



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

### **Agenda**

MPO Policy Board Meeting  
City of Morgantown  
Council Chambers  
389 Spruce Street  
Morgantown WV  
January 20, 2022  
6 PM

1. Call To Order
2. Public Comment Period
3. Election of Officers
4. Approval of Minutes
5. Committee Reports
  - a. Citizens Advisory Committee
  - b. Finance Committee
  - c. Executive Director
    - i. Correspondence from Secretary Wriston
6. TIP Amendments
7. FY 2020-2021 Audit
8. Designation of representative(s) to speak with the State Highway Engineer
9. First Review of the Draft FY 2022-2023 UPWP
10. Transportation Plan Update Status Report
11. Executive Directors Review
12. Other Business
13. Meeting Adjournment



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### Memorandum

**Date:** January 13, 2022  
**To:** Policy Board Members  
**From:** Bill Austin, AICP  
**Subject:** January 13 Meeting Agenda Items

This memorandum is to inform you of the action items for the January 11, 2022 CAC Meeting to be held in the City of Morgantown's Council Chambers at 6 PM.

**-Election of Officers-**Chairman Bloom appointed Mr. Justice, Mr. Kelly and Mr. Statler as the nominating committee for officers for 2022. The committee has made the following nominations to be officers in 2022. Chairman-Mr. Justice, Vice-Chairman-Mr. Kelly, Treasurer Mayor Lewis.

**-FY 2020-2021 Audit-**Please find enclosed with the Agenda packet the audit of the MPO's finances for FY 2020-2021. There were no findings in the audit. The MPO's Officers were provided with an opportunity to review the draft audit. They had no comment on the Audit. It is respectfully requested that the Policy Board accept the auditor's report.

**-Proposed TIP Amendments-** The West Virginia Department of Transportation Division of Highways and Mountain Line Transit have proposed the following Transportation Improvement Program amendments:

*Mountain Line Transit Authority has requested the following Transportation Improvement Program (TIP) amendments:*

#### **FY 2022**

Increase the Operating Assistance funding (§5307) from \$857,800 to \$1,758,000  
Increase the Preventative Maintenance funding (§5307) from \$61,100 to \$180,000  
Decrease the Federal 5311(f) funding from \$1,290,200 to \$658,300  
Increase the Bus & Bus Facilities funding from \$900,900 to \$2,192,800  
Increase the AIM Accelerating Innovative Mobility funding from \$13,100 to \$40,000

#### **FY 2023**

Decrease the Bus & Bus Facilities funding from \$1,291,800 to \$650,000.

*West Virginia Department of Transportation-Division of Highways has requested the following TIP amendments:*

**FY 2022**

I-79 BRIDGE REHABILITATIONS, Rehabilitate bridge, Project Federal ID: NHPP0793309D. Increase Federal funding from \$34,568,000 to \$40,139,040, with the total funding increase from \$43,210,000 to \$50,173,800.

The TTAC and the CAC both unanimously recommended approval of the proposed TIP Amendments.

**-Designation of Representatives to meet with the State Highway Engineer-** At the last MPO Policy Board meeting there was a concern that with the removal of the “Northern Loop Project” from the TIP the area would lose significant funding. This concern prompted the Policy Board to have the Executive Director write Secretary Wriston a letter requesting a meeting to discuss this concern. Secretary Wriston’s response indicated that the MPO should arrange a meeting with the State Highway Engineer Mr. Allan Reed PE. This item is to determine the composition of the MPO’s representatives at the meeting with Mr. Reed. It is anticipated that the group meeting with Mr. Reed will request that the MPO’s adopted Priority Projects that are not already programmed be programmed in place of the “Northern Outer Loop.” The MPO’s priority list is attached for your information.

**-First Review of the Draft FY 2021-22 UPWP-**Please find included a draft UPWP for the period 2022-2023 for the Policy Board’s review in January. The proposed UPWP includes a 3% cost of living increase for MPO employees.

-Major tasks included in the UPWP include:

-Reestablishing the traffic count program which has been dormant due to the pandemic.

-Creating a test data collection program for bicycle and pedestrian data.

-Prepare a RAISE grant application for the completion of Green Bag Road project.

-Assist agencies/localities with the preparation of grant applications for CARES projects.

-Perform operational studies for member agencies as requested.

-Assist Mountain Line as requested.

In developing the UPWP the MPO is to take into account Federal Planning Emphasis areas. The Federal areas of planning emphasis for the upcoming year. The areas of emphasis are:

**-Tackling the Climate Crisis-Transition to Clean Energy-**The draft UPWP addresses this issue by emphasizing the development of alternative forms of transportation and by working with WVDOH as needed on potential locations for electric charging stations.

**-Equity and Justice40 in Transportation Planning-**This initiative stresses the following activities-improve infrastructure for non-motorized activities, plan for the safety of all road users, reduce single occupancy vehicle travel and associated air pollution in high volume corridors, offer reduced public transportation fares as appropriate, target demand response toward communities with older adults and those with poor access to essential services. This emphasis area also includes out reach to underserved communities and including persons in rural areas that have been systematically denied a full opportunity to participate in as of life.

The draft UPWP addresses this area by continuing our cooperation with the WVU Health Sciences to develop strategies to reach out to the underserved in our public involvement processes as well as supporting Mountain Lines efforts to provide services to the underserved and those who have poor access to services.

**-Complete Streets-**The draft UPWP addresses complete streets by continuing the MPO's coordination with the WVDOT Complete Streets Commission as well as identifying projects in the Metropolitan Transportation Plan where alternatives to the single occupant vehicle are appropriate. The MPO is also developing a trial program for non-motorized vehicle data collection as part of the UPWP.

**-Public Involvement-**Under the proposed UPWP the MPO will seek to improve our outreach to underserved communities as noted in the Equity and Justice emphasis area and to continue a robust outreach program in the media.

**-Strategic Highway Network (STRAHNET)** for national defense (we don't have any designated STRAHNET facilities except I-68 and I-79) The draft UPWP does not directly address this issue but the MPO's Metropolitan Transportation Plan identifies needed improvements along these corridors. The MPO will support improvements to these facilities.

**-Federal Land Management Agency Coordination** (not applicable to our area).

**-Planning and Environmental Linkage** (streamlining the environmental process for the construction of projects by utilizing information from the planning process). The MPO will address this item in the upcoming fiscal year by developing a planning level study of one the Metropolitan Transportation Plan's priority projects to assist in identifying issues for the WVDOT project development process.

**-Data in Transportation Planning-**As noted above the MPO proposes to develop a trial data collection program for non-motorized vehicle transportation data collection in the draft UPWP. The MPO also proposes to restart the traffic count program in the fall of 2022.

This item is not an action item. We respectfully request that the Policy Board review the draft UPWP and provide feedback on how the document may be improved.



## POLICY BOARD MEETING

City of Morgantown Council Chambers  
389 Spruce Street. November 18, 2021, 6PM

### **Members Present:**

Chair-Commissioner Tom Bloom, Vice-Chair Ron Justice-WVU, Treasurer-Mayor Patricia Lewis, Commissioner Jeffery Arnett-Monongalia County, Recorder Steven Blinco-Star City Dave Bruffy – Mountain Line Transit, Mr. Brian Carr – WV DOH, Councilperson Dave Harshbarger-City of Morgantown, Councilperson Bill Kawecki-City of Morgantown, Mr. Mike Kelly-Board of Education, Mayor Jennifer Selin – City of Morgantown, Commissioner Sean Sikora-Monongalia County

**MPO Director:** Bill Austin, AICP

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**Members of the Public:** Frank Gutta, Leonard George (Virtual), Jim French, Matt Gutta, Jason Sites, Matt Cross, Christiaan Abildso.

### **1. Call to Order**

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

### **2. Approval of Minutes**

Chairman Bloom noted that the minutes for the last meeting were included in the agenda packet. Mr. Kelly moved to approve the minutes as presented; seconded by Mayor Lewis. With no discussion, the motion was approved unanimously.

### **3. Public Comments**

Kevin Trembush, a property owner along the Van Voorhis Road, raised his concerns about the planning process of the Van Voorhis Rd project. He noted the DOH did not duly involve the property owners under impact in the project development process. He noted that the proposed restriction of access to his property will have extreme damage to his business operation on the property. He also noted that he believes the project has lack of appropriate planning and design.

Jim French, a licensed engineer in WV representing Kevin Trembush, noted that the proposed alternative by DOH will permanently off-set a whole lane from Van Voorhis Rd to WV 705, making the intersection getting more dangerous in the future. Aligning the two roads using the right of way reserved on the eastside of Van Voorhis Rd is clearly a better alternative to improve the intersection in a long term.

Leonard George, a property owner on the Van Voorhis, noted that the environmental impact report posed on the MPO's website is inaccurate. He noted that the report falsely claims that the impact of the project to his property will be moderate. Mr. George noted that the sidewalk should be on the eastside of Van Voorhis Rd to accommodate more pedestrian traffic in the neighborhood. He noted that the DOH should use the right of way they already have rather than taking private properties by eminent domain proceeding.

Matt Gutta, a partial owner of the heritage family building, noted that the DOH did not do any cost and benefit analysis to assess the impact of the different designs to adjacent properties. He noted that the right-of-way on the BB&T side was obviously reserved for future expansion of the Van Voorhis Rd. He noted that the current DOH plan will have deep impact to the properties and business to the westside of the Van Voorhis Rd.

Mathew Cross, a resident of Morgantown, noted that Van Voorhis Rd has a high-volume pedestrian traffic. The project will make the Van Voorhis corridor more walkable by installing sidewalks and crosswalks. He noted that the off-set between Van Voorhis Rd and WV 705 could slow down the traffic and make it safer for pedestrians.

Jason Sites, a resident of Maysville, noted that the design proposed by the DOH is not safe and its impact is significant. He noted that that the DOH did not properly communicate with the property owners and that the MPO's policy Board should consider using its veto power to remove this project from the funding program.

Christiaan Abildso, a resident of Morgantown, noted that it is important to keep in mind the input received from the community throughout the years. He noted that the Van Voorhis Rd project is of high community interest and has been a top priority for the region.

#### **4. Committee Report**

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

Mr. Abildso, the Chairman of the Citizens Advisory Committee (CAC), noted that the CAC did not have a quorum in the last meeting. The Committee reviewed and supported the Mineral Ave Study report as well as other informational items.

##### *b. Finance Report*

Mayor Lewis briefed the Board on the financial report:

At the beginning of October, the balance was \$ 27,165.70. The expenditures were \$22,418.98 with one deposit of \$59,939.96, leaving a balance of \$64,686.68 at the end of October.

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

*c. Executive Director Report*

Mr. Austin noted that MPO staff is preparing the Unified Planning Work Program for FY 2022. He welcomed any input on the work items that the Board wants the MPO staff to undertake in the next fiscal year.

