



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

Agenda

Transportation Technical Advisory Committee Meeting
MPO Offices
243 High Street Room 110
Morgantown WV
March 12, 2019
1:30 PM

1. Call To Order
2. Approval of Minutes
3. Transportation Improvement Program Amendments
4. FY 2019-2020 Unified Planning Work Program
5. Draft Metropolitan Transportation Plan Performance Measures
6. Draft Mountain Line Study RFQ
7. Update on Status of Bicycle and Pedestrian Study
8. Other Business
9. Meeting Adjournment



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

Memorandum

Date: March 7, 2019
To: Transportation Technical Advisory Committee Members
From: Bill Austin, AICP
Subject: March 12, 2019 TTAC Meeting Agenda Items

This memorandum is to inform you of the action items for the March 12th Transportation Technical Advisory Committee Meeting to be held in the MPO's Offices 243 High Street at 6:00 PM. Please note that additional materials on the Metropolitan Transportation Plan Tier One Project List public comment period will follow.

-Transportation Improvement Program (TIP) Amendments-The West Virginia Department of Transportation Division of Highways has requested the following TIP Amendments.

FY 2019 Add

-CO 73 Smithtown Road- Project STBG0073088D-New resurfacing project-begin at milepost 1.35 for a distance of 2.49 miles (one-half mile north of CR 73/14 to just south of I-79)-Total Cost \$1,510,000 Federal Funds \$1,208,000

-WV 7- Project NHPP0007296D-New resurfacing project from Kings Run Road to Buckeye Road for a distance of 5.53 miles-Total cost \$910,000, Federal Funds \$728,000

-CO 61/04 Pineview Drive/Riddle Avenue-Project STBG0614001D-New resurfacing project begin at milepost 0 (WV 705 to West Run) for a distance of .91 miles-Total cost \$280,000 Federal Funds \$224,000

A map of the proposed project locations may be found included with the email transmitting this memorandum. It is respectfully requested that TTAC recommend approval of the proposed amendments.

Mountain Line Transit has requested that the TIP be amended to replace the existing funding schedule with the following funding table:

		2019		2020		2021		2022		2023		2024		Total
	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	(1000's)
Note #		(1000's)	(1000's)	(1000's)	(1000's)	(1000's)	(1000's)	(1000's)	(1000's)	(1000's)	(1000's)	(1000's)	(1000's)	(1000's)
Operating Assistance	1	\$5307	1,568.9	1,568.9	1,568.9	1,568.9	1,568.9	1,568.9	1,568.9	1,568.9	1,568.9	1,568.9	1,568.9	18,826.8
Preventative Maintenance	1	\$5307	330.0	82.5	330.0	82.5	330.0	82.5	330.0	82.5	330.0	82.5	330.0	2,475.0
Security	1	\$5307	19.9	5.0	19.9	5.0	19.9	5.0	19.9	5.0	19.9	5.0	19.9	149.3
Monongalia County	2	Lewy	-	2,150.0	-	2,200.0	-	2,250.0						6,600.0
Capital Improvement Door Locks	3	\$5307	13.1	3.3										16.4
Bus Shelters and bicycle route project	3	\$5307	59.9	15.0										74.9
Federal 5311(f)	4	\$5311(f)	285.4	285.4	285.4	285.4	285.4	285.4	285.4	285.4	285.4	285.4	285.4	3,424.8
Bus & Bus Facilities Formula (X236)	5	\$5307	433.5	108.4										541.9
Bus & Bus Facilities FY17 &18 Formula XGrey	5	\$5339	302.8	75.7										378.5
Bus & Bus Facilities FY18 (X2019)	5	\$5339	1,638.9	409.7										2,048.6
Bus & Bus Facilities	5	\$5339			150.0	37.5	150.0	37.5	150.0	37.5	150.0	37.5	150.0	937.5
New Fit Grant pending		\$5310												-
Mobility Management	6	\$5307	22.5	5.6										28.1
CMAQ	7	\$5307	8.0	-	7.8	-								15.8
Notes on above by number showing Transit Asset Management goals jointly developed with the State of West Virginia														
1	These are operating funds making rides more affordable. The preventative maintenance portion helps in funding the care and upkeep of the buses. The security portion is a Federal requirement on these funds to help keep the population more secure.													
2	Local Levy funds provide for operations, service expansion, capital improvements, bus purchases and matching of Federal Funds													
3	These Federal funds allocated by the State are helping replace the outdated the locks on the main facility to make the facility more secure.													
3	These Federal funds were allocated by the State to help provide shelter for bus and bicycle riders to facilitate coordination of bicycle and bus riding modes.													
4	These Federal funds were allocated through the State to help provide lower cost interstate rides from Clarksburg, WV to Pittsburgh, PA													
5	These Federal funds were allocated by the State to help with the funding of facilities improvements and bus purchases which is needed in this service expansion.													
6	Mobility coordination Federal funds allocated by the State are from a program designed coordinate riders who need assistance with existing bus routes.													
7	These funds are used to mitigate traffic congestion and improve air quality by forming vanpools.													

It is respectfully requested that the TTAC recommend the approval of the proposed Mountain Line TIP Amendment to the MPO Policy Board.

-FY 2019-2020 Work Program-Please find enclosed the draft FY 2019-2020 Unified Planning Work Program (UPWP). The draft UPWP includes continuing the Bicycle and Pedestrian Study which should be completed by the fall of 2020. Staff will also need to perform additional work on performance measures as data to for the State’s performance measures becomes available. We expect that the work with the transportation equity group will also move forward. The draft UPWP also includes updating Mountain Lines Plan to recognize the recent service changes. Finally, the draft UPWP includes adding a part-time employee who may be shared with Monongalia County or they may work part-time for the MPO. The initial work for this employee would be website maintenance, social media outreach, the development of an ongoing newsletter, and data collection and aggregation. It is respectfully requested that the TTAC recommend the adoption of the Unified Planning Work Program to the Policy Board.

-Draft Performance Measures-A very rough draft of the MPO’s planned performance measures was provided to the TTAC at the last meeting. Please find enclosed with the agenda packet a revised performance measures document for your review. The MPO must adopt our performance measures in our Transportation Improvement Program and Metropolitan Transportation Plan at the May meeting. Depending on the TTAC’s and CAC’s review of this draft document we may form a committee to review and suggest improvements to this draft document during April.

-Draft Mountain Line Plan Request For Qualifications-Please find enclosed for your comment a draft version of the Mountain Line Transit Study Request for Qualifications. Mountain Line has asked that the MPO participate in the conduct of this Study. It is anticipated that the final version of this RFQ will be reviewed for approval by the MPO’s Committees in the May meeting cycle



243 High St. Room 110
Morgantown WV, 26505
www.planttogether.org

MINUTES

MPO Transportation Technical Advisory Committee
MMMPO Conference Room
243 High St. Room 110, Morgantown, WV
January 8, 2019, 1:30 PM

Members Present

Bill Austin, Rich Wood, Brian Carr, Damien Davis, Dave Bruffy, Bill Oliver

Others Present

John Whitmore, Jing Zhang

1. Call to Order

With a quorum present, Mr. Austin called the meeting of the TTAC to order at 1:30 PM.

2. Approval of the Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda packet. Mr. Bruffy moved to approve the minutes as presented, seconded by Mr. Davis. With no discussion, the motion was unanimously approved.

4. Draft FY 2019-2020 Work Program

Mr. Austin noted that the draft FY 2019-2020 Unified Planning Work Program (UPWP) was enclosed in the agenda package. Beside the Bicycle and Pedestrian Study and regular administrative duties, the draft UPWP includes adding a part-time employee who may be shared with Monongalia County. The initial work anticipated for this employee would be website maintenance, social media outreach, the development of an ongoing newsletter, and data collection and aggregation. Mr. Austin noted that the part-time employee will free up Jing Zhang's time so he can be more focused on transportation planning related tasks.

