



243 High Street Room 110  
Morgantown, WV 26505  
(304) 291-9571  
[www.planttogether.org](http://www.planttogether.org)

### Agenda

MPO Policy Board Meeting  
City of Morgantown  
389 Spruce Street  
Morgantown WV  
March 23, 2017  
6:00PM

1. Call To Order
2. Public Comment
3. Approval of Minutes
  - a) November 2016
  - b) January
4. Committee Reports
  - a. Citizens Advisory Committee
  - b. Finance Report
  - c. Executive Director
    - i. Bylaws Review
    - ii. Audit Selection Committee
    - iii. WV Association of MPO's
5. 2015-2016 Audit
6. TIP Amendments
7. I-79 Access Study Adoption
8. Update to Transportation Plan Adoption
9. 2017 Unified Planning Work Program Adoption
10. Other Business
11. Meeting Adjournment



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### Memorandum

**Date:** March 10, 2017  
**To:** Policy Board Members  
**From:** Bill Austin, AICP  
**Subject:** March 23, 2017 Policy Board Meeting Agenda Items

This memorandum is to inform you of action items to be considered as part of the March 23<sup>rd</sup> Policy Board Meeting.

**-Finance Report-**Please find enclosed the finance reports for the months of January and February. It is respectfully requested that the Policy Board accept the reports for these months.

**-FY 2015-2016 Audit-**Please find enclosed in the agenda packet the FY 2015-2016 Audit. There were no findings from the auditors identified in the audit. It is respectfully requested that the Policy Board accept the audit.

**-Transportation Improvement Program Amendments-**WVU, Mountain Line, and the West Virginia Division of Highways have requested that the MPO amend the TIP. A description of the proposed TIP Amendments may be found below. The documentation for the Mountain Line and WVU TIP Amendments follow on separate pages

The proposed TIP Amendments are as follows:

#### **-WV Department of Transportation-Division of Highways**

##### **FY 2017 Add**

##### **-I-68 Morgantown-Maryland Lighting**

-Engineering electronic message boards from Milepost 1.36 to Maryland state line-  
Project HSIP0068174D Total Cost \$250,000 Federal Funds \$250,000

- **I-68 Morgantown-Maryland Lighting**-Install electronic message boards from Milepost 1.36 to Maryland state line-Project HSIP0068174D Total Cost \$1,200,000 Federal Funds \$1,080,000 (Match from WVDOH)

- **Decker's Creek Trail Repair**-Design/Construct from vicinity of Rock Creek to vicinity of Greer, and from vicinity of Sandbank Road to vicinity of Morgan Mine Road Total Distance approximately 13 miles Project NRT2014222D-Total Cost \$44,043 Federal Funds \$35,235 (Match from Mon River Trail Conservancy (MRTC)) Replaces Project NRT 2015245DTC

-**Decker's Creek Trail Repair**-Construct Project from vicinity of Rock Creek to vicinity of Greer, and from vicinity of Sandbank Road to vicinity of Morgan Mine Road Total distance approximately 13 miles Project NRT2014223D-Total Cost \$249,577 Federal Funds \$199,661 (Match from MRTC) Replaces Project NRT2015246DTC

-**Morgantown Multi-use path** Design/Construct-WV 705 from Mileground roundabout to vicinity of Willowdale Road-Project TAP2016335DTC-Total Cost \$125,000 Federal Funds \$125,000

-**Morgantown Multi-use path**-Design/Construct-WV 705 from Mileground roundabout to vicinity of Willowdale Road-Project TAP2016336DTC- Total Cost \$375,000 Federal Funds \$300,000 (Match from City of Morgantown (COM))

-**US 119**-Resurface Hornbeck to Scott Avenue-Project ACST0119441D Construct-Total Cost \$1,225,000 Federal Funds \$0 Funding from WVDOH

-**I-79**-Resurface from just north of Uffington Bridge to Westover distance of 2.84 miles-Project NHPP0793265D Construct-Total Cost \$2,700,000 Federal Funds \$2,700,000

-**CO 857** (Cheat Road)-Microseal from Junction with CR 67 to Ices Ferry Bridge-Project ACST0857022D Construct-Total Cost \$375,000 Federal Funds \$0 Funding from WVDOH

-**WV 7** (New Hill Road) Resurface from CR 41 to CR 43 2.11 miles-Project ACNH0007292D Construct-Total Cost \$380,000 Federal Funds \$0 Funding from WVDOH

#### **FY 2017 Delete**

-**Deckers Creek Trail Repair**-Project 2015245DTC-Total Cost \$45,275 Federal Funds \$45,275 See Project NRT2014222D

-**Deckers Creek Trail Repair**-Project 2015246DTC Total Cost \$121,175 Federal Funds \$96,940 See Project NRT2014223D

-**CO 45** (River Road/Dupont Avenue)-Slide Repair/Resurface Project STP0045073D Total Cost \$1,000 Federal Funds \$800 Project to be performed using WVDOH funds only

**-CO 81 (Kingwood Pike)-Resurfacing Project-Project ACST0081026D-Total Cost \$500,000 Federal Funds \$400,000 Project implemented as part of WVDOH Project S331-81-3.31**

Both the Technical Advisory Committee and the Citizens Advisory Committee have unanimously recommended approval of the WVDOH TIP Amendments It is respectfully requested that the Policy Board approve the proposed TIP Amendments.

**-Mountain Line Transit TIP Amendments-**Mountain Line Transit has requested that the TIP be amended to reflect the following changes: Update Section 5307 funding to recognize changes to the program resulting from the Federal Fast Act and the passage of the Transit Levy in Monongalia County. These changes include breaking out programmed funding into additional categories and increased funding for Section 5307 projects. The TIP Amendment also recognizes the allocation of funding leftover from the discontinued Section 5339 Program for use in upgrading and or repairing Mountain Line facilities. Please see the attached table for the details of the proposed funding.

**-WVU TIP Amendments-**WVU has requested that the TIP be amended to update the PRT portion of the TIP. The changes proposed by WVU are summarized below:

FY 2017-2018 Increase Federal Funding \$1,804,184 to \$2,681,349; Increase WVU matching funding \$316,979 to 536,270; Total Funding Increased by \$2,121,163 to \$3,217,619

For FY's 2019, 2020, and 2021 increase Federal Funding by \$52,294 to total \$928,329; increase Match \$33,339 to total \$185,647 Total funding for each year increases by \$85,623 to \$1,113,886

Changes requested to reflect actual funding stream for 2017-2018. Fiscal Years 2019 through 2021 reflect anticipated revenue in most recent Federal allocation.

The Transportation Technical Advisory Committee and the Citizens Advisory Committee have both unanimously recommended the adoption of these TIP Amendments. It is respectfully requested that the Policy Board approve all of the proposed TIP Amendments. **Staff recommends that Policy Board consider approval of each agencies request separately.**

**-I-79 Access Study-**MPO Staff and HDR, have worked with the I-79 Access Study Steering Committee to develop the draft I-79 Access Study Report. Please find attached a brief summary of the work performed for the Study including copies of the three alternatives that were considered to best address the Project Purpose and Need Statement, Alternative 12 was considered as the most feasible alternative that met the project purpose and need statement and is considered the recommended alternative. The CAC and TTAC have both unanimously recommended approval of the I-79 Access Study and including Alternative 12 in the Transportation Plan Update to the MPO Policy Board. It is respectfully requested that the Policy Board accept the I-79 Access Study and adopt its recommendations.

**-MPO Transportation Plan Update-**MPO Staff as well as the MPO's Committees have been heavily involved in the preparation of an update to the MPO's 2040 Transportation Plan. A copy of the Plan Update document is included with the Agenda.

Elements updated in the Transportation Plan Update include, adoption of the revised regional travel model prepared for the I-79 Access Study project. Model revisions include the addition of origin and destination data, the addition of time of day modeling capability, and an enhanced user interface. Additional Environmental Justice analysis was performed by MPO Staff along with an extensive public outreach effort including 4 public meetings and a survey which reviewed by the goals and objectives of the plan and the project evaluation criteria.

Projects added to the plan include:

-The addition of the recommendation of the I-79 Access Study to specify Alternative 12 as the most feasible alternative.

-The addition of improvements to Smithtown Road from Don Knott’s Boulevard to I-79 to upgrade the road base to handle heavy traffic and to standardize lane widths.

-The extension of the SB and NB I-79 climbing lane in the vicinity of the Uffington Bridge for approximately 300 yards on the downhill side of the road. This project was added at the recommendation of the ad-hoc Freight Committee.

-The Transportation Technical Advisory Committee also added the addition of auxiliary lanes in both directions on I-79 from Exit 152 (Westover) to Exit 155 (Star City) inclusive. These auxiliary lanes will allow safe weave movements for traffic entering and exiting the I-79.

The new projects are recommended to be Tier 2 or 3 projects.

Finally a revised Tier 1 Priority List was prepared by MPO Staff utilizing the results of the evaluation criteria and the public survey. Please find the recommended revised Tier One Project list below:

## 2016-2045 Metropolitan Transportation Plan Update

### Recommended Tier One Projects

Category	Project ID	Project Name	Estimated Cost	2013 LRTP Priority
Tier 1 Projects	6	I-79 Access Improvements Phase I	\$110-120 m	Tier 1
	33	Grumbein’s Island Grade Separation	\$3 million*	Tier 2
	12	Stewartstown Rd Improvements	\$12 million	Tier 2
	13	West Run Rd Improvements-Eastern Section	\$3 million	Tier 1
	21	Earl Core Road (WV 7) -Northern Section	\$9 million	Tier 2
	9	University Ave Complete Street Improvements	\$36 million	Tier 2
	17	Fairmont Rd/Holland Ave Improvements Phase I	\$11 million	Tier 3
	26	North Side Connector Bus Rapid Transit	\$1 million	Tier 1
	27	Grant Ave Bicycle/Pedestrian Connector	\$0.9 million	Tier 1

\*Estimated cost is based on Option #3: Pedestrian “Raised Intersection” Gateway

The TTAC and the CAC have recommended the adoption of the Transportation Plan Update to the MPO Policy Board. It is respectfully requested that the Policy Board adopt the Updated Transportation Plan.

**-Draft Unified Planning Work Program (UPWP)**-Please find enclosed with the agenda the draft 2017-2018 Unified Planning Work Program (UPWP). A draft of this document was reviewed by the Policy Board at the January meeting. The only changes recommended to this document since the Policy Board's last review is that the order of the two studies recommended in the UPWP has changed with the Beechurst Avenue Study being performed this spring and summer and the Pedestrian Plan update being performed this coming winter and following spring. It is also recommended that we engage a WVU professor to perform VISSIM modeling for the Beechurst Avenue Study. The addition of the VISSIM modeling does not affect the total budget requested. Please find below a description of the primary work to be performed during the upcoming fiscal year.

The first project proposed will be the preparation of an operational plan for the Beechurst Avenue corridor from 8<sup>th</sup> Street to the Waterfront development. The purpose of this planning effort is to develop a preliminary plan for the improvements to the corridor funded for FY 2021 in the current Transportation Improvement Program. This Plan will be handed over to WVDOH for the Engineering phase of the project scheduled for 2019. Work to be performed for this plan includes a physical inventory of the corridor, tube counts and turning movement counts by interns, preparation of Syncro and VISSIM models of the corridor and public involvement.

The second study to be performed next fiscal year will be an update of the Pedestrian Plan prepared by the Morgantown Pedestrian Board in 2010. The updated plan will include updating the facility inventory, ensuring community and businesses connectivity needs are addressed, validation of the goals and objectives of the original plan and reprioritizing new and existing projects based on the revised inventory and projects that have been accomplished since the initial development of the plan. This work will entail a considerable public involvement element as well as utilization of interns to update the facility inventory. This work was requested by the Pedestrian Board.

Both the TTAC and CAC have reviewed the UPWP and recommended approval by the Policy Board. It is respectfully requested that the Policy Board adopt the 2017-2018 UPWP.



West Virginia University Personal Rapid Transit (PRT)

Fiscal Year	Project Description and Funding Source	Federal Funds	Match	Total Cost	100% MPRT Funded
2014-2015	Power System Upgrade / Section 5337 Vehicle Replacement (delayed)	\$ 1,007,272	\$ 251,818	\$ 1,259,090	\$ 21,000,000
2015-2016	Power System Upgrade / Section 5337	\$ 1,459,391	\$ 559,847	\$ 1,799,238	\$ 51,216,685
2016-2017	MPRT ATC & AFC Project FY 2013 Section 5337	\$ 959,807	\$ 239,828	\$ 1,199,135	
2017-2018	MPRT ATC & AFC Project FY 14, 15, 16 Section 5337	\$ 2,681,349	\$ 536,270	\$ 3,217,619	
2018-2019	Future MPRT Capital Projects / Sect 5337	\$ 928,239*	\$ 185,647	\$ 1,113,886	
2019-2020	Future MPRT Capital Projects / Sect 5337	\$ 928,239*	\$ 185,647	\$ 1,113,886	
2020-2021	Future MPRT Capital Projects / Sect 5337	\$ 928,239*	\$ 185,647	\$ 1,113,886	

- Anticipated funding levels based on FY 2016 levels.



**MORGANTOWN MONONGALIA**  
**METROPOLITAN PLANNING ORGANIZATION POLICY BOARD**  
**JANUARY 19, 2017 MINUTES**

**Members Present:**

Treasurer Mayor Patricia Lewis-Granville, Vice Chairman Mayor Herman Reid-Star City, Councilperson Jennifer Selin-City of Morgantown, Commissioner Edward Hawkins-Monongalia County, Ron Justice-WVU, Mayor Marti Shamberger-City of Morgantown, Mike Kelly-Board of Education, Dave Bruffy-Mountain Line, Brian Carr-WV DOH, Councilperson Wesley Nugent-City of Morgantown, Commissioner Sean Sikora-Monongalia County

**Members Absent:** Delegate Joe Statler-Blacksville, Commissioner Tom Bloom-Monongalia County, Councilperson Janice Goodwin-City of Westover

**MPO Director:** Bill Austin

**1. Call to Order**

With a quorum present, Vice Chairman Reid called the meeting to order at 6:00 PM. He then welcomed Mr. Justice and Commissioner Sikora.

**2 Executive Session per WV 6-9A-4-2a**

Vice Chairman Reid called for a motion to go into the executive session for a personnel matter under WV Code 6-9A-4. Mr. Kelly moved the motion; seconded by Mr. Justice. With no discussion, the motion unanimously passed.

The meeting moved to the Executive Session

Mr. Bruffy moved to go out of the executive session. Vice Chairman Reid expressed his appreciation to Mr. Austin for his service to the Board and the community.

**3 Election of Officers**

Mr. Austin noted that according to the MPO's bylaws, the MPO Policy Board elects new officers at the first MPO meeting of a calendar year. Mr. Bruffy, the chairman of Officer Nominating Committee, noted that the committee had recommended Mr. Justice as the new Chairman for the MPO Policy Board, Mr. Kelly as the Vice-Chairman for the MPO Policy Board, and Mayor Lewis as the Treasurer for the MPO Policy Board.

Mr. Justice moved to accept the nominations; seconded by Mr. Kelly. There being no further nominations. The Board elected Mr. Justice Chairman, Mr. Kelly Vice Chairmen and Mayor Lewis Treasure by acclamation. Mr. Justice then took the gavel.

**4 Public Comment**

No public comment

## **5 Reports**

### **a. Citizens Advisory Committee**

Bill Rice, the Chairman of the Citizens Advisory Committee, noted that the committee reviewed the reports of Metropolitan Transportation Transportation Update including project update and prioritization. The committee supports the proposed changes. Mr. Rice then noted that the committee reviewed and agreed on the draft 2017 Unified Planning Work Program and recommended that the Policy Board approve the Resolution supporting the continued operation of the locks along the Monongahela River.

Mr. Rice then discussed the collaboration between the MUB and West Virginia DOH and the MPO's role to bring positive changes to the community under the new state administration and legislation.

### **b. Finance Committee**

Mayor Lewis presented the Finance Report for November as the following:

-- Beginning balance in November \$12,925.09 with expenditures of \$37,980.11 and three deposits of \$34,818.67, leaving a balance of \$9,763.65 at the beginning of December.

-- Beginning balance in December \$9,763.65 with expenditures of \$17,706.96 and two deposits of \$34,818.67, leaving a balance of \$7,543.51 at the beginning of December.

Mayor Shamberger moved to accept the November and December Finance Report; seconded by Councilperson Nugent. With no discussion, the motion unanimously passed.

### **c. Executive Director**

Mr. Austin noted that MPO staff conducted a community survey for the Metropolitan Transportation Plan Update and recommended changes to the projects identified in the 2013 Long Range Transportation Plan. MPO staff also proposed a reprioritization of those projects based on project status, evaluation criteria, and community input. Mr. Austin then noted that there is a summary of the Community Survey Report and the Project Update and Prioritization items with the Agenda at their seats and the full Report are available to the Policy Board at the table. The Steering Committee of the MTP Update has reviewed and approved the reports.

Mr. Austin noted that the MPO has established an ad hoc Freight Committee as part of the transportation plan update process. The Committee's first meeting was January 11th. The freight committee reviewed and agreed on the proposed project update and prioritization.

MPO staff will present the information on Metropolitan Transportation Plan update during the I-79 Access Study Update public meeting at the Mountaineer Station from 4:00 pm to 7:00 pm on January 26. The information will also be presented to the public at the Mountain Line Transit Authority administration building in Westover on February 9, 2017. Mr. Austin expressed his appreciation to Mr. Bruffy for providing venue of this event. He also noted that WVDOH will be holding a public meeting on the Mileground on January 25<sup>th</sup> in the Morgantown Airport Terminal Conference Room adjacent to Ali-Baba's.

## **6. Resolution for Upper Monongahela River Association**

Mr. Austin noted that during the Freight Committee on January 11, Mr. Barry Pally representing the Upper Monongahela River Association stated that US Army Corp of Engineers is performing a study of the operation of the locks along the Monongahela River that could end in the closure of the locks. He requested that the Committee consider recommending a resolution requesting the Corp to maintain or increase staffing of the West Virginia locks on the Monongahela River. The ad hoc Freight Committee and the Citizens Advisory Committee unanimously recommended that the Policy Board approve the Resolution supporting the continued operation of the locks along the Monongahela River. Mayor Reid moved approval of the resolution; seconded by Councilperson Selin. The motion was unanimously approved.

### **7. Resolution Recognizing Eldon Callen**

Chairman Justice asked Mr. Austin to discuss this item. Mr. Austin stated that it is the Board's practice to recognize members who are leaving the Board. MPO staff prepared a resolution recognizing the dedication and leadership of Mr. Eldon Callen. Mr. Austin read the resolution. The Policy Board approved this resolution by acclamation.

### **8. Draft 2017 Unified Planning Work Program**

Mr. Austin noted that the draft 2017 Unified Planning Work Program was enclosed in the agenda package. This is an opportunity of comment on the draft UPWP. Mr. Austin noted that in addition to the normal work program including the annual traffic counts, TIP processing, and other administrative tasks, Staff is proposing to perform two studies during the upcoming year. One is an update of the Pedestrian Plan prepared by the Morgantown Pedestrian Board in 2010. The other is an operational study for the Beechurst Avenue corridor from 8th Street to the Waterfront development. Staff may be able to partner with WVU Faculty to have even more sophisticated modeling performed as part of this Study.

Mr. Austin then noted that the proposed budget includes a 2% cost of living increase for the Executive Director. It also includes a 2% cost of living increase and a 2% merit increase for the MPO's Planner

The draft UPWP will be brought to the Policy board for adoption in March.

### **9. I-79 Access Study Update**

Mr. Austin noted that the I-79 Access Study has completed alternative evaluation. The consultants will present the preferred alternatives to the community at the Mountaineer Station from 4:00 pm to 7:00 pm on January 26. Recommended cross-sections for road improvements will also be presented at the meeting.

### **10. Other Business**

No other business

### **11. Meeting Adjournment**

Chairman Justice adjourned the meeting at 6:46 PM.

**MORGANTOWN MONONGALIA**  
**METROPOLITAN PLANNING ORGANIZATION POLICY BOARD**  
**NOVEMBER 17, 2016 MINUTES**

**Members Present:**

Treasurer Mayor Patricia Lewis-Granville, Councilperson Janice Goodwin-City of Westover, Delegate Joe Statler-Blacksville, Commissioner Tom Bloom-Monongalia County, Mike Kelly-Board of Education, Dave Bruffy-Mountain Line, Brian Carr-WV DOH, Councilperson Wesley Nugent-City of Morgantown

**Members Absent:**, Chairman Eldon Callen-Monongalia County, Vice Chairman Mayor Herman Reid-Star City, Councilperson Jennifer Selin-City of Morgantown, Commissioner Edward Hawkins-Monongalia County, Randy Hudak-WVU, Mayor Marti Shamberger-City of Morgantown.

**MPO Director:** Bill Austin

**1. Call to Order**

In the absence of the Chairman and Vice-Chairman of the Board, Mr. Austin called the meeting to order. Mr. Austin requested that the Board select an interim chairman for this meeting. Mr. Bruffy moved to select Mr. Kelly as the interim chairman; seconded by Commissioner Bloom. With no discussion, the motion unanimously passed.

**2. Public Comment**

Robert Morgano, a resident living in the Suncrest area, noted that a roundabout at the intersection of University Ave and Collins Ferry Rd will deeply impact his property adjacent to that intersection as well as the connecting street in that area. He noted that he is interested in joining the effort to develop a safe and a better solution at that intersection.

Mr. Anthony Solaro, a resident living in the Suncrest area, expressed his concerns that the proposed roundabout at the intersection of University Ave and Collins Ferry Rd will reduce the accessibility of businesses located nearby. He noted that more effort should be made to identify a solution that will improve the overall safety and efficiency in the project area.

Mr. Austin noted that the MPO has been aware of those concerns and has forwarded this information to the DOH.

**3. Approval of Minutes**

Chairman Kelly introduced the approval of the Minutes for the September meeting. Commissioner Bloom moved approval of the minutes; seconded by Councilperson Goodwin. With no discussion, the motion unanimously passed.

**4. Reports**

*a. Citizens Advisory Committee Report*

Mr. Rice, the Chairman of the CAC, noted that the CAC members served on the steering committee for the 2016 Metropolitan Transportation Plan Update. He encouraged community participation in the 2016

MTP Update process. Mr. Rice then noted that under the new state administration and legislature, the CAC aims to play a positive role to move transportation projects forward in this region. He noted that the CAC recommended approval of the MPO's 2017 meeting calendar to the Policy Board.

*b. Finance Report*

Mayor Lewis presented the Finance Report for October as the following:

-- Beginning balance in October \$30,049.48 with expenditures of \$20,130.46 and one deposit of \$2,660.00, leaving a balance of \$12,579.02 at the beginning of November.

Mr. Statler moved to accept the October Finance Report; seconded by Commissioner Bloom. With no discussion, the motion unanimously passed.

*c. Executive Directors Report*

i. I-79 Access Study Update

Mr. Austin noted that the MPO held a public meeting at the Mountaineer Station on Oct 11. 55 people attended the meeting. All the alternatives developed in the Study were presented to the public for comments. Mr. Austin noted that the Alternative 12, a combination of Alternative 10 and Alternative 6, is currently considered the favorite alternative. Mr. Bruffy noted that the turnout at this meeting is satisfactory and he expects more public participation at the right-of-way and engineering stages.

ii. Update on Metropolitan Transportation Plan Update

Mr. Austin noted that the MPO is in the process of reviewing the goals and objectives of the 2013 Long Range Transportation Plan. MPO staff proposed minor changes to some objectives, to reflect the new requirement outlined by the recently adopted FAST Act.

Mr. Austin then noted that MPO held a public meeting for the 2016 MTP Update at the Marilla Park Recreation center. The project map and status, the environmental justice analysis, September community survey results, project ranking criteria, and the planning process were presented at the meeting. Information on the I-79 Access Study were also presented at the meeting. Approximately 22 people attended this meeting.

**5. Transportation Improvement Program Amendments**

Mr. Austin noted that the DOH requested removal of two projects. One is the I-68 Exit 7 Ramp Widening project and the other is CO 73 (Smithtown Road) Resurfacing project. The DOH requested adding four projects for TIP Amendments. They are Deckers Creek Trail design and construction, WV 100 Granville Bertha Hill Slide Correction Project, and Mon River Trail Maintenance Equipment Purchase.

Commissioner Bloom noted that Smithtown road has been an enduring concern of the community because of its defective road condition. The road is heavily used by the residents living in the southern part of the county, and there is a lot of truck traffic on that road. Mayor Lewis noted that WV 100 in Granville is in a similar situation. Commissioner Bloom noted that it would be imprudent to approve the removal of the CO 73 resurfacing project without requesting a clarification for its reason. Mr. Carr noted that the CO 73 resurfacing project is for short term maintenance and its funding is not sufficient to solve the major problems on that road. He then noted that the State is cutting funding for paving projects due to funding shortage. Mr. Statler asked whether it is a statewide funding deficiency or it applies only to

certain districts of the DOH. Mr. Carr noted that it is a statewide funding shortage and DOH primarily uses a funding formula to allocate funds to each district.

Commissioner Bloom noted that the proposed TIP Amendment requests that the University Ave/Collins Ferry Rd intersection improvement project be postponed to 2019. He asked how the community can provide input to the project at its engineering stage. Mr. Austin noted that MPO can facilitate the communication between the project design engineers and pertinent property owners. Mr. Statler asked about the funding source for the project. Mr. Austin noted that it is funded by the Federal Congestion Mitigation and Air Quality improvement program.

Mr. Statler moved to approve the proposed TIP Amendment, except for the CO 73 Resurfacing project; seconded by Commissioner Bloom. With no discussion, the motion unanimously passed.

Mr. Statler, in a separate resolution, moved to approve the removal of CO 73 resurfacing project with a request for a maintenance review on Smithtown Rd by DOH; seconded by Commissioner Bloom. With no discussion, the motion unanimously passed.

## **6. Approval of Draft 2017 Meeting Calendar**

Mr. Austin noted that MPO staff has prepared a draft 2017 meeting schedule. Commissioner Bloom moved to approve the draft 2017 meeting schedule, seconded by Mr. Statler. With no discussion, the motion unanimously passed.

