



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

Agenda

Transportation Technical Advisory Committee
243 High Street Room 026 and by WEBEX
Morgantown WV
May 9, 2023

1:00 PM

1. Call To Order
2. Approval of Minutes
3. Project Selection Process for Suballocated Funds and TIP Application
4. Pavement Condition and System Reliability Performance Measures
5. Other Business
6. Meeting Adjournment



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Memorandum

Date: May 4, 2023
To: TTAC Members
From: Bill Austin, AICP
Subject: May 9, 2023 TTAC Meeting Agenda Items

This memorandum is to inform you of the action items under consideration in the May 2023 TTAC Agenda.

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

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

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

The State's STIP and TIP Guidelines also specify processes for requesting that State perform the following types of projects (Attached to the agenda are the two pertinent pages of the State's STIP/TIP Operating procedures for your information.)

- 1) Major Metropolitan Transportation Plan projects such as a new bridge or other major expenditure,
- 2) Significant safety, capacity or operational projects such as a new signal
- 3) Input into the WVDOH District's annual resurfacing projects (focused on corridors not specific points)

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

It is staff's recommendation that the MPO utilize the process described in the attached policy for the selection of projects for the MPO's suballocated funding and the development of MPO requests for project funding from WVDOH. MPO Staff respectfully requests that the TTAC recommend approval of these guidelines to the MMMPO Policy Board.



TRANSPORTATION TECHNICAL ADVISORY MEETING

March 7, 2023

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

Members Present:

Bill Austin (Chair), Michael Dougherty, Andrew Gast-Bray, Brian Carr, Jeremy Evans, Maria Smith, Drew Gatlin.

Others Present: Anthony Carovillano, Dan Estep, Jing Zhang

1. Call to Order

The TTAC meeting was held virtually and in person. The phone number and web address to access the teleconference were publicized. With a quorum present, Mr. Austin called the meeting of the TTAC to order at 1:00 PM.

2. Approval of Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda package. Mr. Austin noted that the MPO staff had made a correction on the minutes based on a comment from Mr. Gast-Bray. Mr. Gast-Bray moved to approve the meeting minutes as presented; seconded by Mrs. Smith; with no discussion, the motion passed unanimously.

3. On-Call Consultant Selection

Mr. Austin noted that the MPO received 6 proposals for the RFP for general transportation planning service. The 6 proposals were from AECOM, Stantec, Michael Baker, Kimley, Horn, GPI, and WBCM. The proposals were reviewed by a selection committee consisted of members from the MPO's TTAC and CAC. It was the consensus of the selection committee that two firms would be selected for a contract: Kimley Horn and Associates and AECOM.

Mr. Carr asked if the MMMPO is to hire both of them. Mr. Austin confirmed that the MMMPO is to contact with both firms. The RFP provided that the MPO may select up to three firms as an outcome of the RFP process. Mr. Carr asked why the MMMPO needs to have two on-call consultants. Mr. Austin noted they have complimentary skill sets and advantages.

Mrs. Smith noted that all of firms are well qualified. The two selected firms have scored significantly higher than the rest of the candidates. Both firms are a good fit to the MPO.

Mr. Austin expressed his appreciation to the participating firms in this RFQ.

Mr. Gatlin moved to recommend approval of the on-call consultant selection to the MPO's Policy Board; seconded by Mr. Dougherty. With no further discussion, the motion passed unanimously.

4. FY 2023-2024 Unified Planning Work Program

Mr. Austin noted that the final draft of the MPO's 2023 Unified Planning Work Program (UPWP) was included in the agenda package. Work in the draft UPWP includes oversight of the Downtown Traffic Study, oversight of the Greenbag Road Design Study, initial implementation of the pedestrian/cyclist data collection initiative, and normal MPO operations including enhanced outreach. MPO Staff also intends to perform an areawide charging station study.

Mr. Austin noted that there is a minor error in one of employees' hourly rate calculation. It has no impact to the total budget. A corrected version will be presented to the MPO's Policy Board.

Mr. Carr asked if the MPO received the draft agreement on Greenbag Rd project from DOH. Mr. Austin noted that the MPO received the document and provided comments. The MPO suggested that, similar to the state, the MPO can cancel the contract with a written notice in 30 days advance

Mr. Gast-Bray made a motion to recommend approval of the UPWP to the MPO's Policy Board; seconded by Mrs. Smith. With no further discussion, the motion passed unanimously.