Mr. Carr noted that the proposed part-time employee was not noted in the budget table. He suggested adding some text to explain the budget increase for public involvement. Mr. Austin agreed and noted that the specific arrangement of the part-time employee has not been decided yet. So it was reflected in the overall budget, instead of under a line item. He noted that the UPWP will be amended once the employment is finalized.

5. HSIP Performance Measures

Mr. Austin noted that a memorandum on the WVDOH Highway Safety Improvement Program Performance Measures is included in the agenda package. The measures developed for 2019 and 2020 used the same methodology and metrics to develop new targets for performance of the West Virginia roadway network as last year. Policy Board adopt the metrics shown on the attached memorandum.

Mr. Austin noted that MPO staff will explore other types of performance measures and develop more customized measures for the area. Mr. Bruffy asked about performance measures for PRT. He noted that the Mountain Line is looking for some standards of performance measures for transit. Mr. Austin noted that he has requested clarification from the Federal Transit Administration and still waits for their response. Mr. Carr noted that the FHWA is concerned most about statewide goals and objectives. Local MPOs have the flexibility to develop their own measures. Mr. Austin noted that the ongoing pedestrian-bicycle plan will make recommendations on future data collection and performance measures for non-motorized vehicles.

Dr Bruffy moved to recommend approval of the proposed HSIP performance measures to the MPO's Policy Board; seconded by Mr. Davis. With no discussion, the motion was unanimously approved.

6. Draft Metropolitan Transportation Plan Performance Measures

Mr. Austin noted that in order to be in compliance with Federal Requirement the MTP fiscally constrained priority projects, our Tier One Projects, should reflect how the proposed projects address the MPO's adopted performance measures. MPO staff have taken a look at the MPO's tier one projects, and assigned appropriate performance measure to them. Mr. Carr noted that it will be useful to allocate a value to each project, which allows a sensible comparison among projects. He noted that that a numerical reference will be particularly helpful when there are competing projects under consideration. Mr. Bruffy agreed and noted that it could be a weighted index, so that projects can be ranked in a consistent way. Mr. Austin agreed and noted that MPO staff will develop a calculation method for an evaluation index, and refine it with the input from the committee and the public.

7. Update on Status of Bicycle and Pedestrian Study

Mr. Austin noted that the next steering committee for the study will be held on February 5th. The consultant is reaching out to the City, WVU Student Government Association and other stakeholders for interview and data collection. The location for the meeting is to be decided.

8. Other Business

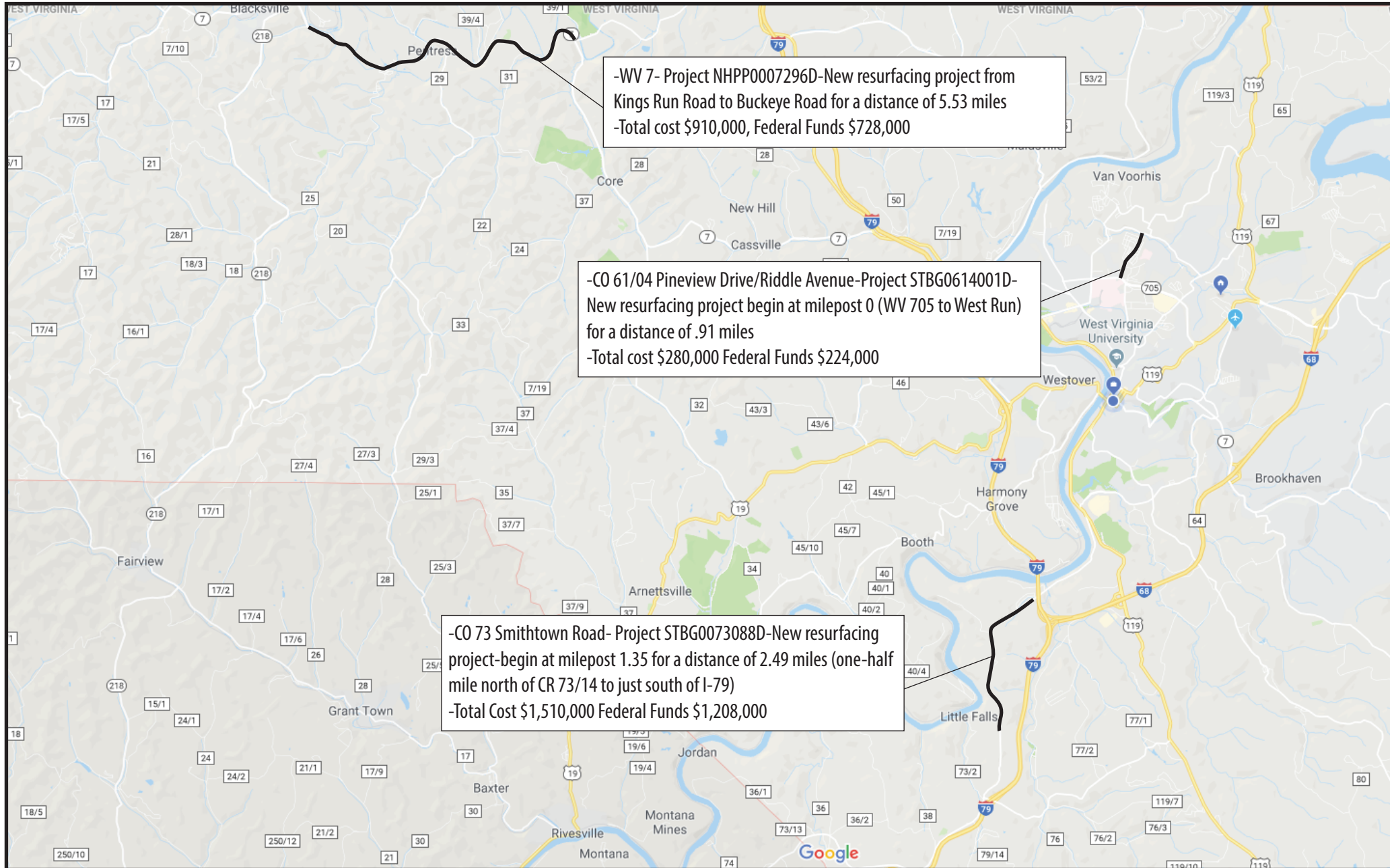
Mr. Austin noted that MPO staff is involved several PIE studies in the area, including the West Run project, the Beechurst Ave project, the Van Voorhis Rd project, the I-79 Access project. All these projects are moving forward. Mr. Austin also noted that the DOH is developing the State Transportation Improvement Program (STIP). Federal regulations require that the state adopt the STIP by October 1, 2019 to be eligible to keep spending Federal Funds. Mr. Austin noted that he is working with the DOH to develop a public involvement plan for STIP. The DOH is expected to hold STIP public meeting in Morgantown in the near future. The MPO has received the definition of groupable projects from the state and is coordinating with other MPOs in the state to provide input on this matter.

9. Meeting Adjournment

The meeting adjourned at 2:50 PM.