Mr. Austin noted that he will distribute forms for the executive director review to Policy Board members. Filled forms should be sent to Chairman Bloom. The Board will do the annual executive director review at its January meeting.

Mr. Austin noted that the next steering committee meeting for MTP update has been tentatively scheduled on December 8<sup>th</sup>. He will inform the Board members once the date is finalized.

Mr. Austin noted that the MPO has submitted the document of its annual audit. The auditor will prepare a report for the Policy Board review in the January meeting.

**5. TIP Adoption**

Mr. Austin noted that the draft Transportation Improvement Program for FY 2022-2026 was included in the agenda package. The draft TIP includes all of the projects from the previous TIP with the exception of the I-79 Access Project. Mr. Austin noted that the Policy Board has been informed of the removal of this project by email and it was noted in public at the October Policy Board meeting. The draft TIP has been duly advertised to the public according to the requirements of the MPO's Public Involvement Policy.

Mr. Carr noted the DOH did a preliminary engineering study on the I-79 access project and identified that the estimated cost will exceed \$250 million rather than the initial estimation of \$100 – \$120 millions. Because the STIP is a fiscally constrained planning document, the DOH needs to remove it from STIP. Mr. Carr noted that an option is to keep the project in the STIP but push it to beyond the years which are under fiscal constraints.

Commissioner Sikora raised his concern on the removal of the I-79 Access Project. He noted that the community voted for the Road Prosperity Bound to fund the project. If the project is removed from the TIP, the MPO should ensure that the community still get a fair share of the road prosperity funds.

Chairman Bloom agreed and noted that the community's contribution to state's GDP should be counted in funding allocation. Chairman Bloom suggested requesting a meeting with the DOH to express this concern.

Mr. Carr noted that a project like the I-79 Access Project takes a long time to develop and will impact the funding for other smaller projects in the region. He noted that the community needs to ensure that it is still the priority for the region in the Metropolitan Transportation Plan update process.

Mr. Bruffy noted that it is often frustrating for the community to set its priorities while the decisions to fund projects are made by agencies outside the community's influence.

Chairman Bloom asked about potential actions the MPO could take on this matter. Mr. Austin noted the MPO has the option to postpone the adoption of the TIP until January. Mr. Austin noted that this may have an impact on DOH's operation in programming its STIP projects. Mr. Carr noted that postponement will push some projects in the MPO's TIP out of sync with the DOH's STIP. Councilperson Kawecki suggested that the MPO could build a more constructive basis to communicate with DOH by adopting the TIP.

Mr. Justice moved to approve the TIP with the condition that the MPO will contact the DOH concerning the removal of the I-79 Access Project; seconded by Councilperson Selin. With no further discussion, the motion pass unanimously.

## **6. Transit Asset Management Performance Measures**

Mr. Austin noted that the WV Division of Public Transit is requesting that the MPO adopt the State's Transit Asset Management Performance Measures targets for 2022-2024. The performance measures target table is enclosed in the agenda package. Mr. Bruffy noted that Mountain Line Transit is in good shape regarding the asset management performance measures. He noted that the Mountain Line Transit has recently purchased heavy-duty buses.

## **7. Draft 2022 Calendar**

Mr. Austin noted that a copy of the draft calendar for 2022 has been included in the agenda package. Mayor Selin moved to adopt the Calendar as presented; seconded by Mr. Justice. With no discussion, the motion passed unanimously.

## **8. Mineral Avenue Study**

Mr. Austin noted that MPO staff has completed the Mineral Avenue pedestrian study. The study collected pedestrian and bicycle data at the WV7 and Decker's Creek Blvd intersection and the Hartman Run and WV 7 intersection. It also collected vehicle turning movement counts at the two intersections. Mr. Austin noted that the amount of pedestrian traffic observed in the study area did justify the pedestrian treatments recommended by the Alta Bicycle and Pedestrian Study. The analysis did not indicate that a signal was warranted at the intersection of WV7 and Decker's Creek Blvd.

Chairman Bloom suggested passing this information to the pedestrian safety group consisted of representatives from WVU, City of Morgantown, and the County. Mayor Selin noted that the study identified potential demand for pedestrian facilities along the corridor. The proposed improvement will make big difference by providing a safer connection between the neighborhood along the Mineral Ave area to the trail.

Mr. Justice moved to adopted the study; seconded by Commissioner Arnett. With no further discussion, the motion passed unanimously.



## **9. Van Voorhis Road Project**

Mr. Justice asked about the actions that the MPO can take on the Van Voorhis Road Project at this point. Mr. Austin noted that the MPO has the option to remove the project from its TIP, making it ineligible for further federal funding. Mr. Austin noted that if the project is removed, other improvements associated with the project, including sidewalk, widening, and spot improvements at other locations, will not be implemented. Mr. Austin noted that the MPO could also request the DOH for a reconsideration of the design. Mr. Austin noted that DOH could be asked to conduct a cost and benefit analysis on the impact of design options. He noted that the environment impact study prepared by a DOH's consulting firm shows that there will be no significant impact to the properties under discussion.

Mr. Justice noted that the community is in favor of the transportation improvement projects. The disagreement is on specific designs of a project. The MPO represents the community and should ensure that the community's interest is reflected in project designs. Mr. Justice noted that the Board should also require more information to resolve the discrepancy of estimated impacts identified by the property owners and the DOH.

Chairman Bloom pointed out equity issues of allowing the BB&T building in the public right of way. He also noted that the MPO has encountered similar situations in many previously projects. While the MPO is not a design agency, it should push the DOH to design projects to be consistent with community's interest.

Councilperson Kawecky noted that the community sets its prioritization in the planning process to improve the transportation system. He noted that those projects should be implemented with community's interest in mind rather than doing it in an apparently cheap and easy way.

Commissioner Sikora agreed and noted that the MPO needs to follow up with DOH on the evaluation of the options. He raised his concerns that the project has not been appropriately designed and it has not duly considered other options. He also noted that the intersection is the center of the traffic issue on Van Voorhis Rd and should be included in the project.

Mr. Bruffy agreed to request reconsideration of the design. He noted that DOH should complete a cost-benefit study and reach out to BB&T to explore other viable options. He noted that the cost of time should also be a factor in evaluating the options.

Mr. Austin noted that he will reach out the DOH with those requests.

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

Chairman Bloom asked for volunteers to serve on an Officer Nominating Committee to recommend MMMPO officers for the next year. Mr. Kelly and Mr. Justice volunteered to serve on the committee. The Policy Board also included Mr. Statler on the committee.

## **11. Other Business**

Commissioner Sikora asked about designating school safety zone near Ridgedale Elementary School on Grafton Rd. Mr. Carr noted that certain criteria need to be met in order to establish a school safety zone. He noted that this issue is best addressed by DOH district office. Mr. Kelly

noted that the DOH could consider trimming the bushes along the road to improve the sight distance near the school entrance.

Mr. Sikora expressed his appreciation to MPO staff for the preliminary traffic study on the intersections in the University Town Center. He noted that the Town of Granville is working with an engineering firm to address the traffic issues at those intersections.

Councilman Harshbarger noted that the Mon River Conservancy is in the process of installing a connector between Collins Ferry Rd and the Mon River Trail. The conservancy is requesting that DOH to remove a structure in its right of way to build a retaining wall for the connector.

## **12. Meeting Adjournment**

Meeting adjourned at 8:07 PM

Morgantown - Mon County Trans. Planning Org.  
Checking Account  
As of December 31, 2021

4:21 PM

01/12/2022

Accrual Basis

Type	Date	Num	Name	Memo	Cir	Split	Amount	Balance
Centra-Checking (voucher checks)								<b>16,597.47</b>
Check	12/14/2021	9387	Public Employees Insurance Agency		√	Salary	-1,997.94	14,599.53
Check	12/14/2021	9388	Retiree Health Benefit Trust Fund		√	Salary	-232.00	14,367.53
Check	12/14/2021	9389	Service Plus		√	Accounting (Accounting Fees)	-127.40	14,240.13
Check	12/14/2021	9390	WVAMPO	2022 Conference Reg	√	Professional Fees (Professional Fees)	-210.00	14,030.13
Check	12/15/2021	5956	J. William B. Austin	Electronic Transfer	√	Salary	-2,381.85	11,648.28
Check	12/15/2021	5957	Jing Zhang	Electronic Transfer	√	Salary	-1,496.88	10,151.40
Check	12/15/2021	5958	ICMA. Retirement Corp		√	Salary	-1,762.75	8,388.65
Check	12/15/2021	941	IRS	Electronic Transfer	√	Salary	-1,326.68	7,061.97
Deposi	12/16/2021		WVDOH	Deposit	√	PL Funds (Funds)	61,594.88	68,656.85
Check	12/30/2021	9391	Balestra Harr and Scherer CPA	Audit		Accounting (Accounting Fees)	-3,100.00	65,556.85
Check	12/30/2021	9392	Caliper Corporation	Reg. Model		Computer Software	-1,500.00	64,056.85
Check	12/30/2021	9393	Centra Bank - Mastercard			Computer Software	-58.81	63,998.04
Check	12/30/2021	9394	Encova Insurance			Insurance (Insurance)	-238.00	63,760.04
Check	12/30/2021	9395	Fringe Benefits Management Company			Salary	-337.66	63,422.38
Check	12/30/2021	9396	Stantec Consulting Service	MTP Update		Consulting (Consulting Expense)	-22,301.52	41,120.86
Check	12/30/2021	9397	WV State Auditor			Accounting (Accounting Fees)	-248.00	40,872.86
Check	12/30/2021	5959	J. William B. Austin	Electronic Transfer	√	Salary	-2,381.83	38,491.03
Check	12/30/2021	5960	Jing Zhang	Electronic Transfer	√	Salary	-1,496.88	36,994.15
Check	12/30/2021	5961	ICMA. Retirement Corp			Salary	-1,762.75	35,231.40
Check	12/30/2021	941	IRS	Electronic Transfer		Salary	-1,326.72	33,904.68
Check	12/30/2021	12302	WV Dept of Tax and Revenue	Electronic Transfer		Salary	-518.00	33,386.68
Total Centra-Checking (voucher checks)								<b>33,386.68</b>

TOTAL

Morgantown - Mon County Trans. Planning Org.  
 Checking Account  
 As of November 30, 2021