5. Revised Title VI Policy

Mr. Austin noted that as a part of federal requirements, the MPO needs to have a policy in place to address the use of Federal funds that may impact underserved communities. This includes outreach to those communities. The attached draft Title VI Policy is an updated version of the MPO's existing policy. The primary change to the Policy is that the socio-economic data utilized in the Policy has been updated.

Mrs. Smith moved to recommend the adoption of the revised Title VI Policy to the Policy Board; seconded by Mr. Gast-Bray. With no discussion, the motion passed unanimously.

6. TIP Adjustments

Mr. Austin noted that WV DOH requested administrative adjustments to the MPO's TIP under the MPO's recently adopted groupable policy. These proposed changes are primarily District 4 wide projects, including bridge inspection, bridge replacement/renovation, and highway maintenance.

Mr. Austin pointed out two projects of community interest. WV DOH has proposed to move the Brookhaven Road intersection project from FY 2024 to 2026. Mr. Austin noted that a group of WVU engineering students is conducting a capstone project to identify potential alternatives for the intersection. The MPO will pass the findings to the WV DOH. WV DOH also seeks to increase the funding of the Walnut Streetscape project.

WV DOH has requested that the following project be removed from the MPO's TIP because the funds have been obligated. Those projects include Dunkard Ave Sidewalk Phase V, Greenbag Rd (GO BOND 4), Morris Builders' Bridge + 1, I-79 Bridge Rehabilitations, Patteson Dr RRFB, FY 23 SF Bridge Inspect, and Morgantown Municipal Airport Streetscape. This is an informational item and requires no action from the committee.

7. Other Business

No other business.

8. Meeting Adjournment

The Meeting adjourned at 1:35 PM



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

May, 2023

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1. General Guidelines

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

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

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

1.1 Applicant Eligibility

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

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

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

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

1.2 Project Selection Criteria and Scoring

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

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

2. Project Selection Process

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

Step 1. Pre-application

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

Step 2. Applicant Submitting Application

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

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

Step 3. Preliminary Review

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

Step 4. Project Scoring

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

Step 5. Advisory Committee Review

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

Step 6. Policy Board Review

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

Step 8. Final Approval

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

3. Project Eligibility

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

3.1 Project Eligibility for STBG funding

(1) Location Requirement

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

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

(2) Eligible Activities

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

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

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

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

3.2 Project Eligibility for Carbon Reduction Program (CRP) funding

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

Eligible activities include:

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

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

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

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

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

4.Funding (Federal Share)

4.1 Federal Share of STBG Funds

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

The 23 U.S.C. provides that:

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

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

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

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

4.2 Federal Share of CRP Funds

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

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



VI.MPO Suballocated Funds

The Infrastructure Investment and Jobs Act (IIJA) establishes new suballocation of funds associated with both Surface Transportation Block Grant (STBG) and Carbon Reduction Program funds. Specifically, these funds have been suballocated to urbanized population areas of 50,000 – 200,000. The methodology for obligating these funds is established below:

Carbon Reduction Program 50,000 – 200,000 Population

These funds have predetermined distributions established at the federal level. As such, each MPO area receives a specific apportioned amount each federal fiscal year. To obligate these funds, the MPO must submit a written request to program a project for the specific funds. If the project is a priority of the WVDOT then the WVDOT will consider providing matching funds. If it is not a WVDOT priority, then the MPO will be responsible for finding a local sponsor to provide the match.

Surface Transportation Block Grant (STBG) 50,000 – 200,000 Population

These funds are suballocated as a lump sum to the State and the distribution methodology of these funds have been delegated to the WVDOT.

FHWA Guidance states – “Urbanized areas with population of at least 50,000 but no more than 200,000: The State is to establish a process to consult with relevant metropolitan planning organizations and describe how funds will be allocated equitably. [23 U.S.C. 133(d)(1)(A)(ii) and (d)(3)(A)]”

- Annual Contingency Set Aside will be 10% of the apportionment.
- Base Annual Allocation will be 20% of the apportionment and will be distributed among the 7 MPOs noted below.
 - This provides the following MPO’s with a base set aside of STBG 50,000-200,000 funds:
 1. BELOMAR (Ohio and Marshall Counties)
 2. BHJ (Brooke and Hancock Counties)
 3. FRMPO (Fayette and Raleigh Counties)
 4. HEP (Berkeley and Jefferson Counties)
 5. MMMPO (Monongalia County)
 6. RIC (Kanawha and Putnam Counties)
 7. WWW (Wood County)
- The Remaining Annual Apportionment will be obligated competitively as outlined in the Tiered process noted in section VII.