Location Map of Proposed Projects for TIP Amendments, March, 2019



DRAFT

UNIFIED PLANNING WORK PROGRAM

DRAFT FISCAL YEAR 2019 – 2020



Adopted:

Amended:

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

DRAFT

INTRODUCTION

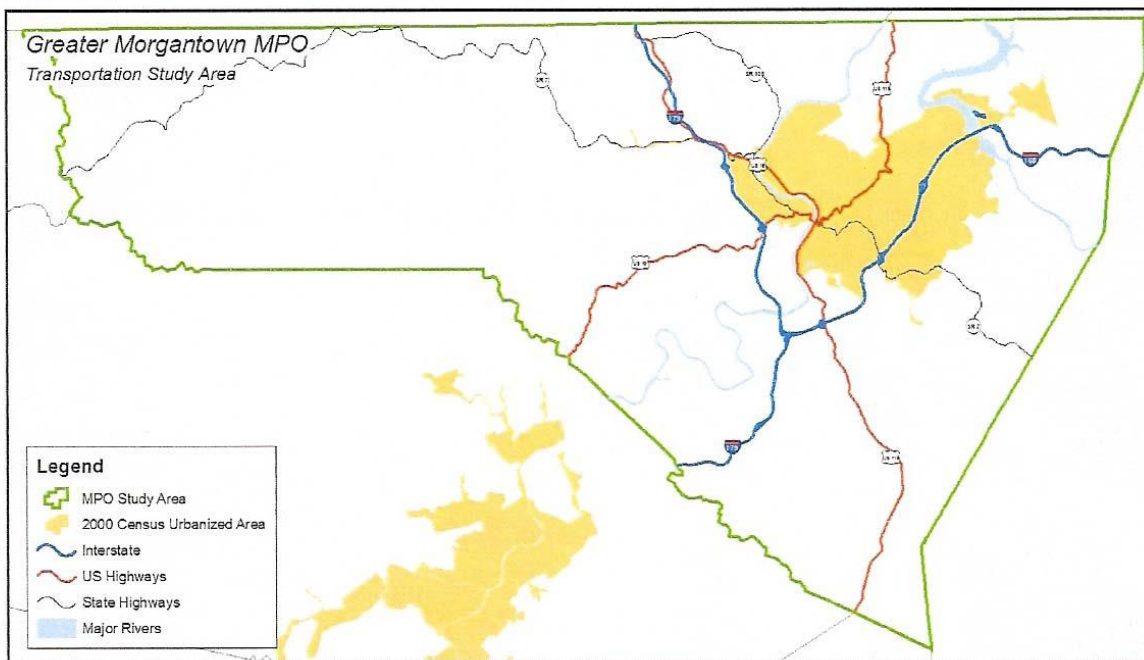
In accordance with Federal Regulations this document outlines the budget for the Morgantown Monongalia MPO for Fiscal Year 2019-2020 which begins July 1, 2019. In addition to identifying the funding sources for work to be performed in the upcoming year it also fulfills the requirement that the MPO provide a summary of the work the MPO has performed in the previous fiscal year.

STUDY AREA

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

The MPO's Policy Board includes representatives from:

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



DRAFT

Accomplishments

During Fiscal Year 2018-2019 the Morgantown Monongalia MPO staff worked with the West Virginia Department of Transportation and the area's local governments to improve transportation in the area. The MPO's efforts were focused on the implementation of the area's 2045 Long Range Transportation Plan and defining the projects identified in that Plan. Please find below a short description of these activities.

The largest undertaking during FY 2018-2019 has been the development of an RFQ and contract for the development of a comprehensive Bicycle and Pedestrian Plan update. This project is an expanded version of the pedestrian plan that was originally proposed in the 2018-2019 UPWP. It was developed in response to much greater community concern about bicycle and pedestrian safety resulting from several incidents. The Plan update is currently underway and it is anticipated that it will be completed in FY 2019-2020.

Other project level work performed by MPO Staff during the FY 2018-2019, included two studies:

The first study was an evaluation of the need for enhanced access to the Morgantown Industrial Park. Work on this study included enhanced traffic counts in the City of Westover and around the industrial park, regional travel demand modeling evaluating the potential network impacts of several alternatives and public involvement. The Study resulted in an amendment of the Metropolitan Transportation Plan to include enhanced access to the Morgantown Industrial Park.

MPO Staff also performed a Study of the intersection of Richwood Avenue and Willey Street as requested by the City of Morgantown. Work performed included enhanced traffic counts in the vicinity of the project, crash data analysis, pedestrian counts, Syncro modeling including warrant analysis of the intersection and the immediate vicinity, public involvement, and report preparation.

In addition to project work MPO staff performed several duties to maintain traffic related databases these databases include an annual traffic count program and an accident database. The 2018 traffic counts were taken in April and October to allow for the development of peak period factors. The accident database was updated using additional data available from the WVDOH.

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 FY 2018-2019 when as of this writing two van pools are participating in the van pool program with seven van pools having exhausted their eligibility to receive funding from the MPO's grant. It is our estimation that five of the seven vanpools that completed participation in the MPO's vanpool incentive program are still operating as of this writing.

DRAFT

MPO Staff worked with WVU Health Policy professional on developing a guidebook to the transportation planning process and how to work with the MPO. Topics to be discussed in the guidebook include the Long Range Planning process, transportation performance measures, MPO operations, and public involvement. The guidebook is aimed at underserved communities.

Other activities undertaken by MPO Staff included coordination with WVDOH on the “Roads to Prosperity Bond initiative Preliminary Investigation and Engineering Studies for projects in our area. These projects are the West Run Widening Project, the Van Voorhis Widening Project, the Greenbag Road Widening Project and the Beechurst Avenue Spot Improvement Project and the I-79 Access Project.

During FY 2018-2019 MPO Staff also assisted Monongalia County, and the City of Morgantown in evaluating the impact of ongoing development on the transportation network as new development is proposed.

MPO Staff continued work begun in 2013-2014 with the other MPO’s across the State to develop an MPO Association to share best practices in transportation planning and to enhance coordination with WVDOT. The MPO Executive Director was the chairman of the WVAMPO in 2018 and he worked to host the Association’s joint Conference with the WV Local Transportation Assistance Program located at WVU. The Conference was held in Morgantown.

Operational initiatives undertaken during FY 2018-2019 included work to implement transportation performance measures as required by the FAST Act. Normal operations included MPO consideration of numerous TIP Amendments by the MPO’s committees. MPO Staff also performed other normal administrative functions including financial management, staff technical support to the Pedestrian and Bicycle Board’s, and other similar tasks.

DRAFT

FOCUS FOR FISCAL YEAR 2019-2020

Local initiatives:

Major initiatives to be under taken this year include:

MPO Staff will work continue the ongoing update of the Urban Area Bicycle and Pedestrian element of the Transportation Plan utilizing Alta and Stantec.

The MPO will assist Mountain Line in developing a new operational plan through funding of a consultant and providing staff assistance as needed. This plan is necessitated by the changes to Mountain Lines route system with the relocation of the depot to Westover. The Study is being funded using a combination of Transit funding and PL funding.

MPO Staff will continue to work with Health Policy professionals to develop a guidebook to the transportation planning process and how to work with the MPO. The guidebook is aimed at underserved communities.

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

It is proposed that the MPO hire a part-time employee to expand its public outreach efforts as identified in the MPO's Public Involvement Policy. This staff person is to be responsible for developing a newsletter to be issued at least quarterly, website maintenance, and the MPO's social media presence. This person would also augment MPO staff's other technical skills. This person could be a part time employee or possibly could be a full-time employee of either Monongalia County or the MPO whose time would be shared between the agencies. This position is provisionally budgeted including anticipated overhead, in the Public Involvement category of the UPWP. Overhead costs for this position have not been identified in the breakout section since the administrative arrangements for the position have not been finalized.

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

DRAFT

MPO in assessing the Long Range Transportation Plans model as well as in identifying area's where operational improvements to the road network may be needed. The information will also be useful to the Division of Highways when planning operational improvements to the area's transportation facilities.

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

DRAFT

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 hire a consultant to update Mountain Lines transportation plan.

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

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

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

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

DRAFT

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 2019-20. 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 TIP, and MTP. MPO Staff will also develop a "Guide to working with the MPO" to facilitate public involvement in the MPO process.

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

III-C-8 Performance Measures-MAP 21 and the FAST Act require the States and MPO's to establish and report performance measures to ensure that transportation investments are addressing national, state, and local priorities for safety, air quality, system reliability and transit and highway asset management. The MPMPO will be establishing the performance measures for these facilities during the upcoming fiscal year. These performance measures will need to be reflected in the MPO's Metropolitan Transportation Plan and Transportation Improvement Program. This will be an ongoing task.

