



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

Agenda

Transportation Technical Advisory Committee
243 High Street Room 026 and by WEBEX
Morgantown WV
August 9, 2022

1:00 PM

1. Call To Order
2. Approval of Minutes
3. TIP Amendments
4. Public Involvement Policy
5. Request for Proposals for On Call Engineering and Planning Services
6. Proposed Safe Streets for All Grant
7. Review of proposed traffic count locations
8. Request for proposals for bicycle and pedestrian counts
9. Other Business
10. Meeting Adjournment



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Memorandum

Date: August 2, 2022
To: TTAC Members
From: Bill Austin, AICP
Subject: August 2, 2022 TTAC Meeting Agenda Items

This memorandum is to inform you of the items under consideration in the August 9, 2022 Agenda.

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

FY 2022

Remove

I-79 BRIDGE REHABILITATIONS, REHAB BRS - DESIGN/BUILD, Project Federal ID: NHPP0793308D.
Funding source: NHPP

I-79 BRIDGE REHABILITATIONS, REHAB 4 BRS - DESIGN/BUILD, Project Federal ID: NHPP0793313D.
Funding source: HWI-BR

I-79 BRIDGE REHABILITATIONS, REHAB 4 BRS - DESIGN/BUILD, Project Federal ID: NHPP0793312DTC.
Funding source: NHPP

I-79 BRIDGE REPLACEMENTS (BUILD GRANT), REHAB 4 BRS - DESIGN/BUILD, Project Federal ID:
NHPP0793313D. Funding source: EARMARK- GRANT

I-79 BRIDGE REHABILITATIONS, REHAB BRS - DESIGN/BUILD, Project Federal ID: NHPP0793309D.
Funding source: HWI-BR

Add

I-79 BRIDGE REHABILITATIONS, REHAB BRS - DESIGN/BUILD, Project Federal ID: HWI0793309D. NHPP-
BR. Construction. Federal Dollar Cost: \$31,805,012, Total Dollar Cost: \$35,338,903

I-79 BRIDGE REPLACEMENTS, REPLACE 4 BR -DESIGN/BUILD, Project Federal ID: HWI0793313D. NHPP-
BR. Construction. Federal Dollar Cost: \$4,662,111, Total Dollar Cost: \$5,180,123

I-79 BRIDGE REHABILITATIONS, REHAB BRS - DESIGN/BUILD, Project Federal ID: HWI0793309D. HWI-BR. Construction. Federal Dollar Cost: \$15,156,030, Total Dollar Cost: \$16,840,033

I-79 BRIDGE REPLACEMENTS, REPLACE 4 BR - DESIGN/BUILD, Project Federal ID: HWI0793313D. HWI-BR. Construction. Federal Dollar Cost: \$31,332,917, Total Dollar Cost: \$34,814,352

I-79 BRIDGE REPLACEMENTS, REPLACE 4 BR - DESIGN/BUILD, Project Federal ID: NHPP0793312DTC. NHPP. Right of Way. Federal Dollar Cost: \$48,000, Total Dollar Cost: \$48,000

I-79 BRIDGE REHABILITATIONS (BUILD GRANT), REHAB BRS - DESIGN/BUILD, Project Federal ID: HWI0793309D. EARMARK GRANT. Construction. Federal Dollar Cost: \$20,000,000, Total Dollar Cost: \$20,000,000

It is respectfully requested that the TTAC recommend the approval of the WVDOH's TIP Amendments to the MPO Policy Board.

Mountain Line has requested that the MMMPO amend the TIP to include the table below.

Category	Source	2023		2024		2025	
		<i>Federal</i>	<i>Local</i>	<i>Federal</i>	<i>Local</i>	<i>Federal</i>	<i>Local</i>
Operation Assistance							
Operating Assistance (1)	5307 ARP	\$3,350,000	N/A				
Operating Assistance	5307 -	\$3,401,120	\$3,401,120	\$3,401,120	\$3,401,120	\$3,401,120	\$3,401,120
Operating Assistance	CMAQ 5307	\$5,000	N/A	\$5,000	N/A	\$5,000	N/A
Capitol Assistance							
5307 Preventative Maintenance (2)	5307	\$200,000	\$50,000	\$200,000	\$50,000	\$200,000	\$50,000
Revenue Rolling Stock Replacement (3)	5307	\$2,223,225	\$555,806				
Revenue Rolling Stock Replacement	5339	\$2,192,835	\$548,209	\$153,537	\$38,384	\$650,000	\$162,500
Federal 5311(f) Intercity (4)	5311 ARPA	\$200,000	N/A				
Federal 5311(f) Intercity	5311	\$369,249	\$369,249	\$370,000	\$370,000	\$370,000	\$370,000
Operating Assistance (5)	5310 - CRRSA	\$78,000	N/A				
Operating Assistance	5310			\$80,000	\$80,000	\$80,000	\$80,000

This table reflects Mountain Line’s actual budget for upcoming fiscal year which begins October 1 as well as changes to the format of the TIP agreed to by WVDOT and the Federal Transit Administration. It is respectfully requested that the TTAC recommend approval of Mountain Line’s TIP Amendments to the MPO Policy Board.

In addition to the proposed TIP Amendments WVDOH has requested the following TIP Adjustments. These Adjustments do not require approval by the Policy Board.

