



243 High Street Room 026  
Morgantown, WV 26505  
(304) 291-9571  
[www.plantgether.org](http://www.plantgether.org)

## Agenda

Policy Board  
Monongalia County Board of Education  
1751 Earl Core Road  
Morgantown WV  
May 18, 2023

6:00 PM

1. Call To Order
2. Public Comment Period
3. Approval of Minutes
4. Committee Reports
  - a. Citizens Advisory Committee
  - b. Finance Committee
  - c. Executive Directors Report
5. Monongahela River Highway Designation
6. Project Selection Process for Suballocated Funds and TIP Projects
7. Pavement Condition and System Reliability Performance Measures
8. Other Business
9. Meeting Adjournment



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### Memorandum

**Date:** May 11, 2023  
**To:** Policy Board Members  
**From:** Bill Austin, AICP  
**Subject:** May 18, 2023 Policy Board Meeting Agenda Items

This memorandum is to inform you of the action items under consideration at the May 2023 Policy Board meeting.

**-Monongahela River Highway Designation-**The City of Morgantown and the Port of Pittsburgh have been working on an application for the Monongahela to be part of the United States “River Highway” network. The most recent Federal legislation on this topic eliminated local government eligibility to sponsor a proposed “River Highway” and instead designated metropolitan planning organization’s as potential sponsors. The Port of Pittsburgh and the City of Morgantown have asked the MMMPO to become the sponsor of the application. Please find attached a handout discussing the implications of the River Highway designation. A representative of the USDOT Marine Highway Program will be in attendance at the Policy Board meeting to discuss the program.

As a policy matter this item has not been reviewed by the TTAC and CAC. **Staff respectfully recommends that the MPO Policy Board approve the attached resolution designating the MMMPO as the local sponsor of the Monongahela Rivers designation as a “Marine Highway”.**

**-Project Selection Process-**The IIJA Bill provides that each MPO’s with populations under 200,000 are suballocated funds from the Carbon Reduction Program (CRP). **Our MPO’s allocation under this program is approximately \$352,000 a year for 5 years.** The bill also identifies that a portion of the State’s Surface Transportation Block Grant funding is to be equitably distributed to the State’s MPO’s with populations of less than 50,000. WVDOH worked with WVAMPO to determine an equitable formula for distributing these funds. **Our MPO’s portion of these funds is approximately \$570,000 a year for five years.** The MPO can also request use of STBG funds for projects above our suballocation in a competitive process.

The MPO Policy Board has requested and WVDOH has agreed to utilize \$200,000 of the Carbon Reduction funds for the design of the Smithtown Road/Don Knott’s Boulevard intersection. The Policy Board has also requested that WVDOH use \$400,000 of the STBG funds (with a match of \$100,000 from the area’s agencies) for the Downtown Microsimulation Study.

Taking into account previous allocations the MPO needs to select projects for the remaining CRP and STBG funds.. **The MMMPO has approximately \$500,000 of CRP funds to program for Fiscal Years 2022 and 2023. The MMMPO also has approximately \$700,000 in STBG funds from FY’s 22 and 23 to program.**

The State’s STIP and TIP Guidelines also specify processes for requesting that State perform the following types of projects

- 1) Major Metropolitan Transportation Plan projects such as a new bridge or other major expenditure,
- 2) Significant safety, capacity or operational projects such as a new signal

- 3) Input into the WVDOH District's annual resurfacing projects (focused on corridors not specific points)

Under the WVDOT's "STIP and TIP Guidelines-May 2023" the MPO must develop a process for selecting projects for both the suballocated funding and for requesting additional funds as identified above. MPO staff has developed an application process for these funds (see attached).

**It is staff's recommendation that the MPO utilize the process described in the attached policy for the selection of projects for the MPO's suballocated funding and the development of MPO requests for project funding from WVDOH. The TTAC have respectfully recommended that the Policy Board adopt these guidelines.** The CAC did not have a quorum. If this Policy is put in place by the Policy Board we would hope to have projects for the Policy Board's approval at the August Policy Board meeting.

**-Performance Measures-**The West Virginia Department of Transportation has requested that the MPO adopt the following Performance Measures:

Pavement Performance Measures:

- The targets for *Percentage of Pavements of the Interstate System in Good Condition* for 2023 and 2025 that are 72.0% and 70.0%.
- The targets for *Percentage of Pavements of the Interstate System in Poor Condition* for 2023 and 2025 that are both 4.0 %.
- The targets for *Percentage of Pavements of the Non-Interstate NHS in Good Condition* for 2023 and 2025 that are 43.0% and 42.0%.
- The targets for *Percentage of Pavements of the Non-Interstate NHS in Poor Condition* for 2023 and 2025 that are both 5.0%;

Bridge Maintenance Performance Measures:

- The targets for *Percentage of NHS Bridge Deck Area Classified in Good Condition* for 2023 and 2025 that are 11.5% and 12.0%.
- The targets for *Percentage of NHS Bridge Deck Area Classified in Poor Condition* for 2023 and 2025 that are 14.0% and 13.0 %;

System Reliability and Freight Performance Measures:

- The targets for *Percent of the Person-Miles Traveled on the Interstate That Are Reliable* for 2023 and 2025 that are 97.0% and 96.0%.
- The targets for *Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable* for 2023 and 2025 that are 93.0% and 92.0%.
- The targets for *Interstate Truck Travel Time Reliability (TTTR) Index* for 2023 and 2025 that are 1.35 and 1.40

**The TTAC unanimously recommended adoption of these performance measure goals. It is respectfully requested that the Policy Board adopt these Performance Measures.** The CAC did not have a quorum.