III-D-1 Transportation Enhancement Planning-MPO Staff will provide assistance with enhancement planning activities as requested by area agencies.

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 studies as requested.

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

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

Draft Morgantown Monongalia MPO Operating Budget FY 2019-20

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	\$ 57.52 Incl. benefits + Overhead
Planner II	\$ 39.26 Incl. benefits + Overhead
Part Time Planner	\$ 19.23 Includes 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/CountyMPO/Other	Total Cost Allocation
Salaries*				
Director	\$ 72,007.10	\$ 9,000.89	\$ 9,000.89	\$ 90,009
Planner 2	\$ 41,622.53	\$ 5,202.82	\$ 5,202.82	\$ 52,028
Part Time Planner	\$ 16,000.00	\$ 2,000.00	\$ 2,000.00	\$ 20,000
Benefits (see below)	\$ 52,965.36	\$ 6,620.67	\$ 6,620.67	\$ 66,207
Contracted/Capital Expenses				
Contracted Services	\$ 17,600.00	\$ 2,200.00	\$ 2,200.00	\$ 17,000
Consulting Services	\$ 160,000.00	\$ 21,250.00	\$ 21,250.00	\$ 225,000
Computer Equipment	\$ 4,800.00	\$ 600.00	\$ 600.00	\$ 6,000
Software	\$ 2,400.00	\$ 300.00	\$ 300.00	\$ 3,000
Public Notices/Publishing	\$ 2,800.00	\$ 350.00	\$ 350.00	\$ 3,500
Overhead				
Travel & Training	\$ 8,800.00	\$ 1,100.00	\$ 1,100.00	\$ 11,000
Utilities (phone, internet, web site)	\$ 960.00	\$ 120.00	\$ 120.00	\$ 1,200
Copier lease, supplies, postage	\$ 800.00	\$ 100.00	\$ 100.00	\$ 1,000
Total	\$ 380,754.99	\$ 47,594.37	\$ 47,594.37	\$ 495,944

Proposes 2% COLA for Exec. Director and Planner

DRAFT

II

Employee Benefit Expenditure Detail				
(Calculated on Total Wages = \$162,037)				
Description	Consolidated Federal Planning Funds	WVDOT	City/County/Other	Total Cost Allocation
FICA (6.2%)	\$ 8,037.04	\$ 1,004.63	\$ 1,004.63	\$ 10,046.30
Worker's Compensation (2.3%)	\$ 2,981.48	\$ 372.69	\$ 372.69	\$ 3,726.85
Medicare (1.45%)	\$ 1,879.63	\$ 234.95	\$ 234.95	\$ 2,349.54
Retirement (14.0%)	\$ 18,148.15	\$ 2,268.52	\$ 2,268.52	\$ 22,685.19
Health Insurance (previous years budget +\$1000 contingency)	\$ 19,570.48	\$ 2,446.31	\$ 2,446.31	\$ 24,463.10
Dental & Vision Insurance (2019 rates+\$500 contingency)	\$ 2,348.58	\$ 293.57	\$ 293.57	\$ 2,935.72
Total Employee Benefit Package				\$ 66,206.69

DRAFT

Draft Morgantown Monongalia Metropolitan Planning Organization Operating Budget FY 2019-20

Revenues and Expenditures By Major Category

Task Number	Task Item	Category	Consolidated Federal Planning Funds	WVDOT	City/County/MPO	Other	Total Cost Allocation
II-A	Inventory of Facilities						
	1	Traffic Counts	14,400	1,800	1,800		\$18,000
	10	Mapping	9,600	1,200	1,200	0.00	\$12,000
		Total	24,000	3,000	3,000		\$30,000
II-B	LRTP						
	6	Community goals	2,000	250	250	0.00	\$2,500
	8	Deficiency Analysis	4,000	500	500		\$5,000
	9	Highway Element	4,000	500	500		\$5,000
	10	Transit Element	50,000	62,500	0	12,500.00	\$125,000
	11	Bicycle and Ped.	100,000	10,000	6,000	4,000.00	\$100,000
	13	Collector Street	4,000	500	500	0.00	\$5,000
	16	Financial Planning	4,800	600	600		\$6,000
	17	Cong. Mgmt. Strat.	4,000	500	500		\$5,000
		Total	\$222,800	\$25,350	\$8,850	\$16,500	\$253,500
III	Admin.						
	A	Work Program	\$4,000	\$500	\$500		\$5,000
	B	TIP	\$9,600	\$1,200	\$1,200		\$12,000
	C-6	Public Involvement	\$48,000	\$6,400	\$6,400		\$64,000
	C-7	Private Sector	\$2,400	\$300	\$300		\$3,000
	C-8	Performance	\$12,000	\$1,500	\$1,500		\$15,000
	D-1	Enhancement Plan	\$2,400	\$300	\$300		\$3,000
	D-2	Env. And Pre-TIP	\$2,400	\$300	\$300		\$3,000
	D-3	Special Studies	\$4,800	\$600	\$600		\$6,000
	D-4	Regional and State	\$12,000	\$1,500	\$1,500		\$15,000
	E	Management and Ops	\$56,000	\$7,000	\$7,000		\$70,000
		Total	\$153,600	\$19,600	\$19,600	\$0	\$196,000
Grand Totals - All Programs			\$400,400	\$47,950	\$31,450	\$16,500	\$496,000

DRAFT

DRAFT

CERTIFICATION

This is to certify that I have reviewed the indirect cost proposal submitted herewith and to the best of my knowledge and belief:

- (1) All Costs included in this proposal dated for the period July 1, 2018 through June 30, 2019 are allowable in accordance with the requirements of the grant(s), contract(s), and agreement(s) to which they apply and which they apply and with the cost principles applicable to those agreements.
- (2) This proposal does not include any costs which are allowable under applicable cost principles, such as (without limitation): Advertising and public relations costs, entertainment costs, fines and penalties, lobbying costs, and defense and prosecution of criminal and civil proceedings.
- (3) All costs included in this proposal are properly allocable to grant(s), contract(s), and agreement(s) on the basis of a beneficial or causal relationship between the expenses incurred and the grant(s), contract(s), and agreement(s) to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare under penalty of perjury that the foregoing is true and correct.

Authorized Official: J. William B. Austin
Executive Director

Signature: _____

Organization: MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION

Date: _____

DRAFT

DRAFT

**ASSURANCE CONCERNING NONDISCRIMINATION ON THE
BASIS OF DISABILITY IN FEDERALLY-ASSISTED PROGRAMS
AND ACTIVITIES RECEIVING OR BENEFITING FROM
FEDERAL FINANCIAL ASSISTANCE**

Implementing the Rehabilitation Act of 1973, as amended, and
the Americans With Disabilities. Act of 1990

(Federal Transit Administration)

Morgantown Monongalia Metropolitan Planning Organization, AGREES THAT, as a condition to the approval or extension of any federal financial assistance from the Federal Transit Administration (FTA) to construct any facility, obtain any rolling stock or other equipment, undertake studies, conduct research or to participate in or obtain any benefit from any program administered by the FTA, no otherwise qualified person with a disability shall, solely be the reason of his or her disability, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity that receives or benefits from federal financial assistance administered by the FTA or any entity within the United States Department of Transportation (DOT).

Specifically, the Recipient **GIVES ASSURANCE** that it will conduct any program or operate any facility so assisted in compliance with all applicable requirements imposed by DOT regulations implementing the Rehabilitation Act of 1973, as amended, and the Americans with Disabilities Act of 1990 (and any subsequent amendments thereto) set forth at 49 FA Parts 27, 37, and 38, as well as all applicable regulations and directives issued pursuant thereto by other federal departments or agencies.