## **7. Input on MPO Unified Planning Work Program for FY 2017-18**

Mr. Austin noted that MPO staff is seeking input from the Policy Board on work to be performed in the upcoming fiscal year as a part of the MPO's Unified Planning Work Program. Mr. Austin then noted that staff has been asked to consider performing an update of the Regional Pedestrian Plan as one of the primary in-house work tasks in the upcoming fiscal year. This work will include integrating the Granville/Westover Pedestrian Plan into the larger regional plan.

Mr. Bruffy noted that it would be helpful if DOH staff would identify the amount of financial resources needed to adequately maintain the State routes in Monongalia County. The information could be used to address the gap between the funding that is available and the funding that is required. Mr. Statler suggested identifying some projects that can be constructed within a short time once required funding for those projects is in place. Mr. Carr agreed and noted that most shovel ready projects require significant financial investment. Under the current economic climate, those investments are unlikely to occur. Mr. Austin noted that some projects included in the MPO's transportation plan can be implemented in a relatively short time, such as Greenbag Rd improvement project and Van Voorhis improvements project.

## **8. Administrative Items:**

### *a. Appointment of Officer Nominating Committee*

Mr. Austin noted that according to the MPO's By Laws, the Policy Board is to elect new officers during the first business meeting of the year. Mr. Kelly asked for volunteers to serve on a nominating committee for the election. Mr. Bruffy, Mr. Kelly, and Mr. Statler agreed to serve on the nominating committee.

*b. Notice of Director Review*

Mr. Austin noted that the 2017 Executive Directors review will be held during the January Policy Board meeting. Staff will be sending out an evaluation form to each Policy Board member by email within the next week.

**9. Other Business**

Mr. Statler noted that the 2017 Monongalia Day in Charleston will be in March.

**10. Meeting Adjournment**

Meeting adjourned at 7:06 PM.

Type	Date	Num	Name	Memo	Class	Clr	Split	Amount	Balance
									<b>7,543.51</b>
Centra-Checking (voucher checks)	Deposit	01/09/2017		WVDOH	Deposit		√ PL Funds (Funds)	31,466.21	39,009.72
	Check	01/12/2017	8859	Association of Metropolitan Planning Org			√ Dues and Subscriptions	-422.10	38,587.62
	Check	01/12/2017	8860	HDR Engineering	I-79 Access Study		√ Consulting (Consulting Expense)	-5,000.00	33,587.62
	Check	01/12/2017	8863	Stantec Consulting Service	University Avenue Complete Streets		√ Consulting (Consulting Expense)	-5,000.00	28,587.62
	Check	01/12/2017	8865	Retiree Health Benefit Trust Fund			√ Salary	-270.00	28,317.62
	Check	01/12/2017	8866	Public Employees Insurance Agency			√ Salary	-1,789.06	26,528.56
	Check	01/13/2017	5507	J. William B. Austin	Electronic Transfer		√ Salary	-1,933.34	24,595.22
	Check	01/13/2017	5508	Jing Zhang	Electronic Transfer		√ Salary	-1,407.25	23,187.97
	Check	01/13/2017	5509	ICMA. Retirement Corp			√ Salary	-1,606.05	21,581.92
	Check	01/13/2017	941	Internal Revenue Service	Electronic Transfer		√ Salary	-1,259.96	20,321.96
	Check	01/13/2017	8867	Fringe Benefits Management Company			√ Salary	-282.36	20,039.60
	Check	01/27/2017	8868	Centra Bank - Mastercard	Online survey		√ Public Notices	-26.00	20,013.60
	Check	01/27/2017	8869	City of Morgantown	Employment Tax		√ Salary	-78.00	19,935.60
	Check	01/27/2017	8870	Fringe Benefits Management Company			√ Salary	-282.36	19,653.24
	Check	01/30/2017	5511	J. William B. Austin	Salary and Cellphone allowance backlog		√ Salary	-2,563.32	17,089.92
	Check	01/30/2017	5512	Jing Zhang	Electronic transfer		√ Salary	-1,407.26	15,682.66
	Check	01/30/2017	5513	ICMA. Retirement Corp			√ Salary	-1,606.05	14,076.61
	Check	01/30/2017	941	Internal Revenue Service	Electronic Transfer		√ Salary	-1,259.98	12,816.63
	Check	01/30/2017	2011701	WV Dept of Tax and Revenue			√ Salary	-452.00	<u>12,364.63</u>
Total Centra-Checking (voucher checks)									12,364.63

TOTAL



Morgantown - Mon County Trans. Planning Org.  
 Checking Account  
 As of February 28, 2017

12:56 PM  
 03/10/2017  
 Accrual Basis

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
<b>Centra-Checking (voucher checks)</b>								<b>12,364.63</b>
Check	02/15/2017	8871	American Planning Association	Jing Zhang APA and AICP Dues	√	Administrative O\	-370.00	11,994.63
Check	02/15/2017	8872	Public Employees Insurance Agency		√	Salary	-1,789.06	10,205.57
Check	02/15/2017	8873	Retiree Health Benefit Trust Fund		√	Salary	-270.00	9,935.57
Check	02/15/2017	8874	Service Plus		√	Accounting (Accc	-151.86	9,783.71
Check	02/15/2017	8875	WV Board of Risk & Insurance Management		√	Administrative O\	-1,001.00	8,782.71
Check	02/15/2017	5514	J. William B. Austin	Electronic Payment Salary and Cell backlog	√	Salary	-2,563.34	6,219.37
Check	02/15/2017	5515	Jing Zhang	Electronic Payment	√	Salary	-1,408.25	4,811.12
Check	02/15/2017	941	IRS	Electronic Payment	√	Salary	-1,258.96	3,552.16
Check	02/15/2017	5516	ICMA. Retirement Corp		√	Salary	-1,606.05	1,946.11
Total Centra-Checking (voucher checks)								1,946.11
<b>TOTAL</b>								



# Balestra, Harr & Scherer, CPAs, Inc.

Accounting, Auditing and Consulting Services for Federal, State and Local Governments

[www.bhscpas.com](http://www.bhscpas.com)

December 21, 2016

Morgantown Monongalia Metropolitan Planning Organization  
Monongalia County, West Virginia  
243 High Street, Room 101  
Morgantown, West Virginia 26508

The contents of the audit report for the Morgantown Monongalia Metropolitan Planning Commission for the period July 1, 2015 through June 30, 2016 have been discussed with you. Along with the approval of the Board of Directors, you have agreed to waive the exit conference.

By signing below you acknowledge that you understand the contents of the audit report and waive the right to an exit conference prior to release of the report.

If you have any questions, please call me at 304-521-2648.

Sincerely,  
Bill Lemons, Senior Audit Manager

*Balestra, Harr & Scherer, CPAs*  
Balestra, Harr & Scherer CPA's, Inc.

AGREED:

*William B. Austin*  
Executive Director

*12/29/16*  
Date

*Patricia Lewis*  
Board Member

*1-29-16*  
Date

PO Box 325, Huntington, West Virginia, 25708-0325  
Phone (304) 521-2648, Fax (800) 210-2573  
[www.bhscpas.com](http://www.bhscpas.com)



Morgantown Monongalia Metropolitan Planning Organization  
243 High Street, Room 101  
Morgantown, West Virginia 26508

December 21, 2016

Balestra, Harr, & Scherer  
P.O. Box 325  
Huntington, WV 25708-0325

This representation letter is provided in connection with your audit of the financial statements of the Morgantown Monongalia Metropolitan Planning Organization (the "Organization") as of June 30, 2016, and for the year then ended, and the related notes to the financial statements, for the purpose of expressing opinions on whether the financial statements present fairly, in all material respects, the financial position, results of operations, and cash flows, where applicable, of the various opinion units of Morgantown Monongalia Metropolitan Planning Organization in accordance with accounting principles generally accepted in the United States of America (U.S. GAAP).

Certain representations in this letter are described as being limited to those matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in the light of surrounding circumstances, makes it probable that the judgement of a reasonable person relying on the information would be changed or influenced by the omission or misstatement.

We confirm that, to the best of our knowledge and belief, having made such inquiries as we considered necessary for the purpose of appropriately informing ourselves as of December 21, 2016:

**Financial Statements**

- We have fulfilled our responsibilities, as set out in the terms of the audit engagement dated December 12, 2016, for the preparation and fair presentation of the financial statements of the various opinion units referred to above in accordance with U.S. GAAP.
- We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.
- We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.
- We acknowledge our responsibility for compliance with the laws, regulations, and provisions of contracts and grant agreements.
- We have reviewed, approved, and taken responsibility for the financial statements and related notes.
- We have a process to track the status of audit findings and recommendations.
- We have identified and communicated to you all previous audits, attestation engagements, and other studies related to the audit objectives and whether related recommendations have been implemented.
- Significant assumptions used by us in making accounting estimates, including those measured at fair value, are reasonable.
- Related party relationships and transactions have been appropriately accounted for and disclosed in accordance with the requirements of U.S. GAAP.
- All events subsequent to the date of the financial statements and for which U.S. GAAP requires adjustment or disclosure have been adjusted or disclosed.
- There were no uncorrected misstatements.

- We are not aware of any pending or threatened litigation, claims, or assessments, or unasserted claims or assessments that are required to be accrued or disclosed in the financial statements in accordance with GASB Statement No. 62, and we have not consulted a lawyer concerning litigation, claims, or assessments.
- All component units, as well as joint ventures with an equity interest, are included and other joint ventures and related organizations are properly disclosed.
- All funds and activities are properly classified.
- All funds that meet the quantitative criteria in GASB Statement No. 34, *Basic Financial Statements— and Management's Discussion and Analysis— for State and Local Governments*, GASB Statement No. 37, *Basic Financial Statements— and Management's Discussion and Analysis— for State and Local Governments: Omnibus* as amended, and GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*, for presentation as major are identified and presented as such and all other funds that are presented as major are considered important to financial statement users.
- All components of net position, nonspendable fund balance, and restricted, committed, assigned, and unassigned fund balance are properly classified and, if applicable, approved.
- Our policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position/fund balance are available is appropriately disclosed and net position/fund balance is properly recognized under the policy.
- All revenues within the statement of activities have been properly classified as program revenues, general revenues, contributions to term or permanent endowments, or contributions to permanent fund principal.
- All expenses have been properly classified in or allocated to functions and programs in the statement of activities, and allocations, if any, have been made on a reasonable basis.
- All interfund and intra-entity transactions and balances have been properly classified and reported.
- Special items and extraordinary items have been properly classified and reported.
- Deposit and investment risks have been properly and fully disclosed.
- Capital assets, including infrastructure assets, are properly capitalized, reported, and if applicable, depreciated.
- All required supplementary information is measured and presented within the prescribed guidelines.
- With regard to investments and other instruments reported at fair value:
  - The underlying assumptions are reasonable and they appropriately reflect management's intent and ability to carry out its stated courses of action.
  - The measurement methods and related assumptions used in determining fair value are appropriate in the circumstances and have been consistently applied.
  - The disclosures related to fair values are complete, adequate, and in accordance with U.S. GAAP.
  - There are no subsequent events that require adjustments to the fair value measurements and disclosures included in the financial statements.

#### **Information Provided**

- We have provided you with:
  - Access to all information, of which we are aware that is relevant to the preparation and fair presentation of the financial statements of the various opinion units referred to above, such as records, documentation, meeting minutes, and other matters;
  - Additional information that you have requested from us for the purpose of the audit; and
  - Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.
- All transactions have been recorded in the accounting records and are reflected in the financial statements.

- We have disclosed to you the results of our assessment of the risk that the financial statements may be materially misstated as a result of fraud.
- We have no knowledge of any fraud or suspected fraud that affects the entity and involves:
  - Management;
  - Employees who have significant roles in internal control; or
  - Others where the fraud could have a material effect on the financial statements.
- We have no knowledge of any allegations of fraud, or suspected fraud, affecting the entity's financial statements communicated by employees, former employees, vendors, regulators, or others.
- We are not aware of any pending or threatened litigation and claims whose effects should be considered when preparing the financial statements and we have not consulted legal counsel concerning litigation or claims.
- We have disclosed to you the identity of the entity's related parties and all the related party relationships and transactions of which we are aware.
- There have been no communications from regulatory agencies concerning noncompliance with or deficiencies in accounting, internal control, or financial reporting practices.
- Morgantown Monongalia Metropolitan Planning Organization has no plans or intentions that may materially affect the carrying value or classification of assets and liabilities.
- We have disclosed to you all guarantees, whether written or oral, under which Morgantown Monongalia Metropolitan Planning Organization is contingently liable.
- We have disclosed to you all nonexchange financial guarantees, under which we are obligated and have declared liabilities and disclosed properly in accordance with GASB Statement No. 70, *Accounting and Financial Reporting for Nonexchange Financial Guarantees*, for those guarantees where it is more likely than not that the entity will make a payment on any guarantee.
- For nonexchange financial guarantees where we have declared liabilities, the amount of the liability recognized is the discounted present value of the best estimate of the future outflows expected to be incurred as a result of the guarantee. Where there was no best estimate but a range of estimated future outflows has been established, we have recognized the minimum amount within the range.
- We have disclosed to you all significant estimates and material concentrations known to management that are required to be disclosed in accordance with GASB Statement No. 62 (GASB-62), *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements*. Significant estimates are estimates at the balance sheet date that could change materially within the next year. Concentrations refer to volumes of business, revenues, available sources of supply, or markets or geographic areas for which events could occur that would significantly disrupt normal finances within the next year.
- We have identified and disclosed to you the laws, regulations, and provisions of contracts and grant agreements that could have a direct and material effect on financial statement amounts, including legal and contractual provisions for reporting specific activities in separate funds.
- There are no:
  - Violations or possible violations of laws or regulations, or provisions of contracts or grant agreements whose effects should be considered for disclosure in the financial statements or as a basis for recording a loss contingency, including applicable budget laws and regulations.
  - Unasserted claims or assessments that our lawyer has advised are probable of assertion and must be disclosed in accordance with GASB-62.
  - Other liabilities or gain or loss contingencies that are required to be accrued or disclosed by GASB-62
  - Continuing disclosure consent decree agreements or filings with the Securities and Exchange Organization and we have filed updates on a timely basis in accordance with the agreements (Rule 240, 15c2-12).
- Morgantown Monongalia Metropolitan Planning Organization has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset or future revenue been pledged as collateral, except as disclosed to you.

- We have complied with all aspects of grant agreements and other contractual agreements that would have a material effect on the financial statements in the event of noncompliance.

**Reported Findings**

The auditor has reported no findings, conclusions, or recommendations.

**Required Supplementary Information**

With respect to the management's discussion and analysis:

- a. We acknowledge our responsibility for the presentation of the management's discussion and analysis as suggested by the Governmental Accounting Standards Board. As this presentation is not mandatory, we have chosen not to present it.

Sincerely,

  
\_\_\_\_\_  
Executive Director

  
\_\_\_\_\_  
Board ~~President~~ **TREASURER**



RFP # 14-033  
Monongalia County

## **Balestra, Harr & Scherer, CPAs, Inc.**

---

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### MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION

#### FINANCIAL STATEMENTS

For the Year Ended June 30, 2016  
Fiscal Year Audited Under GAGAS: 2016



MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION  
YEAR ENDED JUNE 30, 2016

BOARD OFFICERS

<u>Name</u>	<u>Representing</u>
Jennifer Selin	City of Morgantown
Mayor Marty Shamberger	City of Morgantown
Wes Nugent	City of Morgantown
Eldon Callen, Chairman	Monongalia County
Tom Bloom	Monongalia County
Ed Hawkins	Monongalia County
The Honorable Joe Statler	Town of Blacksville
Mayor Herman Reid, Vice Chairman	Town of Star City
Mayor Patricia Lewis, Treasurer	Town of Granville
Janice Goodwin	City of Westover
Randy Hudak	West Virginia University
Dave Bruffy	Mountain Line Transportation
Brian Carr	West Virginia Department of Transportation
Mike Kelly	Monongalia County Board of Education
Bill Austin, Secretary	MMMPO Executive Director

MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION  
YEAR ENDED JUNE 30, 2016

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# Balestra, Harr & Scherer, CPAs, Inc.

Accounting, Auditing and Consulting Services for Federal, State and Local Governments

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## INDEPENDENT AUDITOR'S REPORT

Morgantown Monongalia Metropolitan  
Planning Organization  
243 High Street, Room 101  
Morgantown, West Virginia 26508

To the Members of the Board:

### Report on the Financial Statements

We have audited the accompanying financial statements of the Morgantown Monongalia Metropolitan Planning Organization (the "Organization"), as of and for the year ended June 30, 2016, and the related notes to the financial statements, which collectively comprise the Organization's basic financial statements as listed in the table of contents.

### Management's Responsibility for the Financial Statements

Management is responsible for preparing and fairly presenting these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes designing, implementing, and maintaining internal control relevant to preparing and fairly presenting financial statements that are free from material misstatement, whether due to fraud or error.

### Auditor's Responsibility

Our responsibility is to opine on these financial statements based on our audit. We audited in accordance with auditing standards generally accepted in the United States of America and the financial audit standards in the Comptroller General of the United States' *Government Auditing Standards*. Those standards require us to plan and perform the audit to reasonably assure the financial statements are free from material misstatement.

An audit requires obtaining evidence about financial statement amounts and disclosures. The procedures selected depend on our judgment, including assessing the risks of material financial statement misstatement, whether due to fraud or error. In assessing those risks, we consider internal control relevant to the Organization's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not to the extent needed to opine on the effectiveness of the Organization's internal control. Accordingly, we express no opinion. An audit also includes evaluating the appropriateness of management's accounting policies and the reasonableness of their significant accounting estimates, as well as our evaluation of the overall financial statement presentation.

We believe the audit evidence we obtained is sufficient and appropriate to support our opinion.

### **Opinion**

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of the Morgantown Monongalia Metropolitan Planning Organization, West Virginia, as of June 30, 2016, and the respective changes in its financial position thereof for the year then ended in accordance with the accounting principles generally accepted in the United States of America.

### **Other Matters**

#### *Required Supplementary Information*

Accounting principles generally accepted in the United States of America require this presentation to include *Management's Discussion and Analysis*, to supplement the basic financial statements. Although this information that is not a part of the basic financial statements, the Governmental Accounting Standards Board considers it essential for placing the basic financial statements in an appropriate operational, economic, or historic context. The Organization has omitted the Management's discussion and analysis. Our opinion on the basic financial statements is not affected by this missing information.

### **Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated December 21, 2016, on our consideration of the Organization's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. That report describes the scope of our internal control testing over financial reporting and compliance, and the results of that testing, and does not opine on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Organization's internal control over financial reporting and compliance.

*Balestra, Harr & Scherer, CPAs*

Balestra, Harr & Scherer, CPAs, Inc.  
Huntington, West Virginia  
December 21, 2016

**MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION**

**STATEMENT OF NET POSITION  
JUNE 30, 2016**

---

<b>Assets</b>	<b><u>Governmental Activities</u></b>
<b>Current Assets:</b>	
Equity in Pooled Cash and Cash Equivalents	\$ 19,882
<b>Capital Assets:</b>	
Equipment and Furniture	50,896
Accumulated Depreciation	<u>(47,578)</u>
Total Capital Assets Net of Depreciation	<u>3,318</u>
<b>Total Assets</b>	<b><u>\$ 23,200</u></b>
<b>Liabilities</b>	
<b>Current Liabilities:</b>	
Accounts Payable	\$ 4,785
Payroll Liability	<u>665</u>
Total Liabilities	<u>5,450</u>
<b>Net Position</b>	
<b>Net Position:</b>	
Net Investment in Capital Assets	3,318
Unrestricted	<u>14,432</u>
Total Net Position	<u>17,750</u>
<b>Total Liabilities and Net Position</b>	<b><u>\$ 23,200</u></b>

*The notes to the basic financial statements are an integral part of this statement.*

**MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION**

**STATEMENT OF ACTIVITIES  
FOR THE YEAR ENDED JUNE 30, 2016**

	<b>Program Revenues</b>	<b>Operating Grants and Contributions</b>	<b>Net (Expenses) Revenues Changes in Net Position</b>
<b>Governmental Activities</b>	<b>Expenses</b>	<b>Governmental Activities</b>	
Transportation Planning	\$ 460,061	\$ 456,077	\$ (3,984)
Total Governmental Activities	\$ 460,061	\$ 456,077	(3,984)
Change in Net Position			(3,984)
Net Position Beginning of Year			21,734
Net Position End of Year			\$ 17,750

*The notes to the basic financial statements are an integral part of this statement.*

**MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION**

**BALANCE SHEET  
GENERAL FUND  
JUNE 30, 2016**

	<u>General Fund</u>
<b>Assets</b>	
Equity in Pooled Cash and Cash Equivalents	\$ 19,882
Total Assets	<u>\$ 19,882</u>
<b>Liabilities</b>	
Accounts Payable	\$ 4,785
Payroll Liability	<u>665</u>
Total Liabilities	<u>5,450</u>
<b>Fund Balances</b>	
Unassigned	<u>14,432</u>
Total Liabilities and Fund Balance	<u>\$ 19,882</u>

*The notes to the basic financial statements are an integral part of this statement.*

**MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION**

**RECONCILIATION OF THE GOVERNMENTAL FUND BALANCE TO  
NET POSITION OF GOVERNMENTAL ACTIVITIES  
JUNE 30, 2016**

**Total Governmental Fund Balances** \$ 14,432

*Amounts reported for governmental activities in the  
Statement of Net Position are different because:*

Capital assets used in governmental activities are not financial resources and  
therefore are not reported in the funds. These assets consist of:

Depreciable capital assets	50,896	
Accumulated depreciation	<u>(47,578)</u>	
Total capital assets		<u>3,318</u>

**Net Position of Governmental Activities** \$ 17,750

*The notes to the basic financial statements are an integral part of this statement.*



**MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION**

**STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN  
FUND BALANCE**

**GENERAL FUND  
JUNE 30, 2016**

	<u>General Fund</u>
<b>Revenues</b>	
Grants PL Funds	\$ 421,077
MPO (City)	17,500
WV DOT	<u>17,500</u>
Total Receipts	<u>456,077</u>
<b>Expenditures</b>	
Salaries and Related Expenditures	177,129
Rent	9,360
Travel	5,871
Professional Services	247,693
Administrative Overhead	<u>19,834</u>
Total Disbursements	<u>459,887</u>
Net Change in Fund Balances	(3,810)
Fund Balances Beginning of Year	<u>18,242</u>
Fund Balances End of Year	<u><u>\$ 14,432</u></u>

*The notes to the basic financial statements are an integral part of this statement.*

**MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION**

**RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES,  
AND CHANGE IN FUND BALANCE OF GOVERNMENTAL FUND  
TO THE STATEMENT OF ACTIVITIES  
JUNE 30, 2016**

**Net Change in Fund Balance - Governmental Fund** \$ (3,810)

*Amounts reported for governmental activities in the  
Statement of Activities are different because:*

Capital outlays are reported as expenditures in the governmental fund. However, in the Statement of Activities, the cost of capital assets is allocated over their estimated useful lives as depreciation expense. In the current period, these amounts are:

Depreciation expense (174)

**Change in Net Position of Governmental Activities** \$ (3,984)

*The notes to the basic financial statements are an integral part of this statement.*

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2016**

---

**NOTE 1 - ORGANIZATION**

The Morgantown Monongalia Metropolitan Planning Organization (the Organization) is organized to fulfill the requirements governing urban transportation planning under Federal Highway Administration title 23 CFR, Part 450, subpart C. and Federal Transportation Administration program regulations title 49 CFR, part 613, subpart A to implement 23 U.S.C. 134 and Section 8 of the Federal Transit Act.

The Board of the Morgantown Monongalia Metropolitan Planning Organization consists of three Monongalia County Commissioners, three officials from the City of Morgantown, an official from the Town of Blacksville, an official from the Town of Granville, an official from the Town of Star City, an official from the City of Westover, an official from the Monongalia County Board of Education, an official of the Mountain Line Transit Authority, an official from West Virginia University, and an official from the West Virginia Department of Transportation.

Statewide and metropolitan transportation planning processes are governed by Federal law (23 USC 134 and 135). Applicable state and local laws are required if federal highway or transit funds are used for transportation investments. Federal planning regulations are codified in 23 CFR 450.

Presently, most metropolitan planning organizations have no authority to raise revenues (e.g., levy taxes) on their own; rather, they are designed to allow local officials to collaboratively decide how available federal and non-federal transportation funds should be spent in urbanized areas. The funding for the operations of the metropolitan planning organization agency itself comes from a combination of federal transportation funds and required matching funds from state and local governments.

**NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

The Organization prepares its financial statements in accordance with accounting principles generally accepted in the United States of America as applied to governmental units. The Governmental Accounting Standards Board is the accepted standard setting body for establishing governmental accounting and financial reporting principles. Significant accounting policies of the metropolitan planning organization are described below.

Government-Wide and Governmental Fund Financial Statements – The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the activities of the government.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Indirect expenses have been included as part of program expenses on the statement of activities. Program revenues include grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Other items not properly included among program revenues are reported as general revenue.

The Organization has only one governmental fund (General Fund) which is supported primarily by intergovernmental revenues. There are no business-type activities at the Organization.

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2016**

---

**NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

Measurement Focus and Basis of Accounting – The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Organization considers revenues to be available, if they are collected within 90 days after the end of the current fiscal year. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. Grants and similar items are recognized as revenue in the fund financial statements as soon as all eligibility requirements imposed by the provider have been met and the resources become available.

Fund Accounting – The accounts of the Organization are organized on the basis of funds or groups of accounts, each of which is considered a separate accounting entity. The Organization has one fund (General Fund). The operations of the fund are accounted for by providing a separate set of self-balancing accounts, which comprise its assets and deferred outflows of resources, liabilities and deferred inflows of resources, fund balance, revenues and expenditures or expenses, as appropriate. Government resources are allocated to and accounted for in the fund based upon the purposes of which they are to be spent and the means by which spending activities are controlled.

