignments.

e. Accuracy Checks – Checks involve comparing or calibrating mathematically generated data to actual field conditions. These typically involve screenline crossings to within 5% and link volumes to within 10% of ground counts.

A technical summary report of the travel modeling process and results will be provided by the modeling custodian.

4. Travel Surveys

These surveys may be implemented to attain such items as origins and destinations, travel behavior, transit ridership, commercial vehicle usage, workplace commuting, freight movement, etc. Therefore, these surveys may be home interviews, cordon O/Ds, and on-board transit to name a few.

New surveys will be conducted at such time as is necessary for the reevaluation of travel models. Because these surveys are very cost prohibitive, the survey responsibility and funding sources will be determined at the onset of the study.

5. Forecast of Data to Horizon Year

The travel models determine what planning data must be projected to a new design year. In general, the procedure will be to project population and socio-economic factors independently on an area-wide basis, to cross check these projections and convert them to land use quantities if required, and to distribute the projected planning data to traffic zones on the basis of land capabilities, accessibility, and community goals as implemented through land use controls. The MPO will provide the approved

socioeconomic forecasts.

6. Community Goals and Objectives

In the evaluation of community goals and objectives, the MPO will formulate policies ensuring local goals and objectives are discerned and addressed during the development and implementation of the Metropolitan Transportation Plan. The MPO will assist the localities by ensuring that the policies and objectives of the MPO's MTP and the municipalities' policies and objectives are coordinated and complementary. MPO staff will be available at the municipalities request to provide assistance in assuring that the goals are consistent.

7. Forecasts of Future Travel Patterns

The forecast of future travel patterns will result from using the forecasted planning data as input to the travel forecast models. The models are sensitive to changes in trip generation, trip purpose, trip length, vehicle occupancy, travel mode, and patterns of daily travel. The forecast of travel patterns will include a review of these factors and comparison to community goals and objectives to determine if changes in assumptions are warranted.

8. Capacity Deficiency Analysis

A system planning level capacity deficiency analysis will be made to determine existing and projected street deficiencies.

Link capacities will be calculated in accordance with procedures based on the latest edition of the HIGHWAY CAPACITY MANUAL, Highway Research Board, National Academy of Sciences, National Research Board.

9. Highway Element of the MTP

The Thoroughfare Plan (a subset of which is the highway element of the MTP) will be evaluated in terms of projected travel, capacity deficiencies, travel safety, physical conditions, costs, design, travel time, and possible disruption of people, businesses, neighborhoods, community facilities, and the environment. The evaluation will include an analysis of the Metropolitan Transportation Plan and the interrelationship between alternative travel modes. Thoroughfare recommendations should include adequate right-of-way for improvements consistent with the Bicycle & Pedestrian Plan, Transit Plan and other intermodal connection facilities along logical corridors. If major deficiencies are found with the existing plan, alternative plans will be evaluated. It should be noted that any regionally significant Thoroughfare Plan revisions must be

analyzed for conformity with the SIP in non-attainment/maintenance areas. Alternatives that may be considered include (1) a Do-Nothing Alternative, (2) Alternative Modes, (3) Travel Demand Management, and (4) Alternative Design: Types and Standards.

10. Transit Element of the MTP

Transit planning incorporates all vehicular modes other than trucks and the single occupant automobile, including (but not limited to) fixed-route bus service, ridesharing, fixed-guideway transit (WVU's PRT), and demand responsive transit. The transit plan describes existing transit service and unmet needs, and identifies any additional potential markets. New types, and areas of service may be recommended, supported by ridership forecasts and other analyses. Assumptions and implications related to land use, travel behavior, parking policies and other variables are clearly defined. Establishing objective measures of effectiveness is critical for evaluating transit alternatives. Measures of transit effectiveness include both the reduction of auto use and congestion, and the broadening of mobility options.

11. Bicycle and Pedestrian Element of MTP

A bikeway and pedestrian plan is an essential part of the multi-modal MTP for an urban area. At a minimum, an update to the inventory of existing and proposed bicycle and pedestrian elements should be included in the MTP. The MPO should may also establish a standing Bicycle and Pedestrian Committee to supervise the development of this portion of the MTP.