Executed this day of May , 2018

BY: _____
J. William B. Austin
Executive Director

DRAFT

FEDERAL TRANSIT ADMINISTRATION CIVIL RIGHTS ASSURANCE

The **MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION** HEREBY CERTIFIES THAT, as a condition of receiving Federal financial assistance under the Federal Transit Administration Act, as amended, it will ensure that:

1. No Person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. The MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1 and in compliance with the Department of Transportation's Title VI regulation, 49 CFR Part 21.9.
3. The MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.
4. A standard DOT Title VI Assurance, signed and dated March, 1978 has been filed with the state.

The person or persons whose signature appears below are authorized to sign this assurance on behalf of the grant applicant or recipient.

J. WILLIAM B. AUSTIN

DATE: May , 2018

EXECUTIVE DIRECTOR

SIGNATURE OF AUTHORIZED OFFICER

If any complaints of civil rights violations have been received during the last 12 months, a description of the complaints and their disposition or proposed disposition should be attached. (Further information may be requested, if needed.)

DRAFT

NONDISCRIMINATION ASSURANCE

As required by 49 U.S.C. 5332 (which prohibits discrimination on the basis of race, color, creed, national origin, sex or age and prohibits discrimination in employment or business opportunity), Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, “Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of the Title VI of the Civil Rights Act, “49

CFR part 21 at 21.7, the Morgantown Monongalia Metropolitan Planning Organization assures that it will comply with all requirements of 49 CFR part 21; FTA Circular 4702.1, “Title VI program Guidelines for Federal Transit Administration Recipients”, and other applicable directives, so that no person in the United States, on the basis of race, color, national origin, creed, sex or age will be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination in any program or activity (particularly in the level and quality of transportation services and transportation-related benefits) for which the Applicant receives Federal assistance awarded by the U.S. DOT or FTA as follows:

- 1.) The applicant assures that each project will be conducted, property acquisitions will be undertaken, and project facilities will be operated in accordance with all applicable requirements of 49 U.S.C. 5332 and 49 CFR part 21, and understands that this assurance extends to its entire facility and to facilities operated in connection with the project.
- 2.) The applicant assures that it will take appropriate action to ensure that any transferee receiving property financed with Federal assistance derived from FTA will comply with the applicable requirements of 49 U.S.C. 5332 and 49 CFR part 21.
- 3.) The Applicant assures that it will promptly take the necessary actions to effectuate this assurance, including notifying the public that complaints of discrimination in the provision of transportation-related services or benefits may be filed with U.S. DOT or FTA, the Applicant assures that it will submit the required information pertaining to its compliance with these requirements.
- 4.) The Applicant assures that it will make any changes in its 49 U.S.C. 5332 and Title VI implementing procedures as U.S. DOT or FTA may request.
- 5.) As required by 49 CFR 21.7(a)(2), the Applicant will include in each third party contract or sub agreement provisions to invoke the requirements of 49 U.S.C. 5332 and 49 CFR part 21, and include provisions to those requirements in deeds and instruments recording the transfer of real property, structures, improvements.

To implement the Equal Employment Provisions of the Americans with Disabilities Act,” (29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Applicant agrees to comply with any implementing requirements FTA may issue.

DRAFT

(iv) The Applicant hereby agrees that it will comply with Title VI of the Civil Rights Act of 1964 (P.L. 88-352) and all requirements imposed by the U.S. Department of Transportation, to the end that, in accordance with Title VI of the Act, no persons in the United States shall, on the grounds of race, color, creed, national origin, sex or age be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Applicant received Federal financial assistance from the Department under Federal Transit Administration Programs; and HEREBY GIVES ASSURANCE THAT it will immediately take any measures to effectuate this agreement.

If any real property or structure thereon is provided or improved with the aid of Federal financial assistance extended to the Applicant by the Department under Federal Transit Administration Programs, this certification shall-obligate the Applicant, or in the case of any transfer of such property, any transferee, for the period during which the real, property or structure is used for a purpose for which the Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits. If any personal property is so provided this certification shall obligate the Applicant for the period during which the Federal financial assistance is extended to it by the Department under Federal Transit Administration Programs.

THIS CERTIFICATION is given in the consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Applicant by the Department under Federal Transit Administration Programs. The Applicant recognizes and agrees, that such Federal financial assistance will be extended in reliance on the representations and agreements made in this certification, and that the United States shall have the right to seek judicial enforcement of this certification. This certification is binding on the Applicant, its successors, transferees, and assignees. The person or persons whose signatures appear on the Declaration page are authorized to sip the certification on behalf of the Applicant.

Executed this day of May 2018

BY: _____

J. William. B. Austin

Executive Director

MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION

TITLE VI PROGRAM CIVIL RIGHTS ACT OF 1964

**COMPLIANCE REVIEW STATEMENT FOR FY 2012-2013
OVERALL UNIFIED PLANNING WORK PROGRAM (UPWP)**

I. Metropolitan Planning Organization Handling Agency Compliance

- A. To What extent does the MPO Handling Agency employ minority staff personnel in the program area under review?

The MPO only has two fulltime employees with one minority staff. The MPO will continue to ensure that there is no discrimination in hiring practices.

- B. Has the Agency adopted a formal Title VI complaint process?

The Agency will utilize the complaint process identified in the Agency By-Laws for harassment for discrimination complaints. The By-Laws will be amended to identify this process.

- C. Has the MPO received any specific Title VI complaints in the program area under review? If so, what corrective action has been taken?

There have been no complaints to our knowledge.

II. Consultant Contracts

- A. What consideration is given to minority contractors in the selection of consultants for the transportation planning work?

Advertisement for potential consultant work includes reference to Title VI compliance and minority contractors are invited to participate in procurements.

1. Does the Agency establish and monitor annual Title VI contracting goals?

No, the agencies contracting opportunities are limited by the small size of the agency. The agency will track and encourage minority participation in contracting opportunities.

DRAFT

2. Does the consultant selection process include maintenance of records of qualified minority consultants?

Yes

3. What other methods or procedures are utilized to encourage use of qualified minority consultants?

Minority consultants are encouraged to submit proposals.

4. Are Title VI assurances and provisions included on consultant contracts?

Yes

- B. Have consultants made positive efforts to employ qualified minority subcontractors? If so, to what extent?

Not that we are aware of.

- C. What are the MPO's procedures for monitoring consultant compliance with Title VI contract provisions?

The MPO will examine the hours worked by minority contractors and subcontractor on bills submitted for processing.

III. Urban Transportation Planning Process

- A. What techniques and procedures are employed to provide data relative to minority populations, neighborhoods, income levels, physical environment, travel habits, etc.?

The MPO regularly examines the impact of proposed projects on the area's minority community utilizing the most recently available Census data.

- B. To what extent is the data considered in determining that a proposed transportation system will be capable of responding favorably to minority to group requirements? What techniques are used?

MPO staff utilizes GIS to examine the location of low income and minority populations and their location in relation to proposed facilities.

DRAFT

- C. Do the MPO Transportation Plan and TIP include assessments of the impacts that planned transportation system investments will have on both minority and non-minority areas? Discuss the assessment methodology and resulting documentation.

The MPO utilizes GIS to identify minority and low income populations and to assess the potential impact that any proposed project may have on these communities. The MPO performs these assessments as part of the LRTP update utilizing the most recently available Census Data.

- D. To what extent has the MPO developed a formalized procedure (organization, responsibilities, etc.) to provide for citizen participation in the transportation planning process?

The MPO has a formally adopted citizen participation process.

- E. Are minorities, both individually and through their organizers, represented in the citizen participation effort? If so, how many and in what capacity?

There are no specific minority groups represented in the MPO, outreach efforts seek to reach these communities through outreach to transit dependent and or low income employees.

- F. Are there any further affirmative actions taken by the MPO to enlist the involvement and support of minority populations in the transportation planning process?