## POLICY BOARD MEETING

Monongalia Board of Education  
1751 Earl L. Core Road. Morgantown. WV. 26505

March 16, 2023, 6 PM

### Members Present:

Chair Mike Kelly – Board of Education, Treasurer Mayor Patricia Lewis – Town of Granville, Joe Abu-Ghannam - City of Morgantown, Commissioner Jeffery Arnett – Monongalia County, Recorder Steve Blinco – Westover, Commissioner Tom Bloom – Monongalia County, Mr. Brian Carr – WV DOH, Ron Justice – West Virginia University, Councilperson Kawecky – City of Morgantown, Commissioner Sean Sikora – Monongalia County

**MPO Director:** Bill Austin, AICP

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### 1. Call to Order

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

### 2. Public Comment

Matt Cross, the Chair of Morgantown Municipal Pedestrian Safety Board, noted that Collins Ferry Rd needs sidewalks and crosswalks near Suncrest Elementary School. He noted that the Pedestrian Safety Board has contacted the Mon County Board of Education and WV DOH regarding this issue.

### 3. Completion of Executive Directors Review (May require Executive Session per WV 6-9a-4.2A)

Commissioner Bloom made a motion to move the meeting into executive session; seconded by Mr. Justice. With no discussion, the motion passed unanimously.

Commissioner Bloom moved to move the meeting out of executive session; seconded by Mr. Kelly. With no discussion, the motion passed unanimously.

#### **4 Approval of Minutes**

Mr. Austin noted that the minutes of the last meeting were included in the agenda package; Commission Bloom moved to approve the minute as presented; seconded by Mayor Selin. With no discussion, the motion passed unanimously.

#### **5. Committee Reports**

##### **a. Citizens Advisory Committee (CAC)**

Mr. Austin noted that Christiaan Abildso, the Chair of CAC, is not able to attend this meeting. Mr. Austin noted that the committee had a quorum. It reviewed all action items and unanimously recommended approval of them.

##### *b. Finance Committee*

Mayor Lewis briefed the Board on the financial report:

At the beginning of January, the balance was \$33,353.61. There was one deposit from DOH for \$22,037.45. There were 19 disbursements totaling \$20,416.53, leaving \$43,974.53 at the end of January.

At the beginning of February, the balance was \$43,974.53. There were three deposits totaling \$52,236.57. There were 19 disbursements totaling \$21,613.6, leaving \$65,597. 50 at the end of February.

Mr. Justice moved to approve the finance report as presented; seconded by Mayor Selin. With no discussion, the motion was unanimously approved.

##### *c. Executive Director*

Mr. Austin noted that the MPO staff had a meeting with the Secretary of Transportation during the Monongalia/Preston County Day in Charleston. The MPO has issued a memo reporting on the discussions. MPO staff has been working with DOH on the contract for the Greenbag Rd project funded by the RAISE grant. MPO staff is expecting to have a new full-time employee in May. The employee will take a shared position between the MMMPO and the Monongalia County Planning Commission. MPO staff has been working on the MPO's Travel Demand Model in response to inquiries from Federal Highway Administration.

#### **6. Draft FY 2023-2024 Unified Planning Work Program**

Mr. Austin noted that a draft of the MPO's FY 2023-2024 Unified Planning Work Program (UPWP) has been included in the agenda package. The tasks in the draft UPWP includes oversight of the Downtown Traffic Study, oversight of the Greenbag Road Design Study, initial implementation of the pedestrian/cyclist data collection initiative, and normal MPO operations including enhanced outreach. MPO Staff also intends to perform an areawide charging station study. The draft UPWP proposes a 4% cost of living increase for primary MPO Staff along with enhanced pay for the MPO's shared employee upon completion of their probationary period. Mr.

Austin noted that the MPO anticipates additional funding being available once the WVDOH has evaluated the recently released 2020 Census data.

Commission Bloom moved to approve the UPWP as presented; seconded by Mayor Selin. Councilperson Kaweckı asked when the downtown traffic study will start. Mr. Austin noted that the funding for the study will be available by July and the study team will start data collection in August and September. With no further discussion, the motion passed unanimously.

### **7. Draft RAISE Grant Agreement**

Mr. Austin noted that included in the agenda package is a draft agreement between the MMMPO and WVDOH for the use of the MPO's \$4.2 million RAISE grant for the completion of the design of Greenbag Road and the feasibility study for the off-road path. MPO staff requests that the Executive Director be authorized to execute this agreement, if it is substantially the same as the version of the document as presented. Mr. Austin noted that as an administrative matter, this agenda item was not reviewed by the MPO's advisory committees. Mayor Selin moved to authorize the MPO's Executive Director to execute this agreement as requested; seconded by Commissioner Bloom. With no discussion, the motion passed unanimously.