12. Airport/Air Travel Element of MTP

The Airport Master Plan may be coordinated with the MPO (where feasible), and be an element of the MTP.

13. Collector Street Element of MTP

Collector street planning will be conducted as required to develop standards and preliminary locations for collector streets in advance of development. The objective of this planning activity is to ensure optimum traffic operations for the developing street system and transit accessibility to developing areas. The effort will also assist in developing or redeveloping the community to allow for improved vehicular access as well as alternative modes of transportation including "walkable" and sustainable community efforts in accord with adopted MPO policy. MPO staff may provide assistance to local municipalities reviewing, at their request, the potential impact of proposed development on the collector and arterial street network and related transportation facilities.

14. Rail, Waterway, or Other Mode of the MTP

The Morgantown MPO will work with the WVDOT on passenger and freight rail issues as well as water borne freight traffic issues as needed. These elements are to be part of the multi-modal MTP. The MPO will provide documentation to be included in the MTP.

15. Freight Movement/Mobility Planning

As one of the SAFETEA-LU's eight planning factors, emphasis is placed on increasing accessibility and mobility options available to people and freight. Tasks included in this category may be a survey of freight carriers, recommendations for improving truck mobility or train/truck intermodal movements, and identifying acceptable truck routes.

16. Financial Planning

As required by SAFETEA-LU, the MTP must be fiscally constrained. Project cost estimates and revenue forecasts are required. Federal regulations allow flexibility in the methodologies used for analysis, but they must include estimates for maintenance as well as construction. This item also covers identifying new and alternative funding sources, including new taxing strategies, impact fees, and public-private partnerships.

17. Congestion Management Strategies

The 3-C Transportation Planning Process, as enhanced by SAFETEA-LU, stresses efficient system management and operations. Planning for congestion management strategies such as these below are included in this item.

- a. Transportation Demand Management (TDM)
- b. Intelligent Transportation System (ITS)
- c. High Occupancy Vehicle lanes or priorities (HOV)
- d. Access Control and Management
- e. Traffic Operations Improvements, Incident Management
- f. Growth Management

This item covers the costs associated with planning for these items, coordination with public and private stakeholders, and marketing or public education.

18. Air Quality Planning/Conformity Analysis

The transportation sector is a key participant in the development and application of the State Implementation Plan (SIP) for air quality. MPOs have the responsibility to make a determination as to whether or not transportation plans, programs, and projects conform to the intent of the SIP. Tasks involved in this pursuit include, but are not limited to:

- a. Participation in interagency consultation process as part of SIP development and conformity determination development
- b. Providing assistance in developing and maintaining mobile source emission inventories,
- c. Participating in development of TCMs for the SIP
- d. Implementation of TCMs as appropriate
- e. Performing analysis and approving conformity determination* as required;

*Policy Board must approve conformity determination

Table 2: Agency Responsibilities for Metropolitan Transportation Plan

P = Primary Responsibility
 S = Supporting Responsibility

		Morgantown Monongalia MPO	City of Morgantown	Monongalia County	Mountain Line Transit	West Virginia University	WV Division of Highways	WV DOH Division 4	WV Public Transportation
II-B-1	Collection of Base Year Data	P		S	S		S		
II-B-2	Collection of Network Data	P							
II-B-3	Travel Model Updates	P							
II-B-4	Travel Surveys	P					S		
II-B-5	Forecast of Data to Horizon Year	P	S	S	S				
II-B-6	Community Goals and Objectives	P	S	S			S		
II-B-7	Forecasts of Future Travel Patterns	P							S
II-B-8	Capacity Deficiency Analysis	P					S		
II-B-9	Highway Element of MTP	P	S				S		
II-B-10	Transit Element of MTP	S	S		P				S
II-B-11	Bicycle and Pedestrian Planning	P	S	S	S		S		
II-B-12	Airport/Air Travel Element of MTP	S	P	S					
II-B-13	Collector Street Element of MTP	P	S				S		
II-B-14	Rail, Waterway, or Other Mode MTP	S					S		P
II-B-15	Freight Movement/Mobility Planning	P	S		S		S		
II-B-16	Financial Planning	P	S				S	S	S
II-B-17	Congestion Management Strategies	P					S		S
II-B-18	Air Quality Planning/Conformity Analysis	P					S		

