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

Agenda

Citizens Advisory Committee
243 High Street Room 026 and by ZOOM
Morgantown WV
October 9th 2025
6:00 PM

1. Call to Order
2. Approval of Minutes
3. Point Marion - Stewartstown Intersection Study
4. 2025 - 2055 Metropolitan Transportation Plan (MTP) Development
5. Greenbelt Update
6. Community Garden Update
7. Other Business
8. Meeting Adjournment

CITIZENS ADVISORY COMMITTEE MEETING

August 14, 2025

This meeting was held virtually at https://morgantownmonongaliampo.my.webex.com/meet/baustin and in person at 243 High St (Court House), Room 026 in downtown Morgantown.

Members Present: Matthew Cross, Heather Morgan, Kelli LaNeve, Christian Abildso, Chip Wamsley, Tom Zeni

Others Present: Bill Austin, Jacqueline Peate, Jing Zhang

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1. Call to Order

The CAC meeting was held virtually and in person. The phone number and web address to access the teleconference were publicized. With a quorum present, Mr. Abildso called the meeting of the CAC to order at approximately 6:02 PM.

2. Approval of Minutes

Mr. Abildso noted that the minutes of the last meeting were included in the agenda package. A member pointed out Snider St was misspelled. Mr. Wamsley moved to approve the minutes as corrected; seconded by Mr. Cross. The motion passed unanimously.

3. 2025-2055 Metropolitan Transportation Plan (MTP) Update
The MPO has initiated the update of its Metropolitan Transportation Plan (MTP) for 2025–2055. The key objectives of this update are to validate the continued relevance of projects currently included in the MTP, incorporate new projects based on community needs, and review and confirm project priorities and tier classifications. To support this effort, we have launched a project website: **www.plantogether.org/2055mtp**. The site contains the plan development schedule, public surveys, project maps, proposed subarea improvements, and other related materials.

Work for the MTP update includes crash data from 2019-2023. This data has been an integral part of the analysis done by staff, and the work validates the recommendations for corridor improvements previously identified in the transportation plan.

The Draft Recommended Subarea Improvements include Downtown Morgantown Traffic Study, Brookhaven Rd Area Improvements, Subarea Conceptual Connections for Mon County, and Star City / University Ave Pedestrian Facility Improvements. Draft visuals of these recommendations are attached to this memorandum. These visuals may be changed/updated during the MTP update process.

The improvements in Downtown Morgantown based on the Downtown Microsimulation Traffic Study suggested were:

1. Signal timing optimization and corridor coordination, and bicycle and pedestrian safety and access improvements
2. Grumbein's island closure
3. One-way street conversions

4. Willey Street improvements (capacity, realignment, or both)
5. Intersection improvements and Beechurst corridor improvements from campus to 8th
6. Combined Grumbein's Island, Willey Street, and one-way conversion
7. Combined Grumbein's Island, Willey Street, and Intersection Improvements.

The recommendations are identified as Scenario 7 in the Downtown Microsimulation study. It is a combination of Scenario 1 (Signal optimization and multimodal improvements), Scenario 2 (Grumbein's Island closure), Scenario 4B (Realignment of US 119 to Snider Street), and Scenario 5 (Intersection Improvements). Scenario 7 can be phased as standalone projects. Scenario 3, the one-way street conversions, was recommended to not be carried forward.

MPO Staff has analyzed the Brookhaven Rd Area due to ongoing land use development as recognized by the public. The improvements suggested will help accommodate the increase in traffic. Some of the recommended upgrades include the rebuild of the installation a traffic signal at the Earl Core Rd intersection, adding turn lanes and improving curb radii at key intersections, lighting improvements, upgrading stormwater infrastructure, and installing guardrails at strategic locations to reduce the risk of crashes (especially single-vehicle crashes).

Three specific subareas within Monongalia County have been identified by Monongalia County Planning as priorities for improving multimodal transportation connectivity. These areas were selected based on their potential to enhance regional mobility, support planned growth, and address local transportation challenges.

1. West Run Rd - Riddle Ave - Area Conceptual Connection Improvements
2. Ackerman Area Conceptual Connection Improvements
3. Valley View Conceptual Ped/Bike Network

The planning for these subareas was developed in close collaboration with Monongalia County Planning, ensuring strong alignment with the County's land use vision and infrastructure goals. To support this effort, MPO staff utilized the County's GIS database and conducted field visits to analyze property boundaries, terrain conditions, and existing roadway infrastructure.

Star City / University Ave Pedestrian Facility Improvements were studied as budgeted in the FY 2024-2025 UPWP. Recommendations include sidewalk improvements, a potential new sidewalk near the Glass Factory and Storybook Daycare, Bicycle Blvd Treatment on Low Stress Bicycle Routes, and a Bus Stop Shelter. A long-horizon project for this area would be Reconfiguring University Avenue (Broadway Avenue to glass factory building). This long-horizon project aims to comprehensively transform University Avenue into a safe, inviting, and vibrant corridor by creating a downtown-feeling streetscape. This work should be complementary to Star City's Safe Streets for All Grant. Star City officials are aware of this project and recommendation.

The MPO is asking the community for public review and comment on these potential subarea improvements.

Mr. Abildso asked for some clarification on the Conceptual County Sub-Area Developments. Mr. Austin provided some clarification, stating there are no set project, but the MPO is including this so as future developments occur there is a plan in place for connectivity and safety. Mr. Cross stated there have been many complaints about Valley View and Northwestern Ave. Mr. Austin said Mr. Gast-Bray, the Director of Planning for the County, has been taking with DOH and trying to get ahead of the curve with development. Mr. Abildso asked if there was ever consideration to add a crosswalk 705. Mr. Austin said this is not a part of the MTP recommendation, but is in the TIP.

Mr. Cross asked if there is consideration for a Rectangular Rapid Flashing Beacon (RRFB) at Irwin St, and Mr. Austin said there is not one at this point. Mr. Cross also asked about a trailhead at Brookhaven Rd, the data center, and the multiuse path from Boyers to Mylan, and Mr. Austin stated there have not been any updates. He asked if at Ackerman there would be a connection to the Greenbelt, and Mr. Zhang has been working on this possibility. Mr. Cross also asked if Star City was aware of the study included in the MTP, and Mr. Austin said they are aware.

Mr. Abildso asked about the role of public input. Mr. Austin stated the public feedback will be sent to the Policy Board and a part of the decision process.

4. Project Updates

Mr. Austin stated that money received from Complete Streets will be used for the Greenbelt, but the plans are still in the works and being evaluated. Mr. Abildso asked how the board could help, and Mr. Austin stated the MPO Staff is helping with the Greenbelt.

Mr. Cross asked if the sidewalk near the Glass Factory in Star City will be getting a RRFB. Mr. Austin stated it is not one of the current recommendations, but the Star City plans/improvements are still preliminary. Star City has Safe Streets funding.

Mr. Austin stated the Van Voorhis and West Run projects are delayed due to the location of utilities in the area and the completion date is now in 2027. The Brookhaven Rd signal is moving forward and should be completed next summer. The design is complete for the Exit 155 lights and the project will be let in October. The Walnut St project is in the process of obtaining materials to finish the streetscape project. The Greenbag Rd design study is wrapping up and is in the right of way process. The City of Morgantown is in the process of buying the necessary parcels. Mr. Cross asked is there will be a multiuse trail and Mr. Austin said yes.

Mr. Cross asked about the sidewalk on Holland Ave, and Mr. Austin stated this on ongoing.

Mr. Abildso asked if there are any updates on the Harmony Groove Intersection and the Industrial Park Bridge projects. Mr. Austin said the Harmony Groove Intersection is going to FHWA for consideration and the Industrial Park Bridge is in right of way. Mr. Abildso stated the consultants are working with the Mon Rail Trails Conservancy (MRTC).

Mr. Cross asked about the roundabout at University and Collins Ferry. Mr. Austin stated the project is still ongoing, did not have an update. He will check in on the project.

5. Other Business

Mr. Cross and the Morgantown Pedestrian Safety Board wanted to say thank you to the DOH for adding ADA ramps in town.

6. Meeting Adjournment

The meeting adjourned at 6:47 pm.