### **8. Draft Title VI Plan**

Mr. Austin noted that as a recipient of Federal funds, the MPO is required to meet Federal requirements for underserved communities and communities of concern. This requires the MPO to update the Title VI Plan every four years. MPO Staff has reviewed our Plan and updated the base information needed for our analysis as well as reviewed the plans provisions to ensure that they meet current requirements for outreach to these communities. Except for the update of the data used to evaluate the population of our community this Plan is essentially the same as our last Plan. Commissioner Bloom moved to confirm the consultant selection; seconded by Mayor Selin. With no discussion, the motion passed unanimously.

### **9. On Call Consultant Selection**

Mr. Austin noted that a memorandum of the on-call consultant selection is included in the agenda package. Mr. Austin noted that the Selection Committee identified that two firms' submittals effectively separated themselves from the pack. These firms were Kimley Horn Associates and AECOM. After review of these firms' other documentation the Selection, Committee recommended that the MPO enter into contracts with both firms for On-call services. Mr. Austin noted that if the Policy Board confirms this recommendation, Staff will enter into contract negotiations with both firms. Mr. Austin noted that the TTAC and CAC both unanimously recommended the selection of both firms to the MPO Policy Board.

Mr. Carr asked about tasks that are expected to be given to the on-call consultants for the next fiscal year. Mr. Austin noted that for the next fiscal year the MPO intended to use the consultant for annual traffic count.

Commissioner Bloom moved to confirm the consultant selection; seconded by Mayor Selin. With no further discussion, the motion passed unanimously.

## **10. TIP Adjustments**

Mr. Austin noted that WV DOH has requested several adjustments to the MPO's Transportation Improvement Program (TIP). The adjustments require no action from the Board. The great majority of these adjustments are District Four wide projects such as the installation of roadway striping. The two most significant adjustments are increasing funding for the Walnut Street Streetscape project and the delay of the Brookhaven Road intersection project (the intersection of Brookhaven Road with WV 7) from FY 2024 to FY 2026. Mr. Austin noted that MPO Staff is working with a WVU student capstone project looking at potential solutions to the concerns at this intersection. We hope that the WVU student work will help WVDOH develop a consensus on this question.

Commissioner Bloom expressed his concern about the delay of the Brookhaven project. Mr. Austin noted that the delay was partly caused by a disagreement over the intersection design between the DOH district office and DOH's central office. Commissioner Bloom noted that the project has been postponed for many times. He suggested sending a letter to DOH expressing concerns over the project's delay. The Board agreed.

## **11. Other Business**

Mayor Selin asked how to get the Suncrest Elementary School sidewalk project started. Mr. Carr noted that the such project usually needs a champion. An agency needs to put pieces together, including scope of work and funding resources. The crosswalk should be included in the project scope. Mr. Kelly noted he will work with Mr. Austin on the project and coordinate the Board of Education to set up this project.

Commissioner Bloom noted that the County Commission has set up a working session with WV DOH on April 19 at 1 pm. He welcomed participation from Board members.

Councilperson Kawecky asked about DOH's initiative to improve pedestrian safety in the area. Mr. Austin noted that as a part of the State Highway Safety Improvement Program, the DOH established a regional forum on pedestrian safety. Currently, the initiative is at its inception phase.

Councilperson Kawecky asked about the Mileground project. Mr. Justice noted that he heard different messages about the project. Some said it will be complete by early May; others said the construction will continue until this fall.

Chairman Kelly noted that this year is the MMMPO's 20<sup>th</sup> anniversary. He expressed his appreciation to Board members for their service.

## **12. Meeting Adjournment**

The meeting adjourned at 7:25 PM.

Accrual Basis

Type	Date	Num	Name	Memo	Class	Clr	Split	Amount	Balance
									<b>65,597.50</b>
Deposit	03/02/2023		Monongalia County	Match for Downtown Tr. Study			√ Match for Grant	12,500.00	78,097.50
Check	03/15/2023	9528	Fringe Benefits Management Company				√ Salary	-342.54	77,754.96
Check	03/15/2023	9529	Public Employees Insurance Agency				√ Salary	-2,210.74	75,544.22
Check	03/15/2023	9530	Retiree Health Benefit Trust Fund				√ Salary	-140.00	75,404.22
Check	03/15/2023	9531	Service Plus				√ Accounting	-130.60	75,273.62
Check	03/15/2023	6093	Jing Zhang	Electronic Deposit			√ Salary	-1,592.18	73,681.44
Check	03/15/2023	6094	Jacqueline G. Peate	Electronic Deposit			√ Salary	-463.06	73,218.38
Check	03/15/2023	6095	J. William B. Austin	Electronic Deposit			√ Salary	-2,626.77	70,591.61
Check	03/15/2023	6096	ICMA. Retirement Corp				√ Salary	-1,716.99	68,874.62
Check	03/15/2023	941	IRS	Electronic Transfer			√ Salary	-1,474.54	67,400.08
Deposit	03/16/2023		WVDOH	February 2023			√ PL Funds (Funds)	19,452.24	86,852.32
Deposit	03/29/2023		Morgantown Area Chamber	Deposit Microsimulation Study Match			√ Match for Grant	12,500.00	99,352.32
Check	03/30/2023	9532	Centra Bank - Mastercard	software and travel			√ Computer Software	-102.71	99,249.61
Check	03/30/2023	9533	Patricia Diederich				√ Office Supplies	-138.92	99,110.69
Check	03/30/2023	9534	West TV	Policy Board Meeting Broadcast			√ Public Notices	-450.00	98,660.69
Check	03/30/2023	6097	Jing Zhang	Electronic Transfer			√ Salary	-1,592.17	97,068.52
Check	03/30/2023	6098	Jacqueline G. Peate	Electronic Transfer			√ Salary	-421.97	96,646.55
Check	03/30/2023	6099	J. William B. Austin	Electronic Transfer			√ Salary	-2,626.76	94,019.79
Check	03/30/2023	6100	ICMA. Retirement Corp	Electronic Transfer			√ Salary	-1,716.99	92,302.80
Check	03/30/2023	941	Internal Revenue Service				√ Salary	-1,467.80	90,835.00
Check	03/30/2023	3302	WV Dept of Tax and Revenue	Electronic Transfer			√ Salary	-572.00	90,263.00
									<b>90,263.00</b>