III. ADMINISTRATION

The administration of the planning process is organized into five areas. The Planning Work Program is prepared each year and details what work will be completed for the next fiscal year. The Transportation Improvement Program (sometimes referred to as the Local Transportation Improvement Program or LTIP) should be prepared on a biennial cycle, and details a five-year program of transportation improvements that are jointly funded and implemented with the WVDOT. The remaining sections are Civil Rights and Regulatory Compliance, Incidental Planning and Project Development, and Management and Operations. Agency responsibilities for administrative work tasks are given in Table 3.

A. Planning Work Program

A Planning Work Program (PWP) will be prepared annually by the Lead Planning Agency in cooperation with other participating agencies and under the guidance of the Technical Coordinating Committee. The PWP will present the proposed planning work program for the next year and review the recent accomplishments of the planning process. The PWP will be cross-referenced to the Prospectus to minimize repetitive documentation. The PWP will be reviewed and approved by the Policy Board, by the State and Regional intergovernmental review process, the West Virginia Department of Transportation, and the Federal agencies that provide planning funds for continuing transportation planning. These Federal planning funds are provided by FHWA (Section 104(f)) and FTA (Section 5303). Preparation of a Section 5303 Grant application is also required in addition to the PWP to receive planning funds from FTA.

The MPO must certify their 3-C Transportation Planning Process annually as part of the PWP adoption.

B. Transportation Improvement Program

The Transportation Improvement Program shall have two parts: (1) a metropolitan programming document which is coordinated with the State Transportation Improvement Program (STIP) and (2) a list of prioritized needs.

Prepared every two years, the local programming document shall be a short range, three to seven-year multi-modal program which identifies transportation improvements recommended for advancement during the program period, identifies priorities, groups improvements into staging periods, includes estimated costs and revenues, and is fiscally constrained.

The MPO Priority Needs List is developed biennially to communicate the MPO's priorities regarding the funding schedule on already programmed projects, the acceleration of long term projects into the program, and the addition of new projects to the STIP. The List may include cost estimates, purpose and need statements, and other supporting materials. The

Priority Needs List is a key step in cooperative TIP development between the MPO, the transit operator, and WVDOT.

C. Civil Rights Compliance (Title VI) and Other Regulatory Requirements

1. Title VI

Provide update of Civil Rights statistics report for submittal to FTA to determine MPO compliance to civil rights provisions. Title VI states: The MPO shall comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 Stat. 252), 49 U.S.C. 2000D TO 2000-D-4; the Regulations of DOT issued thereafter in the Code of Federal Regulations (commonly and herein referred to as CFR) Title 49, Subtitle A, Part 21), and the assurance by the MPO pursuant thereto.

2. Environmental Justice

Executive Order (E. O.) 12898, Federal Actions to Address Environmental Justice in Minority Populations, requires all Federal agencies to identify and address Title VI and Environmental Justice requirements. Recipients of federal funds, including WVDOT and the MPOs, must assure compliance with these requirements. As mandated by the FHWA, planning activities should focus on complying with E. O. 12898 and the three basic principles of Environmental Justice as follows:

- a. ensure public involvement of low-income and minority groups in decision making;
- b. prevent disproportionately high and adverse impacts to low-income and minority groups resulting from decisions made; and
- c. assure low-income and minority groups receive a proportionate share of benefits resulting from decisions made.

3. Minority Business Enterprise Planning (MBE)

There is a continuing need to address the Minority Business Enterprise (MBE) as a part of the planning and programming phases of project development. Areas are encouraged to give full consideration to the potential services that could be provided by MBEs in the development of transit plans and programs, and the provision of transit service. Transit properties with established MBE programs are encouraged to work with MPOs, utilizing transportation planning funds to update existing MBE programs as necessary.

4. Americans with Disabilities Act Planning

The Americans with Disabilities Act of 1990 (ADA) ensures that persons with disabilities enjoy access to the mainstream of American life. The ADA expands on the Section 504 program to comprehensively address mobility needs of persons with disabilities.