Memorandum

Date: October 1, 2025

To: MMMPO Staff

From: MMMPO Committees

Subject: Point Marion-Stewartstown Intersection Peak Hour Observation

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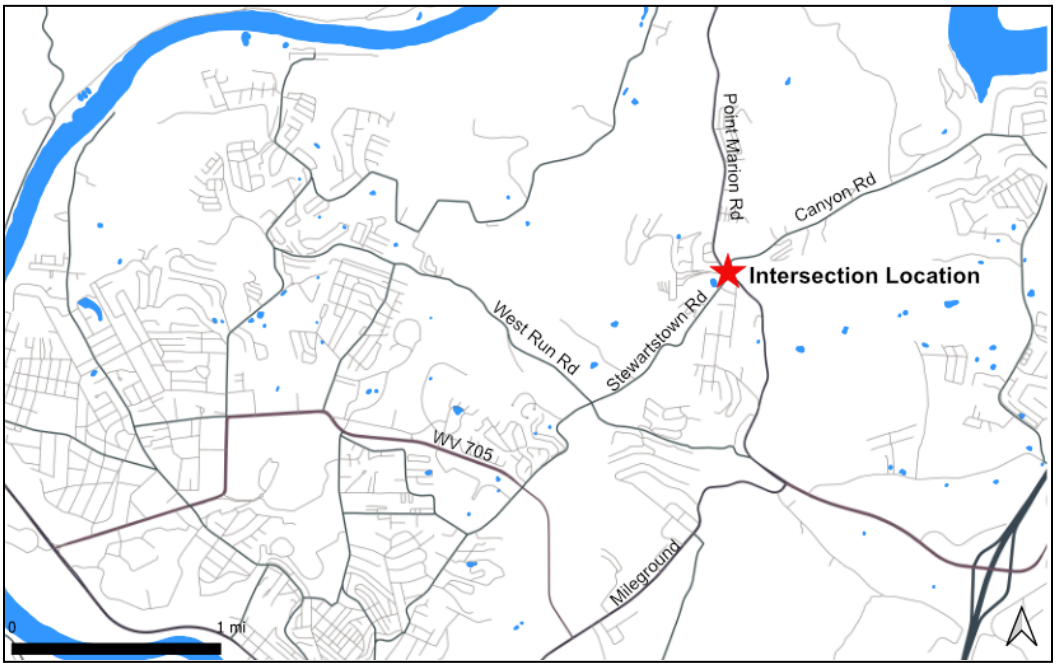
This memorandum documents observations conducted at the intersection of Point Marion Road and Stewartstown Road/Canyon Road during AM and PM peak periods. MPO staff conducted initial field observations on September 16 and 17, focusing on peak hours, queues, and general conditions in the intersection area. MPO staff did a follow-up traffic count and evaluation on September 30, focusing on traffic delay, movement pattern and signal timing.



Key Findings

AM Peak Hours

- **Peak Hour Times**. The AM Peak hour starts around **6:45 AM** and ends at 7:45 AM. Traffic on the north leg of Point Marion Road experienced backups extending approximately 0.5 - 0.8 miles north of the intersection.
- **Intersection Delay & LOS.** The average delay on the north log of Point Marion Rd is approximately 3–4 minutes, which far exceeds the Level of Service (LOS) F threshold of 80 seconds.

PM Peak Hours

- **PM Peak Times**. The PM Peak hours span from 2:30 PM to 6:30 PM.
    - North leg of Point Marion Rd. The congestion extends about 0.5 miles during the peak period from 2:30 PM to 4:00 PM. During peak traffic, it takes up to three full signal cycles for a vehicle to pass through the intersection.
    - South leg of Point Marion Rd. The leg experienced backups of approximately 0.3 miles beginning around 4:30 PM.
    - Stewartstown Road. Traffic on Stewartstown Road began to queue at approximately 4:30 PM, extending 0.3 miles.
- **Intersection Delay & LOS.** All three legs experienced approximately 3-5 minutes delay. which far exceeds the Level of Service (LOS) F threshold of 80 seconds.

Signal Timing Setup

- **Exclusive Phasing.** The intersection is signalized with dedicated green phases for the Canyon Road and Stewartstown Road legs, due to safety considerations caused by the terrain.
- **Actuated Phasing**. The intersection is operated with actuated, uncoordinated traffic signals. During peak hours, signal timing adjusts dynamically to prioritize approaches with higher traffic volumes. For example, the green phase for southbound traffic on Point Marion Road varies between 25 and 55 seconds, depending on traffic conditions. On Canyon Road, the green phase transitions to yellow immediately when no vehicles are detected in the queue.
- **Farm View Road Access**. The northbound approach includes a dedicated left-turn phase serving traffic turning onto Farm View Road. This phase is actuated and activates only when vehicles are present in the left-turn bay. Providing this dedicated movement is essential to ensure access to the high-density residential development on Farm View Road and to prevent left-turn queues from impeding through traffic.

Turning Movement Pattern

- **Canyon Road Approach**: Traffic is primarily through movements (66.7%), with left turns accounting for 22.2% and right turns for 11.1%. Canyon Road functions mainly as a minor arterial through approach with some local left-turn demand.
- **Stewartstown Road Approach**: Stewartstown has a high proportion of left turns (43.6%), with through and right-turn movements both at 28.2%. This reflects a strong turning demand.
- **Point Marion Road Northbound and Southbound Approach**: Both approaches are heavily dominated by through traffic (73.0% - 79%), with left turns at 11.1% and right turns at 15.9%. The strong through demand confirms that Point Marion Road is the primary corridor.

Surrounding Land Use

The observed congestion corresponds with student drop-off and pick-up times at University High School, when parents drive their children. Point Marion Road serves as the primary arterial connecting the school to major urban destinations, including university campuses, hospitals, commercial and employment centers as well as residences along the WV 705 corridor, and southern parts of Morgantown. This intersection is the only access point for traffic from north of Point Marion Rd toward the WV 705 corridor and the Mileground/Cheat Road areas.

Conclusion and Next Step

The intersection functions as a critical link within the eastern portion of the MPO's urban area. During peak periods, operational deficiencies are evident, driven primarily by school-related traffic, constrained intersection capacity, and geometric limitations. Analysis indicates that three of the four approaches (excluding Farm View Road) are currently operating at LOS F during peak periods, an indication of significant delay.

The intersection is controlled by an actuated signal system, which adjusts phase timing in response to traffic volumes. This control strategy has enhanced overall capacity and mitigated congestion to some extent; however, peak-hour volumes exceed the operational limits of signal control.

MPO staff recommend a detailed engineering study to evaluate feasible intersection improvement alternatives, first using designs identified in the 2022-2050 MTP.

2025–2055 Metropolitan Transportation Plan (Draft)

Released for Public Comment

This draft plan is available for public review and is expected to be submitted to the **Morgantown Monongalia MPO Policy Board** for adoption in **November**.

Members of the public are encouraged to provide comments and feedback. Comments may be submitted:

- **Email:** Planning@plantogether.org
- **Phone:** (304) 291-9571
- **In Person:** Morgantown Monongalia MPO, 243 High Street, Room 026, Morgantown, WV

For additional information and to access the **online project survey**, please visit:
https://www.plantogether.org/2055mtp

Table of Content

Introduction

The Metropolitan Transportation Plan (MTP) is a foundational document for transportation infrastructure, policy, and planning in the Morgantown-Monongalia County metropolitan area. Looking 20+ years into the future, the MTP establishes the transportation infrastructure investments for the region. Every five years this MTP is revised to remain current with recently completed projects and regional strategies.

About the 2025 - 2055 Update

The MPO has initiated the update of its **Metropolitan Transportation Plan (MTP) for 2025–2055**. The key objectives of this update are to validate the continued relevance of projects currently included in the MTP, incorporate new projects based on community needs, and review and confirm project priorities and tier classifications. To support this effort, we have launched a project website: **www.plantogether.org/2055mtp**. The site contains the plan development schedule, public surveys, project maps, proposed subarea improvements, and other related materials.

Work for the MTP update includes evaluations of crash data from 2019-2023. This data has been an integral part of the analysis done by staff, and the work validates the recommendations for corridor improvements previously identified in the transportation plan.

The Draft Recommended Subarea Improvements includes recommendations from the Downtown Morgantown Micro Simulation Study, Brookhaven Rd Area Improvements, Subarea Conceptual Connections for Mon County, and Star City / University Ave Pedestrian Facility Improvements.

Proposed improvements in downtown Morgantown are based on the Downtown Microsimulation Traffic Study suggested were:

1. Signal timing optimization and corridor coordination, and bicycle and pedestrian safety and access improvements

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The MPO is asking the community for public review and comment on these potential subarea improvements.

Transportation Authorization

The preparation of this plan is part of an ongoing planning process by the Metropolitan Planning Organization (MPO) as required in the U.S. Code of Regulations (23 CFR 450.300(a)) which states :

"…each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a Metropolitan Transportation Plan… that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution…"

Background

About the MMMPO

An MPO is a federally-designated agency that coordinates and directs the transportation planning process for defined metropolitan areas of over 50,000 in population. MPOs were first created by Congress in 1962 as part of the Federal Aid to Highways Act, and have grown in importance with successive transportation authorization bills. MPOs follow a formal set of regulations, preparing plans and programs designed to ensure that existing and future transportation projects and expenditures are based on a continuing, cooperative, and comprehensive planning process; these regulations are laid out by Congress when authorizing funding for our Nation’s surface transportation

MPO Service Area

The MMMPO was established in June 2003 as the regional agency responsible for administering the continuing, cooperative, and comprehensive transportation planning process in Monongalia County. Within the MPO’s jurisdictional limits may be found the cities of Morgantown and Westover, the towns of Blacksville, Granville, and Star City, and many other communities.