The fund in this report is reported under the following broad fund category:

- 1) General Fund

Government-wide – The Government-wide is the general operating fund of the Organization. It is used to account for all financial resources.

Revenues – Non-Exchange Transactions – Non-exchange transactions, in which the Organization receives value without directly giving value in return, include grants and donations. On an accrual basis, revenue from grants and donations is recognized in the fiscal year in which all eligibility requirements have been satisfied. Eligibility requirements include timing requirements, which specify the year when the resources are required to be used or the fiscal year when use is first permitted, matching requirements, in which the Organization must provide local resources to be used for those specific purposes, and expenditure requirements, in which the resources are provided to the Organization on a reimbursement basis. On a modified accrual basis, revenue from non-exchange transactions must be available before it can be recognized.

Expenses/Expenditures – On an accrual basis of accounting, expenses are recognized at the time they are incurred. The measurement focus of governmental fund accounting is on decreases in net financial resources (expenditures) rather than expenses. Expenditures are generally recognized in the accounting period in which the related fund liability is incurred, if measurable.

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2016**

---

**NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

Capital Assets – The Organization capitalizes at cost purchased property and equipment (See Note 4) costing \$500 and greater and with a useful life greater than one year. Capital assets are depreciated using the straight-line method over the following estimated useful lives less any salvage value:

<u>Description</u>	<u>Estimated Lives</u>
Furniture and Equipment	5 years

Restricted Fund Balance – In the fund financial statements, governmental funds report restrictions of fund balance for amounts that are legally restricted by outside parties for use for a specific purpose or are not available for expenditure in the government fund balance sheet. Unreserved fund balance indicates that portion of fund equity, which is available for spending in future periods. If restricted and unrestricted assets are available for the same purpose, then restricted assets will be used before unrestricted assets.

Net Position – Net position represents the difference between assets and deferred outflows of resources and liabilities and deferred inflows of resources. Investments in capital assets, net of related debt consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowings used for the acquisition, construction, or improvement of those assets. Restricted net position would consist of monies and other resources, which are restricted to satisfy debt service requirements as specified in debt agreements.

Cash and Cash Equivalents – The investment and deposit of the Organization’s monies are governed by the provisions of the West Virginia Code. In accordance with these statutes, only banks located in West Virginia and domestic building and loan associations are eligible to hold public deposits. The statutes also permit the Organization to invest its monies in certificates of deposits, savings accounts, money market accounts, and obligations of the United States government and certain agencies thereof. The Organization may also enter into repurchase agreements with any eligible depository or any eligible dealer who is a member of the National Association of Securities Dealers for a period not exceeding 30 days.

The Organization is prohibited from investing in any financial instruments, contract, or obligation whose value or return is based upon or linked to another asset or index, or both, separate from the financial instruments, contracts, or obligation itself (commonly known as a “derivative”). The Organization is also prohibited from investing in reverse purchase agreements. Public depositories must give security for all public funds on deposit. These institutions may either specifically collateralize individual accounts in excess of amounts insured by the Federal Deposit Insurance Corporation (FDIC), or may pledge a pool of government securities valued at least 105 percent of the total value of public monies on deposit at the institution or may deposit surety company bonds which when executed shall be for an amount in excess of collateral requirements. Repurchase agreements must be secured by the specific government securities upon which the repurchase agreements are based. These securities must be obligations or of guaranteed by the United States and must mature or be redeemable within 5 years of the date of the related repurchase agreement. The market value of the securities subject to a repurchase agreement must exceed the value of the principal by 2 percent and be marked to market daily. State law does not require security for public deposits and investments to be maintained in the Organization’s name.

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2016**

**NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

Income Taxes – The Organization is exempt from federal income tax under §501(c) (1) of the Internal Revenue Code of 1954.

Use of Estimates – The preparation of financial statements in conformity with auditing standards generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Budgets - Budgets for the general and special revenue fund are prepared annually on a modified accrual method by the staff and approved by the Organization. Budgets are reviewed on an ongoing basis and amendments are proposed as necessary. The amendments are approved by the Policy Board.

**NOTE 3 – DEPOSITS AND INVESTMENTS**

Concentration of Credit Risk - Cash deposits were maintained in a checking account at United Bank. The deposit balance at June 30, 2016 was \$19,882. This amount was covered by the Federal Depository Insurance Corporation.

**NOTE 4 – CAPITAL ASSETS**

Capital asset activity for the fiscal year ended June 30, 2016 was as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets being depreciated:				
Equipment and Furniture	\$ 50,896	\$ -	\$ -	\$ 50,896
Machinery and equipment				
Less: accumulated depreciation	(47,404)	(174)	-	(47,578)
Total capital assets being depreciated, net	<u>\$ 3,492</u>	<u>\$ (174)</u>	<u>\$ -</u>	<u>\$ 3,318</u>

Depreciation expense was charged to the funds of the Organization as follows:

Transportation Planning	\$ 174
-------------------------	--------

**NOTE 5 – STEWARDSHIP, COMPLIANCE AND ACCOUNTABILITY**

The Organization prepares a yearly Unified Planning Work Program for the organization, which is reviewed by the participating agencies. Each task the Organization will undertake is included in this document along with the applicable budget for each identifying allowable expenditure and the source of funding.

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2016**

---

**NOTE 6 – RISK MANAGEMENT**

The Organization is exposed to various risks of loss related to torts, theft of, damage to and destruction of assets; errors and omissions; and natural disasters for which the government carries insurance with the West Virginia State Board of Risk for umbrella (general liability) insurance for these various risks.

Workers' Compensation Fund (WCF): West Virginia utilizes a single private insurance company, Brick Street Insurance, to provide workers' compensation coverage to all employees in the state. Other private insurance companies may begin to offer coverage to private sector employees beginning July 1, 2008, and to government employers July 1, 2010. For the most part, all employers in the State, including governmental entities, must have coverage. The cost of all coverage, as determined by Brick Street, is paid for by the employers. The WCF risk pool retains the risk related to the compensation of injured employees under this program.

**NOTE 7 – CONTINGENCIES**

The Organization receives a majority of its support from the West Virginia Department of Highways, the West Virginia Department of Transit, the City of Morgantown, and the Monongalia County Commission. Any significant reductions in the level of support from the West Virginia Department of Highways, the West Virginia Department of Transit, the City of Morgantown, and the Monongalia County Commission could have a material effect on the Organization's programs and activities.

**NOTE 8 – EMPLOYEE RETIREMENT PLAN**

A. Plan Descriptions, Contribution Information and Funding Policies

The employees of the Organization may elect to participate in a self-directed Deferred Compensation Program (IRS 457) provided through ICMA-RC.

The employees contributed \$19,394 to the Deferred Compensation Program for the year ended June 30, 2016, and the employer contributed \$18,395.

**NOTE 9 – COMPENSATED ABSENCES**

Compensated absences are those for which employees have a right to receive consideration for expected future absences. The amount of the liability is not considered to be material.

**NOTE 10 – SUBSEQUENT EVENTS**

The Organization has considered all subsequent events through December 21, 2016, the date the financial statements were made available.



# Balestra, Harr & Scherer, CPAs, Inc.

Accounting, Auditing and Consulting Services for Federal, State and Local Governments

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## REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS REQUIRED BY GOVERNMENT AUDITING STANDARDS

Morgantown Monongalia Metropolitan  
Planning Organization  
243 High Street, Room 101  
Morgantown, West Virginia 26508

To the Members of the Board:

We have audited, in accordance with auditing standards generally accepted in the United States and the Comptroller General of the United States' *Government Auditing Standards*, the financial statements of the governmental activities and the major fund of the Morgantown Monongalia Metropolitan Planning Organization (the "Organization"), as of and for the year ended June 30, 2016, and the related notes to the financial statements, which collectively comprise the Organization's basic financial statements and have issued our report thereon dated December 21, 2016.

### Internal Control Over Financial Reporting

As part of our financial statement audit, we considered the Organization's internal control over financial reporting (internal control) to determine the audit procedures appropriate in the circumstances to the extent necessary to support our opinion on the financial statements, but not to the extent necessary to opine on the effectiveness of the Organization's internal control. Accordingly, we have not opined on it.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, when performing their assigned functions, to prevent, or detect and timely correct misstatements. A *material weakness* is a deficiency, or combination of internal control deficiencies resulting in a reasonable possibility that internal control will not prevent or detect and timely correct a material misstatement of the Organization's financial statements. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all internal control deficiencies that might be material weaknesses or significant deficiencies. Given these limitations, we did not identify any deficiencies in internal control that we consider material weaknesses. However, unidentified material weaknesses may exist.



### **Compliance and Other Matters**

As part of reasonably assuring whether the Organization's financial statements are free of material misstatement, we tested its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could directly and materially affect the determination of financial statement amounts. However, opining on compliance with those provisions was not an objective of our audit and accordingly, we do not express an opinion. The results of our tests disclosed no instances of noncompliance or other matters we must report under Government Auditing Standards.

### **Purpose of this Report**

This report only describes the scope of our internal control and compliance testing and our testing results, and does not opine on the effectiveness of the Organization's internal control or on compliance. This report is an integral part of an audit performed under *Government Auditing Standards* in considering the Organization's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Balestra, Harr & Scherer, CPAs*

Balestra, Harr & Scherer, CPAs, Inc.  
Huntington, West Virginia  
December 21, 2016



## **Resolution 2017-3-17-4**

### **Morgantown Monongalia Metropolitan Planning Organization Amending the Adoption of the 2040 Long Range Transportation Plan**

WHEREAS, the Morgantown Monongalia Metropolitan Planning Organization is responsible for the development and updating of a long range transportation plan that fosters mobility for people and goods, efficient system performance and preservation and the quality of life of the residents of the metropolitan area for a planning horizon of twenty years or more, and;

WHEREAS, the MPO with the guidance of the public and the MPO's Advisory Committee's has updated the Urban Area's Long Range Transportation Plan dated May 2007 to the year 2040, as adopted by Resolution of the MPO Policy Board at the December 17, 2012 meeting and as amended at May 16, 2013 meeting and;

WHEREAS, the Urban Area's updated Long Range Transportation Plan has been updated with additional socio-economic data, analysis and public involvement as required in the MPO's Public Involvement Policy;

NOW THEREFORE BE IT RESOLVED THAT, the MPO adopts the documents, presented as the 2017-2045 Metropolitan Transportation Plan Update and amends the MPO's adopted 2040 Long Range Transportation Plan to include this document as the primary resource for the development of transportation infrastructure within the MPO's boundaries.

Adopted this 23rd day of March 2017 at a regularly scheduled and advertised meeting of the Morgantown Monongalia Metropolitan Planning Organization.

ATTEST:

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Ronald Justice  
Chairman

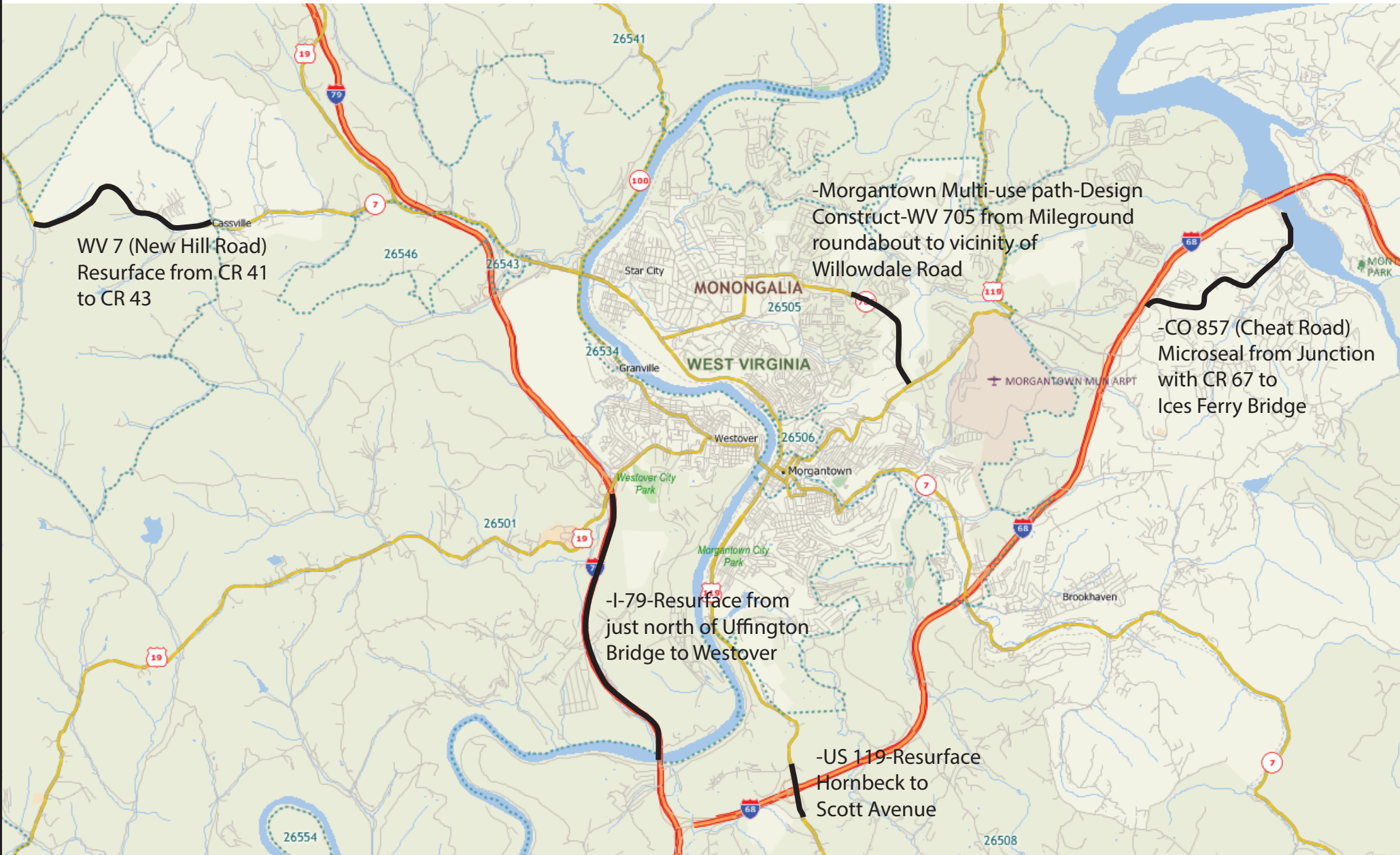
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J. William B. Austin, AICP  
Secretary

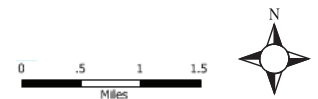


# Morgantown Monongalia MPO-Proposed TIP Amendments

March, 2017



Some TIP Amendments are not mapped due to space constraints





# I-79 Access Study Update

March 23, 2017



# I-79 Access Study Project History

- Identified in 2040 LRTP
- #2 priority for region
- LRTP included 3 options

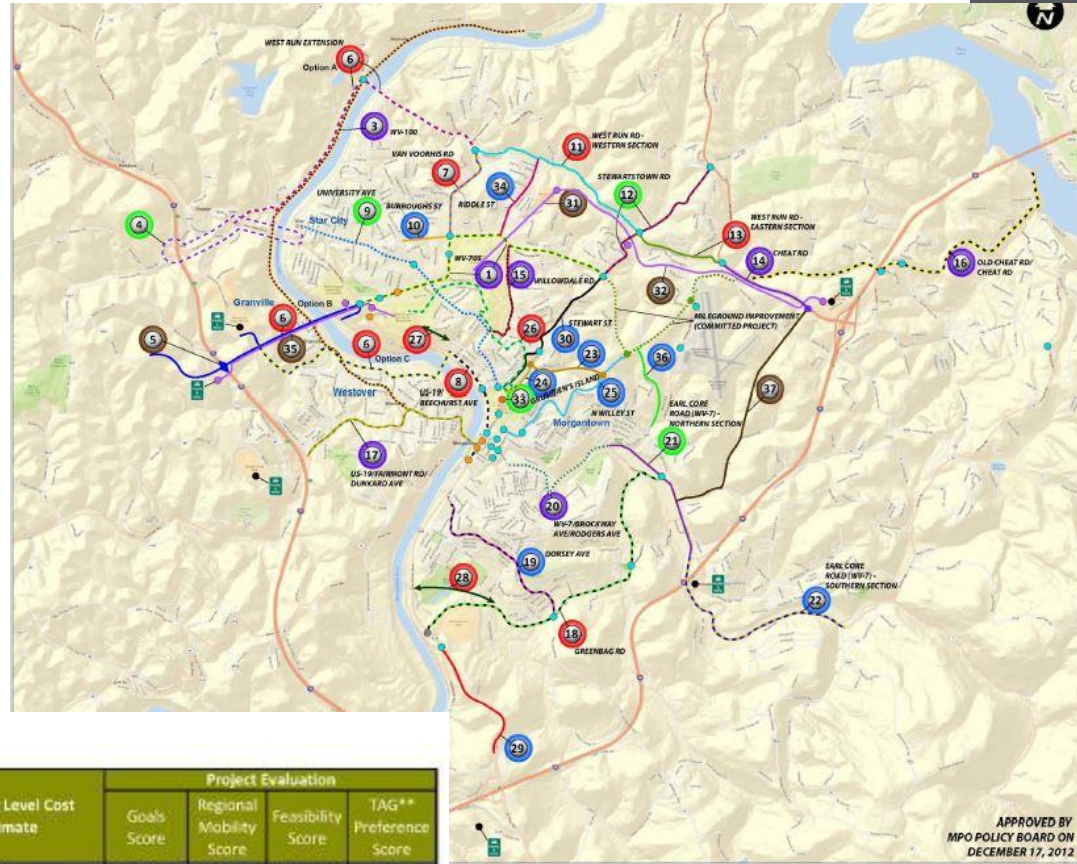
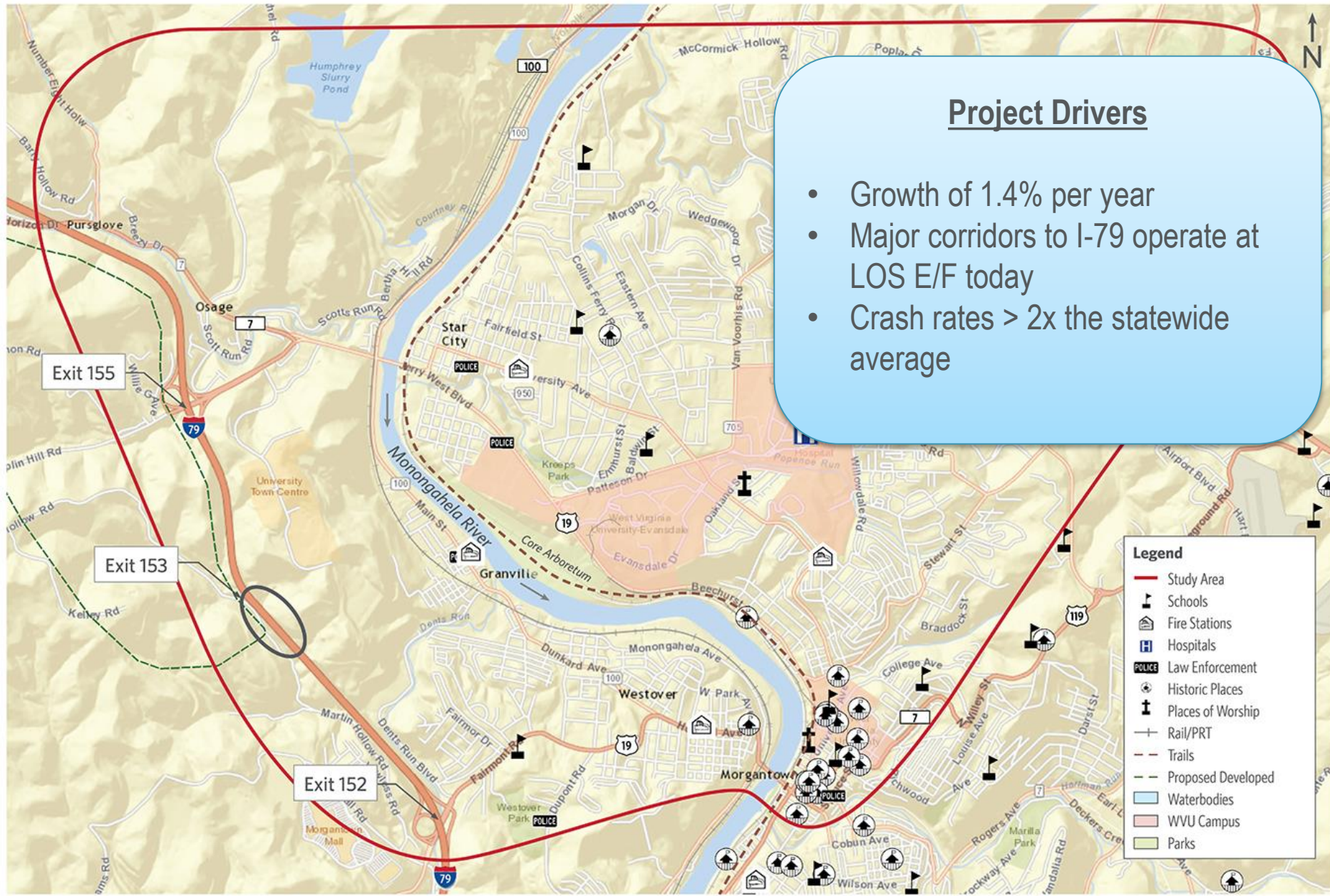


Table 9-1. LRTP Projects List

Tier	Project #	Project / Corridor	Planning Level Cost Estimate	Project Evaluation			
				Goals Score	Regional Mobility Score	Feasibility Score	TAG** Preference Score
Recommended for Funding with Forecasted Available State and Federal Funds - Tier 1	2	ADA Connectivity Initiative	\$2,000,000	★★★	★★★★★	★★★★★	NS***
	6	New Bridge over Monongahela River and Roadway Connection to I-79	\$45,000,000	★★★★	★★★★★	★★★	★★★★★
	7	Van Voorhis Road Improvements	\$10,000,000	★★★★	★★★★★	★★★	★★★★★
	8	Beechurst Avenue Improvements	\$7,000,000	★★★	★★★★★	★★★★	★★★★★
	11	West Run Improvements - Western Section	\$12,000,000	★★★	★★★★	★★★★★	★★★★★
	13	West Run Road Improvements - Eastern Section	\$3,000,000	★★★	★★★★	★★★★★	★★★★★
	18	Greenbag Road Improvements	\$15,000,000	★★★★	★★★	★★★★	★★★★★
	26	North-side Connector Bus Rapid Transit	\$1,000,000	★★★	★★★★★	★★★★★	★★★★
	27	Grant Avenue Bicycle / Pedestrian Connector	\$900,000	★★★	★★★★	★★★★	★★★★★
	28	White Park / Caperton Trail Connection	\$50,000	★★★	★★★★	★★★★	★★★
	38	Intersection Capacity and Safety Improvement Program	\$31,000,000	★★★	★★★★★	★★★★★	★★★★★
	40	Regional Bikeway Plan Implementation Program	\$5,000,000	★★★	★★★★	★★★★★	★★★★★
	43	School Route Improvements (K-8)	\$2,000,000	★★★	★★★★★	★★★★★	★★★★
	45	Downtown Morgantown Signalization and Street Changes	\$2,000,000	★★★★	★★★	★★★★★	★★★★★
	Tier 1 LRTP Fundable Total			\$135,950,000			

# Project Background



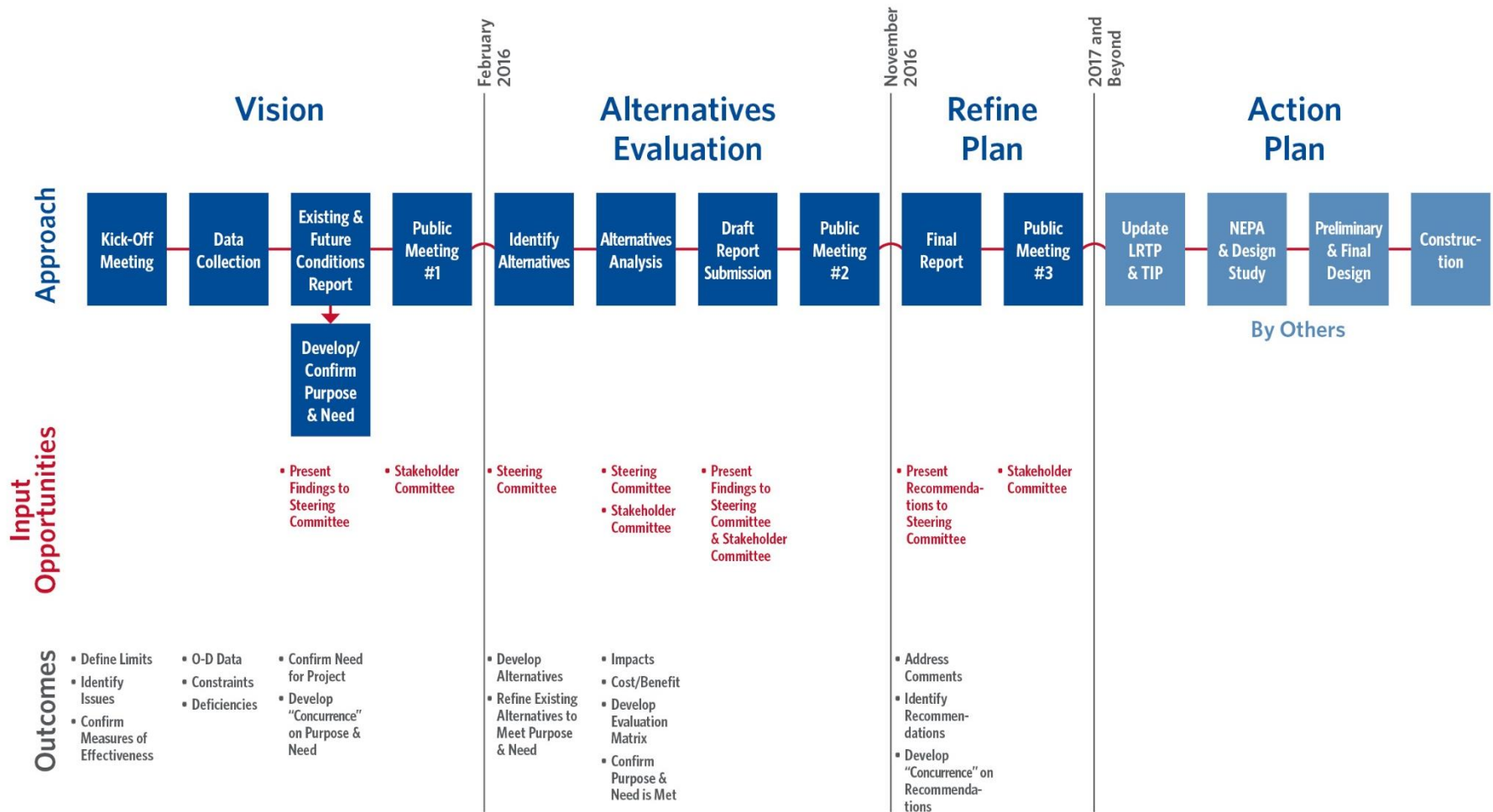
# Anticipated Project Outcomes

- Help the MMMPO get ready for their LRTP update
- Set-up this project to have a seamless transition to NEPA

## Purpose and Need

- Improve mobility and access to major transportation facilities and key employment centers in northern Morgantown.
- Improve traffic operations and safety.
- Support on-going and projected growth areas.
- Enhance multi-modal opportunities to reduce single-occupancy trips.