Joint FHWA and FTA regulations require that the urban transportation planning process include activities specifically emphasizing the planning, development, evaluation and reevaluation of transportation facilities and services for the elderly and disabled, consistent with ADA. This process should include an analysis of inventories of disabled persons, their locations, and special transportation services needed. These regulations emphasize estimation of travel needs through statistical analysis and a self-identification process.

Both thoroughfare and transit planning activities should focus on complying with the key provisions of the ADA, and include special efforts to plan transportation facilities and services that can be effectively utilized by persons with limited mobility, such as:

- a. Public transit authorities providing fixed route transit service must provide comparable level paratransit service to disabled individuals who cannot otherwise use the fixed route service;
- b. Transit authorities providing elderly and disabled oriented demand responsive service must also buy or lease accessible vehicles unless it can be demonstrated that the system provides a level of service to the disabled equivalent to that provided to the general public; and
- c. New facilities built must be accessible and existing facilities with major alterations must be made accessible to the maximum extent feasible.
- d. Planning for better mobility through such items as wheelchair curb cuts, longer pedestrian crosswalk times at certain intersections, and special parking spaces and rates for cars with one or more transportation disadvantaged occupant(s).

5. Safety/Drug Control Planning

MPOs may pass planning funds through to transit operators for use in performing safety audits and in the resultant development of safety/ security improvement and in alcohol/drug control planning, programming, and implementation. Attention should be given to the development of policies and planning for the proper safety related maintenance of transit vehicles, fire safety, substance abuse where it affects employee performance in critical safety related jobs, emergency preparedness to improve the capability to respond to transit accidents/incidents, security to reduce theft and vandalism of transit property and to counter potential politically motivated terrorism directed against

transit users, facilities, and equipment.

6. Public Involvement

An effective public involvement process provides for an open exchange of information and ideas between the public and transportation decision-makers. The overall objective of an area's public involvement process is that it be proactive, provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement (23CFR450.212(a) and 450.316(b)(1)). It also provides mechanisms for the agency or agencies to solicit public comments and ideas, identify circumstances and impacts which may not have been known or anticipated by public agencies, and, by doing so, to build support among the public who are stakeholders in transportation investments which impact their communities. The MPO should have a formalized, written and adopted public involvement process.

7. Private Sector Participation

Federal regulations require that private operators be afforded the "maximum feasible opportunity" to participate in the planning and provision of local transportation services. The purpose of the private sector participation requirement is to give private operators the opportunity to initiate involvement. In an effort to more effectively address this requirement, the evaluation of private sector service alternatives has been incorporated into the transportation planning process.

The general criteria for making public/private service decisions may include but is not limited to:

- a. comparative cost of private versus public services in similar situations;
- b. perceived quality and reliability of service;
- c. local control of services;
- d. responsiveness and flexibility of operators; and
- e. private operator financial stability.

8. Performance Monitoring

Federal Legislation (MAP 21 and the FAST ACT) requires State Departments of Transportation and Metropolitan Planning Organizations to monitor how their activities address adopted performance measures for safety, reliability, and asset management across the transportation modes. For MPO's the primary activities to be monitored are highway system performance (reliability) and safety, freight movement performance (reliability), and transit asset management.

D. Incidental Planning and Project Development

1. Transportation Enhancement Planning

This category of federal funding began with ISTEA and was carried through in SAFETEA-LU legislation. MPO assistance to applicants, review of applications, and preparing endorsements is included under this item. The MPO shall approve all proposed enhancement projects for inclusion in the Transportation Improvement Program (TIP) prior to being forwarded to WVDOT for consideration of inclusion in the State Transportation Improvement Program (STIP). Sponsoring agencies must submit completed application packages to the WVDOT.