12:23 PM

01/11/2022

Accrual Basis

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
Centra-Checking (voucher checks)								<b>64,686.68</b>
Deposi	11/04/2021		Monongalia County	Jessica Shuey October	√	Salary	2,435.73	67,122.41
Check	11/10/2021	9380	Public Employees Insurance Agency		√	Salary	-1,997.94	65,124.47
Check	11/10/2021	9381	Retiree Health Benefit Trust Fund		√	Salary	-232.00	64,892.47
Check	11/10/2021	9382	Service Plus		√	Accounting	-268.64	64,623.83
Check	11/10/2021	9383	Stantec Consulting Service	Transportation Plan Update	√	Consulting	-47,517.27	17,106.56
Deposi	11/15/2021		WVDOH	Deposit	√	PL Funds (Funds)	17,944.88	35,051.44
Check	11/15/2021	5950	Jessica D. Shuey	Part Time for 2 weeks final payment	√	Salary	-784.88	34,266.56
Check	11/15/2021	5951	Jing Zhang	Electronic Transfer	√	Salary	-1,496.89	32,769.67
Check	11/15/2021	5952	ICMA. Retirement Corp		√	Salary	-1,762.75	31,006.92
Check	11/15/2021	5949	J. William B. Austin	Electronic Transfer	√	Salary	-2,381.84	28,625.08
Check	11/15/2021	941	IRS	Electronic Transfer	√	Salary	-1,462.92	27,162.16
Deposi	11/24/2021		Monongalia County	Deposit J. Shuey final payment	√	Salary	468.56	27,630.72
Check	11/30/2021	9384	Centra Bank - Mastercard	BA APA Member, Conference Hotel, Software		Travel & Ent	-1,573.41	26,057.31
Check	11/30/2021	9385	Fringe Benefits Management Company			Salary	-337.66	25,719.65
Check	11/30/2021	9386	WV Board of Risk & Insurance Management			Administrative Overhead	-1,605.00	24,114.65
Check	11/30/2021	5953	J. William B. Austin	Electronic Transfer	√	Salary	-2,381.83	21,732.82
Check	11/30/2021	5954	Jing Zhang	Electronic Transfer	√	Salary	-1,496.88	20,235.94
Check	11/30/2021	5955	ICMA. Retirement Corp		√	Salary	-1,762.75	18,473.19
Check	11/30/2021	941	IRS			Salary	-1,326.72	17,146.47
Check	11/30/2021	11302	WV Dept of Tax and Revenue	Electronic Transfer		Salary	-549.00	16,597.47
Total Centra-Checking (voucher checks)								<b>16,597.47</b>

TOTAL



**Morgantown Monongalia Metropolitan Planning Organization**

**Metropolitan Transportation Plan (MTP) Project List and Map**

**Amended November, 2018**

Category/Tier	ID	Project Name	Estimated Cost	Priority
Programmed Projects	7	Van Voorhis Rd Improvements	\$10 million	--
	8	Beechurst Ave Improvements	\$7 million	--
	11	West Run Improvements-Western Section	\$12 million	--
	18	Greenbag Rd Improvements Phase I	\$15 million	--
	45	Downtown Morgantown Signalization and Street Changes	\$2 million	--
Tier 1	6	I-79 Access Improvements Phase I	\$110-120 million	1
	33	Grumbein's Island Grade Separation	\$3 million <sup>1</sup>	2
	12	Stewartstown Rd Improvements	\$12 million	3
	13	West Run Rd Improvements-Eastern Section	\$3 million	4
	21	Earl Core Road (WV 7) -Northern Section	\$9 million	5
	9	University Ave Complete Street Improvements Phase I	\$36 million	6
	17	Fairmont Rd/Holland Ave Improvements Phase I	\$11 million	7
	26	North Side Connector Bus Rapid Transit	\$1 million	8
Tier 2	27	Grant Ave Bicycle/Pedestrian Connector	\$0.9 million	9
	1	WV 705 Corridor (spot improvements)	\$55 million	--
	6	I-79 Access Improvements Phase II	\$25 million	--
	20	Brockway Rodgers/Powell Ave (WV -7)	\$6 million	--
	28	White Park/Caperton Trail Connection	\$0.5 million	--
	30	Stewart Street Improvements	\$11 million	--
	9	University Ave Improvements Phase II	\$10 million	--
	18	Greenbag Rd Improvements Phase II	\$ 8 million	--
	47	Smithtown Rd Improvements	\$12 million	--
	14	Cheat Rd Improvements	\$6 million	--
Tier 3	50	Morgantown Industrial Park Access Improvements	\$16 million <sup>2</sup>	--
	25	Willey St Improvements	\$13 million	--
	15	Willowdale Rd/Grove St/North Av Sidewalk Improvements	\$4 million	--
	34	Riddle Street/Pineview Dr Improvements	\$4 million	--
	17	Fairmont Rd/Holland Ave Improvements Phase II	\$17-25 million	--
	19	Dorsey Ave Sidewalk Improvements	\$4 million	--

Category/Tier	ID	Project Name	Estimated Cost	Priority
Tier 3	48	I-79 Westover Section Improvements	\$4 million	--
	49	I-79 Granville Section Improvements	\$15 million	--
Tier 4	10	Burroughs St Improvements	\$4 million	--
	4	I-79/Chaplin Hill Rd/US-19 Interchange Improvements	\$22 million	--
	3	Lasselle Union Rd (WV-100) Improvements	\$22 million	--
	24	Protzman/Falling Run Pedestrian and Bicycle Connector	\$1 million	--
	23	New Connection-Willey St to Downtown Campus Area	\$6 million	--
	36	New Connection-Mileground Rd to Hartman Run Rd	\$17 million	--
	29	Grafton Rd (US 119)	\$5 million	--
	22	Earl Core Road (WV 7) –Southern Section	\$9 million	--
	16	Old Cheat Rd/Cheat Rd Bike Lanes	\$7 million	--
Alternative Funding Dependent Projects	5	Business district connecting roadway-West of Granville	\$18 million	--
	31	PRT Extension-Univ. Health Center to Mon General Hospital	\$57 million	--
	32	PRT Extension-Mon General Hospital to Glenmark Centre	\$103 million	--
	35	PRT Connection New Business Park to Evansdale Campus	\$80 million	--
	37	Extension of Airport Industrial Rd to WV-7 in Sabraton	\$12 million	--
	42	Enhanced Bus Service	\$88 million	--
Ongoing Projects	2	ADA Compliance Projects	\$2 million	--
	38	Intersection Capacity and Safety Improvement Program	\$31 million	--
	40	Regional Bikeway Plan Implementation	\$5 million	--
	41	New Park and Ride Lots	\$1 million	--
	43	School Route Improvements	\$2 million	--
	44	Access Management Improvements	\$10 million	--
	46	TDM Program Expansion	\$10 million	--
	39	Regional Pedestrian Safety and Sidewalk Connectivity	\$33 million	--

<sup>1</sup>Estimated cost is based on Option #3: Pedestrian “Raised Intersection” Gateway.

<sup>2</sup>Estimated cost range from 15 million to 40 million, depending on design options.





# Morgantown Monongalia MPO • 2017-2045 Metropolitan Transportation Plan Update

## Programmed and Proposed Transportation Improvement Projects

### Programmed Projects

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

### Tier 1 Projects

Tier 1 Projects are of the highest value to the region and should be advanced as soon as practicable. They could be funded with the currently forecasted state and federal funding for the region between now and the 2045 plan horizon.