# Study Process





## Steering Committee

- Local Officials
- MMMPO Policy Board
- Mountain Line
- WVU
- Elected Officials
- Chamber
- WVDOT
- FHWA

## Stakeholder Committee

- Residents at large
- Development Authority
- Business leaders
- Developers

### **Steering Committee Meeting #1 - October 2015**

- Project background/introduction presented.
- Transportation concerns identified.
- Existing and Future Conditions Report findings presented.

### **Public Meeting #1 - December 2015**

- Project purpose and goals discussed.
- Existing and Future Conditions Report findings presented.
- Public asked to provide input and ideas throughout comment period.

### **Steering Committee Meeting #2 - January 2016**

- Summary of Public Meeting #1 comments presented.
- Overall Project Goals revisited and reaffirmed.
- Purpose and Need discussed and revised.
- Alternatives brainstorming.

### **Stakeholder Committee Meeting #1 - March 2016**

- Project overview and work done to date presented.
- Purpose and Need presented.
- List of alternatives presented.

### **MMMPO - WVDOT Coordination Meeting #1 - June 2016**

- Overview of alternatives presented and model enhancements discussed.
- Project funding mechanisms discussed leading to the addition of phasing options.

### **Steering Committee Meeting #3 - July 2016**

- Eliminated several alternatives from further consideration. Remaining alternatives reviewed and confirmed to be carried forward in the study.
- Evaluation matrix discussed and category weights assigned.

### **Stakeholder Committee Meeting #2 - August 2016**

- Recap and review of alternatives presented.
- Evaluation matrix criteria and category weights revealed.

### **Steering Committee Meeting #4 - September 2016**

- Alternative impacts presented.
- Alternatives evaluation matrix reviewed and approved.
- Draft Public Meeting #2 materials presented for review.

### **Stakeholder Committee Meeting #3 - September 2016**

- Alternative impact results and evaluation matrix presented.
- Draft Public Meeting #2 materials presented.

### **Public Meeting #2 - October 2016**

- Findings of Draft I-79 Access Study presented.
- Project Purpose and Need discussed.
- Alternatives and their impacts presented.
- Criteria and ranking in alternatives evaluation matrix presented.

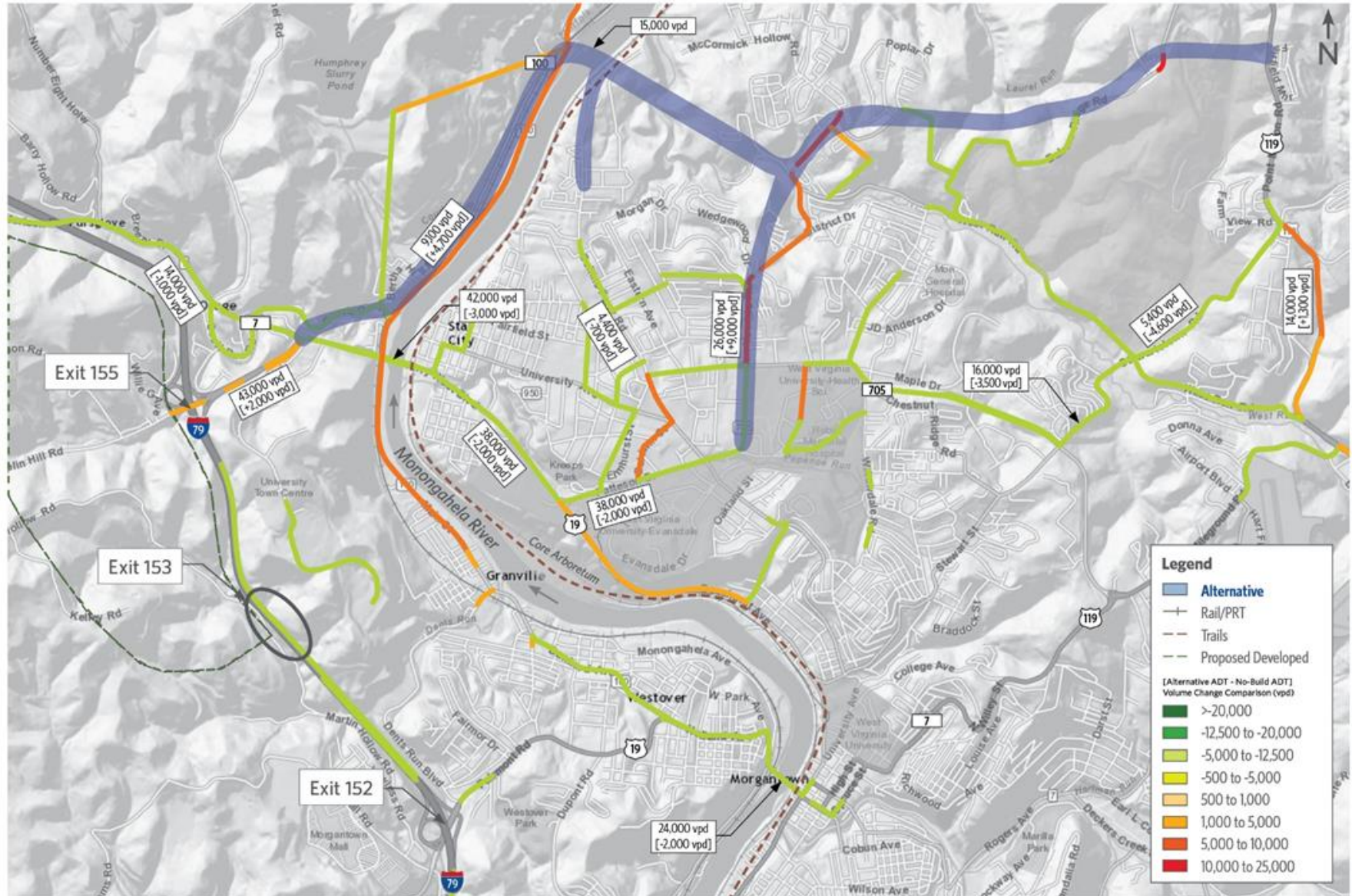
### **MMMPO - WVDOT Coordination Meeting #2 - December 2016**

- Summary of alternatives studied and evaluation matrix.
- Presentation of recommended alternative.

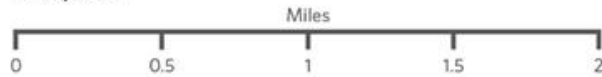
### **Public Meeting #3 - January 2017**

- Recommended alternative presented
- Evaluation matrix presented.

# ALTERNATIVE 6 VOLUME CHANGE COMPARISON

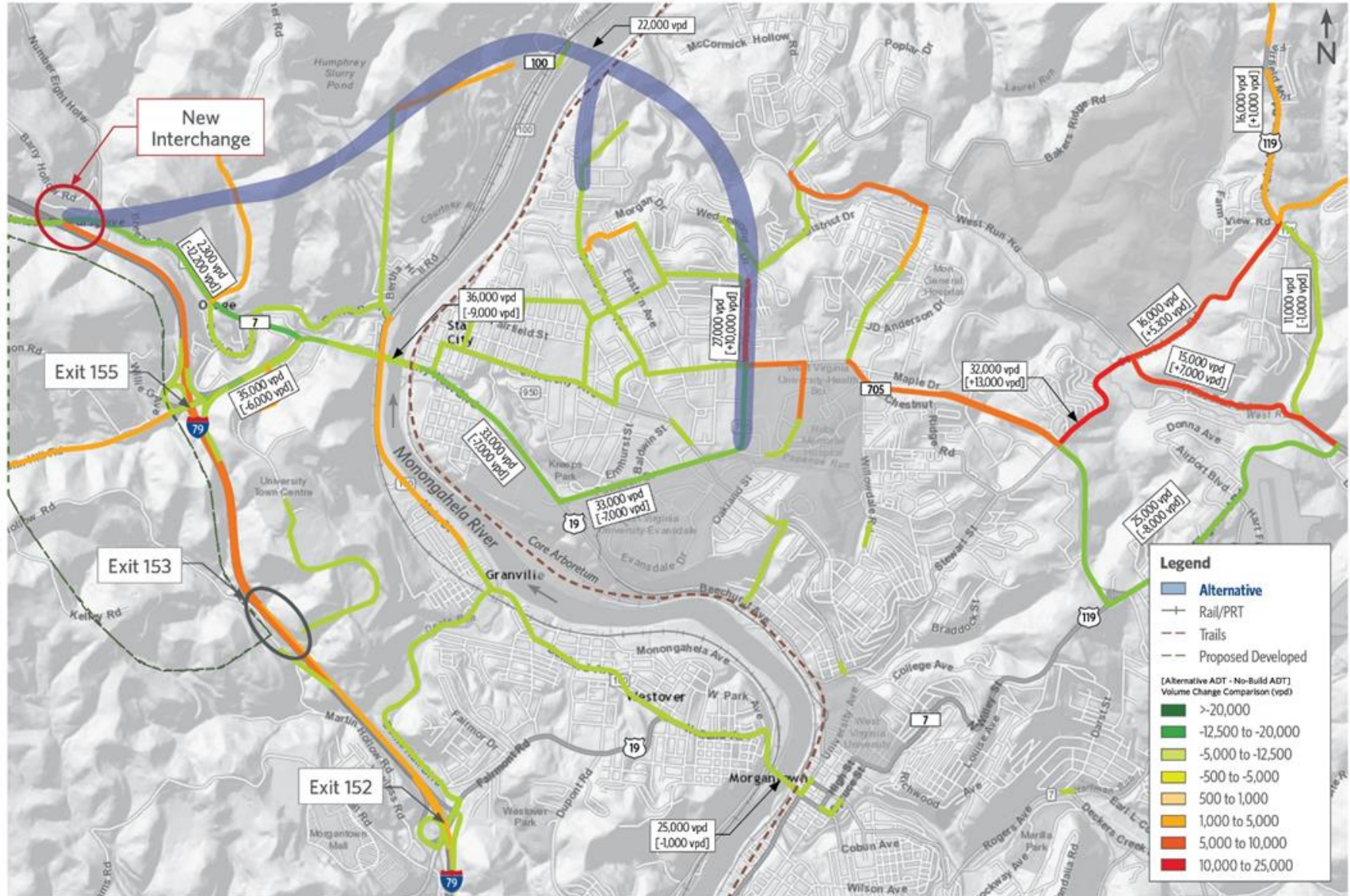


February 9, 2017



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# ALTERNATIVE 10 VOLUME CHANGE COMPARISON



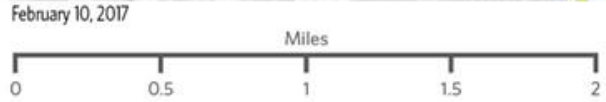
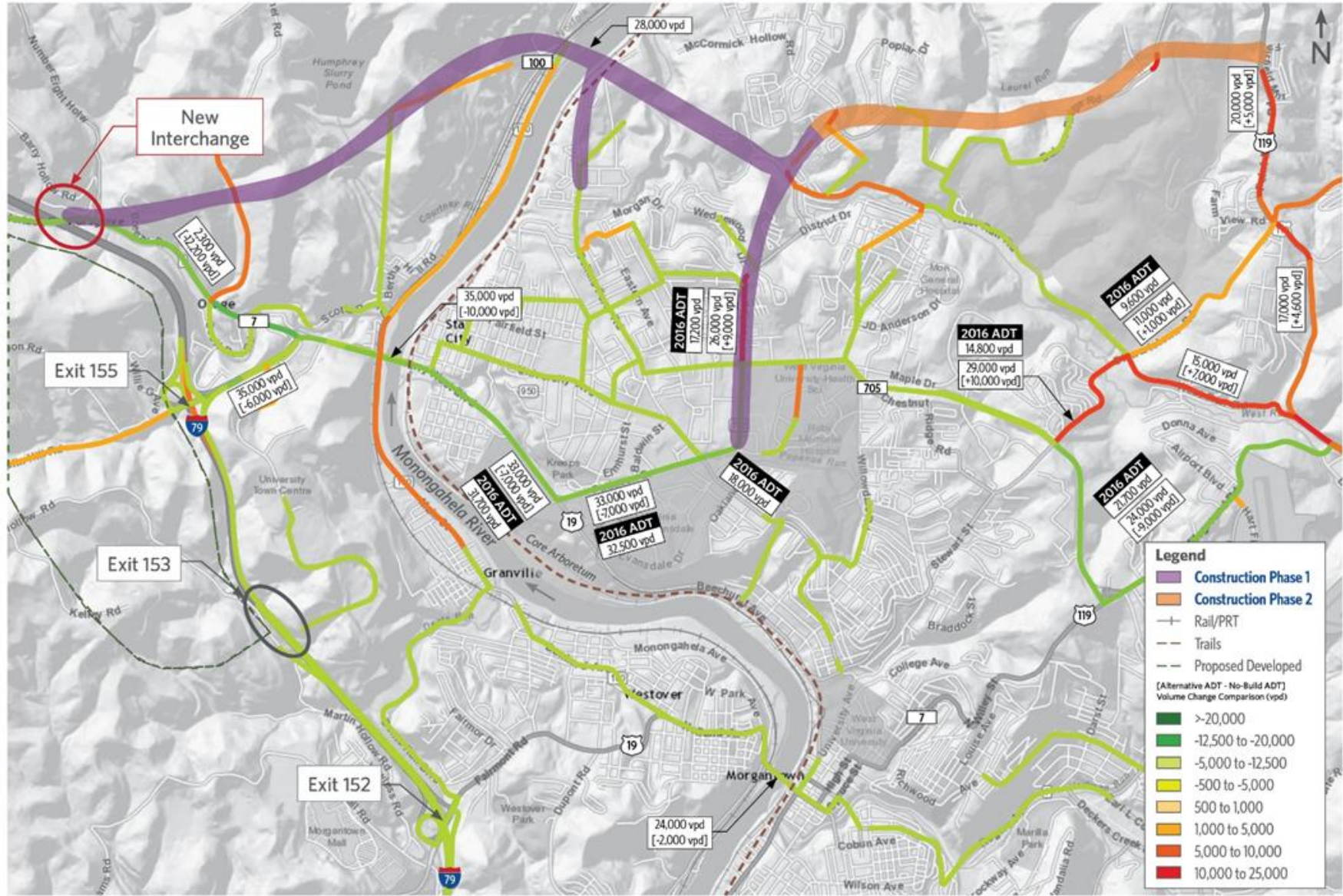
February 9, 2017



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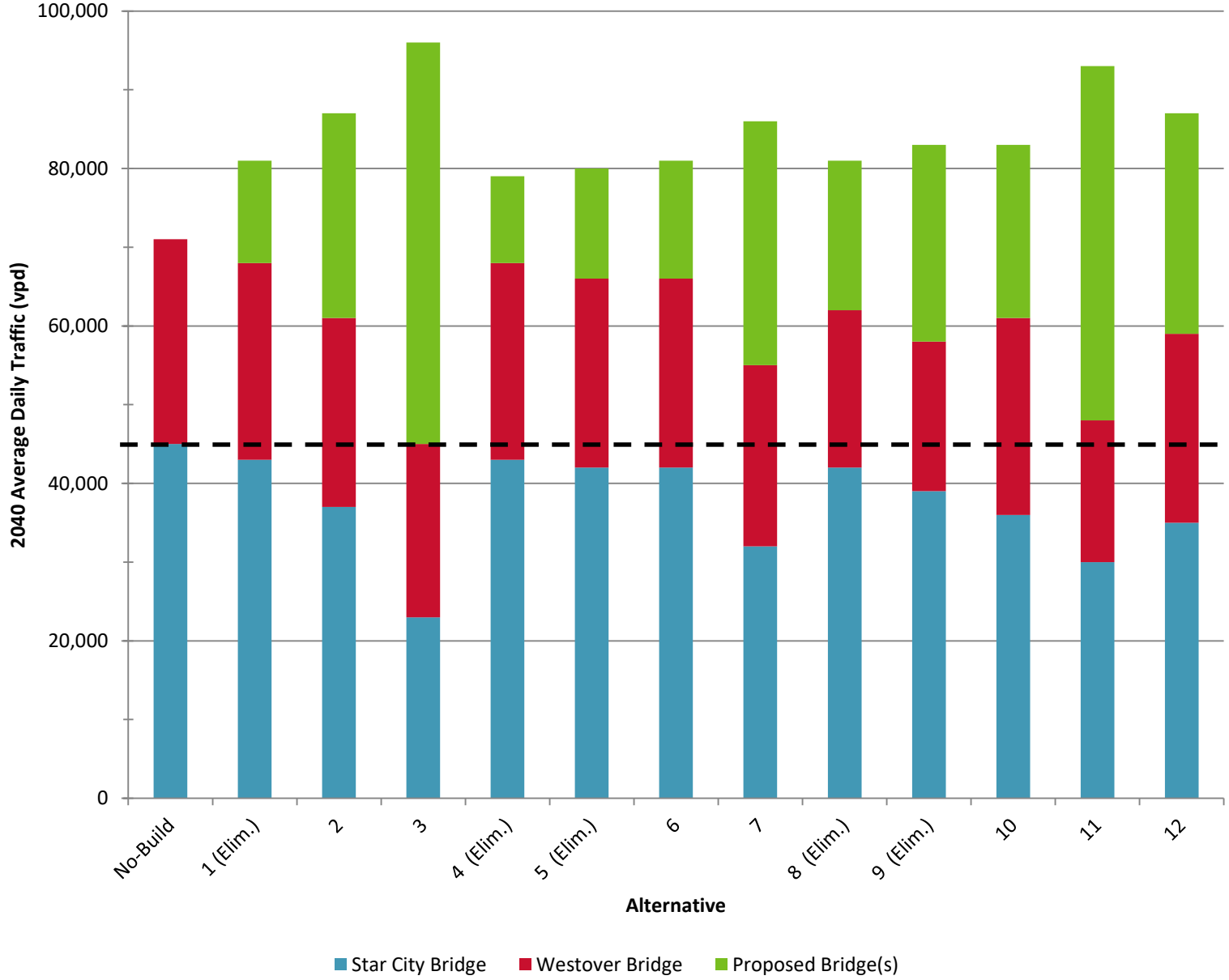
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# ALTERNATIVE 12 - Recommended Alternative VOLUME CHANGE COMPARISON



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# Shift in Bridge Traffic Volumes



# System Performance Results

2040 Scenario	Daily VMT	Daily VHT	Avg System Speed (mph)	% Difference from No-Build			Daily Difference		Annual Difference	
				VMT (mi)	VHT (hr)	Speed (mph)	VMT (mi)	VHT (hr)	VMT (mi)	VHT (hr)
No-Build	3,547,145	91,100	38.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1 (Elim.)	3,565,077	90,397	39.4	0.51%	-0.77%	1.29%	17,932	-703	6,545,151	-256,595
2	3,552,252	89,291	39.8	0.14%	-1.99%	2.17%	5,107	-1,809	1,863,977	-660,357
3	3,541,324	88,985	39.8	-0.16%	-2.32%	2.21%	-5,821	-2,115	-2,124,542	-771,805
4 (Elim.)	3,555,510	90,685	39.2	0.24%	-0.46%	0.69%	8,365	-415	3,053,196	-151,522
5 (Elim.)	3,558,099	90,350	39.4	0.31%	-0.82%	1.14%	10,954	-750	3,998,148	-273,854
6	3,568,668	89,883	39.7	0.61%	-1.34%	1.97%	21,523	-1,217	7,855,845	-444,378
7	3,547,806	90,337	39.3	0.02%	-0.84%	0.86%	661	-763	241,371	-278,577
8 (Elim.)	3,545,515	90,378	39.2	-0.05%	-0.79%	0.75%	-1,630	-722	-595,095	-263,521
9 (Elim.)	3,538,765	90,412	39.1	-0.24%	-0.76%	0.52%	-8,380	-688	-3,058,729	-251,234
10	3,560,025	89,557	39.8	0.36%	-1.69%	2.09%	12,880	-1,543	4,701,181	-563,088
11	3,536,156	88,813	39.8	-0.31%	-2.51%	2.26%	-10,989	-2,287	-4,011,082	-834,916
12	3,551,468	89,185	39.8	0.12%	-2.10%	2.27%	4,323	-1,915	1,577,914	-699,121
Phased Option A	3,547,177	90,418	39.2	0.00%	-0.75%	0.76%	32	-682	11,765	-249,105
Phased Option B	3,548,465	90,361	39.2	0.00%	-0.75%	0.76%	1,320	-739	481,850	-269,831

 Decrease in VMT or VHT or increase in speed

 No change in VMT, VHT, or speed

 Increase in VMT or VHT or decrease in speed

## Legend:

VMT – Vehicle Miles Traveled

VHT – Vehicle Hours Traveled

# Alternative Evaluation Matrix

Evaluation Criteria		Weighted Value	No-Build	TSM	Build Alternative															
					1	2	3	4	5	6	7	8	9	10	11	12				
Operations	Reduces travel times to I-79	30%	5	4	Eliminated from further consideration	2	1	Eliminated from further consideration	Eliminated from further consideration	Eliminated from further consideration	3	4	Eliminated from further consideration	Eliminated from further consideration	2	1	1			
	Improves bottlenecks, reduces traffic, enhances safety		5	4		3	4				2	4			2	3	1			
	Supports transit opportunities		5	2		2	2				1	2			1	4	1			
	Supports bicycle/pedestrian opportunities		5	5		3	3				2	4			2	3	2			
Connectivity	Improves mobility to key destinations	25%	5	4		4	4				2	5			2	5	2	3	1	
	Improves access in northern Morgantown		5	5		3	3				2	5			3	3	1			
	Encourages smart growth principles		5	5		3	3				2	4			3	3	3			
Community/ Environmental	Property/neighborhood impacts	15%	5	3		3	4				4	4			4	4	4	3	4	3
	Public facility impacts		1	1		3	3				1	1			3	4	3			
	Farmland impacts		1	1		3	3				3	1			2	3	3			
	Floodplain/wetland impacts		1	1		2	4				3	2			3	4	3			
	Cumulative and secondary impacts		4	4		4	5				3	4			4	5	4			
Regulatory Environmental	Section 4(f) and 6(f) - Parks, recreation impacts	20%	1	1	3	5	3	5	3	5	2	3	3							
	Section 106 - Cultural resource impacts		1	1	2	2	2	2	2	4	2									
	Environmental Justice impacts		1	1	3	4	3	4	3	5	3									
	Noise impacts		1	1	3	3	5	2	4	5	5									
Financial	Future maintenance cost	10%	1	2	3	5	3	2	3	2	3	5	3							
	Funding potential		1	1	2	4	2	4	3	4	3									
	Project cost		1	1	3	5	4	4	3	5	4									
<b>Weighted Score</b>			<b>3.4</b>	<b>2.9</b>		<b>2.9</b>	<b>3.3</b>			<b>2.5</b>	<b>3.6</b>			<b>2.5</b>	<b>3.5</b>	<b>2.3</b>				

1 to 2	Lowest likely impacts, addresses elements with good conformance to project goals, presents low construction/maintenance cost.
3	Mid-range of impacts, addresses elements to somewhat conform to project goals, medium construction/maintenance cost
4 to 5	High likely impacts, does not address elements or conform with project goals, high construction/maintenance cost



Morgantown Monongalia  
Metropolitan Planning Organization

# 2017-2045 Metropolitan Transportation Plan Update



Final Report (Draft)  
March, 2017



## ACKNOWLEDGEMENTS

### Policy Board Officers

Board Chairman: **Ron Justice**  
West Virginia University

Board Vice-Chairman: **Mike Kelly**  
Monongalia County Board of Education

Board Treasurer: **Patricia Lewis**  
Mayor of Granville

### MMMPO Policy Board

**Tom Bloom**, Monongalia County Commissioner  
**Dave Bruffy**, Mountain Line Transit  
**Brian Carr**, West Virginia Division of Highway  
**Janice Goodwin**, Councilperson, City of Westover  
**Edward Hawkins**, Monongalia County Commissioner  
**Herman Reid**, Mayor, City of Westover  
**Wes Nugent**, Councilperson, City of Morgantown  
**Jennifer Selin**, Councilperson, City of Morgantown  
**Marti Shamberger**, Mayor, City of Morgantown  
**Sean Sikora**, Monongalia County Commissioner  
**Joe Statler**, WV House of Delegate

### Freight Advisory Committee

**Edward Boyle**, MCI Group.  
**Bob Henn**, GREER IND.  
**John Laurita**, Mon County Assessor's Office  
**Ryan Nuzum**, Nuzum Trucking Co.  
**Barry Pallay**, Upper Monongahela River Association

Special Thanks to the following additional people:

**Eldon Callen**, Past Policy Board Chairman  
**Frank Gmeindl**, Morgantown Bicycle Board

*Appreciation to the members of the community who contributed to the development of this plan.*

### 2017-2045 MTP Update Steering Committee

**Christiaan Abildso**, Morgantown Pedestrian Safety Board, CAC  
**Lauri Address**, WVU School of Public Health  
**Heather Britton**, National Hemophilia Foundation  
**Brian Carr**, WV Division of Highways, TTAC  
**Holly Childs**, Morgantown Area Economic Partnership  
**Matt Cross**, Morgantown Pedestrian Safety Board, CAC  
**Damien Davis**, City of Morgantown, TTAC  
**Chris Fletcher**, City of Morgantown, TTAC  
**Chandra Inglis**, Federal Highway Administration, TTAC  
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TTAC = Transportation Technical Advisory Committee  
CAC=Citizens Advisory Committee

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Appendix A: Public Participation Documentation  
Appendix B: Travel Demand Model Update Documentation  
Appendix C: Community Survey Report  
Appendix D: 2013 LRTP Project Status Update  
Appendix E: 2017-2045 Metropolitan Transportation Plan Projects  
Appendix F: Environmental Justice Documentation

# 1. INTRODUCTION

## 1.1 HOW TO USE THIS UPDATE REPORT

The Morgantown Monongalia MPO 2017-2045 Metropolitan Transportation Plan Update (MTP Update) is an update of the MPO's 2013-2040 Long Range Transportation Plan (2013 LRTP), which was adopted in 2013. The following items in the 2013 LRTP were updated for this report:

The following items in the 2013 LRTP were updated for this report

- Public Involvement
- Transportation goals and objectives
- Transportation demand model development
- Funding the Long Range Transportation
- Projects and Strategies
- Environmental Justice Analysis

The report of MTP Update documents the development process and results of the MTP Update. It is intended to be used in conjunction with MPO's 2013 LRTP.

