

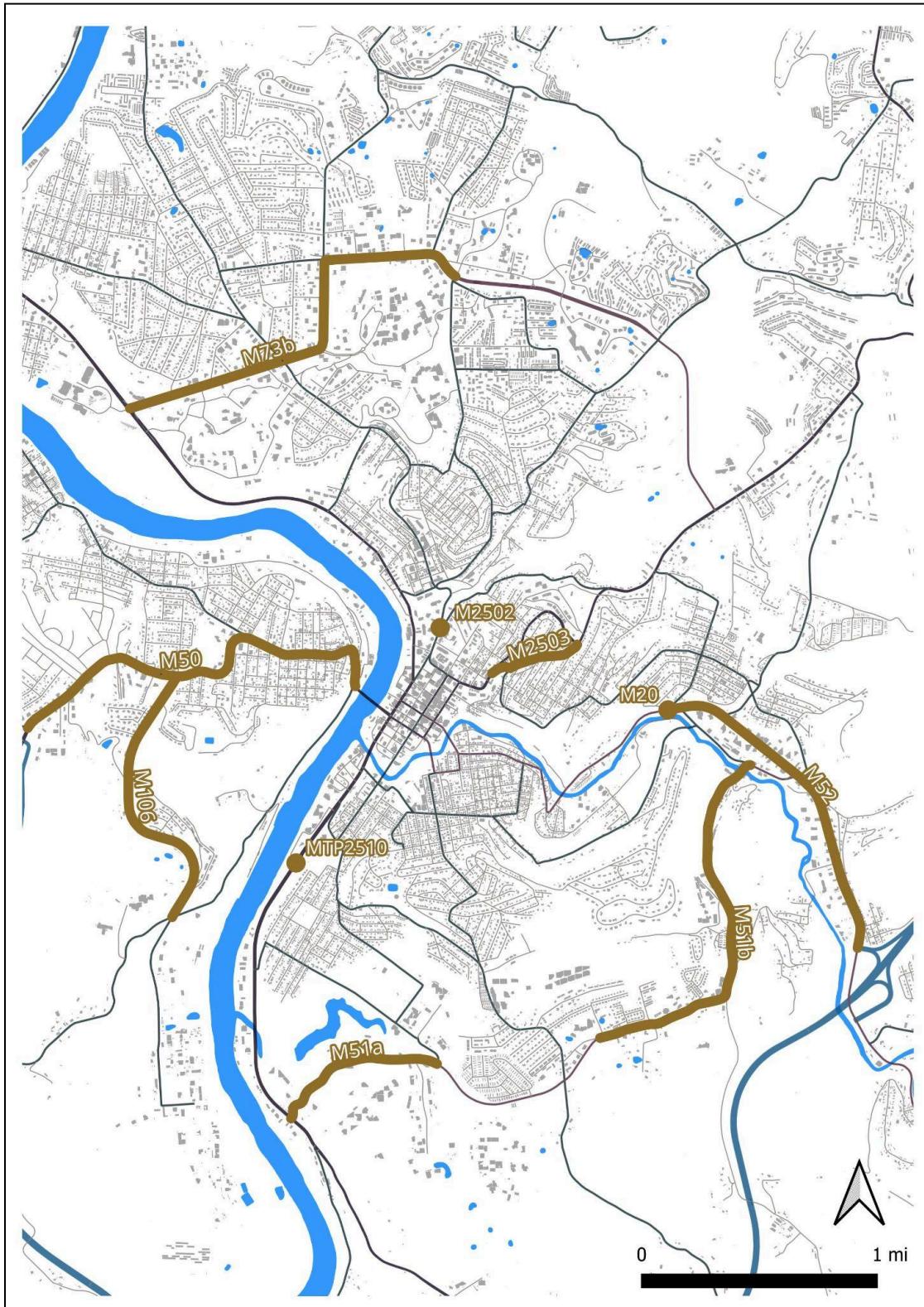
### *Tier 1 Projects*

Tier 1 projects represent the highest priority transportation improvements for the MMMPO area and can be funded with the revenues projected to be available between 2027 and 2031 (5 years). The map of Tier 1 projects is on the following page. Signal Timing Optimization in Morgantown Downtown Area (M2501) is not shown on the map.