TIP Administrative Adjustment

The WV Division of Highways has requested the following Transportation Improvement Program (TIP) Administrative Adjustment:

Add

US 119 MORGANTOWN LIGHTING, UPDATE LIGHTING. Construction phase. Project Federal ID: NHPP0119493D. Federal Dollar Cost: \$1,600,000, Total Dollar Cost: \$2,000,000.

FFY Changes

I-79 SB Welcome Center project, moving from FFY 2024 to 2025

Holland Ave + 1 project, moving from FFY 2023 to 2024

River Road Slides, moving from FFY 2023 to 2024

Laurel Point Bridge (GO BOND 2/3), moving from FFY 2022 to 2023

Exit 146 SB Exit Ramp, moving from FFY 2022 to 2023

Exit 152 NB & SB Ramp, moving from FFY 2022 to 2023

FFY and Project Cost Changes

Everettville Bridge, moving from FFY 2022 to 2023, increasing federal funding from \$500,000 to \$1, 100,000

Morris Builders Bridge + 1, moving from FFY 2022 to 2023, increasing federal funding from \$1,125,000 to \$2, 800,000

Project Removal Due to Funding Obligation

The funding for the following projects has been obligated. Those projects will be removed from the MPO’s TIP Highway Table.

- Foundry St Linkage Trail: Construct Trail
- Holland Ave + 1: Design/Build ADA Ramps
- Caperton Trail Lighting: Install Lighting
- Cheat Lake – Coopers Rock: Resurfacing
- Pleasant St Streetscape: Sidewalk Construction
- FY 23 MMMPO: Highway Planning & Research
- FY 23 Greenbag Road Right of Way \$3,000,000

In addition to the TIP Adjustments noted above MPO Staff has reviewed the projects in the current TIP to designate which goals in the newly adopted Metropolitan Transportation apply to the projects. Please see the memorandum included with the Agenda packet for the Adjustment to the TIP for this purpose. Unless there is an objection MPO Staff will make this adjustment.

-Draft Public Involvement Policy-Please find enclosed with the Agenda a copy of the draft Public Involvement Policy as modified from comments received at the last TTAC and CAC meetings. Changes to the document include a more robust description of the MPO's partnership for public involvement for amendments and adoption of the Transportation Improvement Program with Mountain Line. Identifies that the MPO will work with the City of Morgantown's and other Neighborhood Associations as potential means for involving the public in the Transportation Planning Process. MMMPO Staff released the draft policy to the public in June. No comments were received on the proposed policy. It is respectfully requested that the TTAC recommend approval of the draft policy to the Policy Board.

-Requests for Qualifications for On Call Engineering/Planning Services-With the passage of the Infrastructure Bill, it has become apparent that the MPO will need to have planning and engineering resources available to address the quick implementation of projects as we move forward. The IIA provides for MPO's to receive direct allocations of federal funds for projects. These funds may be used for engineering and design in addition to the Federal funds available to the MPO for planning purposes. Several MPO's around the state have developed an On Call Engineering contract with engineering firms to address these needs potentially including the conduct of the MPO's Annual Traffic Count Program. WVDOH also has contracts with engineering firms to perform these services as needed. The enclosed draft On Call services RFQ provides for the MPO to enter into a contract with up to 3 firms to perform on-call services. The proposed contract would not obligate the MPO to spend any funds with a firm but it would provide the MPO with a set fee structure for engaging engineering firms for specific tasks. Please review the attached RFQ so you may advise the MPO on how to proceed with this process.

-Proposed Safe Streets for All Grant-MPO staff has been working with Policy Board Members to develop a list of projects for an application for a Safe Streets for all Grant-The purpose of the grant program is to address safety concerns throughout the community with a systemic or region wide approach. To date the Policy Board members have indicated that they would support the MPO applying for the grant to include the Willey Street project included in the recently adopted MTP, two projects in Star City, and several projects in Granville. Mountain Line has also expressed an interest in participating in the grant application. The proposed grant also includes a public safety and active transportation educational component to assist in reaching the entire community. MPO Staff anticipates having more information on the proposed grant at the TTAC Meeting.

-Proposed Traffic Count Locations-The current Unified Planning Work Program budgets for the MPO revives the dormant traffic count program. MPO staff has reviewed the count locations previously used for the count program and reduced the number of counts from approximately 60 counts to 47 counts. This was done to reduce the cost of the count program and to focus the counts on the core of the urban area as well as to acknowledge the locations currently counted by WVDOH every three years.. Please find enclosed with the agenda packet a memorandum from MPO Staff showing both the State's 3 year count locations as well as the MPO's proposed count locations. We would appreciate the TTAC's review of the proposed locations. We anticipate that the MPO will seek to have these counts performed in the spring of 2023 due to the need to identify a firm to perform the counts.

-Request for Proposals for Bicycle and Pedestrian Data Collection-MPO staff working with an ad-hoc committee to assess the options available for remote sensing data collection of non-motorized transportation. The ad-hoc committee has consisted of representatives from both the TTAC and the Citizens Advisory Committee. The results of this discussion was the development of an RFP for a demonstration project to allow the MPO to evaluate different technology. The RFP was released by MPO staff after the last TTAC meeting. The MPO received no responses from potential respondents. MPO staff will follow up with firms to discuss why they chose not to respond and then call the ad-hoc committee together to revisit the RFP.