The report can be used to

- **Understand community opinions on transportation system performance and improvements.**

*Section 2.6 Community Concerns and Preference includes the results from the community survey. It shows the community's perspective on the transportation system and preferred locations for improvements. More detailed survey information can be found in Appendix C: Community Survey Report.*

- **Determine the long term transportation investment priorities in the Morgantown Monongalia area.**

*Chapter 5 Project Update and Recommendation includes a list of all the proposed projects and their prioritization. More detailed project information are included in Appendix E: 2017-2045 Metropolitan Transportation Plan Projects.*

- **Identify the demographic information associated with proposed transportation improvements.**

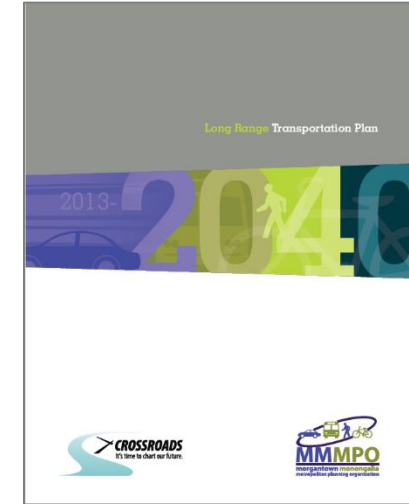
*Chapter 6 Environmental Justice Analysis includes a general description of demographic data for each funded and Tier 1 projects. It also has information on the relation of transportation projects and low income/minority population in the area.*

- **Understand travel demand and future transportation network performance.**

*Chapter 4 Travel Demand Model Update includes an introduction to the travel demand model used in the Morgantown Monongalia area. More detailed information on travel demand are included in Appendix B: Travel Demand Model Update Documentation.*

## 1.2 PURPOSE

The Morgantown Monongalia MPO's Metropolitan Transportation Plan establishes a set of transportation infrastructure investment strategies in the Morgantown area for the next 25 years. This Update has been prepared as required by federal regulations, including 23 CFR 450.324 (d), which requires a MPO in attainment areas to review and update the Metropolitan Transportation Plan at least every 5 years. The purpose of the Update is to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions.



## 1.3 PLANNING PROCESS

The process of MTP Update started in June 2016 and was completed in March 2017. The update had three stages: 1) understanding the need; 2) evaluating projects; 3) updating the Plan. Extensive community outreach was used during the planning process to engage our community in conversation about appropriate transportation solutions and priorities. The following table summarized the development of the MTP Update process. The MTP Update was conducted in conjunction with I-79 Access Study.

Phases	Time	Community Input	Major Tasks
Understand the need	June -- November	<ul style="list-style-type: none"> <li>• 1<sup>st</sup> Steering Committee Meeting (August)</li> <li>• Community Survey</li> <li>• 1<sup>st</sup> Public Meeting (October)</li> <li>• 2<sup>nd</sup> Steering Committee Meeting (November)</li> </ul>	<ul style="list-style-type: none"> <li>• Travel demand model update</li> <li>• Environmental justice analysis</li> <li>• Traffic data collection</li> <li>• GIS data collection</li> <li>• Project status update (Tier 1)</li> <li>• MPO website renovation</li> <li>• Conduct Community Survey Report</li> <li>• Goals and Objective Review</li> <li>• Draft evaluation criteria</li> </ul>
Evaluation Project	December -- January	<ul style="list-style-type: none"> <li>• 3<sup>rd</sup> Steering Committee Meeting (January)</li> <li>• 2<sup>nd</sup> Public Meeting (January)</li> <li>• 1<sup>st</sup> Freight Advisory Meeting (January)</li> </ul>	<ul style="list-style-type: none"> <li>• Assess projects status (Tier 2-4)</li> <li>• Update project scope of work</li> <li>• Update Goas and Objective</li> <li>• Report on Community Survey</li> <li>• Draft project prioritization</li> <li>• Long range revenue estimation</li> </ul>
Update the Plan	February -- March	<ul style="list-style-type: none"> <li>• 3<sup>rd</sup> Public Meeting (February)</li> <li>• 2<sup>nd</sup> Freight Advisory Meeting (February)</li> <li>• 4<sup>th</sup> Steering Committee Meeting (March)</li> </ul>	<ul style="list-style-type: none"> <li>• Finalize Project recommendation and prioritization</li> <li>• Report on MTP Update</li> </ul>

## 2. COMMUNITY PARTICIPATION

Community participation is essential to the MTP Update. The MPO conducted extensive public outreach to ensure that a wide range of stakeholders have opportunities to be involved in the planning process.

Public outreach entailed in two parts: committee review and general community input. The two parts are equally important and are complementary to each other.



### 2.1 MTP UPDATE STEERING COMMITTEE

A Steering Committee was established to guide the MTP Update process. The Committee includes all members of the MPO's Transportation Technical Advisory Committee (TTAC) and Citizens Advisory Committee (CAC). It also included representatives from the community. Specifically, the Steering Committee consisted of representatives from the following parties:

- State and federal transportation agencies
- Affected public agencies
- Public transportations agency
- Educational institutions
- Users of pedestrian walkways
- Users of bicycle facilities
- Advocacy for Minority/low income communities
- Advocacy for Environmental protection
- Advocacy for the disabled
- Advocacy for public health



Steering Committee meetings were held in conjunction with regular TTAC and CAC meetings. Members of the Committee were provided with relevant material for review in both electronic and paper format. There were four steering committee meetings. All meetings were held in the MMMPO Conference Room at 243 High St Room 110, Morgantown, WV. The detail of each meeting is provided in Appendix A.

#### 1<sup>st</sup> Steering Committee Meeting Agenda Items

TTAC Meeting on August 9, 2016 | 1:30 PM  
CAC Meeting on August 11, 2016 | 6:00 PM

- Introduce the Metropolitan Transportation Plan Update Process
- Review Goals, Objectives, and Ranking Criteria
- Update on the Status of Tier 1 Projects in the Current Plan  
-- Environmental Justice Analysis on LRTP Tier 1 project
- Review Community Outreach Material
- Initial Comments on the Update

#### 2<sup>nd</sup> Steering Committee Meeting Agenda Items

TTAC Meeting on Nov 9, 2016 | 1:30 PM  
CAC Meeting on Nov 10, 2016 | 6:00 PM

- Planning Process Update
- I-79 Access Study Update
- 1st Public Meeting Report
- Public Survey Report
- Suggested MTP Update Items
- Goals, Objectives, Project Ranking Criteria Review

#### 3<sup>rd</sup> Steering Committing Meeting Agenda Items

TTAC Meeting on Jan 10, 2016 | 1:30 PM  
CAC Meeting on Jan 12, 2016 | 6:00 PM

- Planning Process Update
- Public Survey Report
- Project Status and Recommended Updates
- Project Prioritization
- January and February Public Meetings

#### 4<sup>th</sup> Steering Committing Meeting Agenda Items

TTAC Meeting on March 7, 2016 | 1:30 PM  
CAC Meeting on March 9, 2016 | 6:00 PM

- Planning Process Update
- Projects Recommendation and Prioritization
- Final draft report of 2016 MTP Update

## 2.2 FREIGHT COMMITTEE

The Freight Advisory Committee consists of five committee members representing the freight industry in the the Morgantown Monongalia area. The Freight Committee provides inputs on traffic issues relating to freight transportation services in the area, as well as general concerns on the transportation network. Freight advisory committee is independent from Steering Committee.

There were two Freight Committee meetings. Both of them were held in the MMMPO Conference Room at 243 High St Room 110, Morgantown. WV

### 1st Freight Advisory Committee Meeting

January 11th, 2017 | 11:00 AM

- Agenda Items**
- Planning process overview
  - Review draft project recommendation and prioritization
  - Review goals, objectives, and project evaluation criteria

### 2nd Freight Advisory Committee Meeting

February 28th, 2017

- Agenda Items**
- Review draft recommendation of MTP Update
  - Recommend tier one projects recommendation.

## 2.3 COMMUNITY MEETINGS

The MPO held three community meetings different locations with easy access to the general public. These meetings were informal open-house style meetings, to allow sufficient interactive communication between meeting participants and planning staff. The notice of community meetings were publicized through the following media platforms and agencies:

- MPO website
- MPO Facebook page
- Morgantown Pedestrian Safety Board Email List
- Morgantown Bicycle Board Email List
- Morgantown Green Team Facebook page
- Morgantown neighborhood newsletter
- Mountain Line Transit Authority
- WVU Transportation Department
- Dominion Post (advertisement)
- WAJR Radio (interview)
- Community bulletin boards at major grocery stores
- Public Libraries
- Neighborhood convenient stores/gas stations at low income neighborhoods



Public meetings are summarized as the following. The detail of each meeting is provided in Appendix A.

### 1st Public Meeting

Marilla Park Recreation Center  
4-7 PM, Oct 26, 2016  
# of attendants: 25

### Items Reviewed

- Goals and objectives from the 2013 LRTP
- Status of projects proposed in the 2013 LRTP
- September community survey results
- Project ranking criteria
- Environmental justice updates
- Planning process overview
- Paper copies of public questionnaire

### 2nd Public Meeting

Mountaineer Station  
(in conjunction with I-79 Access Study )  
4-7 PM, Jan 26, 2017  
# of attendants: 70

### Items Reviewed

- Project recommendations
- Proposed project periodization
- Community survey report
- I-79 access Study alternative evaluation

### 3rd Public Meeting

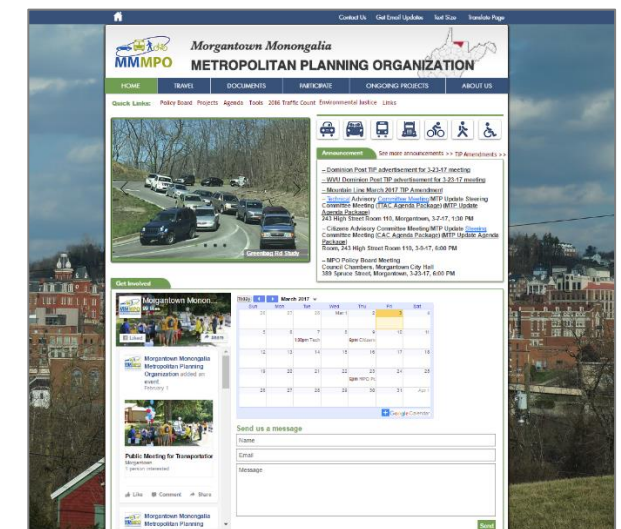
Mountain Line Transit Station in Westover  
4-7 PM, Feb 9, 2017  
# of attendants: 36

### Items Reviewed

- Planning process overview
- Project evaluation criteria
- Project recommendations
- Proposed project periodization
- Community survey report
- I-79 access Study alternative evaluation

The MPO renovated its website on September 1, 2016. The website features enhanced graphics, more transportation planning related information, and a more user-friendly platform. There have been nearly two thousand clicks on the website from September to November.

The MPO has also compiled an email list to distribute major meeting information. The email lists includes the contact information of interested citizens who previously contacted the MPO though emails or the MPO's website. The email list currently contains more than 150 email addresses.



## 2.4 COMMUNITY SURVEY

The MPO conducted a community survey from September to November. During this period, the MPO received 725 responses, including 705 online surveys and 20 paper surveys. The survey contained 20 questions covering demographics, transportation preference, existing transportation system evaluation, and transportation facility improvement preference. Details of the community survey are included in Appendix C: Community Survey Report. The results of the community survey are discussed in Chapter 3 Concerns and Opportunities.

### Survey Distribution

The survey was developed by MPO staff and approved by the Metropolitan Transportation Plan Update Steering Committee. The survey was first released to the public on September 1st on the MPO's website ([www.plantogether.org](http://www.plantogether.org)), and distributed in three forms: hard copy, electronic copies, and online survey link. The online survey was hosted by the Survey Monkey on (<https://www.surveymonkey.com/r/MTPUpdate>)

Paper copies and survey posters were distributed to the public libraries and major grocery stores. Survey posters were also posted at the neighborhood convenience stores in the minority/low income neighborhoods.

### Survey Analysis Method

Two types of data were collected. One type consisted of multiple choice questions, including questions on demographics, evaluation of existing transportation system, and transportation patterns. The data from these questions was summarized automatically by SurveyMonkey and then combined with the data from completed paper-based surveys by MPO staff.

The survey was distributed through the following channels:

- MPO website and Facebook page
- Morgantown Pedestrian Safety Board and Bicycle Board
- City of Morgantown public media
- Mountain line transit public media
- WVU transportation
- Dominion Post Advertisements
- Hard Copy Distribution
- Morgantown Area Chamber of Commerce

The other type of data collected was text-based questions on the preferred location for improvements. The data from these questions was transferred into Excel spreadsheets by MPO staff who used a "Community Preference Score" to rank the locations identified for improvements.

The Community Preference Score was calculated through the following steps:

1. Identified locations were counted and categorized into three groups: Corridor/Area, Street/Street Segment, and Intersections.
2. Each record of street/street segment and intersection preference was assigned to the appropriate corridor/area.
3. The Community Preference Score was calculated by using the formula in the sidebar.

### Community Preference Score Calculation Method

- Road and Intersection:
  - Priority one X 5 points
  - + Priority two X 4 points
  - + Priority three X 3 point
  - + Priority four X 2 point
  - + Priority five X 1 point
  - = Community Preference Score
- Pedestrian, Bicycle, and Transit:
  - Priority one X 3 points
  - + Priority two X 2 points
  - + Priority three X 1 point
  - = Community Preference Score

## 2.5 COMMUNITY CONCERNS AND PREFERENCE

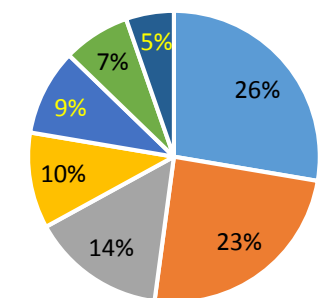
This section summarizes the results of the community survey and public meetings. It provides an overview of the public concerns about transportation issues and their preference for transportation investment. The information is used in project evaluation and prioritization.

### General Concerns

The MPO staff has identified several general concerns from the planning process. Those concerns are overarching and are not limited to specific projects. Concerns are grouped into four categories. They are safety, traffic flow, accessibility, and equity. Each concern relates to one or more transportation modes.

<sup>1</sup> Survey respondents indicated their preference on transportation investment in the area. The table shows the preference based on percentage of available funding. Improvements are not necessarily exclusive to each other.

### Preference on transportation Investment <sup>1</sup>



- Improving Traffic Flow
- Road Condition Improvements
- New Roads/Bridges
- Sidewalks/crosswalks
- Roadway widening
- Public Transit
- Bicycle Facility

Concerns		Cars	Transit	Pedestrian	Bicycle
Safety	Deficient road pavement and sight distance	X	X		X
	Pedestrian safety in the Morgantown Downtown area			X	
	Lack of safe routes to schools from adjacent neighborhood			X	X
	Lack of crosswalks at intersections near WVU campus			X	
Traffic flow	Traffic congestions during AM and PM peak hours on major corridors, including Mileground Rd, Mon Blvd, Beechurst Ave, WV 705, and University Ave.	X	X		
	Lack of alternative truck routes	X		X	X
	Lack of alternative routes between employment centers and I-79	X	X		
	Lack of alternative routes between employment centers and the Cheat Lake area	X	X		
Accessibility	Accessibility to trails from adjacent neighborhood			X	X
	Accessibility to University Towne Centre and Suncrest Towne Centre		X	X	X
	Accessibility to major grocery stores and parks		X	X	X
	Accessibility to University High School	X			
Equity	Deficient road conditions in the western part of the County	X			
	Lack of sufficient bus service to low income neighborhood		X		
	Lack of accessibility to homeless shelters (Bartlet House)		X	X	

### Public Perspective on Existing Transportation System

Based on the community survey:

**75%** consider the trails system as **good or excellent**.

**82%** consider the transit service as **fair or good**.

**93%** consider **road condition** as **fair or poor**.

**79%** consider **speed of traffic** as **fair or poor**

**72%** consider **convenience to get around** as **fair or poor**

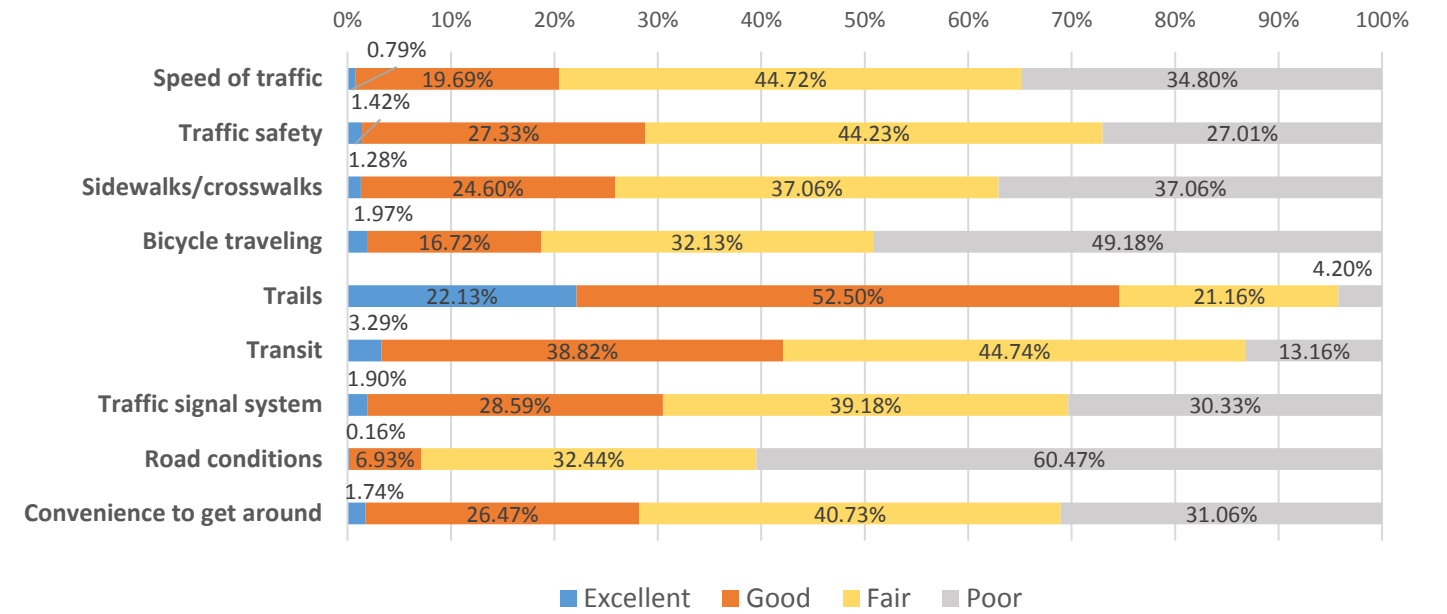
**81%** consider **bicycle traveling** as **fair or poor**

**74%** consider **pedestrian facilities** as **fair or poor**



Photo by Steve Shaluta, courtesy Mon River Trails Conservancy

The survey results of the evaluation on the existing transportation system area are shown in the the following table.



The following table shows the preference for each different transportation mode. It shows the percentage of respondents who consider it is somewhat likely or very likely for them to increase their use of alternative transportations if certain improvements were made.

Priority	Pedestrian Facility <i>Total Respondents: 619</i>	Bicycle Facility <i>Total Respondents: 582</i>	Transit Service <i>Total Respondents: 586</i>
1	Pedestrian friendly land use (71%)	Extended trail system (54%)	Extended PRT lines (54%)
2	More sidewalks (69%)	Bicycle friendly land use (51%)	Route information (47%)
3	Open public spaces (68%)	Paved shoulders (50%)	Frequent bus service (47%)
4	Safer pedestrian crossing (66%)	Bicycle lanes (48%)	Extended PRT time (45%)
5	Extended trail system (58%)	Bicycle parking (41%)	Extended bus lines (43%)
6	--	Bicycle route map (39%)	Bus shelters (30%)
7	--	Bicycle signage (39%)	Park-&-rides location (26%)
8	--	Share the road marking (35%)	Vanpool (16%)
9	--	Bicycle traffic skill course (26%)	--

**Preferred Locations for Roadway Improvements**

The following tables summarized the preferred locations for roadway improvements based on the Community Survey. The Community Preference Score was used to prioritize the identified location. The method used in calculating the scores are discussed in section 2.5 Community Survey. The detailed the community survey results are included in Appendix C: Community Survey Report

*Overall Roadway Improvements (Preference Score)*

Ranking	Major Corridor/Area	Percentage of Respondents	Key Intersections in the Corridor
1	Mileground Rd (1,143)	54%	Mileground Rd/Cheat Rd (204) Mileground Rd/Hartman Run Rd (129) Mileground roundabout (123)
2	WV 705 (1,107)	54%	WV 705/Burroughs St (292) WV 705/University Ave (121) WV 705/Elmer Prince Dr (33) WV 705/Willowdale Dr (32)
3	University Ave (840)	40%	University Ave/Collins Ferry Rd (164) University/Pleasant St/Westover Bridge (145) University Ave/Beechurst Ave (114) Grumbein’s Island (102) University Ave/Walnut St (33)
4	Beechurst Ave (583)	27%	Beechurst Ave/Campus Dr (53)
5	West Run Rd (400)	21%	West Run/Stewartstown Rd (19) West Run/Point Marion (17)
6	Van Voorhis Rd (323)	16%	WV 705/Burroughs St (292)
7	WV 7-Eastbound (387)	22%	WV 7/Greenbag Rd (144) WV 7/Hartman Run (13)
8	Stewartstown Rd (213)	12%	Stewartstown Rd/Pt. Marion (63) WV 705/Stewartstown (43) Stewartstown/West Run Rd (19)
9	Monongahela Blvd (152)	9%	Mon Blvd/Boyers Ave (40) Mon Blvd/Patteson Dr (37)
10	Greenbag Rd (130)	7%	Greenbag Rd/WV 119 (35) Greenbag Rd/Dorsey Ave (31)



*Preferred Locations for Pedestrian Facility Improvements (Preference Score)*

Ranking	Major Corridor/Area	Percentage of Respondents	Key Intersections in the Corridor
1	University Ave (471)	47%	Grumbein’s Island (169) University Ave/Patteson Dr (64) University Ave/Westover Bridge/Pleasant St (70) University Ave/Walnut St (22)
2	WV 705 (301)	31%	WV 705/Burroughs (67) WV 705/Don Nehlen Dr (24) WV 705/Pineview Dr (23) WV 705/Suncrest Towne Centre (21)
3	Downtown Area (225)	23%	Wiley St/High St (12) Spruce St/Walnut (19) Walnut St/Chestnut St (12)
4	Van Voorhis Rd (132)	12%	Van Voorhis Rd/West Run Rd (5)
5	Patteson Dr (131)	15%	WV 705/Laurel St (3) Patteson/Kroger (10) Mon Blvd/Patteson Dr (19)
6	Coliseum Area (95)	10%	Mon Blvd/Evansdale Dr/CAC (31)
7	Mileground Rd (72)	9%	No specific intersection identified
8	Stewartstown Rd (72)	7%	WV 705 and Stewartstown Rd (13) Stewartstown Rd/Bon Vista Apartment (1) University/Boyers (9) University Ave/Collins Ferry Rd (20)
9	Start City Suncrest Area (64)	7%	University/Junior St (3) Collins Ferry/Junior (2) Collins Ferry/the New Suncrest School (3)
10	Beechurst Ave (55)	6%	Campus/Beechurst (2) University/Beechurst (16)

Preferred Locations for Bicycle Facility Improvements (Preference Score)

Ranking	Major Corridor/Area	Percentage of Respondents	Intersection/Street Segment
1	University Ave (183)	30%	Chestnut Ridge Rd (32)
2	WV 705 (109)	20%	High St (27)
3	Downtown Area (91)	14%	Collins Ferry Rd (25)
4	Beechurst Ave (74)	14%	Dorsey Ave (12)
5	Van Voorhis Rd (66)	10%	Willowdale Rd (12)
6	Mileground Rd (55)	10%	University Ave/Beechurst Ave (11)
7	Patteson Dr (55)	12%	Brockway Ave (9)
8	Monongahela Blvd (42)	7%	WV 705 from Hospital to Mileground (9)
9	Greenbag Rd (21)	4%	Valley View Ave (9)
10	Stewartstown Rd (20)	4%	WV 705/Burroughs St (9)

Preferred Locations for Transit Improvements (Preference Score)

Ranking	Major Corridor/Area	Percentage of Respondents
1	Hospital Area (69)	13%
1	University Towncenter/I-79 New Interchange Area (69)	15%
3	Downtown Area (64)	13%
4	Suncrest Area (48)	10%
5	South Park/Greenmont Area (42)	9%
5	Suncrest Towncenter (42)	10%
7	Cheat Lake Area (30)	7%
8	Evansdale Campus Area (30)	6%
9	Van Voorhis Rd (29)	6%
10	Star City (28)	5%

### 3. GOALS AND OBJECTIVES REVIEW

The purpose of reviewing goals and objectives in the 2013 LRTP is to ensure that they are valid and updated under the current situation. The Update does not draft goals and objectives. Instead, the goals and objectives of the 2017 MTP are essentially consistent with the MPO’s 2013 LRTP. Several changes are made to reflect the requirements specified in current federal regulations.