MPO Structure

The Morgantown Monongalia MPO is comprised of a Policy Board, a Citizen Advisory Committee (CAC), a Transportation Technical Advisory Committee (TTAC), a Policy Advisory Committee, and Staff.

Policy Board

The Policy Board is the decision-making body of the MMPO. The Board is made up of elected and appointed officials from member local governments and major organizations in the Greater Morgantown region. The Policy Board is responsible for approving the area's Metropolitan Transportation Plan (MTP), the area's Transportation Improvement Program (TIP), and the MPO's Unified Planning Work Program (UPWP).

Citizens Advisory Committee

The Citizens Advisory Committee is an advisory group for the Policy Board that provides recommendations on community issues and concerns. The CAC is composed of citizens appointed by the Policy Board to represent the public interest in transportation decision-making.

The Transportation Technical Advisory Committee is an advisory group for the Policy Board that provides recommendations on technical issues and planning efforts. The TTAC is made up of technical staff from various agencies and local governments in the MPO area.

Policy Advisory Committee

The Policy Advisory Committee is made up of representatives of the business community and the economic development community who provide the Policy Board with their perspective on the impact of the Board's proposed policies and projects. Given the emphasis on freight in the FAST Act, the purpose of the MMMPO's Freight Advisory Committee is to assure that freight interests were represented in the MMMPO's planning process.

Staff

The MMMPO Staff provides professional transportation planning services and ongoing administration of planning projects. Staff is managed by the Executive Director who reports to the Policy Board.

Funding Overview

One of the core functions of an MTP is to seek to implement transportation projects that align with sources of funding for improvements. For many communities, the primary sources of funding for transportation improvements are the Federal and State governments, and this is the case in most of West Virginia.

Federal Funding

The primary source of funding on the federal level is the Highway Trust Fund, which historically has been funded by the gasoline tax. Federal funds are allocated by the type of service they provide – roadways construction and maintenance, and transit service – made available through the following federal funding programs listed below. LEARN MORE AT: http://www.fhwa.dot.gov/federalaidessentials

National Highway Performance Program (NHPP)

NHPP funds may be used for capacity, operational, or maintenance improvements to National Highway System (NHS) highways and bridges. Depending upon the type of road (interstate v. non-interstate), the required local match may differ (10% for interstates, 20% for non-interstate roads).

Surface Transportation Block Grant (STBG)

STBG funds may be used for improvements to roads functionally classified as rural major collectors and above. Funds can be utilized on projects in rural and urbanized areas. These funds are WVDOH-administered, and typically used on state and federal routes. These projects can include bicycle/pedestrian facilities, as well as environmental mitigation.

Highway Safety Improvement Program (HSIP)

HSIP funds may be used for improvements at high -hazard locations on eligible roadways, including highway-rail grade crossings. Projects are selected based on crash rate and frequency. A 90% Federal share of project costs is typical, but the required match may vary depending upon improvement type.

Congestion Mitigation and Air Quality (CMAQ)

CMAQ funding is primarily aimed at alleviating congestion and transportation issues for nonattainment areas. However, the funds may be "flexed" to be used for congestion mitigation in some attainment areas, such as the MMMPO.

Urban Surface Transportation Block Grant

U-STBG funds are provided to large MPOs (Transportation Management Areas TMAs) based on a population-based formula, to be used on a broad array of projects including construction, operations improvements, transit projects and travel demand management. Unfortunately, the MMMPO is not eligible for U-STBG funds because it does not qualify as a TMA. Typical federal share for U-STBG projects is 80%, although certain projects may receive 100% support.

Transportation Alternatives Program (TAP)

TAP funds are allocated as a portion of the U-STBG program. A continuation from previous acts, TAP projects remain the same as before, and includes pedestrian and bicycle facilities, recreational trails, and safe routes to school projects. TAP funds may also be spent on historic preservation projects, vegetation management, and environmental mitigation.

National Highway Freight Program (NHFP)

NHFP funds are dedicated to projects improving efficient movement of freight on the National Highway Freight Network. These projects may include ITS installation or expansion railway/ highway grade crossing improvements, traffic signal optimization, and mitigation of impacts.

Sub-Allocated Funds

As part of its financial and project programming strategy, the MPO receives suballocated federal transportation funds. These funds are allocations provided through federal formula programs that are reserved for use within metropolitan/urbanized areas based on population and other qualifying criteria. Projects can be eligible for the Surface Transportation Block Grant (STBG) Program or the Carbon Reduction Program (CRP) via these funds. The MPO has approximately $**2.2 million** suballocated funds in the next three years.

State Funding

In West Virginia, proceeds from certain State taxes and fees are allocated to the WVDOH for maintaining and expanding the transportation system. These dedicated revenues are deposited into the State Road Fund, which is WVDOH's operating fund for maintaining State roadways. The State Road Fund is considered a special revenue fund of the State and thus funds are not a part of the State's General Fund. However, the State legislature may make funds available to WVDOH from the State's General Fund and/or authorize the sale and issuance of road bonds outstanding from previous voter-approved bond referendums.

- State revenue sources include:
- Motor Vehicle Privilege Tax
- Certificate of Title & Registration Fees
- Motor Carrier Road Tax
- Wholesale Motor Fuel Tax
- Sale of Bonds
- General Fund Appropriation
- Investment and Interest Income
- Miscellaneous Revenues

LEARN MORE AT:
https://transportation.wv.gov/highways/programplanning/LRTP/Documents/FactSheet_Funding_Final.pdf

Transit Funding

<u>FTA Section 5307 Urbanized Area Formula Grants:</u>

Funds to urbanized areas with populations of more than 50,000 for transit operating and capital assistance and for transportation-related planning. Funds are apportioned on the basis of population and population density. Federal share must not exceed 80% of the net project cost for capital projects, or 50% for operating projects.

<u>FTA Section 5309 Fixed Guideway and Capital Investment Grants:</u>

Capital assistance for new and replacement buses and facilities. Four categories of eligible projects: new fixed guideway projects of extensions of existing projects costing $300 million or more; projects of less than $300 million where less than $100 million in federal funding is sought; projects increasing system capacity by greater than 10 percent; or projects of any combination of the three.

<u>FTA Section 5310 Elderly & Persons with Disabilities Grants:</u>

Transit capital assistance for private non-profit organizations and public bodies that provide specialized transportation services to elderly and/ or disabled persons. Funds are appropriated annually based on a

formula considering the number of elderly individuals with disabilities in each State. Federal share must not exceed 80% of net project costs for capital projects (50% for operating projects).

FTA Section 5339 Bus & Bus Facilities Grants:

Federal resources, by formula and grants, to states and designated recipients to replace, rehabilitate and purchase buses/related equipment, and construct bus-related facilities. This includes changes to modify or accommodate low and zero-emission vehicles. A sub-program provides competitive grants for bus and bus facility projects that support low and zero emission vehicles.

Goals, Objectives, & Measures

Federal Planning Factors

The regulations guiding MPOs define the factors they must consider throughout the planning process. These factors orient transportation funding for projects towards community outcomes, ensuring that projects benefit the communities in which they are built and make the most effective use of limited funds.

The federal planning factors are:

1. Economic Vitality
2. Safety
3. National Security
4. Accessibility & Mobility
5. Consistency
6. Connectivity
7. Efficiency
8. Preservation
9. Reliability
10. Enhancement

2055 MTP Goals	Federal Planning Factors									
	1	2	3	4	5	6	7	8	9	10
Safety & Security - Considers crash severity data and public feedback related to speeding and other safety concerns.		X	X	X		X		X	X	
Reliability - Evaluates traffic congestion levels using the travel demand model and incorporates public input on reliability and delay.	X	X		X		X	X	X	X	X
System Maintenance - Assesses the condition and maintenance needs of National Highway System (NHS) roads, supported by public feedback on roadway upkeep.	X	X	X		X		X		X	X
Modal Choice - Reflects the availability and integration of multiple transportation options (walking, biking, and taking transit), including recommendations from the 2019 Bike-Ped Plan, the PRT system, regional trail networks, and MLTA bus services.	X	X	X		X	X		X	X	
Local Priority - Accounts for direction from the Advisory Committee, priorities established in the previous MTP, and input gathered through public engagement.	X	X		X	X	X		X	X	X

2055 MTP Goals	Federal Planning Factors									
	1	2	3	4	5	6	7	8	9	10
Fairness - analyzing impacts on identified Communities of Concern and evaluating project proximity to key transit hubs to improve access to essential services and opportunities.	X		X	X	X	X	X	X	X	X
Consistency with Existing Plans - Measures alignment with the goals and recommendations of the 2022 and 2017 MTPs, as well as ongoing regional planning efforts.	X	X		X		X		X		X

Performance-Based Planning

Performance-Based Planning and Programming (PBPP) is essential for Metropolitan Planning Organizations (MPOs). It applies performance management principles to transportation planning and programming, ensuring that agencies achieve desired outcomes for the multimodal transportation system.