2. Environmental Analysis and Pre-TIP Planning

The proposed Thoroughfare Plan and selected alternative plans will be evaluated based on criteria established by the goals and objectives reevaluation study and impact on the environment. The Public Transportation Plan and the Airport Master Plan should also be evaluated on these criteria. It is anticipated that the evaluation will be in the following areas: efficiency in serving travel demands; energy conservation; cost; and impact on the physical, social, and economic environment. The physical environmental evaluation will include air quality, water quality, soils and geology, wildlife and vegetation. The social environmental considerations will include housing and community cohesion, low-income and minority populations, noise, churches and educational facilities, parks and recreational facilities, historic sites, public health and safety, national defense, and aesthetics. Effects on business, employment and income, land development patterns, and public utilities will be studied as part of the economic environmental evaluation.

The TTAC, LPA, WVDOH Planning and Administration Division and Resource Agencies will jointly recommend projects for Pre-TIP Planning. The Policy Board will be kept informed concerning the results of these studies. Public review will be incorporated as part of the alternatives analysis.

3. Special Studies

In evaluating the potential implementation of the Metropolitan Transportation Plan, there occasionally is a need to make a specific study of a transportation corridor to determine the best solution to a problem. While this may include development of a simple functional design for corridor protection, more detailed studies may include evaluations of alternative modes or alignments for cost, feasibility, environmental impact, and design.

In a similar manner, special problems may arise in relation to major land use changes

when large-scale traffic generators (hospitals, regional malls, etc.) will either be developed or closed. These land use changes could significantly affect the regional distribution and/or amount of traffic that could require changes to the Metropolitan Transportation Plan to accommodate the newly forecasted growth.

The extent, responsibility, and cost for a corridor or sub-area study, which should be conducted within the work plan of the MPO, would be determined prior to its initiation.

4. Regional or Statewide Planning

Coordinate with state and federal agencies involved in transportation planning activities on the regional, state, and national levels. Examples of such activities include: Functional Reclassification of roads, designation of Urban Area Boundaries, National Highway System coordination, Highway Performance Monitoring System activities, and regional transit coordination.

Involvement could include, but is not limited to: collection and compilation of data; participation in related workshops, conferences, and meetings; and review and administrative approval or endorsement of documentation.

E. Management and Operations

The continuing transportation planning process requires administrative time for attending quarterly committee meetings, preparing agendas and minutes to these meetings, training, preparing progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL fund account and other Federal Funds. It is also necessary to periodically, review and update the Prospectus, Memorandum of Understanding, and other administrative agreements and procedures.

Table 3: Agency Responsibilities for Administration

P = Primary Responsibility
 S = Supporting Responsibility

		Morgantown Monongalia MPO	City of Morgantown	Monongalia County	Mountain Line Transit	West Virginia University	WV DOH Planning and Admin	WV DOH Division 4	WV Public Transportation	WVDOH Traffic Eng.
III-A	Planning Work Program	P	S	S	S	S	S		S	
III-B	Transportation Improvement Program	P	S	S	S	S	S		S	
III-C-1	Title VI	P			S		S		S	
III-C-2	Environmental Justice	P					S			
III-C-3	Minority Business Enterprise Planning	P								
III-C-4	Planning for the Elderly and Disabled	P			S					S
III-C-5	Safety/Drug Control Planning	P			S					S
III-C-6	Public Involvement	P			S	S	S	S		S
III-C-7	Private Sector Participation	P								S
III-C-8	Performance Monitoring	S					P			
III-D-1	Transportation Enhancement Planning	P	S	S	S	S	S			
III-D-2	Environmental Analysis and Pre-TIP Planning	S	S	S			P			
III-D-3	Special Studies	P	S	S			S			
III-D-4	Regional or Statewide Planning						P			
III-E	Management and Operations	P								

APPENDIX A

TRANSPORTATION PLANNING HISTORY AND STATUS

The Morgantown Monongalia MPO was established as the Morgantown Transportation Planning Organization in 2003 upon consideration of the results of the 2000 Census. The local agencies participating in the formation of the MPO at that time were the City of Morgantown, Monongalia County, and the towns of Westover, Star City, Blacksville and Granville and the Monongalia Transit Authority. State agencies participating in the MPO include the WV Division of Highways, and the Public Transportation Division. Federal agencies participating in the creation of the MPO include the Federal Highway Administration and the Federal Transit Administration. At the time of the MPO's creation it was agreed that the Monongalia Transit Authority would continue as the area's grant recipient for transit funds and that the Authority would coordinate transit planning with the MPO. This relationship continues to this day through a memorandum of understanding between the MPO and the Authority.