The review of goals and objectives was first introduced to the Steering Committee at the beginning of the planning process in August, 2016. It was presented to the public in October for comments during the public meeting. The goals and objectives were reviewed by the Steering Committee again in November. Goals and objectives were also distributed electronically and posted on the MPO’s website for review from September to November, 2016. No negative comments were received from the public.

#### 3.1 GOALS AND OBJECTIVES

##### GOAL #1: a multimodal transportation system that efficiently moves people and goods

- Objective 1 A: Eliminate/reduce current congestion and multimodal traffic flow restrictions on arterial and collector roadways
- Objective 1 B: Ensure that future development and related transportation improvements address capacity and connectivity needs proactively rather than reactively
- Objective 1 C: Improve ingress/egress to the most densely developed/highest activity areas of region
- Objective 1 D: Provide adequate transportation capacity and access to support current businesses
- Objective 1 E: Focus capacity improvements for all modes in areas of desired future growth and development that support the public’s vision for the region

##### GOAL #2: a transportation system in which all modes are highly integrated and connected

- Objective 2 A: 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
- Objective 2 B: Encourage the use of the most efficient mode based on the distance and characteristics of a particular trip
- Objective 2 C: Increase the geographic area in which people have convenient access to non-automobile modes
- Objective 2 D: Reduce reliance on automobile for travel
- Objective 2 E: Better serve those who do not/cannot own and drive a personal automobile
- Objective 2 F: Allow for efficient transfers of goods between modes (air, pipeline, river, and rail)
- Objective 2 G: Improve and expand infrastructure for pedestrians, bicyclists and people with disabilities
- Objective 2 H: Increase use of existing rail-trails for transportation purposes

##### GOAL #3: a multimodal transportation system that safely moves people and goods

- Objective 3 A: To minimize crashes, especially injury/fatality crashes, by 50% through improvements to high crash locations, improvements to local enforcement of traffic laws, and education of transportation system users
- Objective 3 B: To ensure that future growth and related transportation improvements address transportation safety needs in planning and design



**Goal #4: a transportation system that maximizes the efficiency of freight movement through and within the**

- Objective 4 A: Reduce truck traffic in residential neighborhoods and on other streets where significant numbers of bicycles and pedestrians are present
- Objective 4 B: Improve truck access to key industrial areas
- Objective 4 C: Increase options for freight movement that minimizes truck traffic on non-interstate roadways

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

- Objective 5 A: More effective and less costly transportation improvements by capitalizing on common goals and needs between communities and agencies in the region
- Objective 5 B: Higher quality transportation system improvements due to cost sharing and collaboration
- Objective 5 C: Transportation improvements that support the public’s long-term vision for the region

**Goal #6: A transportation system that is attractive, sustainable, and livable**

- Objective 6 A: Integrate the local context of the area into the planning, design, and construction of transportation improvements
- Objective 6 B: Include sustainability features in design of transportation improvements that minimize environmental impacts
- Objective 6 C: Address multimodal system needs in all planning, design, and construction of transportation improvements
- \*Objective 6 D: Reduces or mitigate the storm water impacts of surface transportation
- \*Objective 6 E: Enhance travel and tourism in the Morgantown Monongalia urban area

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

- Objective 7 A: Reduce the need to construct costly transportation and parking infrastructure improvements
- Objective 7 B: Invest in transportation improvements that encourage and support development/land use patterns that decrease need to travel
- Objective 7 C: Reduce automobile emissions and improve air quality
- Objective 7 D: 50% increase in trips made by walking
- Objective 7 E: 5% of all trips made by bicycle by 2025
- Objective 7 F: Increase number of trips made by public transit by 200%
- Objective 7 G: Increase work telecommuting and virtual lectures (WVU)
- Objective 7 H: Increase average vehicle occupancy by 50%

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

- Objective 8 A: Heighten awareness of homeland security needs related to transportation
- \*Objective 8 B: Improve understanding of critical transportation system-related homeland security issues in the region, improves transportation system resiliency and reliability
- Objective 8 C: Incorporate homeland security needs in transportation project planning, design, and construction

\*MPO STAFF SUGGEST TO ADD OR MODIFY THIS OBJECTIVE FOR THE UPDATE. THE FAST ACT ADOPTED IN 2015 EXPENDED PLANNING CONSIDERATION FACTORS TO INCLUDE THIS ISSUE.

**3.2 CORRELATION WITH FEDERAL PLANNING FACTORS**

23 U.S.C. 134 (h) (1) provides that the metropolitan planning process for a metropolitan planning area shall include ten areas (federal planning factors). The following table illustrate the relation between the MTP goals and objectives with the federal planning factors.

The FAST Act expands the consideration of the transportation planning process to include

- Improving transportation system resiliency and reliability-Morgantown Pedestrian Safety Board and Bicycle Board
- Reducing (or mitigating) the storm water impacts of surface transportation
- Enhancing travel and tourism

Federal Planning Factors	2016 MTP Goals							
	1	2	3	4	5	6	7	8
a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	X	X		X	X	X	X	
b. increase the safety of the transportation system for motorized and nonmotorized users;	X		X	X	X	X	X	
c. increase the security of the transportation system for motorized and nonmotorized users		X			X			X
d. increase the accessibility and mobility of people and for freight	X	X		X	X	X	X	
e. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	X	X	X	X	X	X	X	
f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight		X		X	X	X	X	
g. promote efficient system management and operation	X	X		X	X	X	X	
h. emphasize the preservation of the existing transportation system	X	X	X		X	X	X	
i. improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation	X	X	X	X		X		X
j. enhance travel and tourism	X	X	X	X		X	X	

**3.3 PERFORMANCE MEASURES**

The MMMPO will establish performance measures in future long range transportation plans. The performance measurement areas listed below:

- Transportation safety (fatalities and serious injuries)
- Transportation system performance (congestion)
- Economic growth and competitiveness
- Freight movement major regional arterials
- Access to jobs and opportunity

The MPO will set performance targets in relation to the performance measures, in coordination with the WV DOH and the Mountain Line Transit Authority.

National policy in support of performance management

“Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through ”[§1203; 23 USC 150(a)]

### 3.4 PROJECT EVALUATION CRITERIA

Project evaluation criteria are used to assess the validity of project and to prioritize tiered projects (see section 5.3 Metropolitan Transportation Plan Projects). Those criteria were developed from FHWA Metropolitan Factors and are consistent with the goals and objectives of the Plan.

The criteria consists of eight categories, covering a wide range of factors in the transportation plan. The Steering Committee assigned a score to each category to reflect its relative importance based on FHWA policies, current transportation conditions, and community input.

The total possible score for a project is 100.

#### Project Ranking Criteria

Evaluation Criteria	Score
	<b>100</b>
<b>SYSTEM PRESERVATION &amp; ENHANCEMENT</b>	<b>20</b>
Project improves existing route	5
Project improves traffic flow	5
Project reduces or mitigate the storm water impacts of surface transportation	5
Project has sustainable operations/ongoing maintenance support	5
<b>QUALITY GROWTH &amp; SUSTAINABLE DEVELOPMENT</b>	<b>10</b>
Project improves access to encouraged/controlled growth area	2.5
Project supports infill/redevelopment	2.5
Project located near mixed-use, high density areas	2.5
Project contributes to roadway network connectivity	2.5
<b>ECONOMIC PROSPERITY</b>	<b>10</b>
Project located near existing jobs/high job growth areas	2.5
Project improves access to retails/activity center	2.5
Project enhances travel and tourism	2.5
Project endorsed by the Chamber of Commerce	2.5
<b>MULTI-MODAL OPTIONS</b>	<b>15</b>
Project is located within a planned/existing multi-modal corridor	2.5
Project reduced inter-modal conflict (e.g. traffic signals, intersection improvements)	2.5
Project includes transit accommodations (e.g. signal priority, pullouts, shelters)	2.5
Project includes pedestrian amenities	2.5
Project includes bicycle facility improvements	2.5
Project makes a connection to another modal facility	2.5
<b>SAFETY &amp; SECURITY</b>	<b>20</b>
Project includes geometrical improvements for the safety of drivers, pedestrians, and cyclists.	4
Projects includes signage/wayfinding	4
Project includes appropriate traffic calming techniques	4
Projects address a high crash location (intersection/corridor)	4
Projects improves transportation system resiliency and reliability	4
Projects reduces the safety of drivers, pedestrians, or cyclists*	-4
<b>FREIGHT &amp; GOODS MOVEMENTS</b>	<b>10</b>
Project improves route with significant existing/anticipated truck movements	4
Project improves access to major good/freight distribution centers	3
Project address existing/anticipated freight-passenger conflict	3
<b>EQUITY, HEALTH &amp; ENVIRONMENT</b>	<b>10</b>
Project improves accessibility for low-income/minority communities	2
Project corrects ADA Non-compliance	2
Project includes transportation choices for the disable/aging population	2
Project promotes physical activity	2
Project improves access to healthy food and health facilities	2
Project has potential negative impact on natural or socio-cultural resources*	-2
<b>COMMUNITY SUPPORT &amp; CONSISTENCY</b>	<b>15</b>
Project is considered as top local priority by public officials	3.75
Project has documented supports/needs from the community	3.75
Project has been considered in funding/grant applications	3.75
Project has been proposed in other plans/studies other than the LRTP	3.75

\*criteria of negative impact

## 4. TRAVEL DEMAND MODEL UPDATE

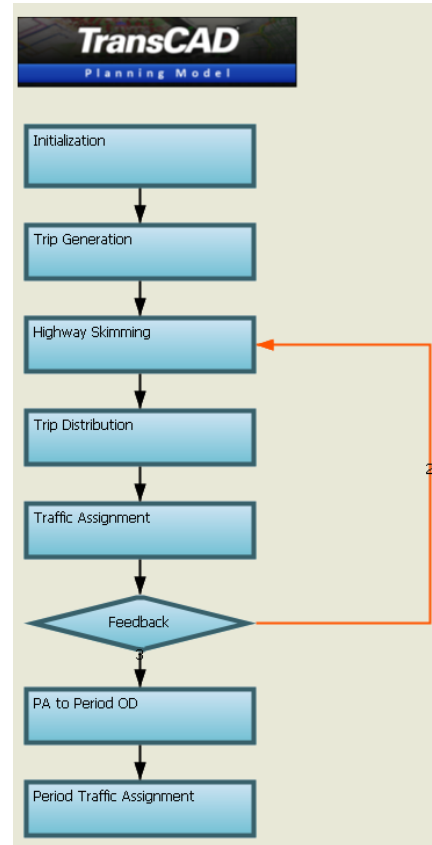
The Regional Travel Demand Model is a computer simulation of transportation system. The model is the primary tool used for assessing future conditions on the Morgantown area transportation network. The model estimates travel demand by evaluating the location and amount of population and employment by geographic location, and understanding the capacity, travel speed and connectivity offered by the street and roadway system.

The update and revalidation of MPO's travel demand model was conducted as part of I-79 Access Study. The model features that were added during this update include:

- **Model Script and User Interface:** this provides a streamlined model code and user-friendly application of the model, with the assurance of repeatable results.
- **Traffic Analysis Zone (TAZ) Additions:** TAZs are the basic unit of geography for the TDM. Three (3) new TAZs were added during this 2015 TDM update by MMMPO staff, along with socio-economic data reallocations to account for the new zone structure.
- **Time-of-Day Model Component:** The previous version of the TDM had a single, daily time period considered for traffic as assignment, which results in a single set of travel costs (congested travel times on the network) for the entire day. Adding the time-of-day (TOD) component to the model, allows the updated TDM to consider the varying travel time levels (congestion) that occur in Morgantown in peak- and off-peak periods. The model now has four different time periods: Morning (7:00 AM to 9:00 AM), Mid-Day (11:00 AM to 1:00 PM), Afternoon (3:00 PM to 6:00 PM) and Off Peak (the rest of the day).
- **West Virginia University Trip Distribution Application:** To better reflect the travel patterns to and from WVU campuses, a set of district-based trip distribution factors were developed. The adjustment factors that were applied were based on mobile-phone based data purchased for the Morgantown area, which provided origin-destination data based on an anonymous aggregation and tracking of wireless signals from a sample of mobile phone carriers in the region.

**Other Model Adjustments:** Additional model validation adjustments were made to better reflect conditions in the MMMPO area. Model performance was examined through an iterative process at each model step, with a particular focus on traffic assignment results and TOD factors. Those outlier locations where traffic volumes

MMMPO Travel Demand Model



deviated the most from observed counts were those locations that received the most attention for additional model adjustments.

At the end of the model updates, the model was validated against available traffic observations to provide confidence in model performance. With the updates to the model, it was determined that the added model functions had also improved overall model performance. A detailed technical documentation of the MMMPO travel demand model is included in I-79 Access Study Report-Appendix C

### Model Application

The 2040 conditions used as the baseline for the future needs analysis in the I-79 Access Study reflect an “existing-plus-committed” (E+C) network scenario. The 2040 E+C scenario assumes no improvements to the base year roadway network beyond those major capacity projects built since 2010, or are currently included in the MPO's Transportation Improvement Program (TIP). The 2040 E+C scenario traffic forecasts assumed that in addition to the base year roadway network, two major roadway projects would be completed by 2040:

- **The Mon-Fayette Expressway / Highway 43:** This connection between I-68 at Cheat Lake and the Pennsylvania border was completed after 2010.
- **Beechurst Avenue, Campus Drive to Hough Street:** This segment of Beechurst Avenue was recently converted from a street with one northbound travel lane, one southbound travel lane, and one center two-way left-turn lane to a street with two southbound through lanes and one northbound travel lane.

The TDM was used to evaluate the relative performance of the range of study roadway alternatives, using this E+C network scenario as the baseline. The alternatives model runs involved coding in the relative characteristics of each corridor alternative, including:

- Geographic location / extent of each alternative corridor.
- Capacity / number of travel lanes.
- Assumed posted speed.
- Network connections to other corridors.

### Key Existing + Committed Projects and Improvements

For the TDM evaluation, the following projects are some of the key E+C projects and improvements that are currently included in the TDM and programmed in MMMPO's TIP:

- **The Mon-Fayette Expressway/Highway 43:** This connection between I-68 at Cheat Lake and the Pennsylvania border was completed after 2010.
- **Beechurst Avenue, Campus Drive to Hough Street:** This segment of Beechurst Avenue was recently converted from a street with one northbound travel lane, one southbound travel lane, and one center two-way left-turn lane to a street with two southbound through lanes and one northbound travel lane.
- **Mileground Widening Airport Road – Easton Elementary:** Widen US 119 from Donna Avenue to Cheat Road.
- **Green Bag Road (CR 857):** Intersection improvement and widening.
- **Van Voorhis Road Widening.**
- **Beechurst Avenue (US 19):** Spot improvements beginning at 6th Street.
- **West Run Road (CR 67/1) widening.**

## 5. PROJECT UPDATE AND RECOMMENDATIONS

### 5.1 2013 LRTP PROJECT STATUS ASSESSMENT

This part of the report assesses the progress of projects recommended in the 2013-2040 Long Range Transportation Plan (LRTP). The status assessment, albeit not all inclusive, captures the transportation improvements made in the Morgantown Monongalia area from 2013 to 2016 and provides information for the project recommendations and prioritizations of this report.

The following are major progress update for 2013 LRTP Tier 1 projects since the last adoption of the plan.

#### Project 2. ADA Compliance Projects

- MPO planning studies identified systematic pedestrian infrastructure improvement opportunities in the region. Those planning studies include Greenbag Rd Corridor Study, University Ave Complete Street Study, and Westover/Granville Pedestrian Study.
- City of Morgantown repaired sidewalks and crosswalk in various location, including 233 ADA ramps.
- Beechurst Ave sidewalk/crosswalk improvements by WV DOH and City of Morgantown.

#### Project 6. New Bridge over Mon River and Roadway Connection to I-79

- I-79 Access Study developed and evaluated 12 alternatives for access improvement to I-79. One alternative was recommended. The study has provided necessary documentation for a future NEPA project development study for this project.

#### Project 7. Van Voorhis Rd Improvements

- Drainage improvements and resurfacing on Van Voorhis Rd by WV DOH and Morgantown Utility Board.
- The WV DOH programmed improvements toward Voorhis Rd as following: Engineering(2018), Right of Way(2019), Construction (2020)

#### Project 8. Beechurst Ave Improvements

- Resurfacing and restriping on Beechurst Ave from Campus Dr to Hough St, including converting the TWLTL to a southbound through lane, by WV DOH.
- The WV DOH programmed improvements on Beechurst Ave as following: Engineering (2019), Right of Way (2020), Construction (2021). The MPO will be preparing a preliminary plan for this improvement in 2017

#### Project 11. West Run Improvements-Western Section

- The WV DOH programmed improvements on Beechurst Ave as following: Engineering (2020), Right of Way(2020), Construction (2021)

#### Project 18. Greenbag Rd Improvement

- MPO Greenbag Rd Corridor Study developed alternative to comprehensively improve the travel on for all users on Greenbag Rd.
- The WV DOH programmed improvements on Greenbag Rd as following: Engineering (2020), Right of Way(2020), Construction (2021)

#### Project 26. North Side Connector Bus Rapid Transit

- Bus stops locations and Bus Rapid Transit routes were identified in the University Ave Complete Street Study

#### Project 27. Grant Ave Bicycle/Pedestrian Connector

- A potential trail alignment was identified in the University Ave Complete Street Study

#### Project 28. White Park/Caperton Trail Connection

- Project was included in a Transportation Alternative Program grant application submitted by the City of Morgantown.

#### Project 40. Regional Bikeway Plan Implementation

- MPO developed a regional bicycle plan, which identify networks for the region based on the bicycle commuter map developed by the Morgantown Bicycle Board.
- City of Morgantown received a TAP Grant to construct a Multi-use bridge connecting Greenmont neighborhood to Deckers Creek Trail
- City of Morgantown received a TAP Grant to install Bicycle May Use Full Lane signs and Sharrows on major city streets

#### Project 43. School Route Improvements

- Sidewalk and crosswalk improvements at various locations
- Bicycle facilities including sharrows, bicycle signs, and multiuse paths are to be installed at various locations near schools. (committed projects)

#### Project 45. Downtown Morgantown Signalization and Street Changes

- A study Identified alternative signal timing plan to improve downtown traffic flow. The project will be implemented in 2017.

#### Project 38. Intersection Capacity and Safety Improvement Program

- Major intersection improvements are summarized as the following:

Planning Phase	Engineering Phase	Construction (completed)
<ul style="list-style-type: none"> <li>• University Ave &amp; WV 705</li> <li>• University Ave &amp; 3<sup>rd</sup> St</li> <li>• University Ave &amp; College Ave</li> <li>• University Ave &amp; Falling Run Rd</li> <li>• University Ave &amp; Stewart Rd</li> <li>• Greenbag Rd &amp; US 119</li> <li>• Greenbag Rd &amp; Dorsey Ave</li> <li>• Holland Ave &amp; Fairmont Rd</li> <li>• University Ave &amp; Beechurst Ave</li> <li>• University Ave &amp; Campus Dr</li> </ul>	<ul style="list-style-type: none"> <li>• Greenbag Rd &amp; WV 7</li> <li>• Beechurst Ave &amp; Campus Dr</li> <li>• Mileground Rd &amp; Cheat Rd</li> <li>• Mileground Rd &amp; Airport Blvd</li> <li>• Mon Blvd &amp; Boyers Ave</li> <li>• WV 7 &amp; Brookhaven Rd</li> <li>• Univ. Ave &amp; Collins Ferry Rd</li> <li>• WV 705 &amp; Van Voorhis Rd</li> <li>• US 119 &amp; Smithtown Rd</li> </ul>	<ul style="list-style-type: none"> <li>• Mon Blvd-Chaplin Hill</li> <li>• Rd Cheat Rd-N Pierpont Rd</li> <li>• Mon Blvd-Evansdale Dr</li> <li>• WV 705-Fine Art Dr</li> <li>• I-68 Exit 7 EB &amp; Cheat Rd</li> </ul>

Status update for tier 2 to tier 4 projects and alternative funding dependent projects are included in the Appendix D: 2013 LRTP Project Status Update.

From 2013 to 2016, major planning studies conducted by the MPO are:

- MPO Regional Bicycle Plan (FY 2013-2014)
- Greenbag Rd Corridor Planning Study (FY 2014-2015)
- Westover-Granville Pedestrian Study (FY 2015-2016)
- University Ave Complete Street Study (FY 2015-2016)
- I-79 Access Study (FY 2015-2017)

Details of the studies are available at the MPO's website at [www.plantogether.org/plans-studies](http://www.plantogether.org/plans-studies)

## 5.2 LONG RANGE REVENUE ESTIMATION

Federal regulations requires metropolitan planning organizations to develop a fiscally constrained long range transportation plan covering at least 20 years that addresses future needs. This part of the report answers the question of how much revenue will likely be available to the Morgantown Monongalia MPO during the plan’s 30 years planning horizon.

The revenue estimates for the MTP Update are based on the Calendar Year 2015 Long Range Revenue Estimations for Use in MPO Long Range Transportation Plans prepared by the West Virginia Division of Highways (Revenue Plan). The Revenue Plan was prepared in 2015 and distributed to the MMMPO in 2016 for the purpose of updating existing metropolitan transportation plans. It is noted in the plan that methodology used for these projections will need to be revised in the near future due to the implementation of a new financial tracking program.

The DOH’s Revenue Plan projected \$177,355,000 funding for transportation improvements in the Morgantown Monongalia area from FY 2016 to FY 2040. MPO staff estimated the funding from FY 2017 to FY 2045 by using the average growth rate of the forecast from FY 2021 to 2045.

The total estimated funding for the transportation improvements in the Morgantown Monongalia area from FY 2017 to FY 2045 is **\$237,106,000**.

## 5.3 PROPOSED MTP PROJECTS

The 2017-2045 Metropolitan Transportation Plan Update includes 47 transportation projects/programs to be pursued in the future with project prioritization by tier. The prioritization of projects is based on:

- The status of projects in the 2013 LRTP
- Project ranking criteria
- Community survey results and public opinions
- Existing condition analysis (EJSCREEN and ACS Summary Report)
- Opinions of Steering Committee and MPO staff

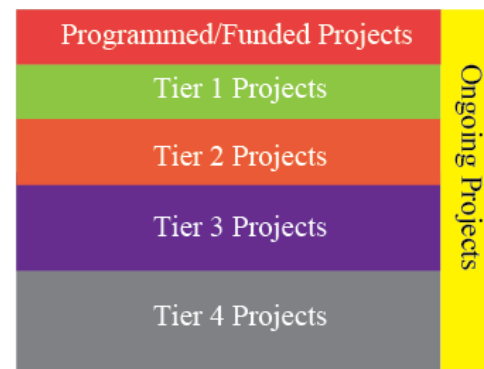
Projects are assigned in four categories. The description of each proposed project of the metropolitan transportation plan area included in Appendix E: 2017-2045 Metropolitan Transportation Plan Projects.

### Estimated Revenue and Cost

WV DOH Projected Funding:  
**\$237,106,000**

Estimated Cost of Programmed Projects and Proposed Tier 1 Projects  
**\$237,000,000**

### MMMPO Project Recommendation Structure



## Programmed (funded) Projects and Tier One Projects

Programmed projects have been funded through MPO’s Transportation Improvement Program and/or local funding resources. They are expected to be constructed within the next six years. Programmed projects are not included in project prioritization.

Tiered projects are prioritized in four tiers. Tier 1 Projects are of the highest value to the region and should be advanced as soon as practicable. They could be funded with the currently forecasted state and federal funding for the region between now and the 2045 plan horizon. Tier 1 projects meet at least one of the following criteria:

- The project has undergone major updates since the adoption of 2013 Long Range Transportation Plan.
- The project should be implemented in coordination with I-79 Access Improvements due to their close connections.

The priority of the rest of tiered projects are decided by prioritization scores. Their implementation is largely contingent on the available funding beyond the forecasted state and federal funding for the region.

	Project ID	Project Name	Estimated Cost	Priority	2013 LRTP Priority	
Programmed Projects	7	Van Voorhis Rd Improvements	\$10 million	--	Tier 1	
	8	Beechurst Ave Improvements	\$7 million	--	Tier 1	
	11	West Run Improvements-Western Section	\$12 million	--	Tier 1	
	18	Greenbag Rd Improvements	\$15 million	--	Tier 1	
	45	Downtown Morgantown Signalization And Street Changes	\$2 million	--	Tier 1	
Tier 1 Projects	6	I-79 Access Improvements Phase I	\$110-120 m	1	Tier 1	
	33	Grumbein’s Island Grade Separation	\$3 million*	2	Tier 2	
	12	Stewartstown Rd Improvements	\$12 million	3	Tier 2	
	13	West Run Rd Improvements-Eastern Section	\$3 million	4	Tier 1	
	21	Earl Core Road (WV 7) -Northern Section	\$9 million	5	Tier 2	
	9	University Ave Complete Street Improvements	\$36 million	6	Tier 2	
	17	Fairmont Rd/Holland Ave Improvements Phase I	\$11 million	7	Tier 3	
	26	North Side Connector Bus Rapid Transit	\$1 million	8	Tier 1	
	27	Grant Ave Bicycle/Pedestrian Connector	\$0.9 million	9	Tier 1	
	Total			Range	\$232-\$242 million	
				Average	\$237 million	
	2016-2045 Forecasted Revenue			237.1 million		
Balance (Revenue – Estimated Average Project Cost)			0.1 million			

\*Estimated cost is based on Option #3: Pedestrian “Raised Intersection” Gateway

*Tier one projects are prioritized based on on the opinions of the committees and the community. It does not necessarily determine the actual implementation order of improvements proposed in this plan. The ultimate sequence of performing those improvements is at the discretion of implementing agencies.*

The following table shows the primary rationales in prioritizing tier 1 projects.