DRAFT

DISADVANTAGED BUSINESS ENTERPRISE ASSURANCE

In accordance with CFR 26.13(a), the MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION assures that it shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any third party contract, or sub agreement supported with Federal assistance derived from the U.S. DOT or in the administration of its DBE program or the requirements of 49 CFR part 26. The Applicant assures that it shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of all third party contracts and sub agreements supported with Federal assistance derived from the U.S. DOT.

DRAFT

LITIGATION CERTIFICATION

I, J. WILLIAM B. AUSTIN, Executive Director hereby certifies that to the best of my knowledge there is no litigation pending or threatened which might affect the performance of this project.

Executed this day of May, 2018

BY: _____

J. William B. Austin
Executive Director

**DRUG-FREE WORKPLACE ACT CERTIFICATION
FOR A PUBLIC OR PRIVATE ENTITY**

1. The Morgantown Monongalia Metropolitan Transportation Planning Organization
(Name of Applicant)

Certifies that it will provide a drug-free workplace by:

- A. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the Applicant's workplace and specifying the actions that will be taken against employees for violation of such prohibition.
- B. Establishing an ongoing drug-free awareness program to inform employees about-
 - 1) The dangers of drug abuse in the workplace
 - 2) The Applicant's policy of maintaining a drug-free workplace
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs
 - 4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace
- C. Making it a requirement that each employee to be engaged in the performance of the grant or cooperative agreement be given a copy of the statement required by paragraph (A).
- D. Notifying the employee in the statement required by paragraph (A) that as a condition of employment under the grant or cooperative agreement the employee will:
 - 1) Abide by the terms of the statement; and,
 - 2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.
- E. Notifying the Federal agency in writing, within ten calendar days after receiving notice under subparagraph (D.) (2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every project officer or other designee on whose project activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant or cooperative agreement.

DRAFT

- F. Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (D) (2), with respect to any employee who is so convicted:
 - 1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by Federal, State, or Local health, law enforcement, or other appropriate agency.

- G. Making a good faith effort to continue to maintain a drug-free work place through implementation of paragraphs: A), B), C), D), and F).

2. The Applicants headquarters is located at the following address. The addresses of all Workplaces maintained by the Applicant are provided on an accompanying list.

Name of Applicant: Morgantown Monongalia Metropolitan Planning Organization
Address: 243 High Street Room 110
City: Morgantown
County: Monongalia
State: West Virginia
Zip Code: 26505

J. William B. Austin

Executive Director

Title of Authorized Official

Morgantown Monongalia Metropolitan Planning Organization

Name of Applicant

Date

DRAFT

DRUG FREE WORKPLACE POLICY

It is the policy of the **MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION** to maintain a work place that is conducive to efficient and productive work. In order to attain that goal, it is further the policy of the Organization that the unlawful use, manufacture, distribution, dispensing or possession of a controlled substance is prohibited in the Organization's work place.

As an employee of the Organization, I agree to abide by that policy and am aware that violation of the policy regarding substance abuse will result in disciplinary action up to and including dismissal.

DATE

SIGNATURE

THIS IS A SAMPLE OF THE DRUG FREE WORK PLACE FORM
GIVEN TO EACH MORGANTOWN MPO EMPLOYEE
FOR SIGNATURE AND CERTIFICATION.

COPIES OF SIGNED STATEMENTS ARE ATTACHED.

DRAFT

**CERTIFICATION OF PROVISION OF NECESSARY
LOCAL MATCHING FUNDS**

The Morgantown Monongalia Metropolitan Planning Organization hereby certifies that the
(Name of Applicant)

ten percent (10%) local match requirement of the total project cost shall be provided in

(check and complete one) \$ 35,000 _____, _____; \$ _____, _____;
(cash) (total cash amount) (in Kind services) (total in Kind value)

or, _____, \$ _____ +\$ _____ :\$ _____
(combination of both) (cash amount) (in kind value) (total amount)

It is my understanding that if in kind is used as match, proper documentation detailing the cash
Value of those services shall be included with this application. If cash is used as match, the source of
These funds are from Monongalia County, and City of Morgantown.

Executed this day of May, 2018 By: _____

J. William B. Austin
Executive Director

Morgantown Monongalia Metropolitan Planning Organization

DRAFT

FISCAL AND MANAGERIAL CAPABILITY CERTIFICATION

NAME OF APPLICANT: Morgantown Monongalia Metropolitan Planning Organization

And a review of the Applicant's records, that the Applicant has the requisite legal, financial and managerial capability to apply for, receive, and disburse Federal assistance authorized for 49 U.S.C. 5303; and to implement and manage the project.

FEDERAL REQUIREMENTS

NAME OF APPLICANT: Morgantown Monongalia Metropolitan Planning Organization

Hereby certifies that it will comply with any existing Federal requirements, as well as any changes that occur in the future, in carrying out this project.

INSPECTION

NAME OF APPLICANT: Morgantown Monongalia Metropolitan Planning Organization

Hereby certifies that it shall permit the FTA, the Comptroller General of the United States and, of appropriate, the state, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.

Executed this day of May, 2018 BY: _____

J. William B. Austin
Executive Director

**CERTIFICATION
OF
RESTRICTIONS ON LOBBYING**

I, J. William B. Austin, Executive Director, hereby certify on behalf of
(Name and Title of Grantee Official)

the Morgantown Monongalia Metropolitan Planning Organization that:
(Name of Grantee)

- 1) No federal appointed funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant the making of any Federal loan, the entering into of any cooperative agreement and the extension, continuation, renewal, amendment, or modification of any Federal contract grant loan, or cooperative agreement.
- 2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this federal contract grant loan, or cooperative agreement, the undersigned shall complete and submit standard form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- 3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Executed this day of May, 2018

BY: _____

J. William B. Austin
Executive Director

DRAFT

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS

As required by U.S. DOT regulations on Government wide Debarment and Suspension (Non procurement) at 49 CFR 29.51 0:

- 1) The Applicant (Primary Participant) certifies to the best of its knowledge and belief, that it and its principles:
 - (a) Are not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from covered transactions by any Federal Department or Agency.
 - (b) Have not within a three year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or Local) transaction or contract under a public transaction: violation of Federal or State antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.
 - (c) Are not presently indicted for, or otherwise criminally or civilly charged by a governmental entity, (Federal, State, and Local) with commission of any of the offenses listed in paragraph (2) of this certification.
 - (d) Have not within a three year period preceding this certification had one or more public transactions (federal, State, and Local) terminated for cause or default.
- 2) The Applicant also certifies that if later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above; it will promptly provide that information to the Division.
- 3) If the Applicant (Primary Participant) is unable to certify to the statements within paragraphs (1) and (2) above, it shall indicate so on its Signature Page and provide a written explanation to the Division.

DRAFT

PROCUREMENT COMPLIANCE

Applicant certifies that its procurements and procurement system will comply with all applicable requirements imposed by Federal laws, executive orders, or regulations and the requirements of FTA Circular 4220. 1 D, "Third Party Contracting Requirements", and other implementing guidance or manuals FTA may issue. The applicant certifies that it will include in its contracts financed in whole or in part with FTA assistance all clauses required by Federal laws, executive orders, or regulations, and will ensure that its contractor(s) will also include in its sub agreements and contracts financed in whole or in part with FTA assistance all applicable clauses required by Federal laws, executive orders, or regulations.

J. William B. Austin, Executive Director

Date

Morgantown Monongalia MPO Transit Short and Medium Range Operations Plan

Request for Qualifications

BACKGROUND

Morgantown West Virginia is home to a diverse population focused on West Virginia University, two major hospitals, and several large commercial and governmental employers. Transit service provided by Mountain Line Transit plays a very significant role in the community's overall transportation picture.