All highway and transit projects programmed in this Transportation Improvement Program (TIP) contribute to the MMMPO's highway, Transit Asset Management (TAM), and safety targets. The MMMPO aligns with the West Virginia Department of Highways (WVDOH) performance measures and targets.

System performance is assessed using data collected and reported annually by WVDOH in the West Virginia Highway Safety Plan. The MPO's performance reporting includes tracking trends over time and incorporating the latest targets released by WVDOH each year.

Safety performance measures (PM1) set a 5-year performance target for vehicular crashes that result in serious, incapacitating injuries or fatalities. These measures evaluate the safety of the system for all users.

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures (Fatalities, Fatality Rate, Serious Injuries, Serious Injuries, and Non-Motorist Combined Fatalities and Serious Injuries). According to 23 CFR § 490.209, MPOs must establish safety performance targets within 180 days of the State DOT establishing and reporting targets in the State HSIP annual report. Part of the MPOs federal funds is utilized for these targets. The Safety Performance Measures include Fatalities, Fatality Rate, Serious Injuries, Serious Injuries, and Non-Motorist Combined Fatalities and Serious Injuries for both annual and five-year target goals. They are shown below in individual tables. The last adopted values were from 2019-2023. The current adopted values for 2020-2024 are shown in the tables below, and are adjusted to reflect the actual performance.

These were adopted on January 16th, 2025.

Fatalities *2050 Goal: 19.3*

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Fatalities	Zero Fatalities by 2050 (from 2021)	Actual 5-Year Average	278.8	281.0	273.2	266.4		
		Target 5-Year Average	271.4	263.7	262.1	262.1	263.6	259.2

Fatality Rate *2050 Goal: 0.098*

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Fatality Rate	Zero Fatalities by 2050 (from 2021)	Actual 5-Year Average	1.502	1.575	1.602	1.594		
		Target 5-Year Average	1.465	1.457	1.558	1.692	1.640	1.542

Serious Injuries *2050 Goal: 295.8*

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Serious Injuries	66% Reduction in Serious Injuries by 2050 (from 2021)	Actual 5-Year Average	992.2	909.4	859.8	818.6		
		Target 5-Year Average	1040.1	1002.4	926.4	854.8	792.4	784.7

Serious Injury Rate *2050 Goal: 1.502*

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Serious Injury Rate	66% Reduction in Serious Injuries by 2050 (from 2021)	Actual 5-Year Average	5.311	5.056	5.006	4.878		
		Target 5-Year Average	5.326	5.023	5.634	5.972	4.932	4.661

Non-Motorized Fatal & Serious Injuries *2050 Goal: 31.1*

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Non-Motorized Fatal & Serious Injuries	66% Reduction in Fatal & Serious Injuries by 2050 (from 2021)	Actual 5-Year Average	91.6	87.4	89.0	84.6		
		Target 5-Year Average	91.5	86.2	80.9	74.9	83.9	82.6

Infrastructure Conditions performance measures (PM2) include both 2- and 4-year targets and assess the conditions of pavements and bridges along the National Highway System (NHS) that are in good or poor condition.

Reliability performance measures (PM3) assess roadway reliability with regards to freight movement, congestion, and overall reliability. The MPO includes projects that support WVDOH PM1, PM2, and PM3 targets within its planning documents. MPO member jurisdictions collaborate with WVDOH efforts in the planning, design, and implementation of PM1, PM2, and PM3 projects.

These both were adopted on May 18th, 2023.

The proposed Pavement Performance Measures include:

• The targets for Percentage of Pavements of the Interstate System in Good Condition for 2023 are 72.0% and for 2025 are 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 are 43.0% and for 2025 are 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%.

The proposed Bridge Performance Measures include:

• The targets for Percentage of NHS Bridge Deck Area Classified in Good Condition for 2023 are 11.5% and for 2025 are 12.0%.

• The targets for Percentage of NHS Bridge Deck Area Classified in Poor Condition for 2023 are 14.0% and for 2025 are 13.0%.

The System Performance and Freight Measures include:

• The targets for Percent of the Person-Miles Traveled on the Interstate That Are Reliable for 2023 are 97.0% and for 2025 are 96.0%.

• The targets for Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for 2023 are 93.0% and for 2025 are 92.0%.

• The targets for Interstate Truck Travel Time Reliability (TTTR) Index for 2023 are 1.35% and for 2025 are 1.40%.

Below are the 2025 Transit Asset Management Targets for West Virginia. The Targets are presented in the table below. Data from 2023 and 2024 can be seen on the right side of the table, with the 2025 targets on the end.

WVDOT defines SGR (State of Good Repair) as a system meeting the following criteria: All assets are functioning at their ideal capacity within their design life. The state's asset management system, AVIS, includes consistent, accurate and relatively current information on the status of each capital asset covered by the TAM. Each system has a maintenance program to ensure maintenance is performed per manufacturer requirements and intervals. No rolling stock assets are placed in revenue service with identified safety defects.

The MMMPO adopted these on November 21st, 2024.

Category	Class	Performance Measure	2025 Target	2024 Actual	Action	Action Owner	Dependency	2023	Actual 2024	2025 Targets
Rolling Stock	12 Year/500K Miles	SGR %	93%	92%	Continue working with sub grantees to maintain robust maintenance program	WVDOT & Subgrantee	TAM Plan	94%	92%	93%
	10 Year/350K Miles	SGR %	93%	92%	Evaluate SGR of trolleys	Subgrantee		87%	92%	93%
	7 Year/200K Miles	SGR %	72%	70%	Evaluate SGR of trolleys and prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan	70%	70%	72%
	5 Year/150K Miles	SGR %	73%	71%	Prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan	71%	71%	73%
	4 Year/100K Miles	SGR %	65%	63%	Prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan	77%	63%	65%
					Enhance existing asset management tool to include PM reporting	WVDOT	AVIS			
					Conduct analysis of fleet maintenance practice for identified systems	WVDOT	WVDOT System Reviews			
Facility	Storage	SGR %	72%	70%	Maintain SGR for all facilities	WVDOT	WVDOT System Reviews AVIS	70%	70%	72%
	Transfer Center	SGR %	100%	100%				100%	100%	100%
Equipment	Support Vehicles	SGR %	69%	39%	Support vehicles not in consistent support service are brought into SGR or disposed	WVDOT & Subgrantee	WVDOT System Reviews AVIS	39%	67%	69%
	Maintenance Equip	SGR %	43%	30%	Maintain SGR for all equipment			30%	41%	43%

Existing Conditions

The Metropolitan Transportation Plan (MTP) 2050 was adopted in 2022 and has served as the foundation for regional transportation planning over the past several years. The 2055 MTP is considered a minor update to that plan. Given the relatively short three-year period since the adoption of the 2050 Plan, no major changes in existing conditions are assumed in the MPO area with respect to community characteristics, adopted plans and policies, transportation system security, or overall system performance. For a comprehensive overview of existing conditions, readers are referred to the Existing Conditions section of the 2050 MTP, which continues to provide an accurate baseline for this update.

Major Committed/Completed Projects

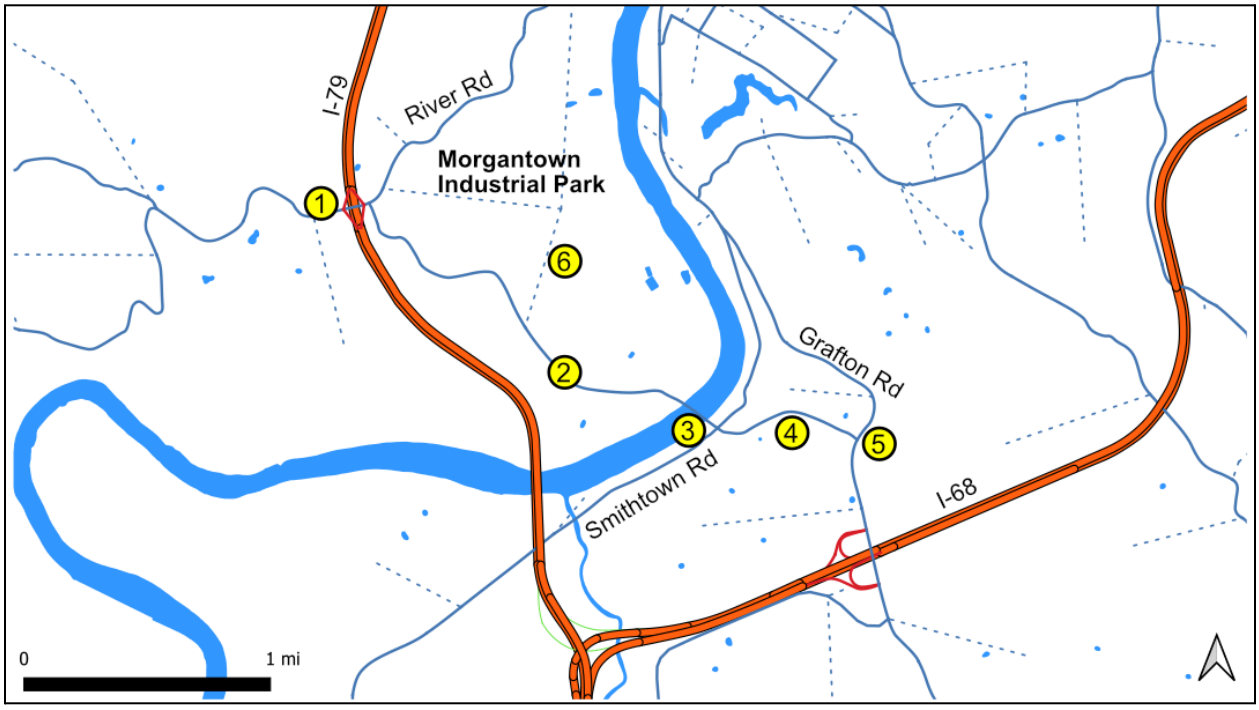
The following projects have been completed or committed since the last MTP adoption in 2022.