	Project ID/Name	Notes
Tier 1 Project Prioritization	1 #6. I-79 Access Improvements Phase I	The project has the most significant regional impact to reduce congestion in the northern part of the Morgantown area, including WV 705.
	2 #33. Grumbein's Island Grade Separation	The project is to improve traffic flow on University Ave in the downtown campus area. It has been identified as a top concern for pedestrian safety.
	3 #12. Stewartstown Rd Improvements	The project is to improve a key connection between WV 705 and northern part of the County.
	4 #13. West Run Rd Improvements-Eastern Section	The project is to improve the safety and traffic flow on West Run Rd by widening substandard lanes between Stewartstown Rd and Point Marion Rd.
	5 #21. Earl Core Road (WV 7) - Northern Section	The project is to improve the connection from Morgantown to I-68 and southern part of the county. It includes improvements for both vehicle traffic and pedestrians.
	6 #9. University Ave Complete Street Improvements	The project is to improve University Ave for all users, including pedestrian, bicyclists, transit users, as well as vehicle drivers.
	7 #17. Fairmont Rd/Holland Ave Improvements Phase I	The project is a complete street improvement on Fairmont to enhance travel safety and efficient between Westover and Morgantown.
	8 #26. North Side Connector Bus Rapid Transit	The project is to reduce vehicle travels between WVU Evansdale Campus and Downtown Campus by providing high quality transit service between the two campuses.
	9 #27. Grant Ave Bicycle/Pedestrian Connector	The project provides a multi-use path between the Sunny-side neighborhood and WVU Evansdale campus.

### Ongoing Projects

Ongoing projects identify improvements at multiple, and in many case non-contiguous, locations and are best implemented through continuous effort. It could also be implemented as a component of another project. Ongoing projects primarily consist of pedestrians and bicycle facility improvements and Transportation Demand Management activities.



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Category	Project ID	Project Name	Estimated Cost	Recommended 2016 MTP Tier	2013 L RTP Tier
Ongoing Projects	2	ADA Compliance Projects	\$2 million	Ongoing	Tier 1
	38	Intersection Capacity and Safety Improvement Program	\$31 million	Ongoing	Tier 1
	40	Regional Bikeway Plan Implementation	\$5 million	Ongoing	Tier 1
	41	New Park and Ride Lots	\$1 million	Ongoing	Tier 2
	43	School Route Improvements	\$2 million	Ongoing	Tier 1
	44	Access Management Improvements	\$10 million	Ongoing	Tier 4
	46	TDM Program Expansion	\$10 million	Ongoing	Tier 2
	39	Regional Pedestrian Safety and Sidewalk Connectivity	\$33 million	Ongoing	AFD

### Tier 2 to Tier 4 Projects

Category	Project ID	Project Name	Estimated Cost	Recommended 2016 MTP Tier	2013 L RTP Tier
Tier 2	1	WV 705 Corridor (spot improvements)	\$55 million	Tier 2	Tier 3
	6	I-79 Access Improvements Phase II	\$25 million	Tier 2 <sup>1</sup>	Tier 1
	20	Brockway Rodgers/Powell Ave (WV -7)	\$6 million	Tier 2	Tier 3
	28	White Park/Caperton Trail Connection	\$0.5 million	Tier 2 <sup>2</sup>	Tier 1
	30	Stewart Street Improvements	\$11 million	Tier 2	Tier 4
	47 <sup>3</sup>	Smithtown Rd Improvements	\$12 million	Tier 2	New
Tier 3	14	Cheat Rd Improvements	\$6 million	Tier 4	Tier 3
	25	Willey St Improvements	\$13 million	Tier 3	Tier 4
	15	Willowdale Rd/Grove St/North Av Sidewalk Improvements	\$4 million	Tier 3	Tier 3
	34	Riddle Street/Pineview Dr Improvements	\$4 million	Tier 3	Tier 4
	17	Fairmont Rd/Holland Ave Improvements Phase II	\$17-25 million	Tier 3	Tier 3
	19	Dorsey Ave Sidewalk Improvements	\$4 million	Tier 3	Tier 4
Tier 4	48 <sup>3</sup>	I-79 Westover Section Improvements	\$4 million	Tier 3	New
	49 <sup>3</sup>	I-79 Granville Section Improvements	\$15 million	Tier 3	New
	10	Burroughs St Improvements	\$4 million	Tier 4	Tier 4
	4	I-79/Chaplin Hill Rd/US-19 Interchange Improvements	\$22 million	Tier 4	Tier 4
	3	Lasselle Union Rd (WV-100) Improvements	\$22 million	Tier 4	Tier 4
	24	Protzman/Falling Run Pedestrian and Bicycle Connector	\$1 million	Tier 4	Tier 4
	23	New Connection-Willey St to Downtown Campus Area	\$6 million	Tier 4	Tier 4
	36	New Connection-Mileground Rd to Hartman Run Rd	\$17 million	Tier 4	Tier 4
29	Grafton Rd (US 119)	\$5 million	Tier 4	Tier 4	
22	Earl Core Road (WV 7) –Southern Section	\$9 million	Tier 4	Tier 4	
16	Old Cheat Rd/Cheat Rd Bike Lanes	\$7 million	Tier 4	Tier 3	

<sup>1</sup> Tier 2 due to budgetary constraints.

<sup>2</sup> Recommended to a lower tier by updated evaluation criteria including community survey.

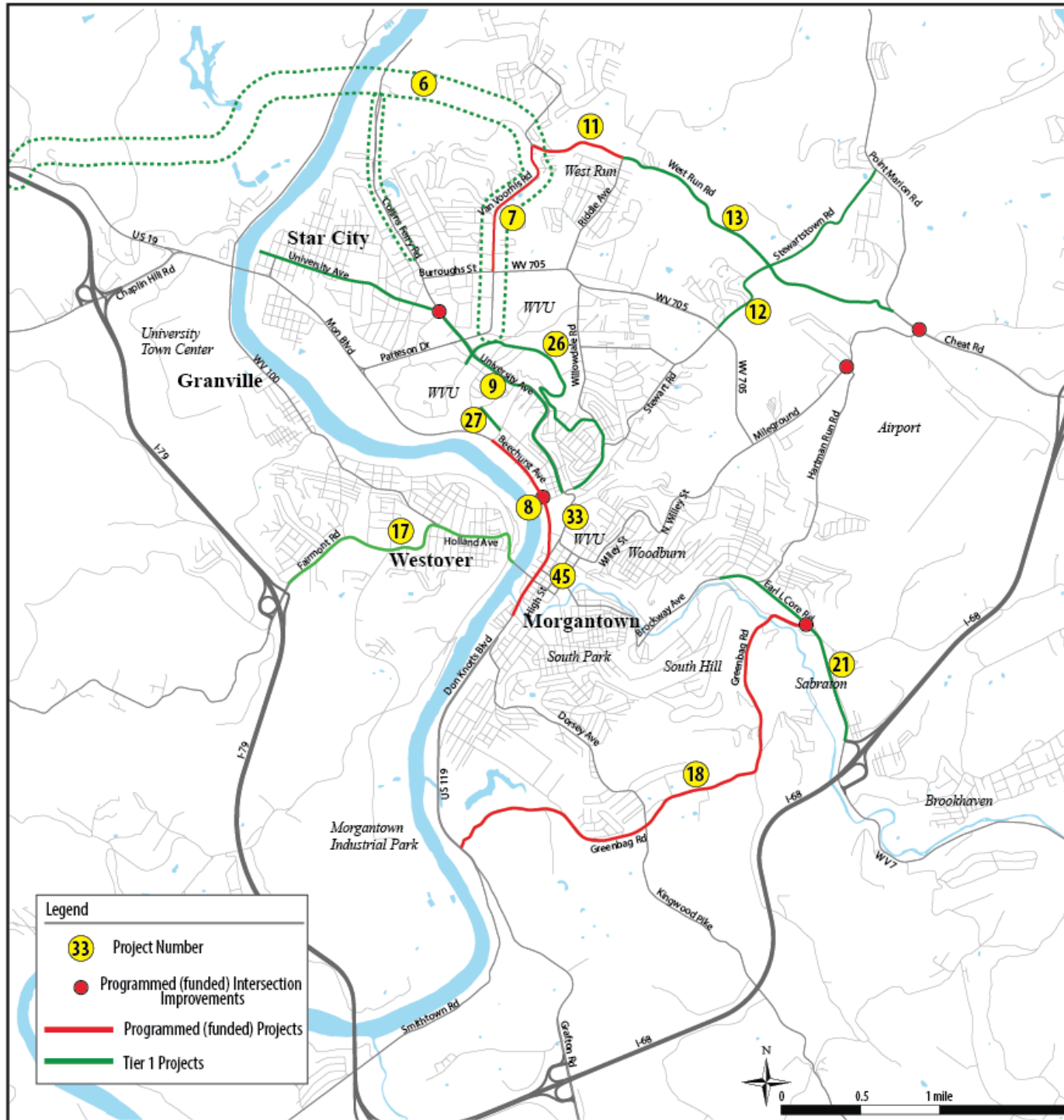
<sup>3</sup> New project recommended in the Update.

### Alternative Funding Dependent (AFD) Projects

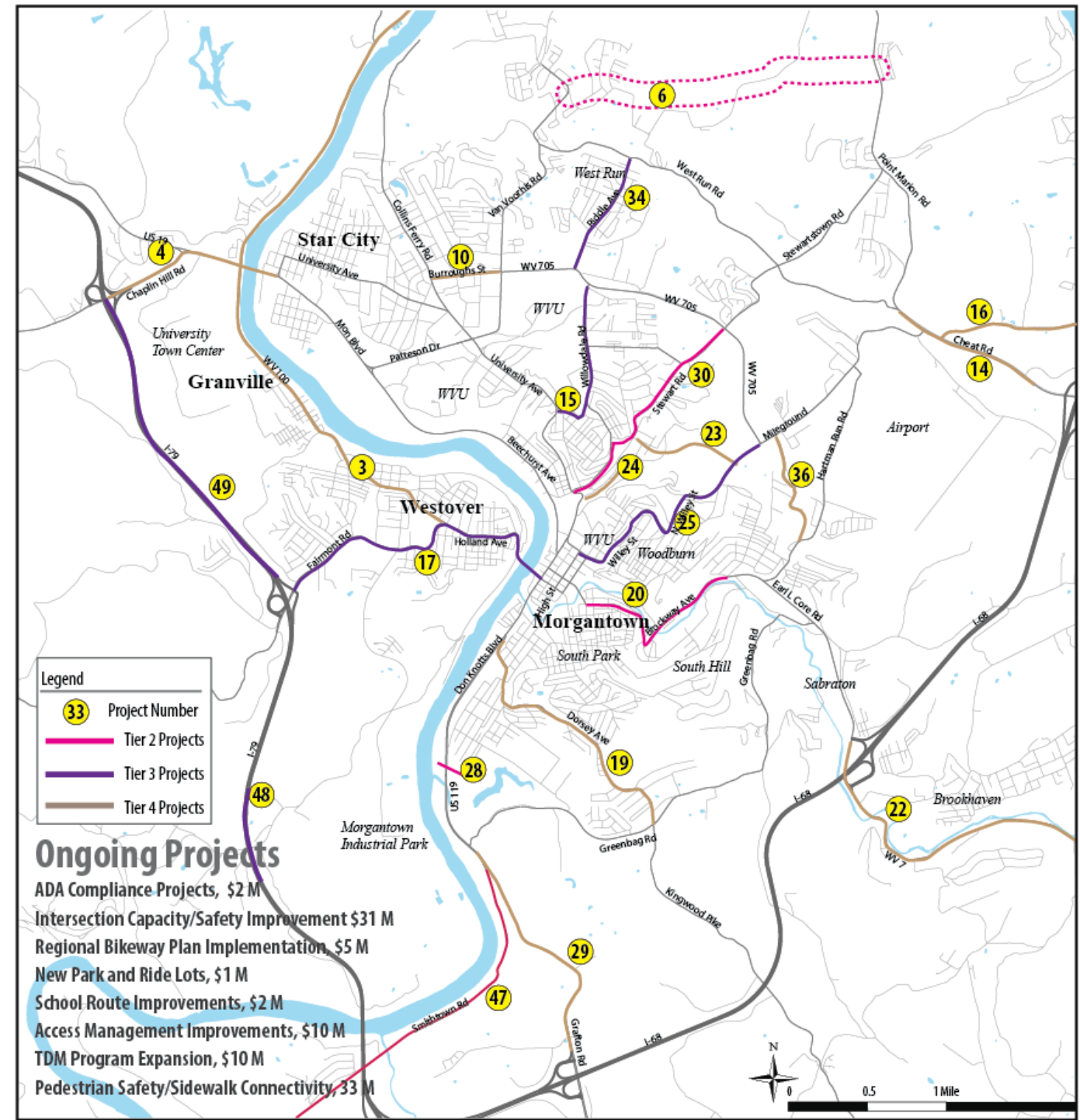
These projects are considered of high value to the region but cannot realistically be funded from traditional state and federal funding resources. Other funding avenues such as local taxes and fees, private funding, tax increment financing districts, federal grant programs, and other potential funding sources must be explored for these projects.

Category	Project ID	Project Name	Estimated Cost	Recommended 2016 MTP Priority	2013 L RTP Priority
Alternative Funding Dependent Projects	5	Business district connecting roadway-West of Granville	\$18 million	AFD	AFD
	31	PRT Extension-Univ. Health Center to Mon General Hospital	\$57 million	AFD	AFD
	32	PRT Extension-Mon General Hospital to Glenmark Centre	\$103 million	AFD	AFD
	35	PRT Connection New Business Park to Evansdale Campus	\$80 million	AFD	AFD
	37	Extension of Airport Industrial Rd to WV-7 in Sabraton	\$12 million	AFD	AFD
	42	Enhanced Bus Service	\$88 million	AFD	AFD

**Programmed (funded) Projects and Tier One Projects**



**Tier 2 to Tier 4 Projects and Ongoing Projects (Ongoing projects are not mapped)**



## 5.4 I-79 ACCESS STUDY AND RECOMMENDED ALTERNATIVES

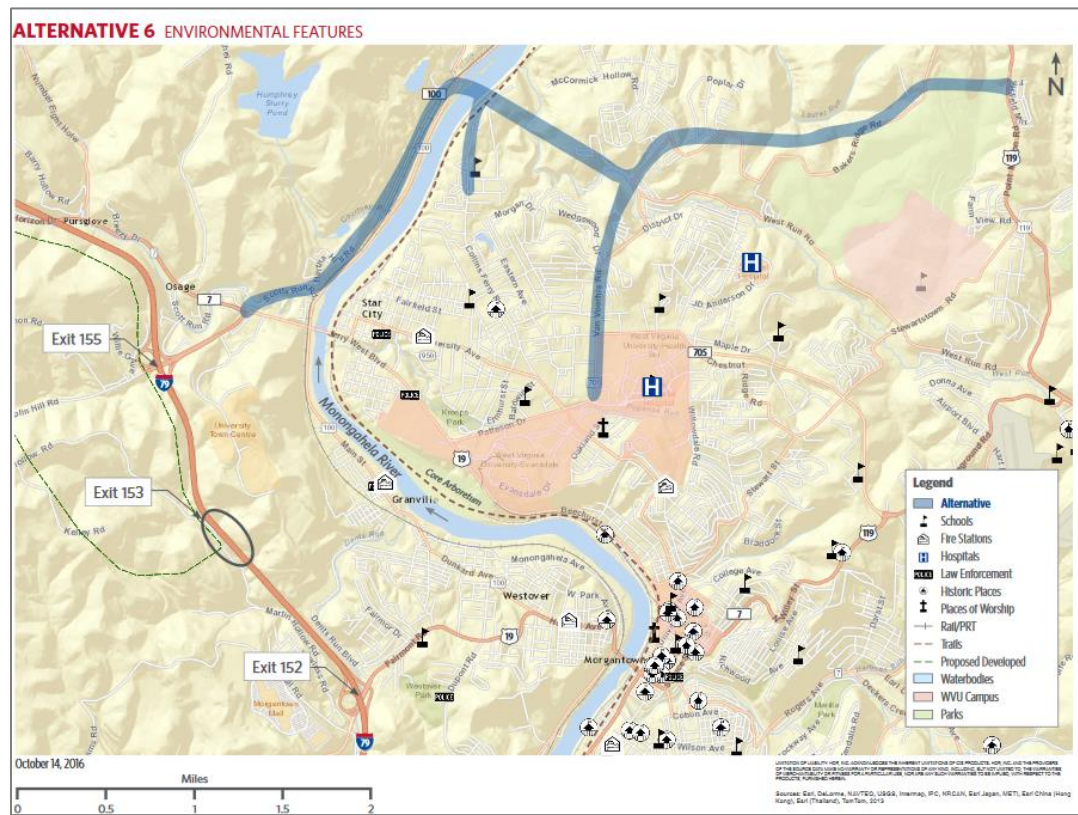
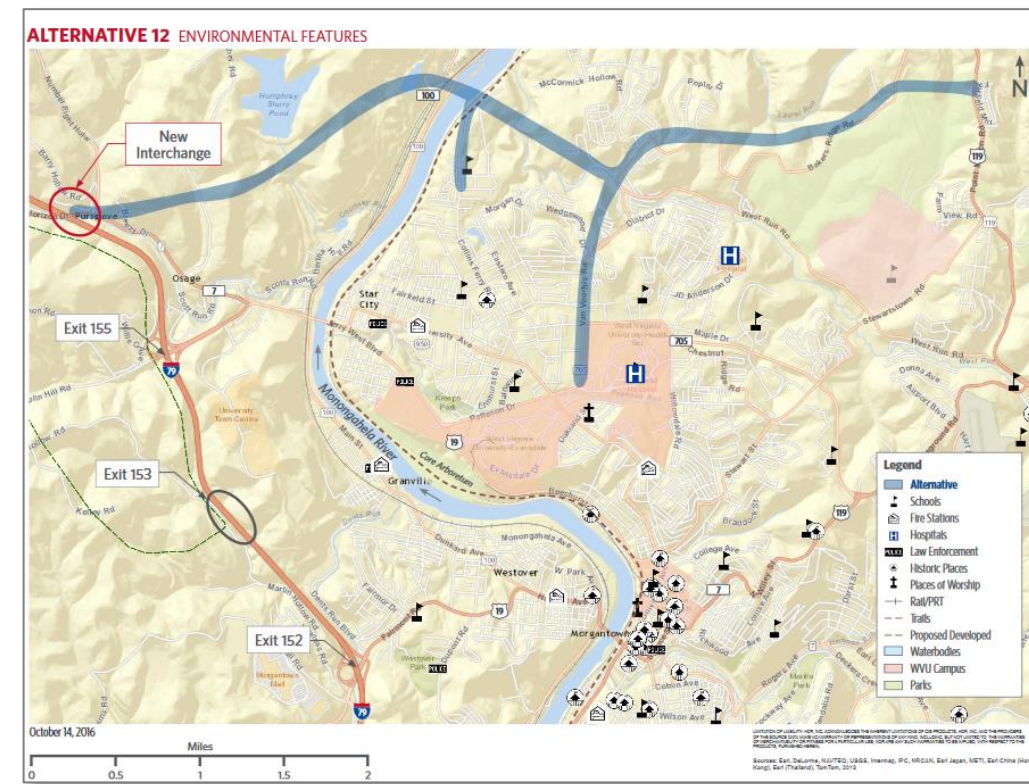
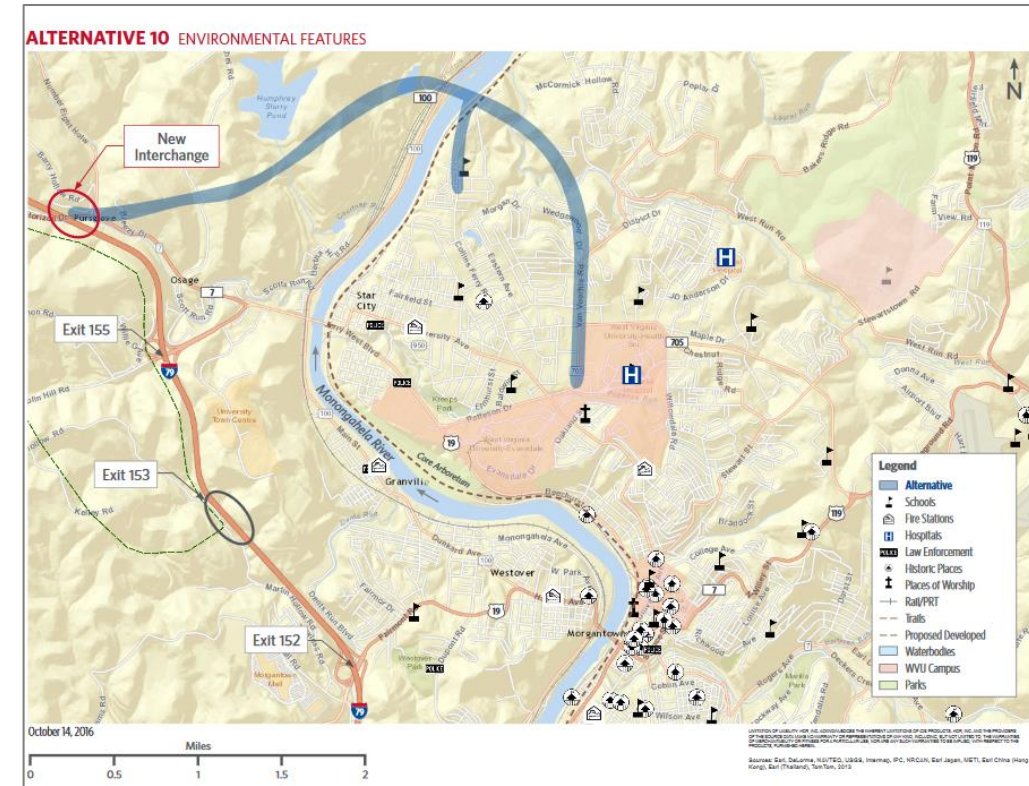
The MPO conducted I-79 Access Study concurrently with the MTP Update. The study is a major part of the MTP Update and its recommendations are included in the MTP Update report. The purpose of the I-79 Access Study is to comprehensively evaluate how the current transportation network in the MPO area is meeting the existing and future connectivity needs between northern Morgantown, major transportation facilities, key employment centers, and West Virginia University (WVU) campuses to Interstate 79 (I-79).

Integral aspects of this Access Study include:

- Defining the project's Purpose and Need statement.
- Identifying and evaluating the no-build, transportation system management (TSM) strategy, and multiple build Alternatives.
- Updating the MMMPO's Travel Demand Model (TDM) to support the evaluation of potential alternatives.
- Facilitating a strong public engagement program.

The study evaluated twelve (12) alternatives, a transportation system management (TSM) strategy, and no-build alternative to determine their operational performance, community and environmental impact, regulatory environmental impacts, and financial implications. Five (5) alternatives were dismissed from further evaluation beyond this study; however, they have been evaluated and included for documentation. Based on the findings of this study and specific evaluation criteria, Alternatives 6, 10, and 12 provide the greatest regional, corridor, and local operations and connectivity improvements. Ultimately, the Alternative 12 was the final recommendation of the study and the MTP Update.

The recommended alternatives are shown in the following maps:





## 6. ENVIRONMENTAL JUSTICE ANALYSIS

According to Federal Highway Administration (FHWA), environmental justice means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.

FHWA guidance directs Metropolitan Planning Organizations (MPOs) to produce analyses that ensure their Long Range Transportation Plan is compliant with Title VI and environmental justice. To address these concerns, this section of the report documents the allocation of improvement projects in regards to environmental justice populations in the MPO's study area.

The MPO recognizes the following environmental justice principles in the 2016 MTP Update process:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and meaningful involvement by all potentially affected communities in the transportation decision making process.

Meaningful involvement means people have an opportunity to participate in decisions about activities that may affect their environment and/or health. In the Update process, the MPO entails that

- The public's contribution can influence projects, programs, and policies proposed by the Update.
- Community concerns will be considered in the decision making process.
- The MPO will seek out and facilitate the involvement of those potentially adversely affected.

### 6.1 ANALYSIS METHODOLOGY AND PROCESS

The environmental justice assessment includes two analyses.

#### EJ Block Group Analysis

EJ Block Group Analysis is a system level evaluation on the relations between proposed projects and environmental justice populations. It documents the special relations of proposed projects and EJ Block Groups and the level of planned transportation investment in the area's EJ and non-EJ neighborhoods. Both positive and negative impact of an investment are considered.

#### EJ Block Group

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

#### EJ Block Group

A census block group with a population that has either:

1) A higher percentage of households in poverty than the county average of 24.0 percent.

Or 2) A higher percentage of minority residents than the county average of 9.2 percent.

#### Non-EJ Block Group

A census block group with a population that has both the same or a lower percentage of households in poverty than the county average of 24.0 percent, and the same or a lower percentage of minority residents than the county average of 9.2 percent

#### EJSCREEN Analysis

EJSCREEN is an environmental justice mapping and screening tool developed by the US Environmental Protection Agency. It provides a nationally consistent dataset and approach for combining environmental and demographic indicators. The use of EJSCREEN in metropolitan transportation plans is recommended by the Federal Highway Administration.