Prior to the creation of the MPO transportation planning for the area had been performed by the West Virginia Department of Transportation Division of Highways. The Division of Highways had prepared several plans for the area including a plan in 1998. These plans were reviewed and updated for the area's 2030 Transportation Plan adopted in 2007. Since the adoption of the 2007 Transportation Plan the MPO has had two Transportation Plan Updates, the first update was performed in 2013. This update included extensive public outreach to assure that the MPO was capturing the community's consensus on transportation issues. The 2013 Plan was updated by MPO Staff in 2017. The 2017 update was performed in a manner to determine if the 2013 findings were still supported by the public. The 2017 Plan Update found that there had been little change since 2013. It is anticipated that the 2021 Update will involve an expanded public involvement process to ensure that the MPO's Plan reflects the community's consensus.

APPENDIX B

TRANSPORTATION SYSTEM GOALS AND OBJECTIVES

As developed for the 2017 MPO Metropolitan Transportation Plan the MPO’s Transportation System Goals and Objectives are as follows:

Goal #1: A multimodal transportation system that efficiently moves people and goods				
OBJECTIVES	MEASUREMENTS			
Objective 1A: To eliminate/reduce current congestion and multimodal traffic flow restrictions on arterial and collector roadways	Change in delay and travel time for pedestrians	Change in delay and travel time for bicyclists	Change in delay and travel time for automobiles	Change in delay and travel time for bus and PRT
Objective 1B: To ensure that future development and related transportation improvements address capacity and connectivity needs proactively rather than reactively	Change in number of transportation improvements built prior to and concurrently with growth and development (rather than reactive to)			
Objective 1C: Improve ingress/egress to the most densely developed / highest activity areas of region (the core)	Change in time to travel to and from core	Change in number of people traveling to and from core	Change in number of routes and connection options to and from the core (all modes)	
Objective 1D: Provide adequate transportation capacity and access to support current businesses	Change in access to current clusters of businesses	Change in travel time to current clusters of businesses		
Objective 1E: Focus capacity improvements for all modes in areas of desired future growth and development that support the public’s vision for the region	Change in number of improvements planned, designed, and/or constructed in areas of desired growth		Change in amount of growth and development in areas identified as priority areas in regional vision	

Goal #2: A transportation system in which all modes are highly integrated and connected

OBJECTIVES	MEASUREMENTS		
Objective 2A: To allow for convenient transfer from one mode to another in the region (i.e. biking to bus, vanpooling to bus, etc) to maximize travel efficiency	Change in number of multimodal trips	Change in travel time / travel delay for trips	Change in cost of travel
Objective 2B: To encourage the use of the most efficient mode based on the distance and characteristics of a particular trip	Change in number of people walking for trips one-mile or less	Change in number of people bicycling for trips 10-miles or less	Change in number of people riding the bus and PRT for all trips
Objective 2C: Increase the geographic area in which people have convenient access to non-automobile modes	Change in number of travel options to individuals in all populated areas	Change in the area of the county served by non-auto transportation modes	
Objective 2D: Reduce reliance on automobile for travel	Change in number of person trips by non-automobile modes	Change in auto ownership	
Objective 2E: Better serve those who do not/cannot own and drive a personal automobile.	Change in number of opportunities to travel for those who do not drive	Change in travel times for those who do not drive	
Objective 2F: To allow for efficient transfers of goods between modes (air, pipeline, river rail)	Change in quantity of people and goods transferred by these modes		
Objective 2G: Improve and expand infrastructure for pedestrians, bicyclists and people with disabilities	Change in linear feet of sidewalks that connect destinations/attractions	Change in number and length of bicycle routes that connect destinations/attractions	Change in number of fully accessible (per ADA guidelines) transportation options and facilities
Objective 2H: Increase use of existing rail-trails for transportation purposes	Number of trail users with trip purposes of commuting, shopping, entertainment		