- **Beechurst Avenue Corridor Improvements** (Campus Drive to University Avenue): Intersection reconstruction, roadway realignment, and upgrades to sidewalks and crosswalks. (constructed)
- **Collins Ferry Road – Trail Access Improvements**: Enhancements to improve pedestrian and trail connectivity. (constructed)
- **Don Knotts Boulevard** – Pedestrian Bridge Feasibility Study: Evaluation of a potential pedestrian bridge connecting White Park to the Caperton Trail. (completed)
- **Greenbag Road Corridor Improvements** (Luckey Lane to Don Knotts Boulevard): Intersection improvements (including a roundabout at Dorsey Avenue), road standardization, and pedestrian enhancements. (committed)
- **Harmony Grove – New I-79 Interchange**: Funding committed for the construction of a new interchange. (committed)
- **I-79 Exit 155 – Interchange Temporary Signal**: Enhancements to traffic flow and safety at the interchange. (committed)
- **Monongahela River – New Bridge and Access Roads**: Funding committed for a new bridge and connecting infrastructure between Morgantown Industrial Park and Don Knotts Boulevard. (under construction)
- **Smithtown Road and Grafton Road** – Intersection Improvements: Safety and operational upgrades at the intersection. (committed)
- **University Avenue and Collins Ferry Road** – Intersection Reconstruction: Redesign for improved traffic movement and pedestrian access. (under construction)
- **Vulnerable Road User (VRU) – Pedestrian Safety Improvements**: Targeted safety enhancements for pedestrians and other vulnerable users. (committed)
- **Walnut Street – Streetscape Project**: Streetscape upgrades to improve aesthetics, walkability, and public space quality. (under construction)

Travel Demand Model Updates

The MPO has conducted a minor update to its Travel Demand Model (TDM) to reflect changes resulting from committed projects. The updates to the model include the following:

Map ID	Model Changes
1	New interchange at Harmony Grove on I-79 connecting to River Road
2	New roadway connecting River Road to the "Industrial Park Bridge" (tentative name)
3	New intersection at the south end of the bridge connecting to Smithtown Road
4	New roadway connecting Smithtown Road and Grafton Road
5	New intersection at Grafton Road
6	New centroid connector from the Industrial Park to the "Industrial Park Connecting Road" (tentative name)
N/A	Corresponding adjustments to road capacities on River Road and other access roads as necessary to accommodate projected traffic flows.



Additional information regarding the TDM will be provided in the appendix of the final 2025 MTP.

Public Engagement

Public Involvement Process

Public participation was a central component of the MTP update process, with a variety of opportunities provided to ensure broad community input. The engagement schedule included a combination of public meetings, pop-up displays at high-traffic community locations, and virtual meetings to accommodate a wide range of participants.

The process began on **August 19** with the **first public meeting**, held at the Mountain Line Transit Terminal. This initial event introduced the MTP update process and gathered early feedback from the community.

On **September 2**, MPO staff hosted a **pop-up display** at the PRT Mountaineer Station, providing students, commuters, and community members with convenient access to project information and opportunities to share input.

A **second public meeting** was held on **September 11** at Morgantown City Hall, offering a more formal setting for discussion of community priorities and transportation needs. Later in **September**, additional outreach included **pop-up displays** at the Monongalia County Courthouse Plaza and the WVU Engineering campus, broadening the reach to both residents and university stakeholders. By the end of the month, the **draft MTP** was released for public review and comment.

In **early October**, a **virtual public meeting** was held, expanding accessibility for participants unable to attend in person. This was followed by a **mid-October pop-up display** at the WVU Mountainlair and WVU Engineering campus, continuing the emphasis on engaging the student and university community. On **October 22**, the **third public meeting** was hosted at the Riverfront Historical Bus Depot, providing another opportunity for residents to share feedback in a public forum.

A second **virtual public meeting** was held in **early November**, ensuring that community members had multiple ways to engage with the planning process before the MTP was finalized.

The adoption process is scheduled for the **November 2025 meeting of the MMMPO Policy Board**, with the option to move to **January 2026** if additional review or revisions are required.

Together, these engagement activities provided multiple venues, both in-person and virtual, to ensure that the public had ample opportunity to review, discuss, and shape the final Metropolitan Transportation Plan.

Public Comments

Public comments and accompanying analysis will be incorporated into this section following the conclusion of the public comment period for the 2025 MTP. Feedback will be carefully reviewed and used to inform project prioritization, policy considerations, and potential revisions to the draft plan. A full summary of comments and responses will be presented in the final adopted plan.

MTP Update Project Recommendations

These recommendations include both projects carried forward from the previous plan and new projects suggested by community members, the MPO's advisory committee, and policy board members during the update process. They consider regional growth, evolving land use patterns, crash data, forecasted transportation demand, as well as goals and objectives outlined in the plan, ensuring that proposed projects address current and future transportation needs in the region.

The 2055 MTP represents a minor update to the 2050 MTP and incorporates the majority of projects from the previous plan. A complete list of these projects is provided in Appendix A: Project Recommendations Carried Over from the Previous MTP.

This section presents the project evaluation, detailing how each project was assessed based on established factor categories, scored according to the 2055 MTP methodology, and adjusted to reflect evolving community priorities, project developments, and public input.

New and Amended Project Recommendations

The new projects included in this update were identified through multiple sources, including input from the Steering Committee, analysis of crash data, public comments, and feedback from the MPO's policy board and advisory committee members.