The EJSCREEN Analysis of this plan examines the demographic and environmental context at the project level. It covers 13 factors. They are:



Type	Factor	Source
Demographic Features	Population (0.25 mile radius), Population density (per sq. mile), Households, Per Capita Income, Minority	US Census
EJ Index	PM 2.5 percentile in WV and in EPA Region, NATA Diesel PM %ile in WV and in EPA Region, Traffic Proximity volume percentile in WV and in EPA Region	US EPA
Demographic Indicators	Minority population percentile in WV and in EPA Region Low income population percentile in WV and in EPA Region Linguistically isolated population percentile in WV and in EPA Region Population with less than high school education percentile in WV and EPA Region Population over 64 years of age percentile in WV and in EPA Region	US EPA

#### Analysis process

The environmental justice analysis of this plan consists of three stages. The process is designed in a way to ensure that environmental justice consideration is an integral part of the decision making process and has continuing influence on the initiation, evaluation, and prioritization of projects proposed in the plan.

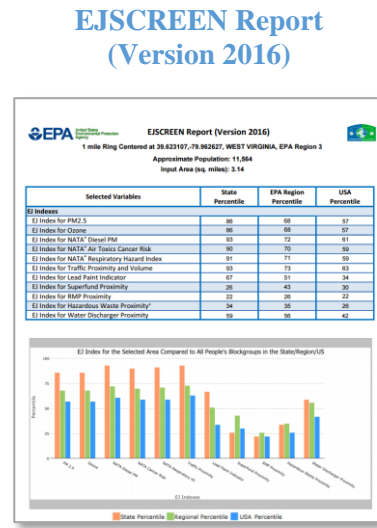
July—August	<ul style="list-style-type: none"> <li>• Update and review the Environmental Justice Block Group map based on current demographic data.</li> <li>• Assess the relation of geographic locations between Tier 1 projects recommended in the 2013 LRTP and the updated EJ Block Group map</li> </ul>
September—January	<ul style="list-style-type: none"> <li>• Reach out to the community to identify potential environmental justice concerns.</li> <li>• Evaluate the positive and negative impact of any changes proposed during this time frame.</li> </ul>
February—March	<ul style="list-style-type: none"> <li>• Assess the positive and negative impact of programmed and Tier 1 projects recommended in the Update in terms of environmental justice.</li> </ul>

## 6.2 ANALYSIS RESULTS

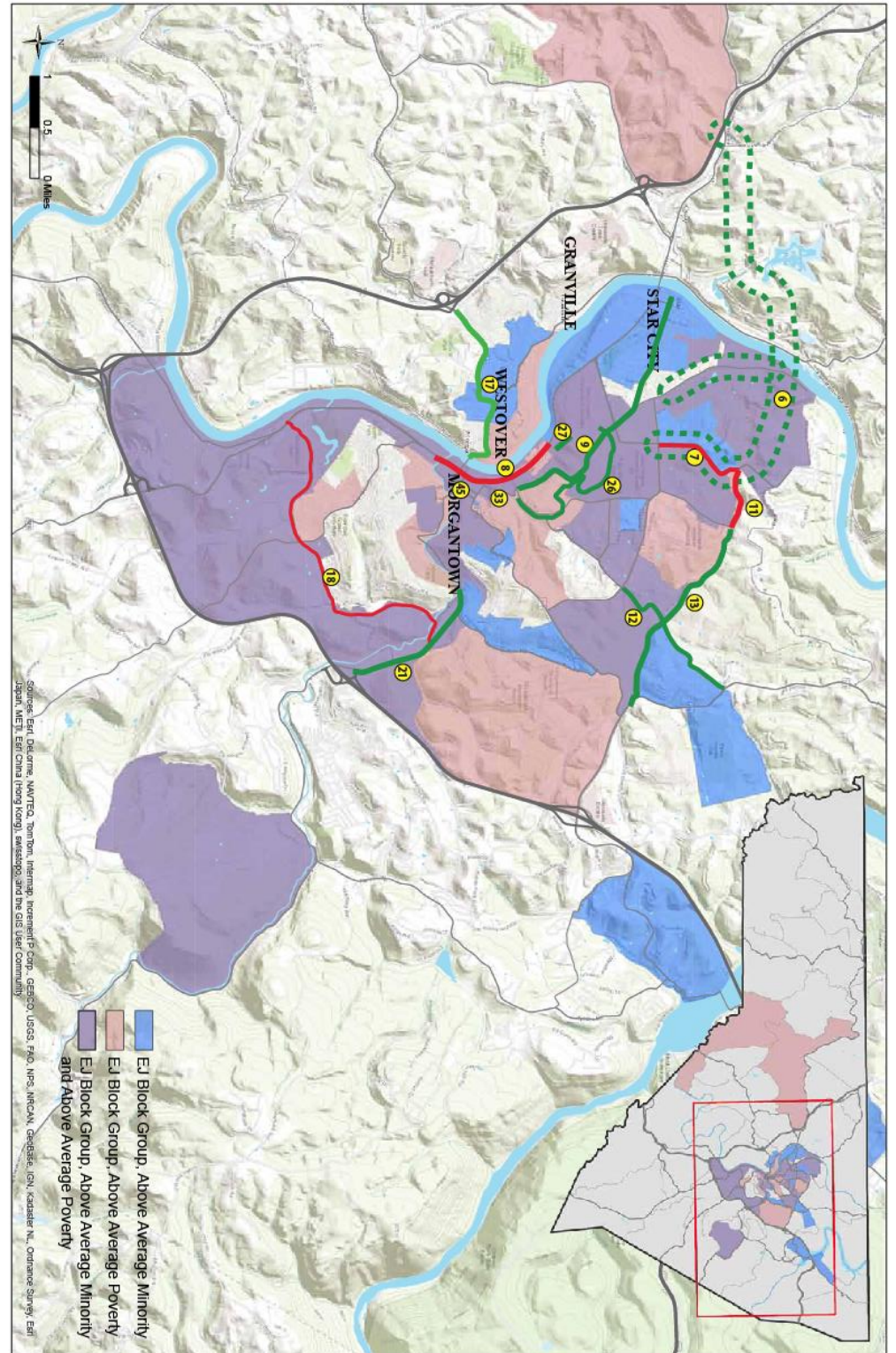
The following tables summarized the results from the Environmental Justice Block Group Analysis and EJSCREEN analysis. Detailed analysis reports are included in Appendix F: Environmental Justice Documentation.

Based on the analysis described above, it is concluded that:

- All programmed projects and Tier projects are located within or partially within environmental justice block groups as defined in this chapter.
- EJ communities are expected to have more direct benefit from recommended transportation improvements, as majority of the projects are operational improvements on existing roadway and aimed to improve community coherency and livability.
- Majority of projects are located in areas, which, when compared with the state average, share the following demographic characteristics:
  - Higher percentage of minority population
  - Higher percentage of low income population
  - Higher percentage of linguistically isolated population
  - Lower percentage of population with less than high school education



Category	Project ID	Project Name	Estimated Cost	Recommended Ranking	Relation with EJ Block Groups
Programmed Projects	7	Van Voorhis Rd Improvements	\$10 million	N/A	Within
	8	Beechurst Ave Improvements	\$7 million	N/A	Within
	11	West Run Improvements-Western Section	\$12 million	N/A	Within
	18	Greenbag Rd Improvements	\$15 million	N/A	Within
	45	Downtown Morgantown Signalization And Street Changes	\$2 million	N/A	Within
Tier 1 Projects	6	I-79 Access Improvements Phase I	\$110-120 m	1	Partially Within
	33	Grumbein's Island Grade Separation	\$3 million*	2	Within
	12	Stewartstown Rd Improvements	\$12 million	3	Within
	13	West Run Rd Improvements-Eastern Section	\$3 million	4	Within
	21	Earl Core Road (WV 7) -Northern Section	\$9 million	5	Within
	9	University Ave Complete Street Improvements	\$36 million	6	Within
	17	Fairmont Rd/Holland Ave Improvements Phase I	\$11 million	7	Partially Within
	26	North Side Connector Bus Rapid Transit	\$1 million	8	Within
	27	Grant Ave Bicycle/Pedestrian Connector	\$0.9 million	9	Within



Project #	Priority	Project Name	Demographic Characteristics					Demographic Index										Environmental Index					
			Population (0.25 mile radius)	Population Density (per sq. mile)	Households	Per Capita Income	Minority Percentage	Minority Population %ile in State	Minority Population %ile in EPA Region	Low Income Population %ile State	Low Income Population %ile in EPA Region	Linguistically Isolated Population %ile in State	Linguistically Isolated Population %ile in EPA Region	Population With Less Than High School Education %ile in State	Population With Less Than High School %ile in EPA Region	Population over 64 years of age %ile in State	Population over 64 years of age %ile in EPA Region	EJ Index for PM 2.5 %ile in State	EJ Index for PM 2.5 %ile EPA Region	EJ Index for NATA Diesel PM %ile in State	EJ Index for NATA Diesel PM %ile in EPA Region	EJ Index for Traffic Proximity and Volume %ile in State	EJ Index for Traffic Proximity and Volume %ile in EPA Region
7	P	Van Voorhis Rd Improvements	4,139	5,389	1512	\$24,854	24%	94	55	70	82	98	83	7	18	20	37	86	68	62	63	51	55
8	P	Beechurst Ave Improvements	4,420	7,662	1,421	\$14,996	17%	88	45	98	98	89	57	21	41	1	4	95	76	97	77	98	82
11	P	West Run Improvements-Western Section	2,503	3,865	996	\$30,462	21%	92	51	60	77	92	65	13	30	18	34	76	63	42	56	19	36
18	P	Greenbag Rd Improvements	3,355	2,137	809	\$25,421	18%	90	48	69	82	88	57	48	67	21	38	88	69	88	69	94	74
45	P	Downtown Morgantown Signalization and Street Design	4,686	8,601	1,338	\$15,923	16%	88	44	96	96	93	68	23	44	4	13	95	76	97	78	97	80
6	Tier 1	I-79 Access Improvements Phase I	5,311	2,424	2,121	\$25,668	27%	95	58	64	79	97	80	7	19	17	34	53	39	78	49	80	50
33	Tier 1	Grumbein's Island Grade Separation	2,571	12,335	238	\$10,871	15%	86	42	98	97	95	71	20	39	1	4	49	37	96	75	92	64
12	Tier 1	Stewartstown Rd Improvements	1,803	3,111	786	\$29,129	13%	84	40	67	80	87	55	10	25	4	11	52	39	75	49	86	57
13	Tier 1	West Run Improvements-Eastern Section	1,493	3,950	580	\$25,332	17%	89	46	68	81	87	55	5	15	4	14	72	60	42	56	17	34
21	Tier 1	Earl Core Road (WV 7) -Northern Section	1,142	1,430	434	\$22,069	18%	89	47	27	58	88	56	19	39	17	33	47	36	79	49	77	47
9	Tier 1	University Ave Complete Street Improvements	13,995	8,698	3,702	\$16,752	15%	85	42	93	94	94	70	16	34	3	10	50	38	94	65	92	64
17	Tier 1	Fairmont Rd/Holland Ave Improvements Phase I	2,639	3,042	1,205	\$22,909	10%	74	32	57	76	88	55	19	39	23	40	50	38	82	49	96	72
26	Tier 1	North-side Connector Bus Rapid Transit	9,527	7,465	2,341	\$15,384	13%	84	40	96	96	96	75	16	35	2	6	90	70	93	72	39	49
27	Tier 1	Grant Avenue Bicycle/Pedestrian Connector	3,057	10,155	523	\$17,336	17%	88	46	94	94	97	79	9	22	2	8	63	56	33	51	8	25

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243 High St. Room 110

Morgantown, WV 26505

[www.plantgether.org](http://www.plantgether.org)

# UNIFIED PLANNING WORK PROGRAM

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*DRAFT FISCAL YEAR 2017 – 2018*



**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

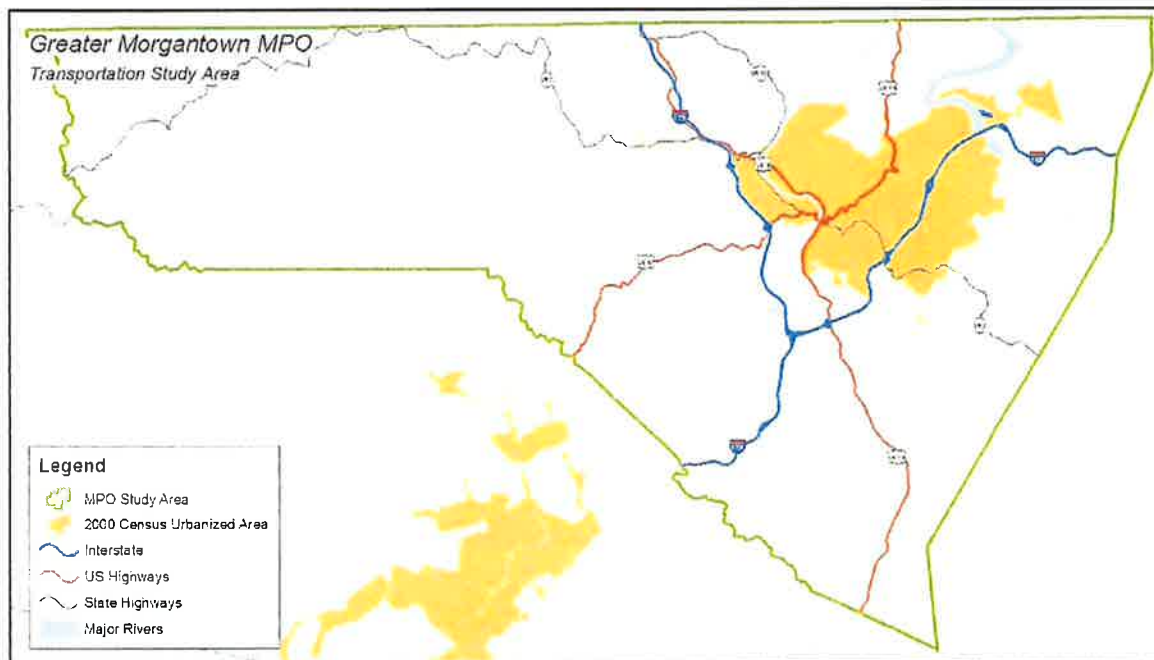
In accordance with Federal Regulations this document outlines the budget for the Morgantown Monongalia MPO. It provides information about the work the MPO has performed in the previous fiscal year as well as identifying the work to be performed in the upcoming year. Finally, the UPWP summarizes the funding 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 may include 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 2016-2017 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 2040 Long Range Transportation Plan and defining the projects identified in that Plan. Please find below a short description of these activities.

The primary work undertaken during FY 2016-2017 was the update of the MPO's 2040 Long Range Transportation Plan. The Plan update was accomplished in tandem with the I-79 Access Study which developed the largest single project added to the revised transportation plan. Staff efforts involved in the Update included three steering committee meetings held jointly with the MPO's regular committee meetings. Three dedicated public outreach meetings as well as presentations about the plan update at the outreach meetings for the I-79 Access Study. Staff conducted a poll which received responses from over 700 members of the public. Technical work concluded for the Transportation Plan Update included a reevaluation of the area's disadvantaged population demographics, an update of the area's transportation model performed as part of the I-79 Access Study, and an update of the Plan's project list to reflect projects that have been constructed or funded and an update of the MPO's Project Priority List.

In addition to updating the Transportation Plan, MPO staff oversaw the completion of two major studies conducted by consultants and a major project conducted by MPO Staff. The consultant projects were begun in the previous fiscal year. Below is a summary of those projects.

The first study completed was a "complete streets" study for University Avenue from Beechurst Avenue to WV 705. The rapid development along the corridor and the Sunnyside Up! TIF District made this corridor a high priority for WVU and the City of Morgantown. The MPO Policy Board adopted the Study in October of 2016. The City of Morgantown used the Study to develop a TIGER Grant application for it's implementation.

The second study completed under the direction of MPO Staff was the I-79 Access Study. This study was recommended in the 2012 Long Range Transportation Plan. Work performed for the study included several public and steering committee meetings, enhancement of the MPO's regional travel demand model utilizing mobile phone data and adding a time of day component to the model. The Study ultimately recommended a primary alternative for Project 6 in the MPO's 2013 Long Range Transportation Plan. This recommendation is to be adopted by the MPO's Policy Board along with the updated transportation plan at the March 2017 Policy Board meeting.

MPO Staff developed a pedestrian plan for the City of Westover and Town of Granville. This Project is in accord with the Long Range Transportation Plan's recommendation that the MPO develop a regional pedestrian plan. This Project incorporates improved connectivity with neighboring communities including Granville and unincorporated portions of Monongalia County as well as look at improving access to the current connection with the City of Morgantown, the Pleasant Street Bridge. This effort took a comprehensive approach to pedestrian planning building on work performed by the Morgantown



Pedestrian Board amended to fit the unique situations of Westover and Granville. Work performed included the collection of pedestrian counts at selected locations, GIS mapping to accurately locate existing facilities and “missing links”. Staff will also performed a field review of the area under consideration to identify physical deficiencies. This planning effort also included significant public outreach including the establishment of a webpage and several public meetings. The ultimate product of this effort was a coordinated pedestrian plans for Westover and Granville.

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 2016 traffic counts were taken in April. 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 2016-2017 when as of this writing two van pools are participating in the van pool program with a third van pool having exhausted its eligibility to receive funding from the MPO’s grant.

During FY 2016-17 MPO Staff also assisted Monongalia County, Star City 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 2017-2018.

As a part of the MPO’s ongoing process the MPO considered numerous TIP Amendments which were considered in depth 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 2017-2018

### Local initiatives:

Major initiatives to be under taken this year include:

MPO Staff will work to update the pedestrian plan created by the Morgantown Pedestrian Board in 2010. This Project is in accord with the Long Range Transportation Plan's recommendation that the MPO develop a regional pedestrian plan. This Project will incorporate improved connectivity with neighboring communities including Granville and Westover by incorporating the Pedestrian Plans developed for those municipalities in the 2015-16 UPWP. The update will also include contiguous unincorporated portions of Monongalia County. This effort will take a comprehensive approach to pedestrian planning building on work performed by the Morgantown Pedestrian Board. Work to be performed will include the collection of pedestrian counts at selected locations, GIS mapping to accurately locate existing facilities and "missing links". Staff will also perform field review of the area under consideration to identify physical deficiencies. This planning effort will also require significant public outreach including the establishment of a webpage and several public meetings. The ultimate product of this effort will be coordinated pedestrian plans for the majority of the urban area. It is anticipated that this work will occur in the winter and spring of 2018.

MPO Staff will also perform a traffic operations study of the Beechurst Avenue corridor. The purpose of this study is to develop a plan for implementation of the Beechurst Spot Improvements Project programmed by WVDOH for Engineering in 2019 and construction in 2021. Staff will develop a basic Syncro model network to identify how the corridor currently operates and to more clearly identify bottlenecks that can be addressed in the upcoming project. This work will be supplemented with the creation of a VISSIM traffic micro-simulation model to emulate the corridors actual operational function. The VISSIM model preparation will be performed by WVU Engineering Department personnel on a contractual basis. Data collection work to be performed in the study will included detailed turning movement counts, identification of geometric deficiencies and opportunities for multi-modal enhancements. Staff will also coordinate with the City of Morgantown, WVU, and Sunnyside UP! to develop a plan that is appropriate for the existing and anticipated future adjacent land use. This work will include coordination with Mountain Line to develop opportunities for transit service. There will also be significant public involvement for this project. It is anticipated that this work will be performed the summer and fall of 2017.

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. This data will be supplemented with data from the MPO's traffic accident data base which will also be updated during FY 2017-2018.

MPO Staff will continue 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 Pedestrian Plan for the urban area. This work will build on the Morgantown Pedestrian Board's 2010 Plan and the MPO's recently completed Granville/Westover Pedestrian 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.

**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 2017-2018. 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.

**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-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 Beechurst Avenue corridor from the vicinity of 8<sup>th</sup> Street to the vicinity of the Waterfront Hotel. Work to be performed includes, public outreach including the development of high quality graphics, manual turning movement counts, physical inventory, operational modeling, and plan development.

**III-D-4 Regional or Statewide Planning-**MPO staff will assist WVDOT and the WV MPO Association on regional and or statewide issues as requested.

**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

The allocation of resources to each of the Work Tasks may be found on the following tables:

**Draft Morgantown Monongalia Metropolitan Planning Organization Operating Budget FY 2017-18**

**Revenues and Expenditures By Major Category**

<b>Task Number</b>	<b>Task Item</b>	<b>Category</b>	<b>Consolidated Federal Planning Funds</b>	<b>WVDOT</b>	<b>City/County/MPO</b>	<b>Other</b>	<b>Total Cost Allocation</b>
<b>II-A</b>	<b>Inventory of Facilities</b>						
	<b>1</b>	<b>Traffic Counts</b>	9,600	1,200	1,200		\$12,000
	<b>10</b>	<b>Mapping</b>	4,000	500	500	\$-	\$5,000
		<b>Total</b>	<b>13,600</b>	<b>1,700</b>	<b>1,700</b>		<b>\$17,000</b>
<b>II-B</b>	<b>L RTP</b>						
	<b>6</b>	<b>Comm. goals</b>	800	100	100	\$-	\$1,000
	<b>8</b>	<b>Def. Analysis</b>	800	100	100		\$1,000
	<b>9</b>	<b>Highway Element</b>	800	100	100		\$1,000
	<b>10</b>	<b>Transit Element</b>	4,000	500	500		\$5,000
	<b>11</b>	<b>Bike and Ped.</b>	24,000	3,000	3,000	\$-	\$30,000
	<b>13</b>	<b>Collector St,</b>	4,000	500	500	\$-	\$5,000
	<b>16</b>	<b>Finance Plan</b>	9,600	1,200	1,200		\$12,000
	<b>17</b>	<b>Cong. Mgmt. Strat.</b>	1,600	200	200		\$2,000
		<b>Total</b>	<b>\$45,600</b>	<b>\$5,700</b>	<b>\$5,700</b>		<b>\$57,000</b>
<b>III</b>	<b>Admin.</b>						
	<b>A</b>	<b>Work Program</b>	\$4,000	\$500	\$500		\$5,000
	<b>B</b>	<b>TIP</b>	\$5,600	\$700	\$700		\$7,000
	<b>C-6</b>	<b>Pub. Involve</b>	\$36,000	\$4,500	\$4,500		\$45,000
	<b>C-7</b>	<b>Private Sector</b>	\$4,000	\$500	\$500		\$5,000
	<b>D-1</b>	<b>Enhance. Plan</b>	\$4,000	\$500	\$500		\$5,000
	<b>D-2</b>	<b>Env. And Pre-TIP</b>	\$8,000	\$1,000	\$1,000		\$10,000
	<b>D-3</b>	<b>Special Studies</b>	\$28,000	\$3,500	\$3,500		\$35,000
	<b>D-4</b>	<b>Region and State</b>	\$8,000	\$1,000	\$1,000		\$10,000
	<b>E</b>	<b>Mgmt. and Ops</b>	\$38,400	\$4,800	\$4,800		\$48,000
		<b>Total</b>	<b>\$136,000</b>	<b>\$17,000</b>	<b>\$17,000</b>		<b>\$170,000</b>
<b>Grand Totals - All Programs</b>			<b>\$195,200</b>	<b>\$24,400</b>	<b>\$24,400</b>	<b>\$0</b>	<b>\$244,000</b>

## Draft Morgantown Monongalia MPO Operating Budget FY 2017-18

### 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	\$ 55.45	Incl. benefits + Overhead
Planner II	\$ 37.90	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	WVDOT	City/County	Total Cost Allocation
<b>Salaries*</b>				
<b>Director</b>	\$69,210.74	\$8,651.34	\$8,651.34	\$86,513
<b>Planner 2</b>	\$40,006.14	\$5,000.77	\$5,000.77	\$50,008
<b>Benefits (see below)</b>	\$46,124.14	\$5,765.52	\$5,765.52	\$57,655
<b>Contracted/Capital Expenses</b>				
<b>Contracted Services</b>	\$16,000.00	\$2,000.00	\$2,000.00	\$20,000
<b>Consulting Services</b>	\$ 4,000.00	\$ 500.00	\$ 500.00	\$5,000
<b>Computer Equipment</b>	\$ 4,000.00	\$ 500.00	\$ 500.00	\$5,000
<b>Software</b>	\$ 2,400.00	\$ 300.00	\$ 300.00	\$3,000
<b>Public Notices/Publishing</b>	\$ 2,800.00	\$ 350.00	\$ 350.00	\$3,500
<b>Overhead</b>				
<b>Travel &amp; Training</b>	\$ 9,600.00	\$1,200.00	\$1,200.00	\$12,000
<b>Office Rent</b>	\$ -	\$ -	\$ -	\$ -
<b>Utilities (phone, internet, web site)</b>	\$ 160.00	\$ 20.00	\$ 20.00	\$ 200
<b>Copier lease, supplies, postage</b>	\$ 800.00	\$ 100.00	\$ 100.00	\$ 1,000
<b>Total</b>	<b>\$ 195,101.01</b>	<b>\$24,387.63</b>	<b>\$ 24,387.63</b>	<b>\$ 243,876</b>

\*Proposes 2% COLA for Exec. Director and Planner II with an additional 2% adjustment for the Planner II subject to directive of Policy Board

**Employee Benefit Expenditure Detail**

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

<b>Description</b>	<b>Consolidated Federal Planning Funds</b>	<b>WVDOT</b>	<b>(City/County)MPO</b>	<b>Total Cost Allocation</b>
FICA (6.2%)	\$ 6,771.45	\$ 846.43	\$ 846.43	\$8,464.31
Worker's Compensation (2.3%)	\$ 2,511.99	\$ 314.00	\$ 314.00	\$3,139.99
Medicare (1.45%)	\$ 1,583.64	\$ 197.96	\$ 197.96	\$1,979.56
Retirement (14.0%)	\$ 15,290.36	\$ 1,911.30	\$ 1,911.30	\$19,112.95
Health Insurance (PEIA 6% increase+\$1000 contingency)	\$ 18,418.12	\$ 2,302.27	\$ 2,302.27	\$23,022.65
Dental & Vision Insurance (2016 rates)	\$ 1,548.58	\$ 193.57	\$ 193.57	\$ 1,935.72
<b>Total Employee Benefit Package</b>				<b>\$57,655.17</b>