Project ID	Project Name	Est. Cost*
M2501	Signal Timing Optimization in Morgantown Downtown Area	\$3,180,000
M2503	Snider Street Realignment	\$15,900,000
M2502	Grumbein's Island Closure	\$9,540,000
M73b	WV-705 Corridor Improvements	\$15,347,000
M50	Fairmont Rd/Holland Ave Improvements	\$13,270,000
M51a	Greenbag Rd Improvements - Segment 3	\$5,649,000
M51b	Greenbag Rd Improvements - Segment 2	\$12,447,000
MTP2510	Design Study - White Park/Caperton Multimodal Trail Connection	\$300,000
M106	Dupont Road Improvements	\$8,774,000
M20	WV7-Deckers Creek-Mineral Pedestrian Improvements	\$402,000
M52	Earl Core Road (WV 7) - Northern Section Improvements	\$10,858,000

\*Estimated cost is adjusted by the Year of Expenditure factor and rounded to the nearest thousand.

## Tier 1 Project Map



## *Tier 2 Projects*

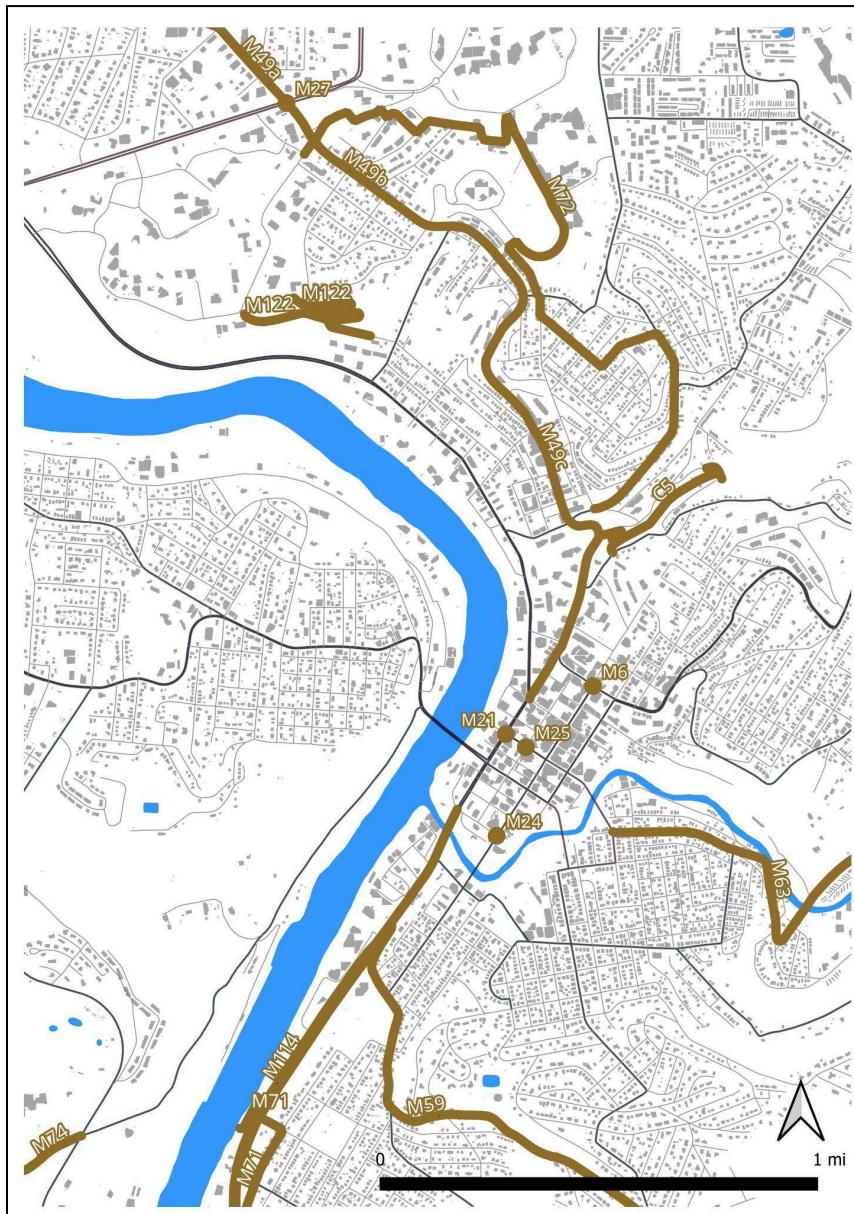
Tier 2 projects represent medium-priority transportation improvements for the MMMPO area that can reasonably be funded between 2031 and 2041 (10years). The map of Tier 2 projects is on the following page.