PROJECT DESCRIPTION

The Morgantown Monongalia Metropolitan Planning Organization (MMMPO) is assisting the Mountain Line Transit Authority in developing a short to medium term strategic plan for the transit systems operations. Unexpected changes to the infrastructure available to the Authority have necessitated that the Authority change its routes to accommodate its recently relocated transfer center. This change means that the Authority needs to reevaluate how it may expect to operate now and in the near future. This plan is to address that need.

The plan is a joint effort with WV Division of Highways, the WV Division of Public Transit, Mountain Line Transit and the Morgantown Monongalia MPO. It will serve as an important implementation document for programming and designing transit service throughout the area.

SCOPE OF SERVICE

1. Understand the Current and Future Demand for Service

The consultant should conduct a thorough evaluation of the current condition of public transportation in the area and project future conditions based on known factors relating to the built environment in the area. This first task should be an evaluation of the existing Mountain Line service as a stand alone agency.

Required tasks:

- Identify all ongoing transit activity in the area including WVU's Personal Rapid Transit System and bus services, services provided by private providers including apartment complexes and similar services
- Evaluate current service facility needs.
- Project future current service needs based on projected growth in the area. Sources for project growth should include local and regional plans as well as well documented economic forecasts. These forecasts should be informed through public involvement activities
- Assess the relationship between existing and expected future land use patterns and project where future transit service expansion and new facilities will be needed based on the growth projections.
- Evaluate transit access to employment centers, healthcare facilities, groceries, and other public service for the low-income population in the area. Address how recommendations from this study could impact transit equity.
- Areas anticipated to be evaluated as part of this process include:
 - Expanding the existing Westover facility
 - The vicinity of the ongoing West Ridge development

- The Pierpont/Cheat Lake area
 - Downtown Morgantown
 - Scott Avenue
 - Other areas to be determined
- Create a baseline funding scenarios for maintaining and expanding the existing Mountain Line Service
 - Develop an estimate for future non-revenue income streams particularly Section 5311 Funding
 - Update analysis of the existing fare structure
 - Project the fare structures needed to maintain existing service, or to expand the service given projected future growth and anticipated funding streams
 - Create a matrix showing and comparing the revenues and trips provided by enhanced service frequency when compared to expanding the coverage area but maintaining current service frequency.

2. Create Scenarios for the following alternatives

- Enhanced Integration of Mountain Line Service with WVU provided services
 - Identify efficiencies that can be created by enhanced coordination between Mountain Line and WVU Transportation
 - Provide a financial analysis of the impact of implementing the efficiencies when compared to the baseline scenario
- Identify and evaluate potential corridors for implementing bus rapid transit service
 - Identify future corridors where bus rapid transit service may be feasible based on anticipated future growth
 - Provide a financial analysis of the impact of implementing the enhanced service when compared to the baseline scenario

3. Public Involvement

- It is anticipated that most of the review work to be conducted by the consultant will be done electronically or through teleconferencing. However, there should be at least three Steering Committee meetings. One meeting to introduce the project and to gather expectations from Steering Committee members, one meeting to introduce preliminary recommendations and a final meeting to approve the final recommendations. Steering Committee meetings may be held at the same time as the public meetings.
- Ridership survey the project should include an online survey for current and potential transit service users. The survey should include identification of areas that riders would like to go to but where service is not provided and their general satisfaction with Mountain Line service. Hard copies of the survey should be available at Mountain Line and at select locations throughout the area.
- At a minimum three scheduled public presentations should be included in the proposed process they are as follows:

- Kickoff public meeting to inform the public that the Study will be ongoing and to publicize how the public can identify their need for transit service to the consulting team. This should include an online survey of Mountain Line ridership and the general public.
- Preliminary recommendations public meeting. A public meeting should be held to inform the public of the preliminary recommendation of the Study and to seek their input on the proposals.
- Presentation to the Mountain Line Transit Authority Board-The consulting team should present the final recommendations to the Mountain Line Board at a regularly scheduled meeting.

4. Implementation

- The plan should identify the steps needed to implement each alternative examined including the necessary capital improvements, service alternatives, and the funding stream(s) needed to implement them.

5. Deliverables

Below is a list of the minimum deliverables required for the Plan. If additional deliverables are to be created, please list them in your proposal. All deliverables must be included in the budget.

- Transit Plan document, including executive summary, introduction, recommendations, and implementation steps.
- Documentation of existing condition and needs assessment.
- Documentation of all meetings including key findings and stakeholder comments.
- Documentation of the project identification and priority process.

ANTICIPATED PROJECT SCHEDULE

June 3, 2019	RFP distributed
June 28, 2019	Proposals due
July 15, 2019	Three finalists informed
July 29, 2019	Consultant interviews
August 9, 2019	Contract award
February/March 2020	Preliminary recommendations
May/June 2019	Draft Plan Submittal

SUBMITTAL FORMAT AND REQUIREMENTS

Proposers shall submit five (5) bound sets and one electronic PDF format copy. Bound proposal sets shall not exceed 11" x 17" in size. Proposers should provide the following:

- The project team
- Statement of understanding
- Scope of work
- Relevant examples of previous work
- Proposed schedule

EVALUATION

RFQ Evaluation Criteria (maximum points):

1. The demonstrated understanding of the project and the study's intended outcome. (20)
2. The proposed overall project approach, methodology, and the degree of creativity displayed. (20)
3. The qualifications of the project team and their experience with similar projects (20)
4. Anticipated fit and effective communication between the consultant and the MPO (20)
5. The proposer's effective allocation of time and resources (20)

NOTICE TO PROPOSERS

This Request for Proposals does not constitute a contract or offer of employment. All proposals, whether accepted or rejected, shall become the property of the MMMPO. The MMMPO reserves the right to reject any and all proposals. Elements and/or tasks may be added or deleted at the discretion of the MMMPO pending negotiation of the scope of work and compensation. Questions about the proposal may arise as proposers are preparing their responses. Inquiries are to be made in writing prior to June 17, 2019 and answers thereto will be emailed to all firms who have received or requested copies of the RFP.

Interested firms or teams are invited to submit their proposals and statements of qualifications as described above in sealed envelopes to:

Bill Austin
Executive Director
Morgantown Monongalia MPO, 243 High St. Room 110
Morgantown, WV 26505
Office 304-291-9571

Proposals must be submitted no later than 5:00 PM on June 28, 2019



Memorandum

Date: March 7, 2019
To: MMMPO TTAC members, MMMPO CAC members
From: MMMPO Staff
Subject: MTP Project Performance Measures Evaluation Index

This memorandum documents MPO staff's assessment on the impact of MPO's Metropolitan Transportation Plan Tier 1 projects using the performance measures adopted by WV DOH and the MPO.

Purpose

The purpose of the evaluation index is to assess a project's impact individually to the MPO's performance measures. A collective measure is also shown.

Methodology

The evaluation performed consisted of three steps:

- **Step 1: Decide the impact of each project on the performance measure.** H is assigned to projects with high impact; M is assigned to projects with medium impact; L is assigned to projects with low impact. The assigned letters are then converted to numbers: H=5, M=3, and L=1 for calculation purpose.
- **Step 2: Decide the weight of performance measure categories.** Each category receives 12 points. The points are evenly divided by each subcategory measures.
- **Step 3: Calculate the index value.** Multiply the step 1 numeric values and step 2 weighted points. The Cost Ratio Index is calculated by dividing the index value by the estimated project cost.

Outcome

- **Performance Measurement Index.** Index value assigned to each project shows its potential impact on the MPO's performance measures.
- **Index to Cost Ratio.** The ratio shows the cost efficacy of each project referenced to its performance measures.
- **Performance Measurement Index: System-wide Impact.** Index value are added up by category to show the aggregate impact of the Tier 1 projects.

Application

The evaluation method could also be used to assess other project impacts such as:

- Non-tier 1 projects in the MPO's Metropolitan Transportation Plan
- Projects listed in the MPO's Transportation Improvements Program
- Potential projects requested to be amended to the MPO's Metropolitan Transportation Plan
- Projects that are not directly involved in the MPO's planning process, but contribute to the MPO's performance measures.