Total Centre-Checking (voucher checks)  
 TOTAL



Type	Date	Num	Name	Memo	Class	Clr	Split	Amount	Balance
								<b>90,263.00</b>	
<small>Centra-Checking (voucher checks)</small>									
Checl	04/14/2023	941	IRS			√	Salary	-1,494.56	88,768.44
Checl	04/14/2023	6101	Jing Zhang	Electronic Transfer		√	Salary	-1,592.18	87,176.26
Checl	04/14/2023	6102	Jacqueline G. Peate	Electronic Transfer		√	Salary	-555.63	86,620.63
Checl	04/14/2023	6103	J. William B. Austin	Electronic Transfer		√	Salary	-2,626.76	83,993.87
Checl	04/14/2023	6104	ICMA. Retirement Corp			√	Salary	-1,716.99	82,276.88
Checl	04/14/2023	9535	City of Morgantown	User Fee		√	Salary	-110.50	82,166.38
Checl	04/14/2023	9536	J. William B. Austin	Mileage Charleston trip		√	Travel & Ent	-204.59	81,961.79
Checl	04/14/2023	9537	Jacqueline G. Peate	Parking when in office		√	Travel & Ent	-32.75	81,929.04
Checl	04/14/2023	9538	Jing Zhang	Nat. APA Conference		√	Travel & Ent	-2,697.42	79,231.62
Checl	04/14/2023	9539	Public Employees Insurance Agency			√	Salary	-2,210.74	77,020.88
Checl	04/14/2023	9540	Retiree Health Benefit Trust Fund			√	Salary	-140.00	76,880.88
Checl	04/14/2023	9541	Service Plus			√	Accounting	-131.70	76,749.18
Depo:	04/14/2023		WVDOH	Deposit		√	PL Funds (Funds)	17,808.97	94,558.15
Checl	04/28/2023	9542	Centra Bank - Mastercard	\$452 JZ APA other software/internet			Travel & Ent	-524.81	94,033.34
Checl	04/28/2023	9543	Fringe Benefits Management Co				Salary	-342.54	93,690.80
Checl	04/28/2023	6105	Jing Zhang	Electronic Transfer		√	Salary	-1,620.18	92,070.62
Checl	04/28/2023	6106	Jacqueline G. Peate	Electronic Transfer		√	Salary	-397.56	91,673.06
Checl	04/28/2023	6107	J. William B. Austin	Electronic Transfer		√	Salary	-2,670.77	89,002.29
Checl	04/28/2023	6108	ICMA. Retirement Corp				Salary	-1,716.99	87,285.30
Checl	04/28/2023	941	IRS	Electronic Transfer			Salary	-1,463.70	85,821.60
Checl	04/28/2023	4282	WV Dept of Tax and Revenue	Electronic Transfer			Salary	-500.00	85,321.60
Depo:	04/28/2023		WVU Facilities Management	Deposit Dwntwn Micro Study		√	Consulting	12,500.00	97,821.60
								<b>97,821.60</b>	

Total Centra-Checking (voucher checks)  
 TOTAL

**RESOLUTION**

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**

**FOR THE MORGANTOWN MONONGALIA MPO TO SPONSOR THE  
MONONGAHELA RIVER AS PART OF MARINE HIGHWAY 79**

**WHEREAS**, the United States Congress established the Marine Highway Program to expand the use of the nation's waterways; and

**WHEREAS**, increased use of the Monongahela River for freight transportation is consistent with the urban area's Transportation Plan's goal of an integrated multi-modal transportation system; and

**WHEREAS**, the increased use of the Monongahela River for freight transportation is also consistent with the MPO's goal of improving system reliability by increasing options for freight movement; and

**WHEREAS**, economic growth is occurring along the Monongahela River; and

**WHEREAS**, the Port of Pittsburgh and the City of Morgantown have worked together to develop an application for the Monongahela River to become part of Marine Highway 79; and