Recommendation Summary

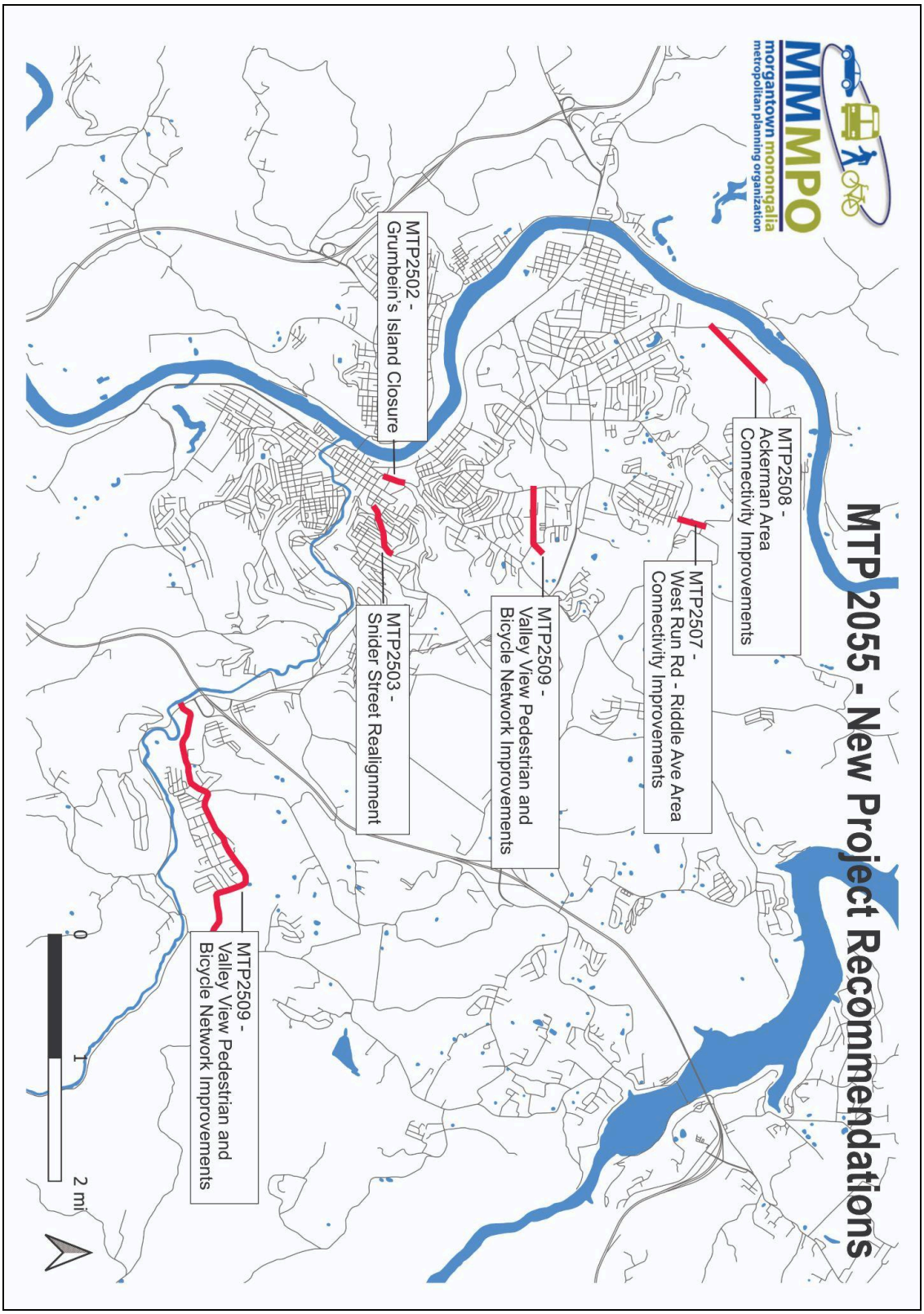
Project ID	Project Name	Estimated Cost (Planning Level)[1]
MTP2501[2]	Signal Timing Optimization in Morgantown Downtown Area	3 million
MTP2502	Grumbein's Island Closure	9 million
MTP2503	Snider Street Realignment	15 million
MTP2504[2]	Morgantown Downtown Area Intersection and Corridor Improvements	18 million
MTP2506	Brookhaven Rd Improvements	20 million[3]

Project ID	Project Name	Estimated Cost (Planning Level)[1]
MTP2507[6]	West Run Rd - Riddle Ave Area Connectivity Improvements	TBD
MTP2508[6]	Ackerman Area Connectivity Improvements	TBD
MTP2509[6]	Valley View Pedestrian and Bicycle Network Improvements	2.5 million[7]

[1] The cost estimates for projects MTP2501, MTP2502, MTP2503, and MTP2504 are based on the average of the ranges presented in the study. Further information can be found in the full study report available on the MPO's website.
[2] The project is not mapped.
[3] Estimated in comparison with M65-Stewart St Improvements.
[6] The project is not included as a fiscally constrained project in the 2025 MTP and is contingent upon alternative funding.
[7] Estimated in comparison with the cost estimation of priority projects in the Morgantown Regional Bike & Pedestrian Transportation Plan. The selected features and their cost are the following:

Valley View Pedestrian and Bicycle Network Selected Features for Budgeting	Cost Estimation
Multi-Use Path on Valley View Ave	$1,000,000
North-South Connector, Paved & unpaved	$200,000
Sidewalk on Chestnut Ridge Rd from Irwin St to Newberry Apartments	$200,000
Off-road pedestrian path to Suncrest Towncenter from Stewartstown Rd	$50,000
Sidewalk on Stewartstown Rd from Chestnut Ridge Rd to Suncrest Towncenter	$1,000,000
Access point improvement to Suncrest Towncenter.	$50,000

Project Map


MMMPO
morgantown monongalia
metropolitan planning organization
MTP 2055 - New Project Recommendations
MTP2508 - Ackerman Area Connectivity Improvements
MTP2507 - West Run Rd - Riddle Ave Area Connectivity Improvements
MTP2509 - Valley View Pedestrian and Bicycle Network Improvements
MTP2502 - Grumbein's Island Closure
MTP2503 - Snider Street Realignment
MTP2509 - Valley View Pedestrian and Bicycle Network Improvements
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Project Description

The following table summarizes the details of projects that are added to the 2055 MTP.

Project ID and Name	Project Description
MTP2501 - Signal Timing Optimization in Morgantown Downtown Area	This project involves signal timing and offset adjustments to improve traffic flow and pedestrian safety along key intersections and corridors in Downtown Morgantown, including Beechurst Avenue, University Avenue, and surrounding streets. The project is related to MTP2504 - Morgantown Downtown Area Intersection and Corridor Improvement. The project is not mapped.
MTP2502 - Grumbein's Island Closure	This project includes the closure of University Avenue to vehicular traffic between Beechurst Avenue and College Avenue, as well as other vehicle access points to Grumbein's Island. It also involves the realignment of portions of Willey Street, including a new connection to Beechurst Avenue.
MTP2503 - Snider Street Realignment	This project involves the realignment of US 119 to connect with Snider Street, conversion of Willey Street to a local road, and associated intersection improvements at Richwood Avenue, Willey Street, and East Prospect Street. Multimodal enhancements, including bike lanes and sidewalks, are also included along the new Snider Street corridor.
MTP2504 - Morgantown Downtown Area Intersection and Corridor Improvement	This umbrella project encompasses multiple intersection and corridor enhancements, including: ● Conversion of the Beechurst/8th Street intersection to a roundabout. ● Conversion of the Stewart/Protzman intersection to a roundabout. ● Intersection improvements at University/Pleasant Street. ● Conversion of Beechurst Avenue to a Reduced Conflict Intersection (RCI) corridor, where left-turn movements from minor streets are redirected to adjacent intersections as U-turns.

Project ID and Name	Project Description
	As these projects advance into the design phase, further studies will be conducted to finalize the improvements at Beechurst/8th, Stewart/VanGilder/Protzman, and University/Pleasant intersections. The project also includes several bicycle and pedestrian enhancements, such as: ● New crosswalks throughout Downtown and along Beechurst Avenue. ● Leading pedestrian intervals (LPIs) and pedestrian recalls at Downtown signals. ● Right Turn on Red (RTOR) restrictions at key intersections to enhance pedestrian safety. The project is not mapped.
MTP2506 - Brookhaven Rd Improvements	This project includes a series of safety and operational improvements along Brookhaven Road. Key elements include the installation of a traffic signal at the Earl Core Road intersection (a scheduled WV DOH project), addition of turn lanes and improved curb radii at key intersections, upgraded street lighting for enhanced visibility, stormwater infrastructure improvements, and guardrail installation at strategic locations to reduce crash risk. The project also explores a potential connection to the Carpenter Trail at the west end of Brookhaven Road, supporting multimodal access.
MTP2507 - West Run Rd - Riddle Ave Area Connectivity Improvements	This project focuses on enhancing multimodal connectivity and roadway safety in the area surrounding the T-intersection of West Run Road and Riddle Avenue. It aims to provide a potential link between Bakers Ridge Road to the north, Raven Run to the west, and St. Clair Hill Road to the east, in response to growing residential and mixed-use development in the vicinity. The project is related to the St CLair Hill Rd Improvements project (ID: M104).
MTP2508 - Ackerman Area Connectivity Improvements	The project aims to enhance mobility, safety, and multimodal connectivity within a growing residential area encompassing McCormick Hollow Road, Van Voorhis Road, and Ackerman Road. The project area, located adjacent to the Mountain Valley Apartments, is

Project ID and Name	Project Description
	experiencing increasing traffic due to ongoing residential development. The project proposes upgrades to existing roadways as well as the creation of new local connections to improve the functionality of the street network. Key components include: ● Roadway improvements along Ackerman Road, McCormick Hollow Road, and Van Voorhis Road to address substandard conditions such as narrow lanes, sharp curves, and deteriorated pavement. ● New neighborhood greenway connections linking Ackerman Road (from the south) to McCormick Hollow Road, and extending from McCormick Hollow Road to Collins Ferry Road, enhancing east-west access through the local network. ● Access points to the regional trail system identified in the Greenbelt Plan, supporting multimodal transportation and neighborhood connectivity.
MTP2509 - Valley View Pedestrian and Bicycle Network Improvements	This project aims to create a cohesive and accessible pedestrian and bicycle network through a combination of on-road and off-road improvements: *On-Road Improvements:* ● Valley View Avenue: Installation of a multi-use path within the existing right-of-way for both pedestrians and cyclists. ● Irwin Street: Streetscape enhancements and conversion to a low-speed residential “shared street” prioritizing pedestrian comfort and safety. *Off-Road Connections:* ● Development of multi-use trails and off-road connectors through neighborhoods, utilizing public easements, green spaces, and parking lot travelways to provide direct and safe routes. Key Crossings and Links: ● Chestnut Ridge Road: Safety improvements at key pedestrian crossings, including potential signalization, signage, and traffic

Project ID and Name	Project Description
	calming measures. ● Stair/Ramp Access to Suncrest Town Center: Direct pedestrian connections between residential areas and commercial destinations to reduce walking distances. ● Stewartstown Road: Installation of new sidewalks to connect residential streets to Suncrest Town Center, addressing existing gaps.