Project ID	Project Name	Est. Cost*
M25	Chestnut-Walnut Pedestrian Improvements	\$142,000
M12	Van Voorhis-West Run Intersection Improvements	\$641,000
M49c	University Ave Complete Street Improvements - Segment 3	\$23,704,000
M45	Van Voorhis Road Improvement - Segment 2	\$8,762,000
M59	Dorsey Ave Sidewalk Improvements	\$6,203,000
M69	Cheat Rd Improvements	\$9,305,000
M49a	University Ave Complete Street Improvements - Segment 1	\$23,544,000
M49b	University Ave Complete Street Improvements - Segment 2	\$8,580,000
M63	Brockway Rodgers/Powell Ave (WV 7) Improvements	\$9,305,000
M21	University-Walnut Pedestrian Improvements	\$587,000
M10	WV705-Stewartstown Intersection Improvements	\$1,712,000
M114	Don Knotts Blvd (US 19) Improvements	\$8,253,000
M68	Riddle Ave/Pineview Dr Improvements	\$4,080,000
M122	Trail Connection-Campus Connection	\$3,400,000
M27	Patteson Dr-University Ave-Van Voorhis Rd Pedestrian Improvements	\$399,000
M11	WV 705-Burroughs-Van Voorhis Intersection Improvements	\$2,649,000
M72	North Side Connector Bus Rapid Transit	\$1,552,000
M71	White Park/Caperton Trail Multimodal Connection - Bridge	\$2,978,000
M24	High-Foundry Pedestrian Improvements	\$396,000
M74	River Road Improvements	\$2,896,000
M116	Trail Connection-Woodland Trail to Dorsey's Knob	\$1,399,000
M19	WV100-Fort Martin	\$1,463,000
M18	Tyrone-Tyrone Avery Intersection Improvements	\$535,000
M48	Stewartstown Rd Improvements	\$18,611,000
C5	Protzman/Falling Run Pedestrian and Bicycle Connector	\$2,393,000
M125	WV-705 Multiuse Path	\$3,614,000

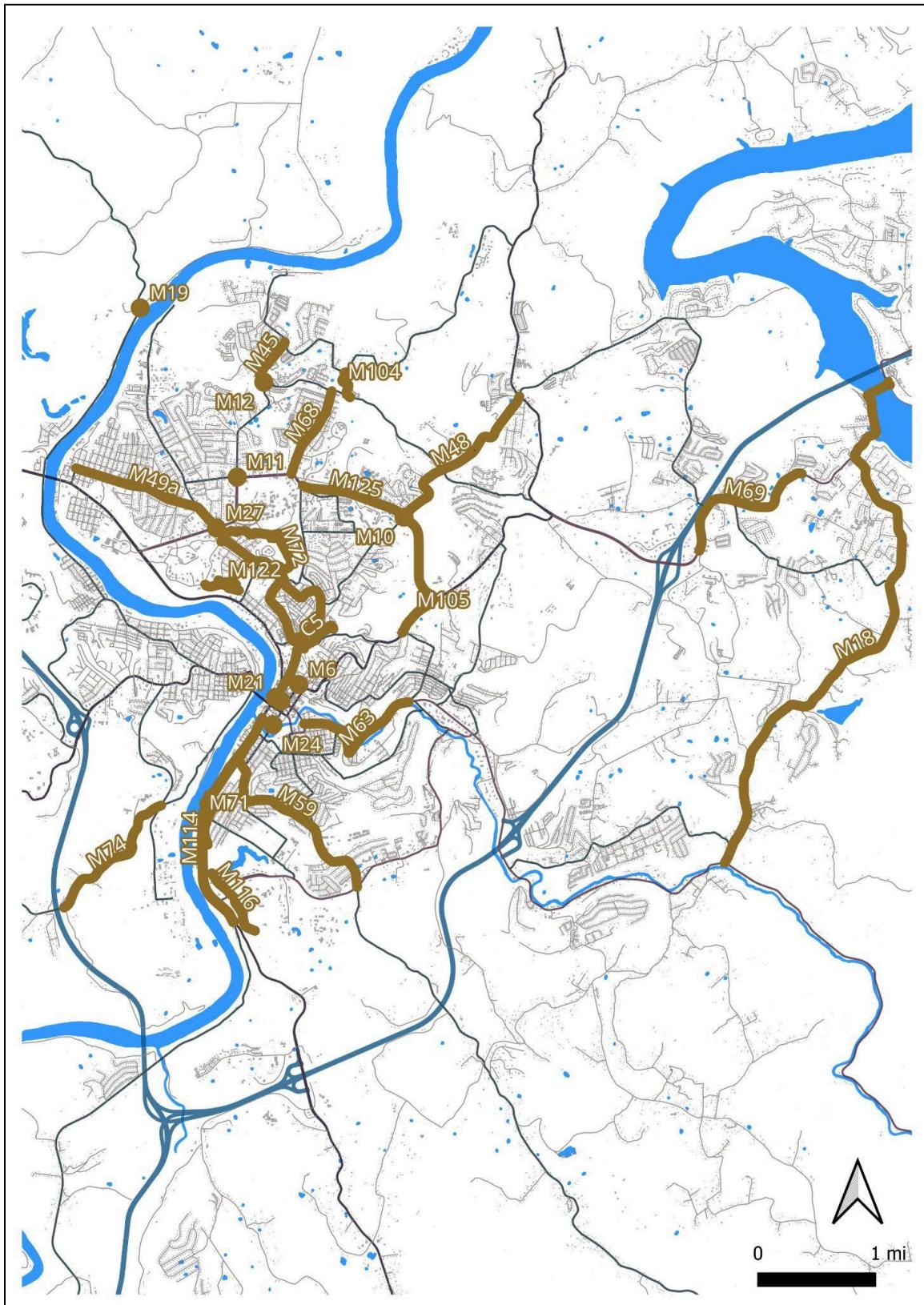
Project ID	Project Name	Est. Cost*
M105	Mileground Rd Widening	\$4,633,000
M6	High-Willey Intersection Improvements	\$357,000
M104	St Clair Hill Rd Improvements	\$4,357,000