**NOW, THEREFORE BE IT RESOLVED**

The Policy Board hereby agrees to cosponsor an application for the Monongahela River to be designated as part of the Federal Marine Highway System,

**ADOPTED**

\_\_\_\_\_

Chairman

\_\_\_\_\_

Secretary to the Board

## US Marine Highway Program Overview

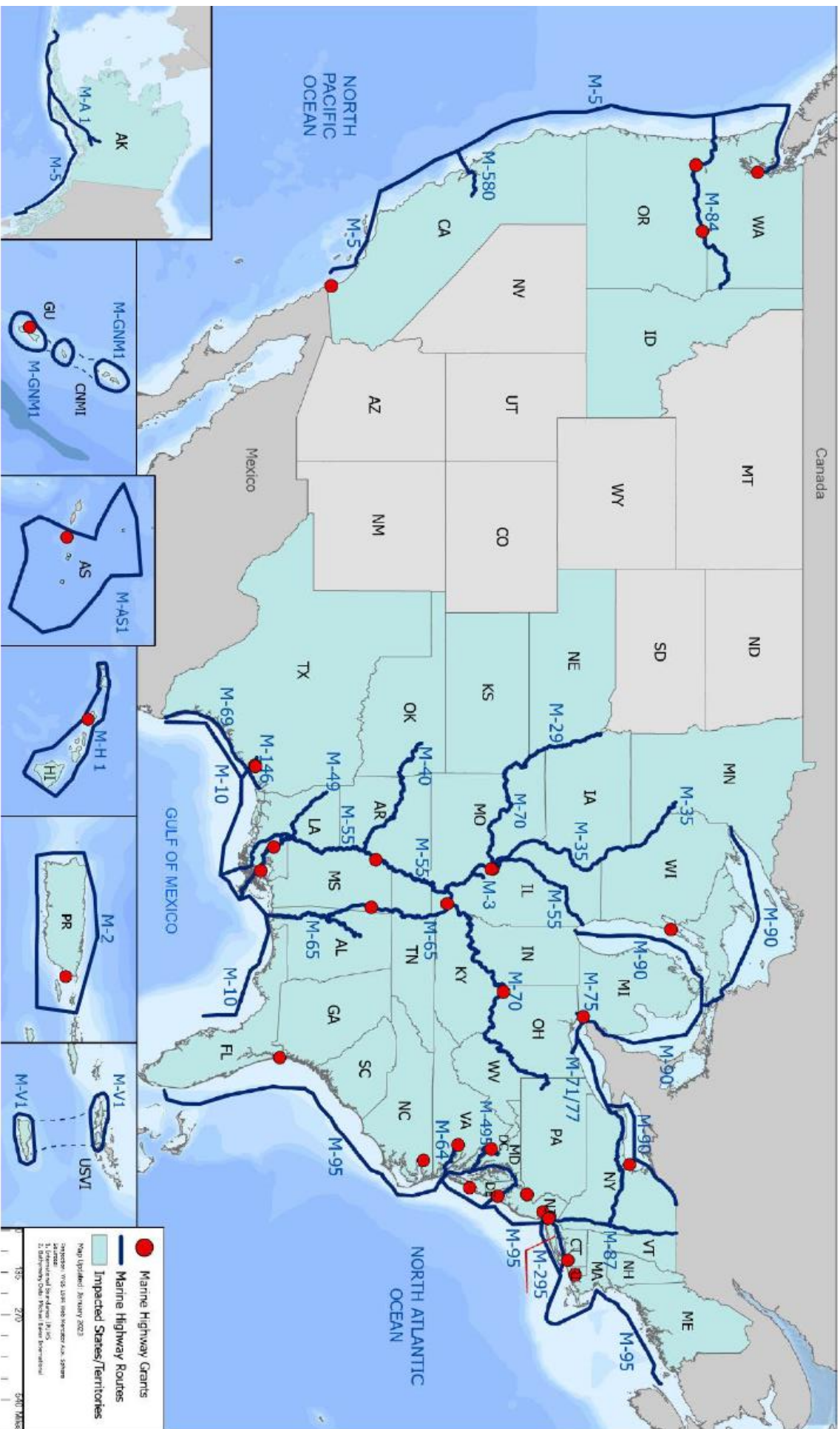
- The Marine Highway program was established by Section 1121 of the Energy Independence and Security Act of 2007 to reduce landside congestion through the designation of Marine Highway Routes.
- The USMHP currently includes 29 marine highway routes reaching 41 states, the District of Columbia, and five U.S. territories, and spanning 19,541 miles (covering 80% of the Nation’s navigable waterways).
- The USMHP is administered by the Maritime Administration (MARAD) via the Office of Ports & Waterways Planning, which provides program oversight, and the administration of funding for awarded projects.
- Only projects that serve marine highway routes designated by the Secretary of Transportation are eligible to apply for grant funds. Currently, there are 29 Designated Marine Routes.
- A United States private sector operator of marine highway projects or private sector owners of facilities, including an Alaska Native Corporation, are eligible to apply for a grant, but require an endorsement letter from the current marine highway route sponsor (prior year applications required the support of the designated project sponsor). An endorsement letter merely indicates support for a proposed project; it does not impart any further responsibility or involvement of the Route Sponsor in the project.
- Through FY2022, 56 grants awards have been made, totaling \$91 million in MHP funds for projects that have leveraged an additional \$116.3 million in investment, resulting in \$207.3 million in total investment.
- \$10 million has been appropriated under the Consolidated Appropriations Act, 2023.