Goal #3: A multimodal transportation system that safely moves people and goods

OBJECTIVES	MEASUREMENTS	
Objective 3A: To minimize crashes, especially injury/fatality crashes by 50% through improvement of high crash locations and improvement of local enforcement of traffic laws and education of transportation system users	Change in frequency and rate of crashes (all modes)	Change in frequency of injury/fatality crashes (all modes)
Objective 3B: To ensure that future growth and related transportation improvements address transportation safety needs in planning and design	Change in crash frequency and rates in areas affected by development and growth	Transportation improvements built prior to and concurrently with growth and development (rather than in reaction to growth)

Goal #4: A transportation system that maximizes the efficiency of freight movement through and within the region with minimal impacts on neighborhood and campus areas, especially areas of higher bicycle and pedestrian demand

OBJECTIVES	MEASUREMENTS		
Objective 4A: Reduce truck traffic in residential neighborhoods and on other streets where significant numbers of bicycles and pedestrians are present	Change in number of trucks in neighborhoods	Change in number of trucks in other pedestrian/bicycle activity areas	
Objective 4B: Improve truck access to key industrial areas	Change in time to deliver freight	Change in amount of freight moved	Change in number of freight dependent industries
Objective 4C: Increase options for freight movement that minimizes truck traffic on non-interstate roadways	Change in amount of freight moved by non-truck mode		

Goal #5: Greater collaboration between local agencies, state officials, and private interests in the pursuit and funding of transportation improvements

OBJECTIVES	MEASUREMENTS		
Objective 5A: More effective and less costly transportation improvements by capitalizing on common goals and needs between communities and agencies in the region	Change in number of policies and projects co-sponsored by multiple jurisdictions	Change in number of projects funded by multiple jurisdictions	Change in number of projects that physically cross jurisdictional lines
Objective 5B: Higher quality transportation system improvements due to cost sharing and collaboration.	Change in the ratio of funding by state sources versus local sources for projects	Change in public opinion related to quality of transportation improvements	Change in number of projects and programs jointly funded by multiple jurisdictions
Objective 5C: Transportation improvements that support the public's long-term vision for the region	Change in number of regional goals supported by projects	Change in public satisfaction related to transportation projects	

Goals #6: A Transportation system that is attractive, sustainable, and livable.

OBJECTIVES	MEASUREMENTS		
Objective 6A: Integrate the local context of the area into the planning, design, and construction of transportation improvements	Change in the quality and livability of the built environment	Change in public satisfaction related to transportation projects	Change in property values
Objective 6B: Include sustainability features in design of transportation improvements that minimize environmental impacts	Change in storm water run-off due to transportation infrastructure and runoff related to vehicular byproducts.	Change in vehicle emissions impact on air-quality	Change in negative impacts to environment due to transportation
Objective 6C: Address multimodal system needs in all planning, design, and construction of transportation improvements	Change in number of non-automobile focused transportation projects planned, designed, and constructed	Change in comfort, safety and convenience for travel (all modes)	

Goals #7: Reduce automobile trip demand, especially during peak travel hours

OBJECTIVES	MEASUREMENTS		
Objective 7A: Reduce the need to construct costly transportation and parking infrastructure improvements	Change in project funding required to meet the region's transportation and parking needs		
Objective 7B: Invest in transportation improvements that encourage and support development/land use patterns that decrease need to travel	Change in number of projects that support mixed-use, transit oriented, and non-auto centric land development		
Objective 7C: Reduce automobile emissions and improve air quality	Change in air-quality measures		
Objective 7D: 50% increase in trips made by walking	Change in walking trips		
Objective 7E: 5% of all trips made by bicycle by 2025	Change in bicycle trips		
Objective 7F: Increase number of trips made by public transit by 200%	Change in bus trips	Change in PRT trips	Change in other public transit trips
Objective 7G: Increase work telecommuting and virtual lectures (WVU)	Change in number of employees working from home or other remote locations	Change in number of students taking classes remotely	Change in person trips to/from work and classes
Objective 7H: Increase average vehicle occupancy by 100%	Change in average number of occupants per vehicle		

Goals #8: A multimodal transportation system that enhances the homeland security of the region