Project References

The following documents provide reference materials that outline the scope of the projects recommended in the MTP. They contain more detailed information on the related projects and are available on the MPO's website.

Project ID	Project Name	Reference Document
MTP2501	Signal Timing Optimization in Morgantown Downtown Area	Downtown Morgantown Microsimulation Study
MTP2502	Grumbein's Island Closure	
MTP2503	Snider Street Realignment	
MTP2504	Morgantown Downtown Area Intersection and Corridor Improvements	
MTP2506	Brookhaven Rd Improvements	Brookhaven Rd Area Improvements Interim Findings
MTP2507	West Run Rd - Riddle Ave Area Connectivity Improvements	Subarea Conceptual Connections (Mon County) Interim Findings
MTP2508	Ackerman Area Connectivity Improvements	
MTP2509	Valley View Pedestrian and Bicycle Network Improvements	

Updates on Previous Project Recommendations

This section presents projects that modify previously recommended initiatives, ensuring the plan remains responsive to evolving regional needs, safety priorities, and community input.

M17009C - University Ave Complete Street Improvements

The project is updated with the scope of pedestrian, bicycle, and transit enhancements along University Avenue in Star City:

- Sidewalk improvements along University Avenue.
- New crosswalks near the Glass Factory building and Storybook Daycare.
- Bicycle Boulevard treatment along Low Street bicycle routes.

- Bus stop shelter on University Avenue near the Dollar General store.

The project also proposes a long-horizon reconfiguration of University Avenue (from Broadway Avenue to the Glass Factory building). This long-term improvement is not included in the current cost estimates. As the recommended projects advance into the design phase, further studies will be conducted to finalize the design recommendations. The long-horizon reconfiguration aims to comprehensively transform University Avenue into a safe, inviting, and vibrant corridor, creating a downtown-feel streetscape with:

- Wider sidewalks to accommodate high pedestrian volumes, sidewalk cafés, and accessible travel.
- Landscape buffers and street trees to separate pedestrians from traffic, provide shade, and enhance visual appeal.
- Street furniture and seating areas, including benches and gathering spaces to encourage social interaction and comfort.
- Standardized roadway with two 10-foot travel lanes.
- Additional mid-block or strategic crosswalks featuring high-visibility markings, pedestrian refuge islands, or flashing beacons.
- Bus shelters and route information signage to improve transit convenience.

A potential cross-section has been conceptualized for a 50-foot right-of-way along this University Avenue segment to accommodate these enhancements**.**

Project Evaluation

To maintain consistency with previous Metropolitan Transportation Plans (MTPs), the 2055 MTP employed the same evaluation framework, including factor evaluation standards, the evaluation process, and project evaluation factor categories (with minor changes).

Evaluation Methods

Each project is evaluated according to the Factor Evaluation Standard which is organized into 7 categories (see Project Evaluation Factor Categories below) Each category is made up of **2 to 5 specific factors**. The evaluation process follows these steps:

1. **Scoring Factors**
   - Each factor is scored on a normalized scale of 1 to 10.
   - Scores reflect how well the project performs on that factor.

2. **Calculating Category Averages**
   - For each category, the average of all factor scores is calculated to produce a Category Score.

3. **Applying Weights**
   - The MTP Steering Committee assigns a weight to each category.

- The Category Score is multiplied by its assigned weight.

4. **Calculating Total Project Score**
   - All weighted Category Scores are summed.
   - This produces a Total Project Score out of 100, which allows projects to be compared consistently and fairly.

This evaluation process ensures that all projects are assessed consistently and transparently, allowing for fair comparisons and well-informed decisions.

Evaluation Factor Categories and Weight

The evaluation factor categories play a critical role in the project evaluation process. They serve as the bridge between raw technical analysis and the scoring framework, ensuring consistency, objectivity, and transparency in how projects are assessed. Equally important, these categories reflect the priorities and values of the local community by helping to answer a central question: among many important considerations, which are most significant to the community? By establishing weighted categories, the process provides a structured way to measure relative importance across factors that may all seem equally essential, thereby aligning project evaluation with community interests and regional priorities.

2055 MTP uses the evaluation categories as below. Details of the individual factors within each category are provided in Appendix B – Project Evaluation Details.

- **Safety & Security** - Considers crash severity data and public feedback related to speeding and other safety concerns.

- **Reliability** - Evaluates traffic congestion levels using the travel demand model and incorporates public input on reliability and delay.

- **System Maintenance** - Assesses the condition and maintenance needs of National Highway System (NHS) roads, supported by public feedback on roadway upkeep.

- **Modal Choice** - Reflects the availability and integration of multiple transportation options (walking, biking, and taking transit), including recommendations from the 2019 Bike-Ped Plan, the PRT system, regional trail networks, and MLTA bus services.

- **Local Priority** - Accounts for direction from the Advisory Committee, priorities established in the previous MTP, and input gathered through public engagement.

- **Enhance Mobility for Low-income Populations** - analyzing impacts on identified Communities of Concern and evaluating project proximity to key transit hubs to improve access to essential services and opportunities.

- **Consistency with Existing Plans** - Measures alignment with the goals and recommendations of the 2022 and 2017 MTPs, as well as ongoing regional planning efforts.

Based on input from the Steering Committee and guided by the weighting approach used in the previous plan, the 2055 MTP applies the category weights shown in the following table.

Category	2050 MTP Weight	2055 MTP Weight*
Safety	21%	25%
Reliability	16%	10%
Maintenance	15%	10%
Model Choice	14%	15%
Local Priority	14%	20%
Fairness	10%	10%
Consistency	10%	10%

*The proposed weight allocation is tentative and may be revised based on feedback from the public and the steering committee during the draft plan review period.

Special Evaluation Considerations

To achieve both consistency and reflecting to the changes of community interest. The following elements are considered in the evaluating process.

- **New Projects.** As projects carried over from the prior MTP retained their original scores, for newly identified projects, MPO staff applied the established scoring distribution as a reference point to evaluate and compare them with previously scored projects, ensuring consistency and comparability across all recommendations.

- **Projects Emerged from 2022-2025.** Two projects were identified between 2022 and 2025, following the adoption of the 2050 MTP. Because they were not included in the original scoring process of the 2050 MTP, these projects were evaluated as part of the 2055 MTP process. Their inclusion ensures that they are assessed using the current evaluation framework and remain consistent with the methodology applied in the 2055 MTP. The two projects are:

    - New Roadway Connection- Multimodal Access to Mylan Park (ID: C14)
    - Design Study - White Park/Caperton Multimodal Trail Connection (ID: MTP2510)

- **Project Score Adjustment.** MPO staff adjusted the scores of several projects carried over from the previous MTP to reflect evolving community priorities as well as project developments and studies completed between 2022 and 2025. The following table summarizes these adjustments and provides

the rationale for each change.

Project Name	Category	Changes	Reason
Point Marion-Stewartstown Intersection Improvements (ID: M14)	Local Priority	Increase from 5.6 to 14	Public comments highlighted congestion near the intersection during peak hours, primarily related to high school student drop-off and dismissal traffic. The comment has been verified by MPO staff. See Appendix B - Memo on Point Marion-Stewartstown Intersection Peak Hour Observation
High-Willey Intersection Improvements (ID: M6)	Local Priority	Increase from 1.4 to 9.8	Integrated as a part of Downtown Morgantown Microsimulation Study
Spruce-Walnut Intersection Improvements (ID: M3)	Local Priority	Increase from 1.4 to 9.8	
High-Walnut Intersection Improvements (ID: M4)	Local Priority	Increase from 1.4 to 9.8	
Spruce-Pleasant Intersection Improvements (ID: M2)	Local Priority	Increase from 1.4 to 9.8	
Trail Connection-Northern Greenbelt Trail (ID: M118)	Model Choice	Increase from 7.56 to 10.08	On-going study of Greenbelt routes, coordinated local stakeholder effort, and potential grant applications.
	Local Priority	Increase from 5.6 to 9.8	
Trail Connection-Southern Greenbelt Trail (ID: M117)	Model Choice	Increase from 6.44 to 10.08	
	Local Priority	Increase from 5.6 to 9.8	

Evaluation Outcome

During the public review period of the draft 2055 MTP, community members are encouraged to provide input on project evaluation. Public feedback plays a critical role in shaping regional transportation investments and ensures that the plan reflects the needs and priorities of the community it serves.

To facilitate this process, the MPO has developed an online project survey, available at **https://www.plantogether.org/2055mtp**. Participants are invited to review the proposed projects and share their preferences, which will be considered alongside technical evaluations, advisory committee input, and fiscal analyses as part of the final prioritization process.