Eligible elements		Geographic Distribution
Landside equipment	Equipment 53%	East Coast: 23 awards / \$28.3M
Vessels	Vessels 24%	Inland Waterways: 17 awards / 23.5M
Infrastructure	Infrastructure 20%	West Coast: 5 awards / \$16M
Planning grants (to support the elements above)	Planning Grants 2%	U.S. territories: 3 awards / \$9.4M
	Water 1%	Gulf Coast: 4 awards / \$8.3M
		Great Lakes: 3 awards / \$5.2M
		Hawaii/Alaska: 1 award / \$200K

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 Maritime Administration  
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# United States Marine Highway Program Grants





# Project Selection Guidelines & Process For Federal Sub-Allocation Funds and Projects Proposed for the Transportation Improvement Program

May, 2023

## Contents

1. General Guidelines.....	3
1.1 Applicant Eligibility.....	3
1.2 Project Selection Criteria and Scoring.....	4
2. Project Selection Process .....	5
3. Project Eligibility.....	6
3.1 Project Eligibility for STBG funding .....	6
3.2 Project Eligibility for Carbon Reduction Program (CRP) funding .....	9
4. Funding (Federal Share).....	10
4.1 Federal Share of STBG Funds .....	10
4.2 Federal Share of CRP Funds .....	11

# 1. General Guidelines

The Morgantown Monongalia Metropolitan Planning Organization (MMMPO) is dedicated to improving transportation infrastructure and services in the region. As part of this effort, the MPO is responsible for allocating federal funds sub-allocated to the MMMPO from the Surface Transportation Block Grant Program (STBG) and the Carbon Reduction Program (CRP).

In addition to requesting project implementation through the MPO's suballocated Carbon Reduction and Surface Transportation Block grant funds the MPO has opportunities to request that the West Virginia Department of Transportation implement major Metropolitan Transportation Plan projects, smaller operational and safety improvement projects and street corridors resurfacing projects. The opportunities for this type of project recommendation are outlined in the State's "STIP and TIP Operating Guidelines-May 2023" (To see a full description of for the programs identified by State please see pages 13-14 of the Guidelines)

To ensure a fair and transparent process for selecting projects for funding, the MPO has developed a project selection process. This process is designed to evaluate project proposals based on established criteria and select those that will provide the greatest benefit to the community.

## 1.1 Applicant Eligibility

Applicants to the STBG and CRP sub-allocation funds must be able to provide any match required for the project unless the project is eligible for 100% funding and be

- A unit of local government or the MPO itself.
- An agency that maintains Federal aid eligible facilities or that has coordinated with WV DOH for improvements to a road eligible for federal funds prior to submission of an application.
- A nonprofit entity that is responsible for the administration of federal fund eligible facilities.

Applications for large MTP Projects, operational and safety improvements, and resurfacing projects should be:

- A unit of local government or the MPO itself.
- An agency that maintains Federal aid eligible facilities or that has coordinated with WV DOH for improvements to a road eligible for federal funds prior to submission of an application.
- A nonprofit entity that is responsible for the administration of federal fund eligible facilities
- In the case of a resurfacing project the project can be recommended by a member of the public but must be approved by the MPO Policy Board.

## 1.2 Project Selection Criteria and Scoring

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

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



## **2. Project Selection Process**

At the beginning of each fiscal year, the MPO will announce the application deadline on the MPO's website. The information will also be shared with the MPO's advisory committees and Policy Board.

### **Step 1. Pre-application**

MPO staff will hold pre-application meetings as requested with potential applicants to discuss project qualification and selection criteria.

### **Step 2. Applicant Submitting Application**

The applicant should submit an application that identifies the following items.

1. Need for the project. What evidence is there that the project should be implemented quickly. The applicant should be able to provide information such as a summary of crash data, identified congestion, gaps in the network (street or sidewalk) a traffic study or similar information.
2. Project extent-A map of the project location and the extent of the project should be provided
3. Identified funding source for match if the project has not been identified as being eligible for 100% Federal funding or as priority for the State by a representative of the WVDOT/WVDOH.
4. Identified community support for the project

### **Step 3. Preliminary Review**

After receiving an application, MPO staff conduct a preliminary review to determine project eligibility. MPO staff will inform the applicant of the outcome of the preliminary review.

### **Step 4. Project Scoring**

MPO staff will score projects based on the information presented in the application. The MPO will compile all applications, scoring sheets, and any other relevant information.

### **Step 5. Advisory Committee Review**

MPO staff will share the compiled document with the MPO's Transportation Technical Advisory Committee (TTAC) and Citizens Advisory Committee (CAC) for review and comments. If necessary, MPO staff will revise the project scoring and ranking based on the input from TTAC and CAC.