### Ongoing Projects

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

**ADA Compliance Projects \$2 M**

**Intersection Capacity/Safety Improvement \$31 M**

**Regional Bikeway Plan Implementation \$5 M**

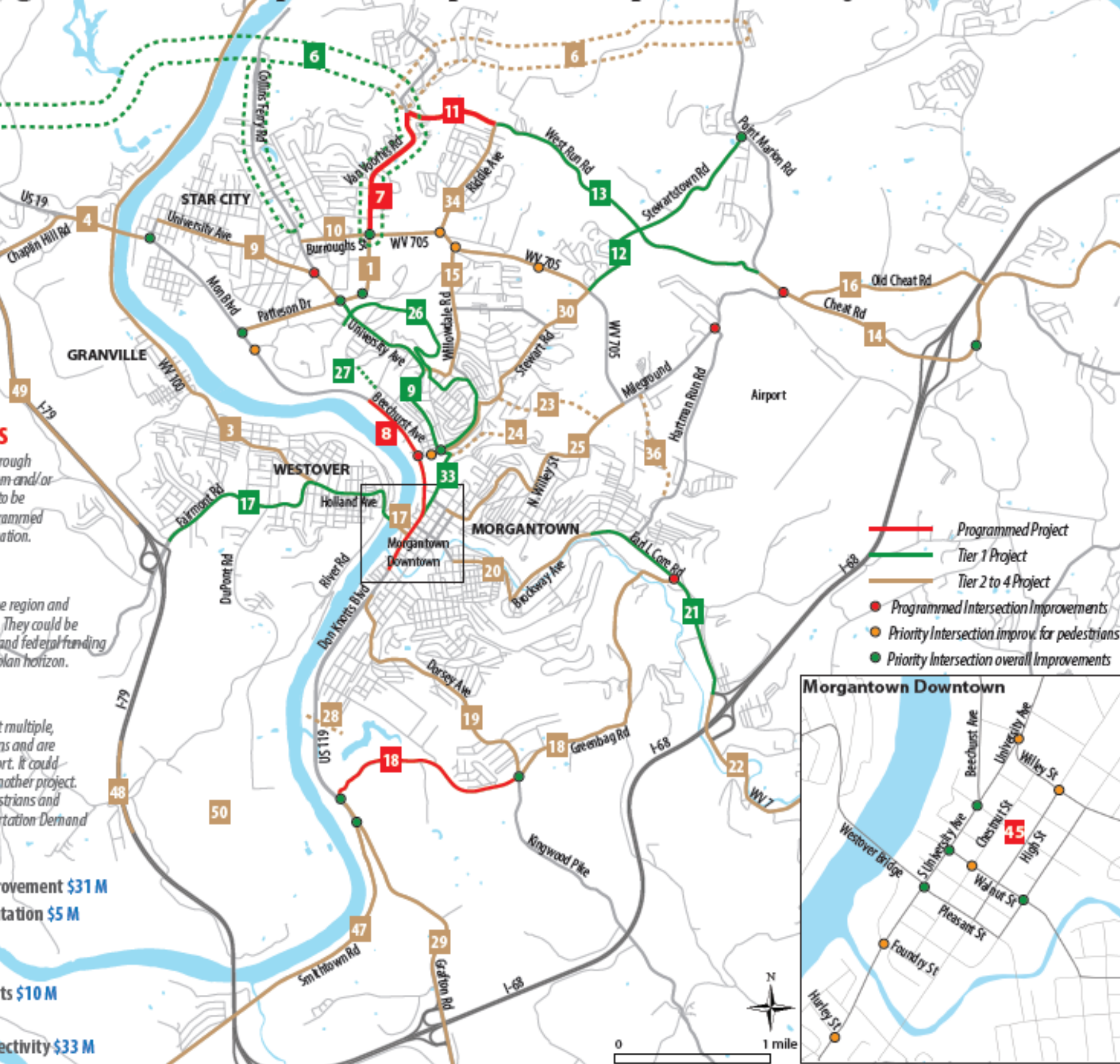
**New Park and Ride Lots \$1 M**

**School Route Improvements \$2 M**

**Access Management Improvements \$10 M**

**TDM Program Expansion \$10 M**

**Pedestrian Safety/Sidewalk Connectivity \$33 M**



Project ID	Project Name	Estimated Cost
<b>7</b>	Van Voorhis Rd Improvements	\$10 million
<b>8</b>	Beechurst Ave Improvements	\$7 million
<b>11</b>	West Run Improvements-Western Section	\$12 million
<b>18</b>	Greenbag Rd Improvements Phase I	\$15 million
<b>45</b>	Downtown Signalization/Street Changes	\$2 million
<b>6</b>	I-79 Access Improvements Phase I	\$110-120 m
<b>33</b>	Grumbin's Island Grade Separation	\$3 million
<b>12</b>	Stewartstown Rd Improvements	\$12 million
<b>13</b>	West Run Rd Improvements-Eastern Section	\$3 million
<b>21</b>	Earl Core Road (WV 7) -Northern Section	\$9 million
<b>9</b>	University Ave Corridor Improvements Phase I	\$36 million
<b>17</b>	Fairmont Rd/Holland Ave Improvements Phase I	\$11 million
<b>26</b>	North Side Connector Bus Rapid Transit	\$1 million
<b>27</b>	Grant Ave Bicycle/Pedestrian Connector	\$0.9 million
<b>1</b>	WV 705 Corridor (spot improvements)	\$55 million
<b>6</b>	I-79 Access Improvements Phase II	\$25 million
<b>20</b>	Brockway Rodgers/Powell Ave (WV -7)	\$6 million
<b>28</b>	White Park/Caperton Trail Connection	\$0.5 million
<b>30</b>	Stewart Street Improvements	\$11 million
<b>9</b>	University Ave Improvements Phase II	\$10 million
<b>18</b>	Greenbag Rd Improvements Phase II	\$8 million
<b>47</b>	Smithtown Rd Improvements	\$12 million
<b>14</b>	Cheat Rd Improvements	\$6 million
<b>50</b>	Morgantown Industrial Park Access Project	\$16 million
<b>25</b>	Wiley St Improvements	\$13 million
<b>15</b>	Willowdale Rd/North Av Sidewalk Improvements	\$4 million
<b>34</b>	Riddle Street/Pineview Dr Improvements	\$4 million
<b>17</b>	Fairmont Rd/Holland Ave Improvements Phase II	\$17-25 m
<b>19</b>	Dorsey Ave Sidewalk Improvements	\$4 million
<b>48</b>	I-79 Westover Section Improvements	\$4 million
<b>49</b>	I-79 Granville Section Improvements	\$15 million
<b>10</b>	Burroughs St Improvements	\$4 million
<b>4</b>	I-79/Chaplin Hill Rd Interchange Improvements	\$22 million
<b>3</b>	Lasselle Union Rd (WV-100) Improvements	\$22 million
<b>24</b>	Protzman/Falling Run Ped/Bicycle Connector	\$1 million
<b>23</b>	New Connection-Wiley St to Downtown Campus	\$6 million
<b>36</b>	New Connection-Mileground to Hartman Run Rd	\$17 million
<b>29</b>	Grafton Rd (US 119)	\$5 million
<b>22</b>	Earl Core Road (WV 7) -Southern Section	\$9 million
<b>16</b>	Old Cheat Rd/Cheat Rd Bike Lanes	\$7 million



# UNIFIED PLANNING WORK PROGRAM

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*DRAFT FISCAL YEAR 2022 – 2023*



**Adopted:**

**Amended:**

Monongalia County Courthouse  
243 High Street Room 026  
Morgantown, WV 26505  
(304) 291-9571 phone  
(304) 291-9573 fax



## INTRODUCTION

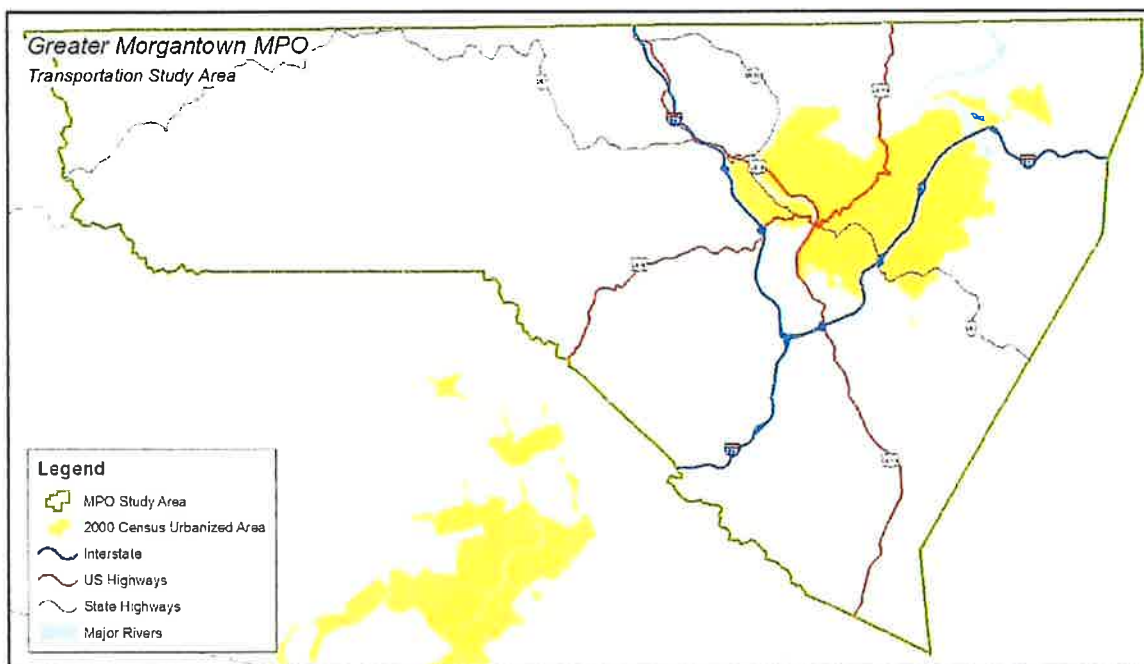
In accordance with Federal Regulations, this document outlines the budget for the Morgantown Monongalia MPO for Fiscal Year 2022-2023, which begins July 1, 2022. In addition to identifying the funding sources for work to be performed in the upcoming year, it also fulfills the requirement that the MPO provide a summary of the work the MPO has performed in the previous fiscal year.

## STUDY AREA

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

The MPO's Policy Board includes representatives from:

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



## **Accomplishments**

During Fiscal Year 2021-2022 the Morgantown Monongalia MPO staff worked with the West Virginia Department of Transportation and the area's local governments to improve transportation in the region. The MPO's efforts were focused on updating the transit element of the plan and the implementation of the area's 2045 Long Range Transportation Plan. Other tasks were limited due to the unforeseen impacts of the Corona Virus. Please find below a short description of these activities.

The primary focus of the MPO during the fiscal year was working with a consultant to update Mountain Line's short to medium term transit plan. In addition to the review of Mountain Line's existing services and the identification of the agency's future needs, MPO Staff worked with Mountain Line staff and representatives of the Morgantown Parking Authority and WVU to get an Accelerating Innovative Mobility grant to expand the study to include the identification of a unified fare/fee collection system that can work for the partner agencies. This effort was successful.

Other work performed by MPO Staff during FY 2021-2022, included:

Participation in the development of several Preliminary Investigation and Environmental Studies for three programmed projects. These projects were the Van Voorhis Widening project, the Greenbag Road Widening project, and the Beechurst Avenue spot improvement project. This work included coordination with various stakeholders including Mountain Line Transit, WVU, and the various jurisdictions where the projects are located.

MPO Staff also worked to keep the University Avenue/Collins Ferry Road intersection improvement project and the Van Voorhis intersection project as well as the Greenbag Road project moving forward. Staff also worked to keep the MPO Policy Board informed of the construction process for the Mileground Widening project. Since both projects are in the right of way acquisition process, the MPO's ability to impact the project progress is limited.

In addition to project work MPO staff, performed several duties to maintain traffic related databases these databases include an annual traffic count program and an accident database. The 2019 traffic counts were taken in April and October to allow for the development of peak period factors. The accident database was updated using additional data available from the WVDOH. It should be noted that, due to the decline in traffic attributable to the COVID 19 pandemic, the MPO did not have traffic counts taken in 2021. To account for 2021 the MPO's database will be updated using counts taken by WVDOH. Staff also initiated the creation of a subcommittee of the Technical Advisory Committee to advise staff on the creation of a bicycle and pedestrian count database.

The MPO has been working to implement the Regional Transportation Demand Management program. During FY 2014-2015 MPO staff, working with Mountain Lines Mobility Coordinator instituted a coordinated advertising campaign and a redefined incentive package for new van pools. The momentum from this effort continued in FY 2019-2020 when there were two ongoing vanpools. Since that time the initial funding for the program has been expended. MPO Staff successfully sought funding for the continuation of this initiative in FY 2020-21. We anticipate that this funding will be available shortly.

MPO Staff also assisted Mountain Line with analysis of potential improvements to intersections at locations where Mountain Line's routes require a bus to make a left turn.

During FY 2021-2022 MPO Staff also assisted Monongalia County, and the City of Morgantown in evaluating the impact of ongoing development on the transportation network as new development is proposed. MPO Staff also provided significant assistance in the development of transportation and parking guidelines for the Monongalia County Subdivision ordinance. MPO Staff also assisted the Morgantown Area Partnership's economic development activities as appropriate.

MPO Staff continued work begun in 2013-2014 with the other MPO's across the State to develop an MPO Association to share best practices in transportation planning and to enhance coordination with WVDOT. The MPO Executive Director was the vice-chairman of the WVAMPO in 2020, and he worked to develop the program for the 2020 Conference. Unfortunately, the Conference was canceled due to the ongoing pandemic. The Executive Director is also a member of the national Association of MPO's Policy Committee.

Operational initiatives undertaken during FY 2021-2022 included work to implement transportation performance measures as required by the FAST Act. With the addition of a part-time staff person shared with Monongalia County the MPO expanded its online presence to include several new platforms including Twitter, LinkedIn, a larger presence on Facebook and other social media. The presence of citizens at the MPO's Committee meetings grew with this effort. The new employee also worked to standardize the format of the MPO's letter head and other documents. Normal operations included MPO consideration of numerous TIP Amendments by the MPO's committees. MPO Staff also performed other normal administrative functions including financial management, staff technical support to the Pedestrian and Bicycle Board's, and other similar tasks.