\*Estimated cost is adjusted by the Year of Expenditure factor and rounded to the nearest thousand.

#### Tier 2 Project Map (Downtown Area)



#### Tier 2 Project Map (Regionwide)



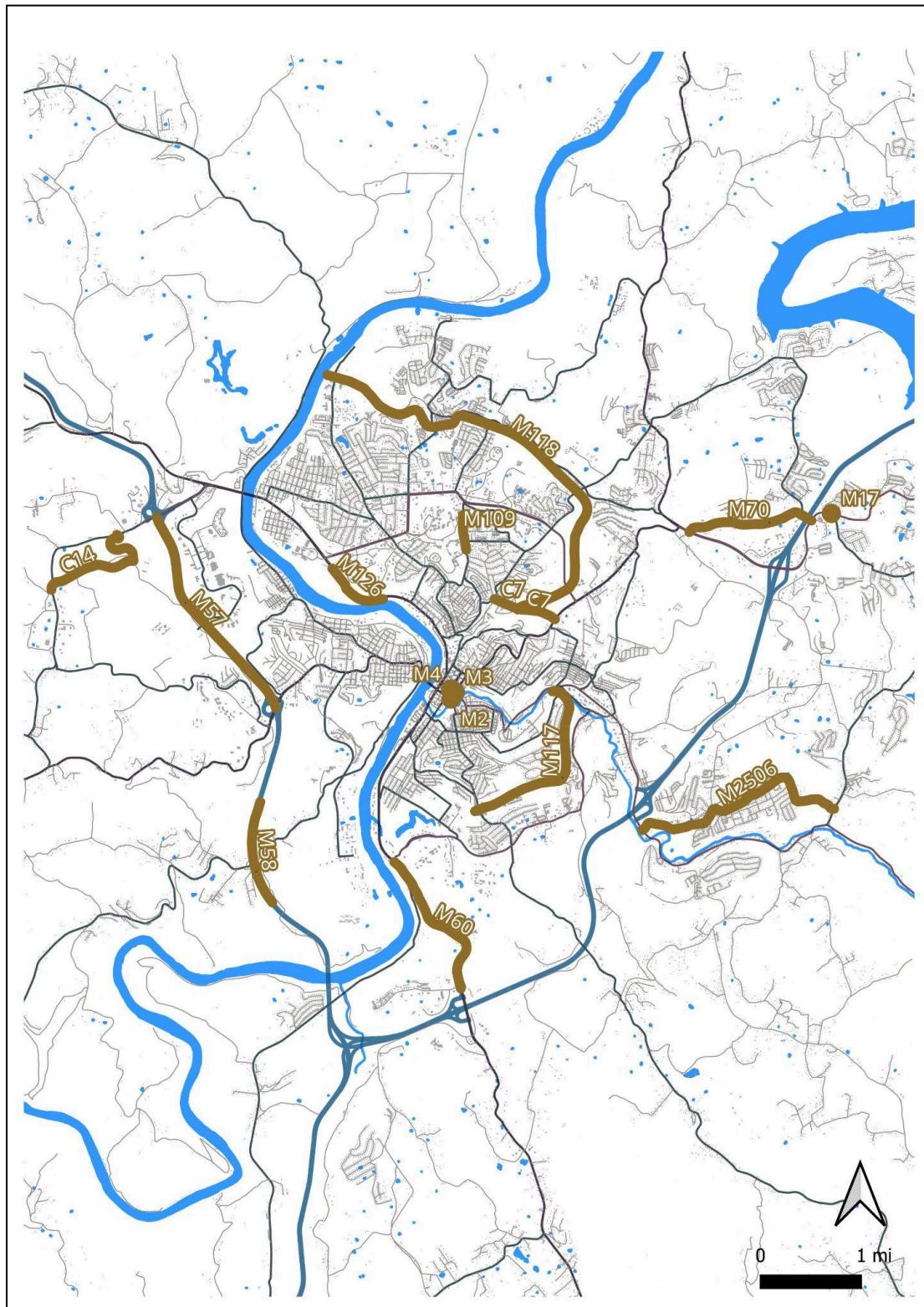
### *Tier 3 Projects*

Tier 3 projects represent medium-priority transportation improvements for the MMMPO area and can be funded with the revenues projected to be available between 2042 and 2055 (14 years). The map of tier 4 projects is on the following page. The map of Tier 3 projects is on the following page. The Morgantown Downtown Area Intersection and Corridor Improvements project (M2504) is shown on a separate map immediately following.

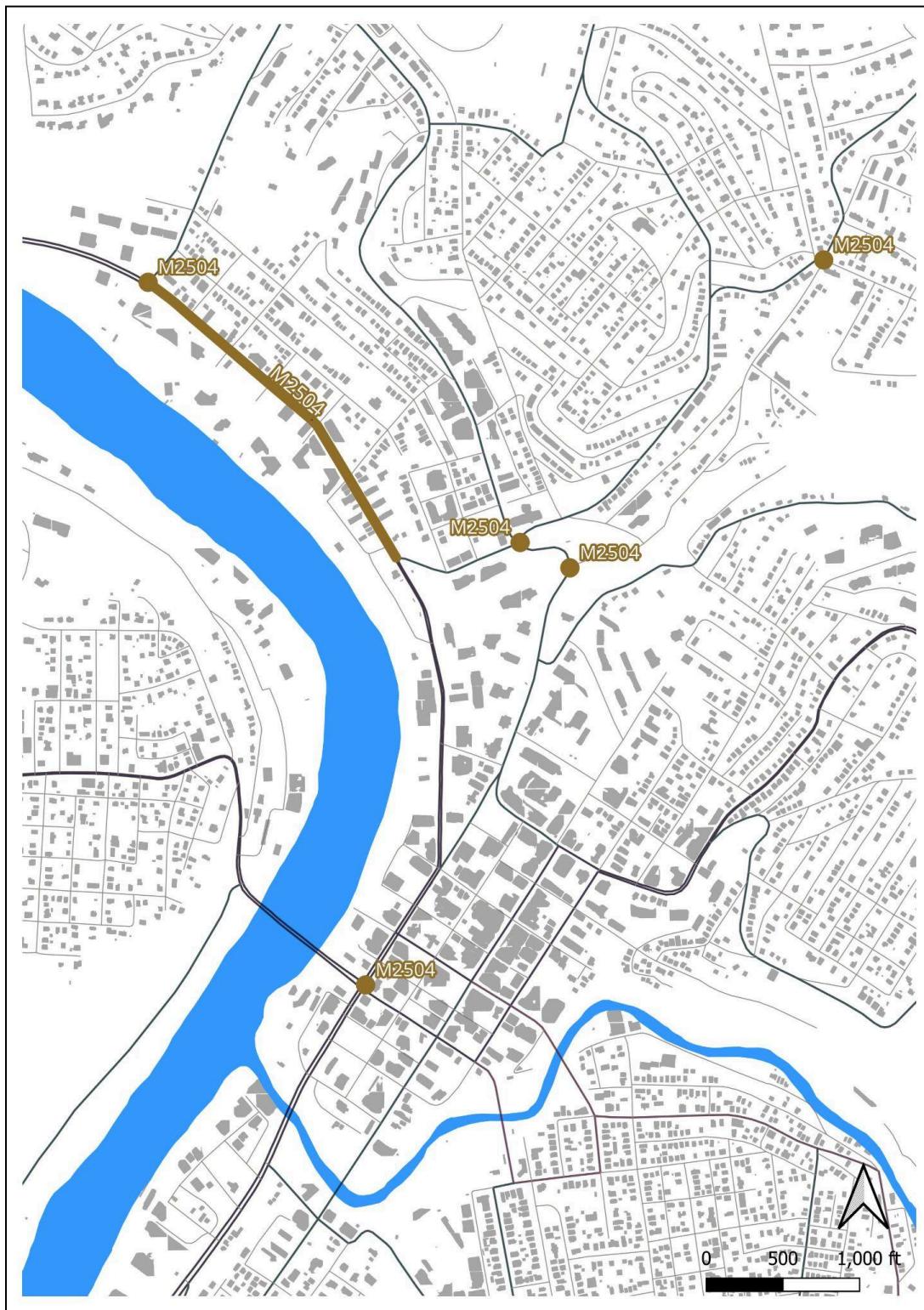
<b>Project ID</b>	<b>Project Name</b>	<b>Est. Cost*</b>
M2504	Morgantown Downtown Area Intersection and Corridor Improvements	\$31,860,000
M2506	Brookhaven Rd Improvements	\$5,310,000
M60	Grafton Rd (US 119) Improvements	\$10,086,000
M57	I-79 Granville Section Improvements - widen to 6 lanes	\$30,276,000
M70	Old Cheat Rd/Cheat Rd Bike Lanes	\$14,125,000
M58	I-79 Westover Section Improvements - widen to 6 lanes	\$8,072,000
C14	New Roadway Connection- Multimodal Access to Mylan Park	\$44,003,000
M118	Trail Connection-Northern Greenbelt Trail	\$13,242,000
M117	Trail Connection-Southern Greenbelt Trail	\$5,307,000
M126	Trail Connection-Caperton Trail to Evansdale Rd	\$4,065,000
M108	Dents Run Blvd Improvements	\$18,835,000
M17	Cheat-Tyrone Avery Intersection Improvements	\$1,527,000
M4	High-Walnut Intersection Improvements	\$465,000
M3	Spruce-Walnut Intersection Improvements	\$465,000
M2	Spruce-Pleasant Intersection Improvements	\$509,000
C7	New Roadway Connection-Stewart to N. Willey	\$29,262,000
M109	Willowdale Rd Widening	\$9,054,000