### **Step 6. Policy Board Review**

MPO staff will prepare a report summarizing the project selection outcome and the comments received from the TTAC and CAC. MPO staff will share the report with Policy Board for review and comments. If necessary, MPO staff will revise the project score and ranking based on the input from the Policy Board.

### **Step 8. Final Approval**

MPO staff will submit the report to the Policy Board for approval. Project selection and funding suballocation will be considered final only after the report is approved by the MPO's Policy Board.

### 3. Project Eligibility

Proposed projects must be located within the MMMPO Planning boundary - Monongalia County and be a project or a portion of a project in the MPO's metropolitan transportation plan (MTP) or be found by MPO Staff and the Policy Board to be consistent with the MPO's MTP. Applications for suballocated funds must meet the requirements specified in the following subsection.

#### 3.1 Project Eligibility for STBG funding

##### (1) Location Requirement

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

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

##### (2) Eligible Activities

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

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

- Environmental measures eligible
  - under 23 USC 119(g)
    - Mitigation banking or other third-party mitigation arrangements, such as the purchase of credits from commercial mitigation banks;
    - Statewide and regional efforts to conserve, restore, enhance, and create natural habitats and wetlands; and
    - Development of statewide and regional environmental protection plans, including natural habitat and wetland conservation and restoration plans.
  - under 23 USC 148(a)(4)(B)(xvii). The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.
  - under 23 USC 328. Environmental restoration and pollution abatement to minimize or mitigate the impacts of any transportation project funded under this title (including retrofitting and construction of stormwater treatment systems to meet Federal and State requirements
  - under 23 USC 329. Establishment of plants to perform one or more of the following functions:
    - abatement of stormwater runoff;
    - stabilization of soil;
    - provision of habitat, forage, and migratory way stations for Monarch butterflies, other native pollinators, and honey bees, and aesthetic enhancement.
    - Management of plants which impair or impede the establishment, maintenance, or safe use of a transportation system.
- Transportation control measures listed under Clean Air Act (CAA) Section 108(f)(1)(A) / 42 U.S. Code §7408(f)(1)(A), except clause (xvi) of the section.
  - programs for improved public transit;
  - restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high-occupancy vehicles (HOVs);
  - employer-based transportation management plans, including incentives;
  - trip-reduction ordinances;
  - traffic flow improvement programs that achieve emissions reductions;
  - fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
  - programs to limit or restrict vehicle use in downtown areas or other areas of emissions concentration, particularly during periods of peak use;
  - programs for the provision of all forms of high-occupancy, shared-ride services;
  - programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
  - programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
  - programs to control extended idling of vehicles;
  - reducing emissions from extreme cold-start conditions;
  - employer-sponsored programs to permit flexible work schedules;
  - programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;

- programs for new construction and major reconstruction of paths, tracks, or areas solely for use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior;
- Highway and transit safety infrastructure improvements and programs;
- Fringe and corridor parking facilities;
- Carpool projects;
- Recreational trails, including maintenance and restoration of existing trail;
- Safe routes to school program;
- Pedestrian and bicycle projects in accordance with 23 USC 217, including modifications to comply with ADA requirements;
- Protection for bridges and tunnels on public roads;
- Project to reduce the number of wildlife-vehicle collisions;
- Installation of EV charging facilities;
- Projects to support congestion pricing, electronic toll collection, travel demand management programs;
- Planning programs, research, workforce development, training, and education.
- Deployment of intelligent transportation technologies, including the ability of vehicle to communicate with infrastructure, buildings, and other road users.
- Planning and construction of projects that facilitate intermodal connection between emerging transportation technology, such as magnetic levitation and hyperloop.
- Protective features, including natural infrastructure, to enhance the resilience of a transportation facility. Natural infrastructure, as defined in (23 USC 101 (a)(17)) involves the use of plants, soils, and other natural features, including through the creation, restoration, or preservation of vegetated areas using materials appropriate to the region to manage stormwater and runoff, to attenuate flooding and storm surges, and for other related purposes.
- Projects to enhance travel and tourism.
- Any type of project eligible under 23 USC 133 as in effect on the day before the FAST Act was enacted - December 3, 2015.

## 3.2 Project Eligibility for Carbon Reduction Program (CRP) funding

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

Eligible activities include:

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

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

- separation of motor vehicles from ped/bicycle
  - increasing visibility (lighting), and
  - promoting electric bike (charging facility) and micro-mobility.
- A project for advanced transportation and congestion management technologies (23 U.S.C 503 (c)(4)(E)) including advanced traveler information systems; advanced transportation management technologies; advanced transportation technologies to improve emergency evacuation; infrastructure maintenance, monitoring, and condition assessment, and advanced public transportation system.
  - A project to replace street lighting and traffic control devices with energy-efficient alternatives.