## FOCUS FOR FISCAL YEAR 2022-2023

### Local initiatives:

Major initiatives to be under taken this year include:

During FY 2020-2021 the MPO developed an RFQ for the selection of a consultant to update the highway portion of the Metropolitan Transportation Plan beginning during FY 2020-2021. The actual planning effort has occurred during FY 2021-2022. The MTP Update is coordinated with the City of Morgantown's, Monongalia County's and other jurisdictions Comprehensive Plan Updates. This allows all of the Comprehensive Plans and the Transportation Plan to benefit from the same public involvement activities. The focus of the MTP update for the MPO will be updating the highway portion of the MTP and creating an opportunity for the public to comment on all aspects of the MTP including the recently completed Transit Plan and the Bicycle and Pedestrian Plan.

MPO staff will support Mountain Line Transit's efforts to provide services to underserved communities and to provide alternatives to the single occupant vehicle. These efforts will include additional work to improve underserved communities including rural communities access to transit service. These efforts should support Mountain Line's proposed transition to micro-transit for area's identified in the most recent transit plan. This initiative is consistent with Federal Planning Emphasis area on Complete Streets, and Equity and Justice in Transportation Planning.

As recommended in the Metropolitan Transportation Plan, MPO Staff in FY 2020-21 investigated establishing an ongoing bicycle and pedestrian data collection program. Initial discussions of such a program indicate that collecting this data every two to three years at select locations will be adequate in the beginning of the program. These efforts will build on the recently completed Bicycle and Pedestrian Plan Update. Staff will finalize with the MPO's Committee's to determine the appropriate locations and time frame for these efforts. These efforts will complement the Metropolitan Transportation Plan's multi-modal transportation projects. This program is consistent with Federal Planning emphasis on Complete Streets, Tackling the Climate crisis, and data collection.

During FY 2019-2020 the MPO hired a part-time employee to expand its public outreach efforts as identified in the MPO's Public Involvement Policy. This staff person is responsible for developing a newsletter to be issued at least quarterly, website maintenance, and the MPO's social media presence. These efforts will continue in the upcoming Fiscal Year. This public outreach will seek to improve our communications with underserved communities by cooperating with WVU Health Sciences and Mountain Line transit. This initiative is consistent with the Federal Planning emphasis on public involvement, and Equity and Justice.

### Other tasks:

The MPO will reinstitute the traffic count program once the travel situation becomes more stable. The purpose of the program will be to update the annual traffic count database with counts taken for the MPO as well as counts taken by other local agencies. The first counts for this database were taken in

April of 2011 and April 2012. This database provides the MPO with base data, which may be used to project the future growth of traffic, as well as to provide decision makers with complete information about the existing conditions in the area. This data will continue to be available to the public at large for use in developing business plans and other marketing efforts, and to the area's municipalities so they may evaluate the impact of proposed new development in the area. The traffic counts will be of use to the MPO in assessing the Metropolitan Transportation Plan's model, as well as in identifying areas where operational improvements to the road network may be needed. The information will also be useful to the Division of Highways when planning operational improvements to the area's transportation facilities. This initiative is consistent with the Federal Planning emphasis on data collection.

Staff will work with the Transportation Technical Advisory Committee and the MPO's jurisdictions to identify and perform a planning level study of a Transportation Plan project. The purpose of this study will be to further identify the need for the project and any potential obstacles to the implementation of the project. This study will assist in developing data needed for a design study for the project. This effort is consistent with the Planning and Environmental Linkage element of the Federal Planning emphasis for FY 2022-2023.

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

Staff will continue to work with the statewide MPO Association on issues common to all of the state's MPOs. Staff will also continue to observe and assist the WVDOT Complete Streets Commission as needed.

Administratively, MPO Staff will investigate the possibility of designating on call consultant(s) to perform studies as needed. Other MPO's in West Virginia have designated on-call consultants which have greatly simplified the consultant selection process for small studies.

As outlined below the MPO intends to address Federal Planning initiatives provided by the Federal Highway Administration and the Federal Transit Administration in the work program.

**-Tackling the Climate Crisis-Transition to Clean Energy**-The draft UPWP addresses this issue by emphasizing the development of alternative forms of transportation and by working with WVDOH as needed on potential locations for electric charging stations. This item is addressed in line items II-D-11, II-B-10 and II-B-17.

**-Equity and Justice<sup>40</sup> in Transportation Planning**-This initiative stresses the following activities-improve infrastructure for non-motorized activities, plan for the safety of all road users, reduce single occupancy vehicle travel and associated air pollution in high volume corridors, offer reduced public transportation fares as appropriate, target demand response toward communities with older adults and those with poor access to essential services. This emphasis area also includes out-reach to underserved communities and including persons in rural areas that have been systematically denied a full opportunity to participate in as of life.

The draft UPWP addresses this area by continuing our cooperation with the WVU Health Sciences to develop strategies to reach out to the underserved in our public involvement processes as well as supporting Mountain Lines efforts to provide services to the underserved and those who have poor access to services. This emphasis area is addressed in line item III-C-16.

**-Complete Streets**-The draft UPWP addresses complete streets by continuing the MPO's coordination with the WVDOT Complete Streets Commission as well as identifying projects in the Metropolitan Transportation Plan where alternatives to the single occupant vehicle are appropriate. The MPO is also developing a trial program for non-motorized vehicle data collection as part of the UPWP. This emphasis area is addressed line item II-B-11.

**-Public Involvement**-Under the proposed UPWP the MPO will seek to improve our outreach to underserved communities as noted in the Equity and Justice emphasis area and to continue a robust outreach program in the media. This item is addressed in line item III-C-16.

**-Strategic Highway Network (STRAHNET)** for national defense (we don't have any designated STRAHNET facilities except I-68 and I-79) The draft UPWP does not directly address this issue but the MPO's Metropolitan Transportation Plan identifies needed improvements along these corridors. The MPO will support improvements to these facilities.

**-Federal Land Management Agency Coordination** (not applicable to our area).

**-Planning and Environmental Linkage** (streamlining the environmental process for the construction of projects by utilizing information from the planning process). The MPO will address this item in the upcoming fiscal year by developing a planning level study of one the Metropolitan Transportation Plan's priority projects to assist in identifying issues for the WVDOH project development process. This emphasis area is addressed in line items III-D-2, and III-D-3.

**-Data in Transportation Planning**-As noted above the MPO proposes to develop a trial data collection program for non-motorized vehicle transportation data collection in the draft UPWP. The MPO also proposes to restart the traffic count program in the fall of 2022. This item is budgeted in line items II-A-1, II-A-4, II-A-10.

## BUDGET ITEMS BY MAJOR CATEGORY

The Project codes used in this document refer to the work codes identified in the MPO's Prospectus.

### II-A Continuing Transportation Planning Activities-Surveillance of Inventory Data

**II-A-1 Traffic Counts-** MPO will reinstitute the annual traffic count program as traffic resumes more normal patterns after the effects of the current pandemic are judged to be concluded. The initial program included 58 locations counted in the spring of 2012. As of the 2014 counts the MPO had 74 count locations around the urbanized portion of the County. As of 2019 the number of counts was reduced to approximately 58 due to budgetary constraints. The data collected includes daily directional traffic volumes, peak period traffic volumes and vehicle classification counts at selected locations. These counts supplement traffic counts taken every three years in the area by the Division of Highways they will be used both as base data for traffic modeling efforts and as information for decision-makers as they consider the impact of proposed development in the area. These counts will be performed by a consultant team already on contract with the State of West Virginia to perform these services.

The MPO will also seek to augment these counts by upgrading traffic count technology to have the capability to collect data on both bicycle and pedestrian travel at selected locations and corridors. This effort is consistent with the Federal data collection initiative.

**II-A-4 Traffic Accidents-**MPO Staff will continue to collect, quantify and locate traffic accident data as it becomes available.

**II-A-10 Mapping-** The MPO is using ArcGIS to work with Monongalia County to share data. This work will also include supplementing the County's recently acquired aerial photography with additional data.

### II-B Long Range Transportation Plan Development

**II-B-3 Model Update-**The MPO regional travel demand model will be updated using data projected from the recent transit plan as well as the ongoing comprehensive planning efforts.

**II-B-6-Community Goals and Objectives-**The MPO will have a robust public involvement process to identify any new community goals and objectives since the last major update of the MTP and to validate those goals and objectives from the 2013 Plan Update that are still pertinent to the community.

**II-B-8 Deficiency Analysis-**Ongoing efforts to identify deficient elements of the transportation network.

**II-B-9 Highway Element-**the highway element of the MTP will be updated to reflect changes proposed in the area's comprehensive plans on the network in the regional travel demand model and the recently developed transit plan as well as the bicycle and pedestrian plan.

**II-B-10 Transit Element-**The MPO's consultant will incorporate the recently updated transit plan into the update of the highway portion of the transportation plan. The update of the Transportation Plan will also be coordinated with the update of various comprehensive plans for area jurisdictions.

**II-B-11 Bicycle and Pedestrian Planning-** The MPO's consultant will incorporate the recently updated Bicycle and Pedestrian plan into the update of the highway portion of the transportation plan. The MPO will also develop a demonstration program for the collection of bicycle and pedestrian data collection. This effort is consistent with the Federal data collection initiative.

**II-B-13 Collector Street Planning-** MPO Staff will provide support to area municipalities in reviewing proposed development to ensure that the proposed collector streets are adequate. Staff will also review proposals to ensure that the proposed connection between major arterials and collector streets are consistent with the capacity anticipated in the Metropolitan Transportation Plan.

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

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

### **III Administration**

#### **III-A Planning Work Program**

MPO staff will monitor the revised Planning Work Program process to insure it is being adequately implemented. Staff will also develop the 2023 Planning Work Program.

#### **III-B Transportation Improvement Program**

MPO staff will update the Transportation Improvement Program (TIP) as needed. The MPO will work with WVDOH on updating the State Transportation Improvement Program operating procedures and updating the TIP to meet the revised procedures.

#### **III-C-6 Public Involvement**

The MPO will continue to televise Policy Board Meetings. Staff also anticipates increased public involvement activities associated with the TIP, and MTP. The MPO will continue to develop a newsletter and upgrade its online presence as well as working with WVU Health to address outreach to underserved populations. Staff will also reach out to neighborhoods throughout the area to inform residents about the MPO and its activities.

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

**III-C-8 Performance Measures-**MAP 21 and the FAST Act require the States and MPOs to establish and report performance measures to ensure that transportation investments are addressing national, state, and local priorities for safety, air quality, system reliability and transit and highway asset management.



The MMMPO will be establishing the performance measures for these facilities during the upcoming fiscal year. These performance measures will need to be reflected in the MPO's Metropolitan Transportation Plan and Transportation Improvement Program. This will be an ongoing task.

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

**III-D-2 Environmental Coordination-**MPO Staff will work with WVDOH to provide environmental resource agencies with information on projects proposed in the updated Metropolitan Transportation Plan to help ensure that environmental concerns are recognized as potential projects move forward to implementation.