Potential Improvement to the methods

The evaluation could be

- Using + and - for the impact evaluation could more accurately reflect the extents of project impact. For example: H⁺ = 12, H = 10, and H⁻ = 8.
- Refining the weighting of different performance measure categories, to better reflect community preferences and priorities.



Metropolitan Transportation Plan Project Performance Measures Evaluation

March 2019 (Draft)

Project Impact Evaluation

The Project Impact Evaluation assesses the impact of a project to a particular performance measurement. It answers the question of “how large the potential impact of a project is to a performance measurement”

	Est. Cost (Million)	1. Interstate/Non-Interstate NHS Pavement Condition				2. NHS Bridge Condition		3. System Performance		4 Freight Movement		5. Congestion Mitigation and Air Quality Measures*	6. Safety Performance							
		1.1	1.2	1.3	1.4	2.1	2.2	3.1	3.2	4.1	4.2	5.1	6.1	6.2	6.3	6.4	6.5	6.6		
Tier 1	I-79 Access Improvement Phase I	110-120	--	--	H	H	--	--	M	H	H	H	H	H	H	H	H	M	M	
Tier 1	Grumbein’s Island Grade Separation	3	--	--	--	--	--	--	M	--	--	M	--	--	--	--	--	H	H	
Tier 1	Stewartstown Rd Improvements	12	--	--	M	L	--	--	--	M	L	M	M	M	M	M	M	L	L	
Tier 1	West Run Rd Improvements-Eastern Section	3	--	--	M	L	--	--	--	M	--	M	M	M	M	M	M	M	M	
Tier 1	Earl Core Road (WV 7)-Northern Section	9	--	--	M	L	--	--	--	H	H	H	H	M	M	M	M	L	L	
Tier 1	University Ave Corridor Improvements Phase 1	36	--	--	M	L	--	--	--	M	L	L	M	L	L	L	L	H	H	
Tier 1	Fairmont Rd/Holland Ave Improvements Phase I	11	--	--	M	L	--	--	--	M	M	M	M	L	L	L	L	L	L	
Tier 1	Northside Connector Bus Rapid Transit	1	--	--	--	--	--	--	--	H	--	--	H	L	L	L	L	L	M	M
Tier 1	Grant Ave Bicycle/Pedestrian Connector	0.9	--	--	--	--	--	--	--	L	--	--	M	C--	--	--	--	--	H	H

H=high impact, M=medium impact, L=low impact

*Congestion Mitigation and Air Quality Measures is NOT required for performance measure evaluation. However, projects proposed in the MPO’s Metropolitan Transportation Plan address traffic congestion issues to various degrees. By including CMAQ measures as a part of the evaluation, the assessment will provide a more comprehensive understanding of the projects impact to the transportation system in the region.

Performance Measurement Index Calculation

Step One: Impact Evaluation and Conversion

Decide the impact of each project to the performance measure using a grade system. H=high impact, M=medium impact, L=low impact. Convert the evaluation outcomes into numeric values: H=5, M=3, L=1

Step Two: Category Weight

Decide the weight of each subcategory of performance measures

		Weight
1. Interstate/Non-Interstate NHS Pavement Condition (Total 12 Points)	1.1 Percent of pavement on the Interstate system in GOOD condition	3
	1.2 percent of pavement on the Interstate system in POOR condition	3
	1.3 Percent of pavement on the non-Interstates NHS in GOOD condition	3
	1.4 Percent of pavement on the non-Interstate NHS in POOR condition	3
2. NHS Bridge Condition (Total 12 Points)	2.1 Percent of NHS bridge deck area classified as in GOOD condition	6
	2.2 Percent of NHS bridge deck area classified as in POOR condition	6
3. System Performance (Total 12 Points)	3.1 percent of person miles traveled on the Interstate system that are reliable (Level of Travel Time Reliability)	6
	3.2 Percent of person miles traveled on the non-interstate NHS that are reliable (Level of Travel Time Reliability)	6
4 Freight Movement (Total 12 Points)	4.1 Travel time reliability of trucks on the Interstate System	6
	4.2 Safety Performance Measures	6
5. Congestion Mitigation and Air Quality (CMAQ) Measures (Total 12 Points)	5.1 On-road mobile source emissions – CMAQ Emissions Reduction	12
6. Safety Performance (Total 12 Points)	6.1 Number of Fatalities + 6.3 Fatality rate per hundred million vehicles miles traveled (HMVMT)	4
	6.2 Number of serious injuries + 6.4 Injury rate per hundred million vehicle miles traveled (HMVMT)	4
	6.5 Number of non-motorized fatalities + 6.6 Number of non-motorized serious injuries	4

Step Three: Index Value Calculation

Index Value = Numeric values x weight value

Project Impact-Performance Measurement Index

Individual Project

	Est. Cost (Million)	1. Interstate/Non-Interstate NHS Pavement Condition				2. NHS Bridge Condition		3. System Performance		4 Freight Movement		5. Congestion Mitigation and Air Quality Measures	6. Safety Performance						Raw Value	Index (weighted Value)	Index to Cost Ratio	
		1.1	1.2	1.3	1.4	2.1	2.2	3.1	3.2	4.1	4.2	5.1	6.1	6.2	6.3	6.4	6.5	6.6				
Tier 1	I-79 Access Improvement Phase I	110-120	--	--	5	5	--	--	3	5	5	5	5	5	5	5	5	3	3	59	250	2.1
Tier 1	Grumbein's Island Grade Separation	3	--	--	--	--	--	--	3	--	--	3	--	--	--	--	5	5	16	74	24.7	
Tier 1	Stewartstown Rd Improvements	12	--	--	3	1	--	--	--	3	--	1	3	3	3	3	3	1	1	25	100	8.3
Tier 1	West Run Rd Improvements-Eastern Section	3	--	--	3	1	--	--	--	3	--	--	3	3	3	3	3	3	3	28	102	34
Tier 1	Earl Core Road (WV 7)-Northern Section	9	--	--	3	1	--	--	--	5	5	5	5	3	3	3	3	1	1	38	190	21.1
Tier 1	University Ave Corridor Improvements Phase 1	36	--	--	3	1	--	--	--	3	1	1	3	1	1	1	1	5	5	26	106	2.9
Tier 1	Fairmont Rd/Holland Ave Improvements Phase I	11	--	--	3	1	--	--	--	3	3	3	3	1	1	1	1	1	1	22	114	10.4
Tier 1	Northside Connector Bus Rapid Transit	1	--	--	--	--	--	--	--	5	--	--	5	1	1	1	1	3	3	20	110	110
Tier 1	Grant Ave Bicycle/Pedestrian Connector	0.9	--	--	--	--	--	--	--	1	--	--	3	--	--	--	--	5	5	14	62	68.9

*120 million is used in the calculation for the Index to Cost Ratio

System-wide Impact of Tier One Projects

	Subcategory Code	1. Interstate/Non-Interstate NHS Pavement Condition				2. NHS Bridge Condition		3. System Performance		4 Freight Movement		5. Congestion Mitigation and Air Quality Measures	6. Safety Performance						
		1.1	1.2	1.3	1.4	2.1	2.2	3.1	3.2	4.1	4.2	5.1	6.1	6.2	6.3	6.4	6.5	6.6	
	Weight	3	3	3	3	6	6	6	6	6	6	12	2	2	2	2	2	2	2
	Raw Value	0	0	20	10	0	0	3	31	14	15	33	11	11	11	11	25	25	
Project Purpose-Performance Measurement Index (weighted Value)	Subcategory	0	0	60	30	0	0	18	186	84	90	396	34	34	34	34	54	54	
	Main Category	90				0		204		174		396	244						
	Total	1108																	