**Since KYOVA receives suballocated 200,000+ population funds and can obligate the funds within the full planning area, KYOVA will not receive the base allocation but may request utilization of the 50,000-200,000 funds following the process below.*

The Remaining Annual Apportionment of STBG 50,000-200,000 funds will be obligated based on the Tiered processes established in section VII of this document. If the project is a priority for the WVDOT then the WVDOT will consider providing the local match. If the project is not a priority for the WVDOT then the MPO will be responsible for finding a local sponsor to provide the required matching funds. **Each MPO policy board must adopt an internal process for selection of the projects that will be proposed for each of the Tiers noted in section VII.** The WVDOT will reserve the right to obligate any necessary funds to prevent lapse of federal dollars.



VII. WVDOT – MPO Cooperative Project Initiation Process

Tier 1 (MPO LRTP or Regionally Significant Projects)

Tier 1 includes projects with conceptual planning and cost estimates prepared as part of an MPO LRTP or are regionally significant. These projects tend to have large capital costs, and require significant development for environmental, right of way and other engineering issues. The WVDOT can only realistically support a handful of such initiatives statewide at any one time and remain fiscally constrained, especially as these types of projects move from pre-engineering and engineering phases to the much more costly right of way and construction phases.

To make the process of determining which, if any, new initiatives should be moved into the development pipeline more transparent, a review will be conducted at a minimum every two years. MPO's will be provided the opportunity to present candidate projects from their MTP/LRTP's to the WVDOT for consideration. The analysis and evaluation during the development of the MPO MTP/LRTP establishes the need for the projects being proposed.

WVDOT will then evaluate the projects under consideration. This evaluation will include items such as: funding, performance measures, safety, prior commitments, geographic distribution, statewide needs, etc. The evaluation process would enable WVDOT Management to decide on which, if any, of the proposals should be programmed for further development.

Tier 2 (Operational & Safety projects)

MPOs frequently conduct detailed operational and safety studies for improvements typically for intersections throughout the metropolitan planning areas. Like their Tier 1 counterparts, the needs associated with modifying intersections far exceeds the funding available for projects of this nature. In urbanized areas, these projects can become highly complex and expensive due to right of way, access, and colocation of utilities. Furthermore, the WVDOT must consider and evaluate intersection needs and improvements from a statewide perspective. MPOs should identify and provide a list containing no more than 5 priority traffic operational and safety projects (typically intersections) for consideration annually to Planning Division by June 30th. As part of the project submission, it is requested that the MPOs attach any relevant supporting analysis, studies, or plans. Once all lists have been received and compiled by the Planning Division, the traffic operational and safety candidate project lists will be further evaluated for eligibility and prioritization in federal-aid programs and used as a reference document. As placeholder allocation projects in the STIP are replaced with actual programmed projects, WVDOT can reference/review the list in MPO areas for consistency. The results of the evaluation criteria for safety and operational projects will be provided to the MPO.

Tier 3 (Annual Pavement Program Projects-Federal-Aid or State Funded)

The identification of which roads should be paved at the statewide or district level is of perennial interest to the citizens and elected officials of the State. As such, public perception and feedback are welcome components to the continual improvement of pavement management. The WVDOT recommends roadway surfacing concerns be compiled, evaluated, and submitted by each MPO with a reasonable documented methodology. If it is the MPO's desire to utilize roadway condition assessment data from the WVDOT Pavement Management System (PMS) to establish local priorities an export of that pavement data will be provided.

An annual list of proposed pavement projects generated by the Districts will be submitted to the MPOs through Planning Division by May 30th for the following year's pavement program. Any MPO recommendations must be returned to Planning Division by June 30th. The Planning Division will coordinate the evaluation process with the respective Districts. Furthermore, MPO's will be provided a copy of the annual federal aid resurfacing allocation memos.

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

Pavement Performance Measures:

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

Bridge Maintenance Performance Measures:

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

System Reliability and Freight Performance Measures:

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

It is respectfully requested that the TTAC recommend approval of these Performance Measures to the MPO Policy Board.