**III-D-3 Special Studies-** MPO Staff will work with the TTAC and the area's municipalities to determine a Metropolitan Transportation Plan project for a planning level study. The purpose of the study will be to further identify the need for the project and to identify any potential problems with the project. This item is consistent with developing enhanced linkages between planning and the environmental process.

MPO Staff will conduct additional operational studies as requested.

**III-E Management and Operations** This line item includes normal administrative functions such as the cost of the MPO audit, supplies, insurance and other administrative costs. MPO staff will also assist localities in the preparation of grant applications as requested.

## Morgantown Monongalia MPO Operating Budget FY 2022-2023

### Cost Allocation Rate Table

All work performed outside program areas shall be charged at an hourly rate to cover actual expenses. Reimbursement/allocation rates are as follows:

Position	Hourly Rate
Executive Director	\$ 62.01 Incl. benefits + Overhead
Planner II	\$ 41.79 Incl. benefits + Overhead
Shared Planner (50% MPO)	\$ 22.61 Includes benefits + Overhead
Additional Travel	Monongalia County Rate as adjusted

Note: The Director and the Planner II are salaried positions. Therefore, all holidays, vacation and sick leave benefits are included in the base wage rate. Hourly rate is calculated using a 2080 hour work year as the base line for full time employees. For the shared employee a 1,040 hour work year is used.

### Proposed Line Item Fixed Operating Expenses

Category	Consolidated Federal Planning Funds	WVDOT	City/County/ PO/Other	Total Cost Allocation
<b>Salaries*</b>				
Director	\$ 78,577.46	\$ 9,822.18	\$ 9,822.18	\$ 98,222
Planner 2	\$ 44,931.07	\$ 5,616.38	\$ 5,616.38	\$ 56,164
Shared Planner	\$ 16,480.00	\$ 2,060.00	\$ 2,060.00	\$ 20,600
Benefits (see below)	\$ 59,807.48	\$ 7,475.94	\$ 7,475.94	\$ 74,759
<b>Contracted/Capital Expenses</b>				
Contracted Services	\$ 24,000.00	\$ 3,000.00	\$ 3,000.00	\$ 30,000
Consulting Services	\$ 28,000.00	\$ 3,500.00	\$ 3,500.00	\$ 35,000
Computer Equipment	\$ 6,400.00	\$ 800.00	\$ 800.00	\$ 8,000
Software	\$ 4,000.00	\$ 500.00	\$ 500.00	\$ 5,000
Public Notices/Publishing	\$ 3,200.00	\$ 400.00	\$ 400.00	\$ 4,000
<b>Overhead</b>				
Travel & Training	\$ 12,000.00	\$ 1,500.00	\$ 1,500.00	\$ 15,000
Utilities (phone, internet, web site)	\$ 800.00	\$ 100.00	\$ 100.00	\$ 1,000
Copier lease, supplies, postage	\$ 1,200.00	\$ 150.00	\$ 150.00	\$ 1,500
<b>Total</b>	<b>\$ 279,396.02</b>	<b>\$ 34,924.50</b>	<b>\$ 34,924.50</b>	<b>\$ 349,245</b>

Proposes 3% COLA for Exec. Director and Planner II, Shared Planner

### Employee Benefit Expenditure Detail

(Calculated on Total Wages = \$171,262)

Description	Consolidated Federal Planning Funds	WVDOT	City/County/ Other	Total Cost Allocation
FICA (6.2%)	\$ 8,679.29	\$ 1,084.91	\$ 1,084.91	\$ 10,849.11
Worker's Compensation (2.3%)	\$ 3,219.74	\$ 402.47	\$ 402.47	\$ 4,024.67
Medicare (1.45%)	\$ 2,029.83	\$ 253.73	\$ 253.73	\$ 2,537.29
Retirement (12.0%)	\$ 16,798.62	\$ 2,099.83	\$ 2,099.83	\$ 20,998.28
Health Insurance (previous years actual expenditures+\$1000 contingency)	\$ 26,680.00	\$ 3,335.00	\$ 3,335.00	\$ 33,350.00
Dental & Vision Insurance (2019 rates+\$500 contingency)	\$ 2,400.00	\$ 300.00	\$ 300.00	\$ 3,000.00
<b>Total Employee Benefit Package</b>				<b>\$ 74,759.35</b>

## Morgantown Monongalia Metropolitan Planning Organization Operating Budget FY 2022-23

## Revenues and Expenditures By Major Category

			Consolidated Federal Planning Funds	WVDOT	City/County/MPO	Other	Total Cost Allocation
Task Number	Task Item	Category					
II-A	Inventory of Facilities						
	1	Traffic Counts	30,400	3,800	3,800		\$38,000
	3	Accident Reports	1,600	200	200		\$2,000
	10	Mapping	4,000	500	500		\$5,000
	Total		36,000	4,500	4,500		\$45,000
II-B	LRTP						
	3	Travel Model Update	900	50	50		\$1,000
	6	Community goals	1,600	200	200		\$2,000
	8	Deficiency Analysis	1,600	200	200		\$2,000
	9	Highway Element	2,400	300	300		\$3,000
	10	Transit Element	4,000	500	500		\$5,000
	11	Bicycle and Ped.	12,000	1,500	1,500		\$15,000
	13	Collector Street	24,000	3,000	3,000		\$30,000
	16	Financial Planning	2,400	300	300		\$3,000
	17	Cong. Mgmt. Strat.	2,400	300	300		\$3,000
	Total		\$50,400	\$6,300	\$6,300	\$0	\$63,000
III	Admin.					0	
	A	Work Program	4800	600	600		6000
	B	TIP	8000	1000	1000		10000
	C-6	Public Involvement	40000	5000	5000		50000
	C-7	Private Sector	8000	1000	1000		10000
	C-8	Performance	12000	1500	1500		15000
	D-1	Enhancement Plan	8000	1000	1000		10000
	D-2	Env. And Pre-TIP	16000	2000	2000		20000
	D-3	Special Studies	24000	3000	3000		30000
	D-4	Regional and State	16000	2000	2000		20000
	E	Management and Ops	56000	7000	7000		70000
	Total		\$192,800	\$24,100	\$24,100	\$0	\$241,000
	Grand Totals - All Programs			\$279,200	\$34,900	\$34,900	\$0

C-8



**bhm cpa group, inc.**  
CERTIFIED PUBLIC ACCOUNTANTS

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MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION

REGULAR AUDIT

For the Year Ended June 30, 2021  
Fiscal Year Audited Under GAGAS: 2021

MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION  
YEAR ENDED JUNE 30, 2021

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MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION  
YEAR ENDED JUNE 30, 2021

BOARD OFFICERS

<u>Name</u>	<u>Representing</u>
Joe Statler, Chairman	Town of Blacksville
Tom Bloom, Vice Chairman	Monongalia County
Mayor Patricia Lewis, Treasurer	Granville
Bill Austin, Secretary	MPO Executive Director
Mayor Bill Kawecki	City of Morgantown
Dave Harshbarger	City of Morgantown
Jennifer Selin	City of Morgantown
Sean Sikora	Monongalia County Commission
Jeff Arnett	Monongalia County Commission
Steve Blinco	Town of Star City
Janice Goodwin	City of Westover
Ron Justice	West Virginia University
Dave Bruffy	Mountain Line Transportation
Brian Carr	West Virginia Department of Transportation
Michael Kelly	Monongalia County Board of Education



# **bhm cpa group, inc.**

CERTIFIED PUBLIC ACCOUNTANTS

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## **Independent Auditor's Report**

Morgantown Monongalia Metropolitan Planning Organization  
243 High Street, Room 110  
Morgantown, West Virginia 26508

To the Members of the Organization:

### ***Report on the Financial Statements***

We have audited the accompanying financial statements of the governmental activities and the major fund of the Morgantown Monongalia Metropolitan Planning Organization (the Organization), as of and for the year ended June 30, 2021 and the related notes to the financial statements, which collectively comprise the Organization's basic financial statements as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

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

### ***Auditor's Responsibility***

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

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

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

***Opinion***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of the Morgantown Monongalia Metropolitan Planning Organization, Monongalia County, West Virginia, as of June 30, 2021, and the respective changes in financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

***Other Matters***

Required Supplementary Information

Accounting principles generally accepted in the United States of America require this presentation to include Management's discussion and analysis and information related to the other postemployment benefits listed in the table of contents to supplement the basic financial statements. Although this information is not part of the basic financial statements, the Governmental Accounting Standards Organization considers it essential for placing the basic financial statements in an appropriate operational, economic, or historical context. The Organization has omitted the management's discussion and analysis. Our opinion on the basic financial statements is not affected by this missing information.

We applied certain limited procedures to the required supplementary information related to other postemployment benefits in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, to the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any other assurance.

Supplementary Information

The introductory section presents additional analysis and is not a required part of the basic financial statements.

We did not subject the introductory section to the auditing procedures applied in our audit of the basic financial statements and, accordingly, we express no opinion or any other assurance on it.

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

In accordance with *Government Auditing Standards*, we have also issued our report dated November 19, 2021, on our consideration of the Organization's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters.

That report describes the scope of our internal control testing over financial reporting and compliance, and the results of that testing, and does not opine on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Organization's internal control over financial reporting and compliance.