\*Estimated cost is adjusted by the Year of Expenditure factor and rounded to the nearest thousand.

### Tier 3 Project Map



### Corridor Improvements project (M2504) Project Map



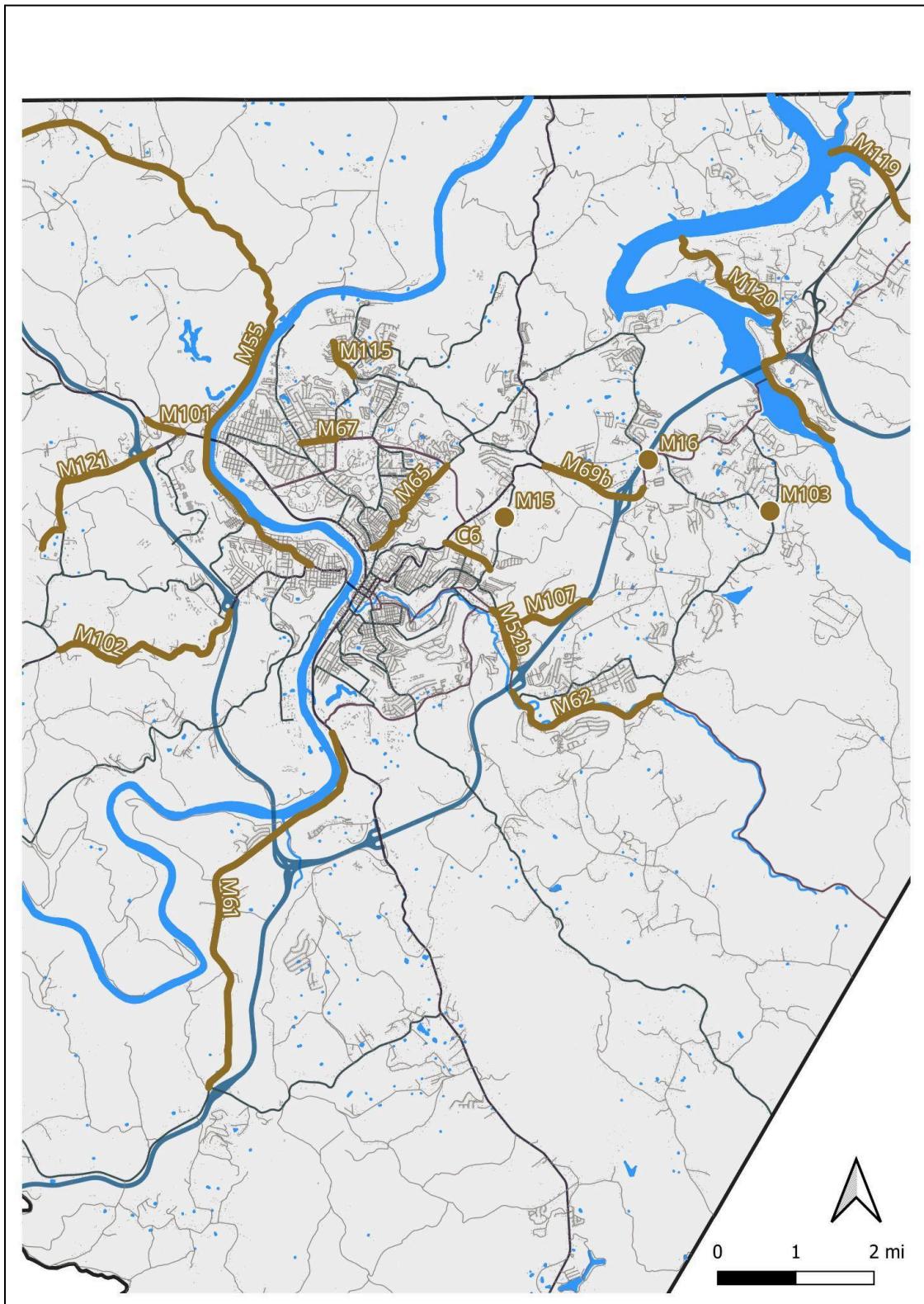
### *Tier 4 Projects*

These projects represent low-priority transportation improvements that, while being in the community's interest, are not included as financially constrained projects in the MTP due to limited funding. The map of tier 4 projects is on the following page.

<b>Project ID</b>	<b>Project Name</b>	<b>Est. Cost*</b>
M121	<b>Chaplin Rd Improvements</b>	\$14,683,000
M16	<b>Cheat-Old Cheat Intersection Improvements</b>	\$350,000
M15	<b>Hartman Run-Airport Access Intersection Improvements</b>	\$2,385,000
M65	<b>Stewart St Improvements</b>	\$25,087,000
M52b	<b>Earl Core Rd (WV 7) Access Management</b>	\$33,810,000
M55	<b>Lazzelle Union Rd (WV-100) Improvements</b>	\$50,161,000
M62	<b>Earl Core Road (WV 7) at Southern Section Improvements</b>	\$20,520,000
M103	<b>Tyrone-Tyrone Avery Intersection Improvement</b>	\$44,275,000
M67	<b>Burroughs St Improvements</b>	\$9,120,000
M61	<b>Smithtown Rd Improvements</b>	\$27,381,000
M69b	<b>Cheat Rd Widening - Segment 2</b>	\$27,465,000
C6	<b>New Roadway Connection- Mileground to Hartman Run</b>	\$26,774,000
M101	<b>Blue Horizon Dr Widening</b>	\$24,670,000
M102	<b>Fairmont Rd US 19 Improvements</b>	\$43,136,000
M115	<b>Ackerman / Mountain Valley Drive Improvements</b>	\$9,709,000
M120	<b>Trail Connection-Cheat Lake Southern</b>	\$26,319,000
M107	<b>Dug Hill Road Improvements</b>	\$21,100,000
M119	<b>Trail Connection-Cheat Lake Northern</b>	\$15,318,000