OBJECTIVES	MEASUREMENTS	
Objective 8A: Heighten awareness of homeland security needs related to transportation	Change in occurrences of security issues being considered	
Objective 8B: Improve understanding of critical transportation system related homeland security issues in the region	Change in knowledge of critical homeland security issues	
Objective 8C: Incorporate homeland security needs in transportation project planning, design, and construction	Change in number of projects and policies that include homeland security considerations	



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Jim Justice
Governor

Thomas J. Smith, P. E.
Secretary of Transportation/
Commissioner of Highways

December 11, 2017

Morgantown Monongalia Metropolitan
Planning Organization
Mr. J. William B. Austin
Executive Director
243 High Street, Room 110
Morgantown, West Virginia 26505

Dear Mr. Austin:

The Fixing America's Surface Transportation (FAST) Act requires that as a part of the Highway Safety Improvement Program (HSIP) state departments of transportation (DOT) must establish and report on safety performance targets for the following minimum five safety performance areas:

- Number of fatalities;
- Number of serious injuries;
- Fatality rate per hundred million vehicle miles traveled (HMVMT);
- Serious Injury Rate per HMVMT; and
- Number of non-motorized fatalities and serious injuries.

Additionally, the FAST Act requires state DOTs to share their established five safety performance targets with the State's Metropolitan Planning Organizations (MPOs). The MPOs are given the flexibility of adopting the State's targets or establishing their own. As you will recall, Traffic Engineering has previously met with the MPOs regarding these performance targets and has provided each MPO with data specific to their organization to enable them to select their targets.

In compliance with the FAST Act, West Virginia Secretary of Transportation, Tom Smith officially approved the attached safety performance targets for West Virginia in a June 23, 2017 meeting. This verbal approval was followed by an official memo in early July.

Should you have any additional questions regarding the established Safety Performance Measures, please do not hesitate to contact Marsha Mays of this office.

Very truly yours,

Cindy L. Cramer, P. E.

Director -
Traffic Engineering Division

CLC:MKM:nw

cc: Perry Keller

Safety Performance Measures adopted by the State of West Virginia

1. Number of fatalities

Goal to Attain a	5 Year Averages									
	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018
50% Reduction by 2030										
Actual 5 Year Average	390.2	378.4	364.0	345.4	336.2	319.2	309.8	296.0		
Target to Reach Goal		380.9	369.2	355.1	337.1	327.9	311.4	302.2	288.8	281.6

2. Number of serious injuries

Goal to Attain a	5 Year Averages				
	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017
66% Reduction by 2030					
Actual 5 Year Average	1999.8	1791.4	1604.4	1453.4	
Target to Reach Goal		1921.4	1721.1	1541.9	1397.2

3. Fatality rate per hundred million vehicle miles traveled (HMVMT)

Goal to Attain a	5 Year Averages									
	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018
50% Reduction by 2030										
5 Year Avg Fatality Rate	1.980	1.935	1.887	1.809	1.782	1.694	1.637	1.549		
Target to Reach Goal		1.971	1.855	1.799	1.780	1.748	1.635	1.542	1.458	1.370

4. Injury rate per hundred million vehicle miles traveled (HMVMT)

Goal to Attain a 66% Reduction by 2030	5 Year Averages				
	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017
<i>5 Year Average Serious Injury Rate</i>	10.602	9.514	8.484	7.614	
<i>Target to Reach Goal</i>		9.592	8.549	7.621	6.797
					6.327

5. Number of non-motorized fatalities

Goal to Attain a 50% Reduction by 2030	5 Year Averages									
	2005-2009	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018
<i>Actual 5 Year Average</i>	22.2	20.4	20.0	20.8	23.4	23.4	24.2			
<i>Target to Reach Goal</i>		21.7	19.9	19.5	20.3	22.7	22.6	23.3	22.5	21.6

6. Number of non-motorized serious injuries

Goal to Attain a 66% Reduction by 2030	5 Year Averages				
	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017
<i>Actual Annual Number</i>	93.4	85.4	83.2	78.0	
<i>Target to Reach Goal</i>		89.7	82.2	80.1	75.2
					72.5