*BHM CPA Group*

BHM CPA Group, Inc  
Huntington, West Virginia  
November 19, 2021



**MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION**

**STATEMENT OF NET POSITION  
JUNE 30, 2021**

	<b><u>Governmental Activities</u></b>
<b>Assets</b>	
<b>Current Assets:</b>	
Equity in Pooled Cash and Cash Equivalents	\$ 36,323
<b>Capital Assets:</b>	
Equipment and Furniture	51,806
Accumulated Depreciation	<u>(47,794)</u>
Total Capital Assets Net of Depreciation	<u>4,012</u>
<b>Total Assets</b>	<b><u>\$ 40,335</u></b>
<b>Deferred Outflows</b>	
OPEB Related	<u>\$ 12,337</u>
<b>Total Assets and Deferred Outflows</b>	<b><u>\$ 52,672</u></b>
<b>Liabilities</b>	
<b>Current Liabilities:</b>	
Accounts Payable	\$ 4,785
Payroll Liability	1,604
<b>Non-Current Liabilities:</b>	
OPEB Liability	<u>10,365</u>
Total Liabilities	<u>\$ 16,754</u>
<b>Deferred Inflows</b>	
OPEB Related	<u>\$ 32,367</u>
<b>Net Position</b>	
<b>Net Position:</b>	
Net Investment in Capital Assets	\$ 4,012
Unrestricted	<u>(461)</u>
Total Net Position	<u>\$ 3,551</u>
<b>Total Liabilities, Deferred Inflows and Net Position</b>	<b><u>\$ 52,672</u></b>

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

**MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION**

**STATEMENT OF ACTIVITIES  
FOR THE YEAR ENDED JUNE 30, 2021**

	<b>Program Revenues</b>		<b>Net (Expenses) Revenues Changes in Net Position</b>
	<b>Expenses</b>	<b>Operating Grants and Contributions</b>	<b>Governmental Activities</b>
<b>Governmental Activities</b>			
Transportation Planning	\$ 285,756	\$ 313,786	\$ 28,030
Total Governmental Activities	<u>\$ 285,756</u>	<u>\$ 313,786</u>	<u>28,030</u>
Change in Net Position			28,030
Net Position Beginning of Year,			<u>(24,479)</u>
Net Position End of Year			<u>\$ 3,551</u>

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

**MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION**

**BALANCE SHEET  
GENERAL FUND  
JUNE 30, 2021**

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	<u>General Fund</u>
<b>Assets</b>	
Equity in Pooled Cash and Cash Equivalents	\$ 36,323
Total Assets	<u>\$ 36,323</u>
<b>Liabilities</b>	
Accounts Payable	\$ 4,785
Payroll Liability	1,604
Total Liabilities	<u>\$ 6,389</u>
<b>Fund Balances</b>	
Unassigned	<u>\$ 29,934</u>
Total Liabilities and Fund Balance	<u>\$ 36,323</u>

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

**MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION**

**RECONCILIATION OF THE GOVERNMENTAL FUND BALANCE TO  
NET POSITION OF GOVERNMENTAL ACTIVITIES  
JUNE 30, 2021**

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<b>Total Governmental Fund Balances</b>	\$	29,934
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*Amounts reported for governmental activities in the  
Statement of Net Position are different because:*

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

Depreciable capital assets	51,806	
Accumulated depreciation	<u>(47,794)</u>	
Total capital assets		4,012

Certain long-term liabilities and the deferred inflows and outflows related to OPEB are not required to be reported in the funds but are required to be reported at the government wide level

Deferred Outflows - OPEB	12,337	
Net OPEB Liability	(10,365)	
Deferred Inflows - OPEB	<u>(32,367)</u>	
Total OPEB		<u>(30,395)</u>

<b>Net Position of Governmental Activities</b>	<b>\$</b>	<b><u>3,551</u></b>
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*The notes to the basic financial statements are an integral part of this statement.*

**MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION**

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

**GENERAL FUND  
JUNE 30, 2021**

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	<b>General Fund</b>
	<hr/>
<b>Revenues</b>	
Grants PL Funds	\$ 296,286
MPO (City)	17,500
Other Income	<hr/> 2,268
Total Receipts	<hr/> 316,054
<b>Expenditures</b>	
Salaries and Related Expenditures	237,057
Supplies	49
Equipment and Internet	2,505
Public Notices	1,573
Professional Services	53,413
Administrative Overhead	<hr/> 8,248
Total Disbursements	<hr/> 302,845
Excess (Deficiency) of Revenues Over Expenditures	13,209
<b>Other Financing Sources</b>	
Principal Payments	(23,000)
Interest Payments	<hr/> (861)
Total Other Financing Sources	<hr/> (23,861)
Net Change in Fund Balances	(10,652)
Fund Balances Beginning of Year	<hr/> 40,586
Fund Balances End of Year	<hr/> <hr/> \$ 29,934

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

**MORGANTOWN MONONGALIA  
METROPOLITAN PLANNING ORGANIZATION**

**RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES,  
AND CHANGE IN FUND BALANCE OF GOVERNMENTAL FUND  
TO THE STATEMENT OF ACTIVITIES  
JUNE 30, 2021**

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<b>Net Change in Fund Balance - Governmental Fund</b>	<b>\$ (10,652)</b>
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*Amounts reported for governmental activities in the  
Statement of Activities are different because:*

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

Depreciation expense	(602)
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Except for the amounts reported as deferred inflows/deferred outflows, changes in net OPEB liability are reported as expenditures in the governmental funds	15,423
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The issuance of long-term debt provides current financial resources to governmental funds, but has no effect on net position. In addition, repayment of bond, note and capital lease principal is an expenditure in the governmental funds, but the repayment reduces long-term liabilities in the statement of net position.

Principal Payments	23,000
Interest Payments	861

<b>Change in Net Position of Governmental Activities</b>	<b><u>\$ 28,030</u></b>
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*The notes to the basic financial statements are an integral part of this statement.*

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2021**

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**NOTE 1 - ORGANIZATION**

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

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

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

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

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

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

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

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

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

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2021**

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

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

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

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

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

- 1) General Fund

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

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

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



**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2021**

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

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

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

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

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

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

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

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2021**

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

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

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

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

Pensions - The Organization does not participate in the West Virginia Consolidated Retirement System.

Other Post-Employment Benefit (OPEB) Liability - For purposes of measuring the net OPEB liability and deferred outflows/inflows of the resources related to OPEB expense, information about the fiduciary net position of the Board's West Virginia Retiree Health Benefits Trust Fund (RHBT), and additions to/deductions from the RHBT's fiduciary net position have been determined on the same basis as they are reported by the RHBT. RHBT recognizes benefit payments when due and payable in accordance with the benefit terms. Investments are reported at fair value.

**NOTE 3 – DEPOSITS AND INVESTMENTS**

Concentration of Credit Risk - Cash deposits were maintained in a checking account at United Bank. The deposit balance at June 30, 2021 was \$42,691 and the carrying amount was \$32,323. This amount was covered by the Federal Depository Insurance Corporation.

**NOTE 4 – CAPITAL ASSETS**

Capital asset activity for the fiscal year ended June 30, 2021 was as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets being depreciated:				
Equipment and Furniture	\$ 50,408	\$ 1,398	\$ -	\$ 51,806
Machinery and equipment				
Less: accumulated depreciation	(47,192)	(602)	-	(47,794)
Total capital assets being depreciated, net	\$ 3,216	\$ 796	\$ -	\$ 4,012

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2021**

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**NOTE 4 – CAPITAL ASSETS (Continued)**

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

Transportation Planning	\$ 602
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**NOTE 5 – STEWARDSHIP, COMPLIANCE AND ACCOUNTABILITY**

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

**NOTE 6 – RISK MANAGEMENT**

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

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

**NOTE 7 – CONTINGENCIES**

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

**NOTE 8 – EMPLOYEE 401K PLAN**

**A. Plan Descriptions, Contribution Information and Funding Policies**

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

The employees contributed \$28,759 to the Deferred Compensation Program for the year ended June 30, 2021, and the employer contributed \$22,402.

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2021**

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**NOTE 9 – COMPENSATED ABSENCES**

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

**NOTE 10 - OTHER POST-EMPLOYMENT BENEFITS**

**General Information about the OPEB Plan**

*Plan description.* The Board contributes to the West Virginia Postemployment Benefit Plan (the Plan), a cost-sharing, multiple-employer defined benefit postemployment healthcare plan. The financial activities of the Plan are accounted for in the West Virginia Retiree Health Benefit Trust Fund (RHBT), a fiduciary fund of the State of West Virginia. The Plan is administered by a combination of the West Virginia Public Employees Insurance Agency (PEIA) and the RHBT staff. Plan benefits are established and revised by PEIA and the RHBT management with approval of the Finance Board. The Finance Board is comprised of nine members. Finance Board members are appointed by the Governor, serve a term of four years and are eligible for reappointment. The State Department of Administration cabinet secretary serves as chairman of the Board. Four members represent labor, education, public employees and public retirees. The four remaining members represent the public at large. The Plan had approximately 43,000 policyholders and 63,000 covered lives at June 30, 2021. The RHBT audited financial statements and actuarial reports can be found on the PEIA website at [www.peia.wv.gov](http://www.peia.wv.gov). You can also submit your questions in writing to the West Virginia Public Employees Insurance Agency, 601 57<sup>th</sup> Street, SE, Suite 2, Charleston, WV 25304.

*Benefits provided.* The Plan provides medical and prescription drug insurance and life insurance. The medical and prescription drug insurance is provided through two options: 1) Self-Insured Preferred Provider Benefit Plan (primarily for non-Medicare-eligible retirees and spouses) and 2) External Managed Care Organizations (primarily for Medicare-eligible retirees and spouses).

*Contributions.* Paygo premiums are established by the Finance Board annually. All participating employers are required by statute to contribute this premium to the RHBT at the established rate for every active policyholder per month. The active premiums subsidized the retirees' health care by approximately \$150 million for both fiscal years ending June 30, 2020 and June 30, 2021. Contributions to the OPEB plan from the Organization were \$5,760 for the current fiscal year.

**OPEB Liabilities, OPEB Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB**

At fiscal year-end, the Organization reported the liability shown below for its proportionate share of the net OPEB liability. The net OPEB liability, deferred inflows and deferred outflows of resources and OPEB expense were determined by an actuarial valuation date as of June 30, 2020, rolled forward to June 30, 2021, which is the measurement date. The Organization's proportion of the net OPEB liability was based on a projection of the Organization's long-term share of contributions to the OPEB plan relative to the projected contributions of all participating governments, actuarially determined. NOTE: These amounts differ from the net OPEB liability reported on the Statement of Net Position due to rounding and changes to the allocation schedules: however the differences in these amounts are considered immaterial. At June 30, 2021, the Organization's proportion, and the change from its proportion measured as of June 30, 2020 are shown below.

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2021**

**NOTE 10 - OTHER POST-EMPLOYMENT BENEFITS (Continued)**

	<u>OPEB</u>
Amount for proportionate share of net OPEB liability	\$10,365
Percentage for proportionate share of net OPEB liability	0.002346755%
Increase/(decrease)% from prior proportion measured	0.000215008%

For the year ended June 30, 2021, the Organization recognized the following OPEB expenses:

	<u>OPEB</u>
OPEB Expense	<u>\$7,585</u>

The Organization reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences between expected and actual experience	\$ -	\$ 6,721
Differences between expected and actual earnings on plan investments	1,138	351
Changes in Assumptions	-	23,396
Changes in proportion and differences between government contributions and proportionate share of contributions	5,439	1,328
Reallocation of opt-out employer change in proportionate share	-	571
Contributions subsequent to the measurement date	5,760	-
	<u>\$12,337</u>	<u>\$32,367</u>

The amount reported as deferred outflows of resources related to pensions resulting from contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2022. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

<u>Year Ended June 30</u>	
2022	\$(695)
2023	(695)
2024	(695)
2025	(695)

**Actuarial Assumptions**

The net OPEB liability was determined by an actuarial valuation as of June 30, 2020, rolled forward to June 30, 2021, using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2021**

**NOTE 10 - OTHER POST-EMPLOYMENT BENEFITS (Continued)**

<i>Inflation</i>	2.25%
<i>Salary increases</i>	Dependent upon pension system. Ranging from 2.75% to 5.18% including inflation
<i>Investment rate of return</i>	6.65%, net of OPEB plan investment expense, including inflation
<i>Discount rate</i>	6.65%
<i>Healthcare cost trend rates</i>	Trend rate for pre-Medicare per capita costs of 7.0% for plan year end 2022, 6.50% for plan year end 2023, decreasing by 0.25% each year thereafter, until ultimate trend rate of 4.25% is reached in plan year end 2032. Trend rate for Medicare per capita costs of 31.11% for plan year end 2022, 9.15% for plan year end 2023, 8.40% for plan year end 2024, decreasing gradually each year thereafter, until ultimate trend rate of 4.25% is reached in plan year end 2036.
<i>Mortality rates</i>	Rates were based on the RP-2000 Healthy Annuitant Mortality Table projected with Scale AA on a fully generational basis. Pre-Retirement: RP-2000 Non-Annuitant Mortality Table projected with Scale AA on a fully generational basis.