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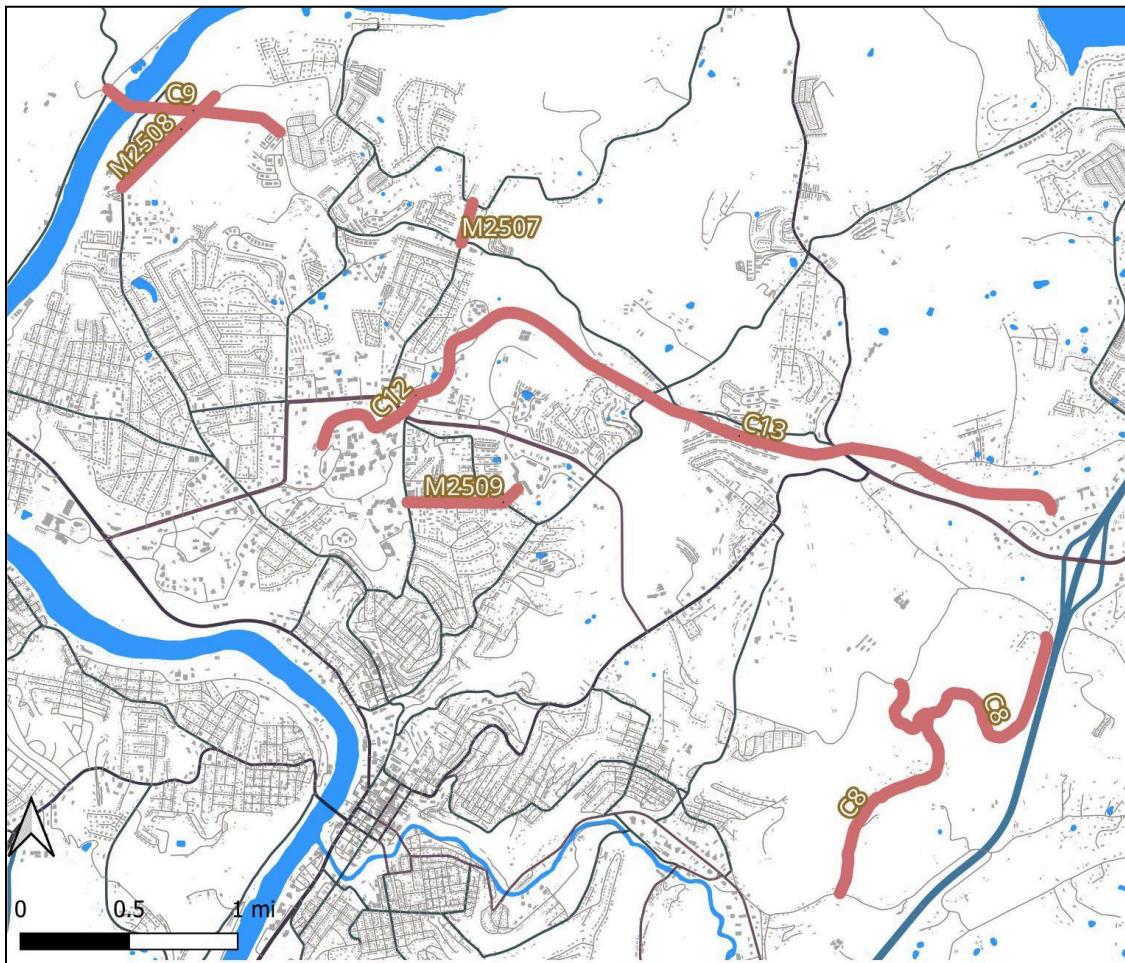
## **Tier 4 Project Map**



## Alternative Funding Dependent Projects (AFD)

AFD projects represent the lowest-priority transportation improvements that cannot reasonably be funded during the period without an alternative funding source, based on current projections.

Project ID	Project Name	Est. Cost (Original Cost)
C9	<b>New Roadway Connection- Mountain Valley Drive Extension</b>	\$40,693,841
C8	<b>Extension of Airport Industrial Road to WV-7 in Sabraton</b>	\$13,868,793
C12	<b>PRT Extension - Segment 1</b>	\$73,474,576
C13	<b>PRT Extension - Segment 2</b>	\$132,710,169
M2509	<b>Valley View Pedestrian and Bicycle Network Improvements</b>	\$2,500,000
M2507	<b>West Run Rd - Riddle Ave Area Connectivity Improvements</b>	TBD
M2508	<b>Ackerman Area Connectivity Improvements</b>	TBD



## Suballocated Funds

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

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

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

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

### *Project Requirements for Suballocated Funds*

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

### **Comparison of Project Eligibility: STBG vs. CRP**

	<b>STBG – Surface Transportation Block Grant</b>	<b>CRP – Carbon Reduction Program</b>
Purpose & Focus	Broad, flexible funding for transportation infrastructure and multimodal improvements.  Focus on highways and facilities on the Federal-aid highway system, with limited exceptions for local/rural projects.	Targeted funding to reduce transportation emissions and advance sustainability goals.

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

### *Projects Selected for Suballocated Funds*

The **Point Marion-Stewartstown Intersection Improvements (M14)** project, with an estimated cost of \$3 million, has been selected for funding using suballocated funds. This vital project aims to alleviate severe traffic congestion and enhance safety at the intersection of Point Marion Road and Stewartstown Road/Canyon Road in the Morgantown area. MPO analysis confirms that the intersection is currently operating at an unacceptable Level of Service (LOS) F during both AM and PM peak hours. This operational failure is primarily driven by high peak-hour volumes, notably those linked to University High School drop-off/pick-up times, compounded by existing geometric and signalization limitations.