- Development of a carbon reduction strategy.
- A transportation management project, such as congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, and otherwise reducing demand for roads.
- A project to reduce the environmental and community impacts of freight movement.
- A project to support the deployment of alternative fuel vehicles, including publicly accessible electric vehicle charging facilities, alternative fueling infrastructure; zero-emission vehicles, and required supporting facilities.
- A project to improve traffic flow that 1) is eligible under the CMAQ program, and 2) does not involve the construction of new capacity.
- A project for the deployment of infrastructure-based intelligent transportation systems, such as vehicle-to-infrastructure communications and short-range communications.
- A project that contains sustainable pavements and construction materials. Lifecycle assessment (LCA) demonstrate substantial carbon reductions.

Any project that is eligible under the STBG if the Secretary certifies that the State has demonstrated a reduction in on-road highway CO2 emissions: 1) per capita, and 2) per unit of economic output. No certification for FY2022.

## 4.Funding (Federal Share)

### 4.1 Federal Share of STBG Funds

Federal share for STBG-funded project is governed by 23 U.S.C. 120. In general, the share is 80 percent federal funds and 20 percent local funds. An administration fee (approximate 10%) may be associated with the project. Certain safety projects may be funded at 100 percent of the cost by federal funds upon approval by the DOH.

The 23 U.S.C. provides that:

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

- Traffic lights, guardians, barrier;
- Vehicle-to-infrastructure communication; and
- Priority control systems for emergency vehicles or transit vehicles.

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

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

## 4.2 Federal Share of CRP Funds

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

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

## **RESOLUTION**

### **MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION POLICY PAVEMENT MANAGEMENT PERFORMANCE MEASURES**

**WHEREAS**, it has been national Transportation Policy since the passage Moving Ahead for Progress Act of 2012 and subsequent transportation legislation that the States and Metropolitan Planning Organizations shall adopt Performance Measures to ensure that public funds are being spent to address the United States infrastructure needs; and

**WHEREAS**, as established in Federal legislation that the condition of pavement and bridges is significant in the upkeep of infrastructure; and

**WHEREAS**, the West Virginia Department of Transportation has provided performance measures for the respective targets established by Federal legislation; and

**WHEREAS**, the proposed targets include both 2- and 4-year targets; and

**WHEREAS**, the West Virginia Department of Transportation assesses the conditions of pavements and bridges along the National Highway System (NHS) as being in good or poor condition; and

**WHEREAS**, the proposed Pavement Performance Measures include:

- The targets for *Percentage of Pavements of the Interstate System in Good Condition* for 2023 and 2025 that are 72.0% and 70.0%.
- The targets for *Percentage of Pavements of the Interstate System in Poor Condition* for 2023 and 2025 that are both 4.0 %.
- The targets for *Percentage of Pavements of the Non-Interstate NHS in Good Condition* for 2023 and 2025 that are 43.0% and 42.0%.
- The targets for *Percentage of Pavements of the Non-Interstate NHS in Poor Condition* for 2023 and 2025 that are both 5.0%; and

**WHEREAS**, the proposed Bridge Performance Measures include:

- The targets for *Percentage of NHS Bridge Deck Area Classified in Good Condition* for 2023 and 2025 that are 11.5% and 12.0%.
- The targets for *Percentage of NHS Bridge Deck Area Classified in Poor Condition* for 2023 and 2025 that are 14.0% and 13.0 %; and

**WHEREAS**, the MPO agrees to plan and program projects so that they contribute toward the accomplishment of the relevant state target for this performance measure;

### **NOW, THEREFORE BE IT RESOLVED**

The Policy Board hereby adopts the West Virginia Department of Transportation's goals 2 and 4 year goals for the National Performance Management Measures for Assessing Pavement Condition and Bridge Condition as shown above,

### **ADOPTED**

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Chairman

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Secretary to the Board



**RESOLUTION**

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**

**GOALS FOR SYSTEM RELIABILITY AND FREIGHT MOVEMENT**

**WHEREAS**, it has been national Transportation Policy since the passage Moving Ahead for Progress Act of 2012 and subsequent transportation legislation that the States and Metropolitan Planning Organizations shall adopt Performance Measures to ensure that public funds are being spent to address the United States infrastructure needs; and

**WHEREAS**, as established in Federal Legislation that the performance of the National Highway System, and freight movement on the Interstate System, congestion mitigation, and air quality are significant in the upkeep of infrastructure; and

**WHEREAS**, the West Virginia Department of Transportation has provided performance measure 2 year and 4 year goals for the respective target scopes; and

**WHEREAS**, the West Virginia Department of Transportation assesses roadway reliability with regards to freight movement, congestion, and overall reliability; and

**WHEREAS**, the System Performance and Freight Measures include:

- The targets for *Percent of the Person-Miles Traveled on the Interstate That Are Reliable* for 2023 and 2025 that are 97.0% and 96.0%.
- The targets for *Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable* for 2023 and 2025 that are 93.0% and 92.0%.
- The targets for *Interstate Truck Travel Time Reliability (TTTR) Index* for 2023 and 2025 that are 1.35 and 1.40; and

**WHEREAS**, the MPO agrees to plan and program projects so that they contribute toward the accomplishment of the relevant state target for this performance measure;

**NOW, THEREFORE BE IT RESOLVED**

The Policy Board hereby adopts the goals of the West Virginia Department of Transportation, which are required to assess the Performance of the National Highway System, and Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program.

**ADOPTED**

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Chairman

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Secretary to the Board