Implementation

Federal requirements for developing a Metropolitan Transportation Plan (MTP) mandate that the plan demonstrate fiscal constraint, which encompasses two key components. First, **revenue projections** require that future revenues be estimated throughout the plan's horizon year, which in this case extends to 2055. Second, **Year of Expenditure (YOE) costs** ensure that project costs are adjusted to reflect the year in which expenditures are expected, accounting for anticipated inflation over time. This section presents the methodology for revenue projections and YOE cost calculations, as well as the prioritization of projects for Federal funds and the programming of projects under the MPO's suballocated funds.

Revenue Projections

Revenue forecasts for the 2055 MTP were developed based on historical funding trends and carried forward using the projections established in the area's 2050 MTP.

In the 2050 MTP MTP, Tier One covered 2026–2030, with revenues estimated at **$99.9 million**, or an average of $19.98 million per year. Tier Two represented 2031–2040, with projected revenues of **$155.7 million**, averaging $15.57 million annually. Tier Three covered 2041–2050, with revenues of **$161.9 million**, or $16.19 million per year.

To ensure consistency across planning intervals, overlapping and extended timeframes were also calculated for the 2055 MTP. For the Tier One period of 2027–2031, revenues are projected at **$95.49 million**, combining the final four years of the first block and the first year of the second block. For 2032–2041, revenues total **$156.32M**, reflecting the full second block plus one year of the third block. For the long-range horizon of 2042–2055, revenues are estimated at **$226.66M**, which includes the 2041–2050 total and five additional years at the assumed annual rate.

These forecasts provide a consistent financial framework for assessing project needs and funding availability across both short-range and long-range planning horizons. The table below presents the revenue projections and their alignment with project priorities.

Interim Year	Project Priority	Projected Funding
2027 - 2031 (5 years)	Tier 1	$95.5M
2031 - 2041 (10years)	Tier 2	$156.3M
2042 - 2055 (14years)	Tier 3	$226.7M[1]

[1] Assuming 2051–2055 continues at 2041–2050 rate.

Project Cost Adjustment: Year of Expenditure (YOE)

Year of Expenditure (YOE) factors were applied to project costs for each plan horizon year to account for inflation over time. These factors are consistent with the assumptions used in the 2050 MTP:

- **2031–2035 (Tier 1 Interim Year):** 1.06 YOE factor
- **2036–2045 (Tier 2 Interim Year):** 1.36 YOE factor
- **2046–2055 (Tier 3 Horizon Year):** 1.77 YOE factor

Example: If the base year cost of a project (what it would cost today) is $2,000,000 and it is programmed as a Tier 3 project, its YOE cost would be calculated as follows:

$$\$2{,}000{,}000 \times 1.77 = \$3{,}540{,}000$$

Thus, the project's cost is expressed as $3.54 million in YOE dollars.

This approach aligns project costs with anticipated financial conditions, ensuring that both revenue forecasts and expenditure estimates are expressed in realistic year-of-expenditure terms throughout the planning period.

Financial Status Overview

The 2055 MTP identifies a total estimated budget of **$478.5 million** for fiscally constrained projects across Tier 1, Tier 2, and Tier 3. The total estimated base year cost of all projects recommended in the 2055 MTP is approximately **$878.6 million**, excluding Year of Expenditure (YOE) adjustments. The table below presents the balance of the estimated budget and the estimated project costs, including YOE factors, based on the prioritization established in the previous 2050 MTP. Note: This table does not include projects newly added to the 2055 MTP or any combined project groupings.

	Fiscally Constrained			Unfunded, Future Project	
Priority	Tier 1	Tier 2	Tier 3	Tier 4	AFD
Length	5 Years	10 Years	14 Years	N/A	N/A
Revenue Projection	$95,500,000	$156,300,000	$226,700,000	N/A	N/A
Est. YOE Cost*	$88,532,000	$148,771,000	$161,859,000	$471,840,000	$465,948,000
Balance*	**$6,968,000**	**$8,366,000**	**$64,841,000**	N/A	N/A

*Round to thousands.

Project Prioritization

Prioritization Process

Project prioritization is conducted through a comprehensive and structured process that incorporates multiple elements to ensure that transportation investments align with regional goals and objectives. Key factors considered in this process include

- **Project evaluation scores**, as detailed in the *Project Evaluation* section of the Recommendations, which provide a quantitative assessment of each project's merits.
- **Public input** received during the development of the 2055 MTP is carefully reviewed and integrated to reflect community priorities and stakeholder concerns.
- The MPO's **advisory committees** provide technical and policy guidance on project selection, ensuring that recommendations are informed by subject-matter expertise.

2055 MTP Steering Committee offers strategic oversight and guidance, balancing planning objectives with fiscal and regional balance considerations. The prioritization of projects is formally adopted and finalized by the **MPO's Policy Board**, which holds the ultimate authority for approval and programming of Federal and MPO suballocated funds.

Project Prioritization Outcome

During the public review period of the draft Metropolitan Transportation Plan (MTP), community members are strongly encouraged to provide input on project prioritization. Public feedback plays a critical role in shaping regional transportation investments and ensures that the plan reflects the needs and priorities of the community it serves.

To facilitate this process, the MPO has developed an online project survey, available at **https://www.plantogether.org/2055mtp**. Participants are invited to review the proposed projects and share their preferences, which will be considered alongside technical evaluations, advisory committee input, and fiscal analyses as part of the final prioritization process.

Suballocated Funds

As part of its financial and project programming strategy, the MPO receives suballocated federal transportation funds. These funds are allocations provided through federal formula programs that are reserved for use within metropolitan/urbanized areas based on population and other qualifying criteria. The MPO has approximately **$5 million** suballocated funds in the next three years.

These suballocated funds are distinct from the revenue projections included in the base 2050 MTP financial forecast. While the MTP revenue projections reflect anticipated future revenues from the West Virginia Division of Highways (DOH) and other traditional funding sources over the planning horizon, the suballocated funds are additive and subject to separate allocation. All of the suballocated funds will be reserved for projects that are recommended in the 2055 MTP. This ensures that MMMPO's strategic priorities as outlined in the MTP are advanced.

The following table summarizes the current and projected suballocated funds available to the MPO and to the 2055 MTP programing.

Suballocated Funds Category	2025 Balance	Future Year Estimation			Total
		2026	2027	2028	
STBG	$1,365,374	$452,111	$452,111	$452,111	$2,721,706
CRP	$969,873	$969,873	$969,873	$969,873	$2,198,250
Total Suballocated Funds	$4,919,956				

Project Requirement for Suballocated Funds

The following provides an overview of project eligibility for STBG and CRP funding. Detailed requirements and procedures are outlined in the MPO's *Project Selection Guidelines & Process for Federal Sub-Allocation Funds and Projects Proposed for the Transportation Program*, available on the MPO's website.

Comparison of Project Eligibility: STBG vs. CRP

	STBG – Surface Transportation Block Grant	**CRP – Carbon Reduction Program**
Purpose & Focus	Broad, flexible funding for transportation infrastructure and multimodal improvements. Focus on highways and facilities on the Federal-aid highway system, with limited exceptions for local/rural projects.	Targeted funding to reduce transportation emissions and advance sustainability goals. Focus on projects that directly lower carbon emissions and support federal, state, and regional climate goals.
Features	**Infrastructure**: Highway, bridge, tunnel, and ferry construction or rehabilitation.	**Transit**: Bus rapid transit, HOV lanes, EV-equipped park-and-ride facilities, multimodal connectivity.
	Transit: Capital investments in transit facilities and vehicles.	**Active Transportation**: Pedestrian, bicycle, and micromobility projects (trails, lighting, roadway separation).
	Operations: Traffic signals, incident management, demand management, and traffic monitoring/control centers.	**Technology/Operations**: ITS, traveler information systems, energy-efficient lighting/signals, congestion pricing, demand management.
	Environmental/Safety: Stormwater management, habitat restoration, wildlife crossings, Clean Air Act projects.	**Freight/Logistics**: Efficiency projects reducing emissions from goods movement.
	Multimodal/Community: Safe Routes to School, recreational trails, tourism access, bicycle/pedestrian facilities.	**Planning/Strategy**: Development of statewide or regional carbon reduction strategies.

Projects Selected for Suballocated Funds

During the public review period of the draft Metropolitan Transportation Plan (MTP), community members are encouraged to provide input on their preferences for projects to be funded through the MPO's suballocated resources. Public feedback is a vital component of the planning process, helping to shape regional transportation investments and ensuring that the plan reflects community needs and priorities.

To support this effort, the MPO has developed an online project survey, available at https://www.plantogether.org/2055mtp. Participants are invited to review the proposed projects and share their perspectives, which will be considered alongside technical evaluations, advisory committee recommendations, and fiscal analyses in the final prioritization process.