The actuarial assumptions used in the June 30, 2020 valuation were based on the results of an actuarial experience study for the period July 1, 2015 through June 30, 2020.

**Investment Asset Allocation**

The long-term rates of return on OPEB plan investments are determined using a building-block method in which estimates of expected future real rates of returns (expected returns, net of OPEB plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentages and by adding expected inflation. The strategic asset allocation consists of 55% equity, 15% fixed income, 10% private equity, 10% hedge fund and 10% real estate invested. Short-term assets used to pay current year benefits and expenses are invested with the WVBTI. Best estimates of long-term geometric rates are summarized in the following table:

Asset Class	Long-term Expected Real Rate of Return
Global Equity	6.8%
Core Plus Fixed Income	4.1%
Core Real Estate	6.1%
Hedge Fund	4.4%
Private Equity	8.8%

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2021**

**NOTE 10 - OTHER POST-EMPLOYMENT BENEFITS (Continued)**

**Discount Rate**

The discount rate used to measure the OPEB liability was 6.65 percent. The projection of cash flows used to determine the discount rate assumed that contributions would be made at rates equal to the actuarially determined contribution rates, in accordance with prefunding and investment policies. The OPEB plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability. Discount rates are subject to change between measurement dates.

**Sensitivity of the Organization's proportionate share of the net OPEB liability to changes in the discount rate.**

The following chart presents the Organization's proportionate share of the net OPEB liability, as well as what the proportionate share of the net OPEB liability would be if it were calculated using a discount rate that is 1 – percentage point lower or 1 – percentage point higher than the current rate:

	1% Decrease 5.65%	Discount Rate 6.65%	1% Increase 7.65%
Net OPEB liability	<u>\$14,782</u>	<u>\$10,365</u>	<u>\$6,668</u>

**Sensitivity of the Organization's proportionate share of the Net OPEB liability to changes in the healthcare cost trend rates.**

The following chart presents the Organization's proportionate share of the net OPEB liability, as well as what the proportionate share of the net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1 – percentage point lower or 1 – percentage point higher than the current healthcare cost trend rates described in the actuarial assumptions:

	1% Decrease	Healthcare Cost Trend Rate	1% Increase
Net OPEB liability	<u>\$6,237</u>	<u>\$10,365</u>	<u>\$15,352</u>

**OPEB plan fiduciary net position**

Detailed information about the OPEB plan's fiduciary net position is available in the separately issued financial report available at the West Virginia Public Employee Insurance Agency's website at [peia.wv.gov](http://peia.wv.gov). That information can also be obtained by writing to the West Virginia Public Employee Insurance Agency, 601 57<sup>th</sup>. Street, Suite 2, Charleston, WV 25304.

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**For the Fiscal Year Ended June 30, 2021**

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**NOTE 11 – SUBSEQUENT EVENTS**

The Organization has considered all subsequent events through November 19, 2021, the date the financial statements were made available.



**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**

*Required Supplementary Information*

*Schedule of Organization's Proportionate Share of the Net OPEB Liability*

*West Virginia Retiree Health Benefit Trust Fund*

*Last Four Years \**

	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Total plan OPEB liability	\$ 1,666,333,746	\$ 2,750,793,325	\$ 3,108,550,896	\$ 3,282,900,408
Plan net position	<u>1,224,642,000</u>	<u>1,091,661,000</u>	<u>963,115,000</u>	<u>823,911,315</u>
Net OPEB liability	\$ 441,691,746	\$ 1,659,132,325	\$ 2,145,435,896	\$ 2,458,989,093
Organization's proportion of the net OPEB liability	0.00234676%	0.00213175%	0.00207879%	0.00193380%
Organization's proportionate share of the net OPEB liability	\$ 10,365	\$ 35,369	\$ 44,599	\$ 47,552
Organization's covered-employee payroll	\$ 40,190	\$ 41,041	\$ 43,920	\$ 41,135
Organization's proportionate share of the net OPEB liability as a percentage of its covered-employee payroll	25.80%	86.20%	101.50%	115.60%
Plan fiduciary net position as a percentage of the total OPEB liability	73.5%	39.7%	31.0%	25.1%

\* - Information for years prior to 2018 was not available.

**MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION**

*Required Supplementary Information*

*Schedule of Organization Contributions*

*West Virginia Retiree Health Benefit Trust Fund*

*Last Four Years \**

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	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Contractually required contribution	\$ 5,760	\$ 4,104	\$ 4,392	\$ 4,248
Contributions in relation to the contractually required contribution	<u>(5,760)</u>	<u>(4,104)</u>	<u>(4,392)</u>	<u>(4,248)</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Organization's covered-employee payroll	\$ 40,190	\$ 41,040	\$ 43,920	\$ 41,135
Contributions as a percentage of covered-employee payroll	14.30%	10.00%	10.00%	10.30%

\* - Information for years prior to 2018 was not available.



**Independent Auditor's Report on Internal Control Over Financial Reporting and on  
Compliance and Other Matters Required by *Government Auditing Standards***

Morgantown Monongalia Metropolitan Planning Organization  
243 High Street, Room 110  
Morgantown, West Virginia 26508

To the Members of the Organization:

We have audited, in accordance with auditing standards generally accepted in the United States and the Comptroller General of the United States' *Government Auditing Standards*, the financial statements of the governmental activities and the major fund of the Morgantown Monongalia Metropolitan Planning Organization (the Organization) as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Organization's basic financial statements and have issued our report thereon dated November 19, 2021.

***Internal Control Over Financial Reporting***

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

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

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

***Compliance and Other Matters***

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

***Purpose of this Report***

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

A handwritten signature in black ink that reads "BHM CPA Group". The letters are cursive and slightly slanted to the right.

BHM CPA Group, Inc  
Huntington, West Virginia  
November 19, 2021



**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION**

**Division of Highways**

1900 Kanawha Boulevard East • Building Five • Room 110  
Charleston, West Virginia 25305-0430 • (304) 558-3505

**D. Alan Reed, P.E.**  
State Highway Engineer

**Jimmy Wriston, P. E.**  
Secretary of Transportation  
Commissioner of Highways

**December 6, 2021**

**Mr. Tom Bloom**  
Chairman  
Morgantown Monongalia Metropolitan  
Planning Organization  
243 High Street  
Morgantown, West Virginia 26505

**Dear Mr. Bloom:**

Thank you for your letter dated November 22, 2021, concerning the Van Voorhis Widening Project, Monongalia County.

I extend thanks to Mr. William Austin of the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) for arranging the meeting between the MMMPO, the three property owners on the west side of the road and representatives of the West Virginia Division of Highways (DOH). Subsequent to that meeting, our engineering consultant, District Four right of way personnel and Engineering Division personnel further investigated older highway plans and previously completed highway projects. In addition, our engineering consultant surveyed the bank building and looked for older and existing right of way markers placed by the DOH under previous projects.

Based on this further investigation and reviewing all these maps and drawings and in turn combining them with the actual survey, the corner of the Truist Bank building (formerly BB&T) is not encroaching on state right of way. The existing DOH right of way on the east side (bank side) is occupied by utilities, such as power, telephone, cable, communications, and fiber. Any widening to the east side would result in the relocation of these utilities which will result in major cost and delay to the project. These utilities would likely have to go relocate to private easements as there will be no public right of way available for their occupation.

Furthermore, there is a piling wall the DOH constructed in the 1990's within the right of way on the east side. Any modifications to this wall or the bank building will be additional cost to the project.

Based on this information, the widening as proposed on the west side is the prudent and feasible option under all given circumstances and challenges. Final right of way and construction plans will be available soon.

**Mr. Tom Bloom**  
**December 6, 2021**  
**Page Two**

We recognize the importance of this project to the MMMPO which was strongly recommended for development and upgrade to enhance safety, reduce congestion, and improve mobility for all motorists using this roadway and surrounding infrastructure. Highly developed Urban areas always present unique challenges, but the current design and intersection layout meet all applicable standards.

Attached for your information are colored exhibits showing the existing and proposed DOH right of way and the proposed easements based on our additional surveys, investigations, and findings.

Again, thank you for writing and sharing your concerns. Should you have any questions or require additional information, please contact Mr. Dirar Ahmad, of our Engineering Division, at (304) 414-6400, or by e-mail at [dirar.m.ahmad@wv.gov](mailto:dirar.m.ahmad@wv.gov).

Sincerely,



**Jimmy Wriston, P. E.**  
**Secretary of Transportation**  
**Commissioner of Highways**

**JW:Sb**

**Attachments**



**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION**

**Division of Highways**

1900 Kanawha Boulevard East • Building Five • Room 110  
Charleston, West Virginia 25305-0430 • (304) 558-3505

**D. Alan Reed, P.E.**  
State Highway Engineer

**Jimmy Wriston, P. E.**  
Secretary of Transportation  
Commissioner of Highways

**December 3, 2021**

**Mr. Tom Bloom**  
Chairman  
Morgantown Monongalia Metropolitan  
Planning Organization  
243 High Street  
Morgantown, West Virginia 26505

**Dear Mr. Bloom:**

Thank you for your letter, dated November 23, 2021, concerning the removal of the "Northern Outer Loop Project" from the Morgantown Monongalia Metropolitan Planning Organization's (MMMPO) recently adopted Transportation Improvement Program (TIP), for Fiscal Year 2022-2026.

Please have Mr. Bill Austin, MMMPO Executive Director / Secretary, contact Ms. Shawna Goodwin, Executive Assistant to WVDOH State Highway Engineer, D. Alan Reed, at (304) 558-2804, to set up a meeting with Mr. Reed to further discuss this issue.

Again, thank you for writing and sharing your concerns. Should you have any questions or require additional information, please contact the State Highway Engineer's Office at (304) 558-2804.

Sincerely,

A handwritten signature in cursive script that reads "Jimmy Wriston, P.E.".

**Jimmy Wriston, P. E.**  
Secretary of Transportation  
Commissioner of Highways

**JW:Fa**