



## Agenda

Transportation Technical Advisory Committee  
243 High Street Room 026 and by WEBEX  
Morgantown WV  
January 7, 2025  
1:00 PM

1. Call to Order
2. Approval of Minutes
3. 2025 TIP Adoption and Amendments
4. Safety Performance Measures
5. Draft 2025 Budget Review
6. Other Business
7. Meeting Adjournment



## Memorandum

Date: December 30, 2024

To: TTAC Members

From: Bill Austin, AICP

Subject: January TTAC Meeting Agenda

This Memorandum is to address the items on the TTAC's Agenda for January 7, 2025.

**-Transportation Improvement Program (TIP)**-Please find included with the agenda a draft of the MPO's updated TIP for the period FY 2025-30. This document was advertised to the public in October in accordance with the MPO's Public Involvement Policy (PIP). Since that advertisement the MPO has amended and adjusted the current TIP in accordance with the PIP. at the request of various agencies. A memorandum identifying the changes to the advertised updated TIP is also included in the agenda packet. It is respectfully requested that the TTAC recommend the adoption of the updated TIP and the associated amendments and adjustments identified in the attached memorandum to the Policy Board.

**-Safety Performance Measures**-Please find included in the Agenda packet the State's proposed Safety Performance goals for the upcoming reporting period. It is respectfully requested that the TTAC recommend the adoption of these goals to the MPO Policy Board.

**-Draft Unified Work Program (UPWP)**-Please find a draft of the FY 2025-26 UPWP. The primary large projects included in the draft UPWP are the completion of a minor update of the Metropolitan Transportation Plan (MTP) and a planning study looking at the feasibility of the Mon Valley Greenspace Coalition's conceptual Greenbelt.

The MTP update will be built on the regional travel demand model modifications made for the ongoing Downtown Microsimulation Study and public involvement and corridor evaluations to be made by MPO Staff. Corridors to be evaluated include a portion of Brookhaven Road in the vicinity of WV 7.

The Greenbelt Feasibility Study will examine the corridors identified in the Greenbelt Conceptual map and as adopted in the MTP. The Study will focus on evaluating the complete street improvements for the on road portions of the Conceptual Map. The Study will develop planning level cost estimates and prioritization of preferred on road corridors for implementation. It will also identify the preferred locations for proposed off-road facilities to intersect with on-road segments. Additional studies will be needed to determine the feasibility and alignments for off-road facilities. This Study's Complete Street emphasis should make it eligible for 100% Federal funding.

**Please review the enclosed documentation and let us know of any changes to the proposed UPWP you would like to see. This item will be presented to the MPO Policy Board for adoption in March.**



TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

November 12, 2024

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

**Members Present:**

Bill Austin (Chair), Maria Smith, Andrew-Gast Bray, Brian Carr, Jason Stinespring, Micheal Davis, Drew Gatlin

**Others Present:** Jacqueline Peate, Jing Zhang

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**1. Call to Order**

The TTAC meeting was held virtually and in person. The phone number and web address to access the teleconference were publicized. With a quorum present, Mr. Austin called the meeting of the TTAC to order at 1:07 PM. Members and those attending introduced themselves. Mr. Gast-Bray had to take a phone call until 1:16pm, so Jacqueline Peate (a part-time MCPC employee) sat in for him for the Approval of Minutes. He returned for the 2024 November TIP Amendments.

**2. Approval of Minutes**

Mr. Austin noted that the minutes of the last meeting were included in the agenda package. Ms. Smith moved to approve the meeting minutes with corrections; seconded by Mr. Gatlin. The motion to approve the minutes passed unanimously.

**3. 2024 November TIP Amendments**

Mr. Austin reviewed the November TIP Amendments and Adjustments.

**Amendment**

Add New Project

I-79 EXIT 155 RAMPS TEMPORARY TRAFFIC SIGNAL. FFY: 2025. Federal ID: CARB1924001D. Phase: Construction. Type of Work: traffic signal. Funding Source: CRP 50-200K POP. Federal Funding: \$750,000. Total Funding: \$750,000. Location: The intersections of the I-79 Exit 155 ramps and Chaplin Hill Road. The interchange updates are still planning to be implemented, these temporary lights are being added currently to improve safety for the community as the interchange project progresses.

Split Funding Source

CAPERTON TRAIL LIGHTING. FFY: 2026. Federal ID: NRT2018218D. Phase: Construction. Type of Work: install lighting. Location: N/A.

- Funding Source: NRT. Federal funding: \$239,280. Total funding: \$299,100.
- Funding Source: CRP 50-200k POP. Federal funding: \$320,000. Total funding: \$400,000.

Ms. Smith asked about the timeline for the temporary traffic signals for Exit 155. Mr. Carr said the design will be in house (WVDOH) and should be completed by the end of January or February 2025. The lights should then be completed within eight months of receiving the award.

Ms. Smith moved to recommend approval of the 2024 November TIP Amendments; seconded by Mr. Davis. The motion passed unanimously.

Mr. Austin also reviewed the administrative adjustments for the month of November.

### **Administrative Adjustment**

#### **Split Funding Source**

I-79 LIGHTING. FFY: 2025. Federal ID: STBG0079084D. Phase: Construction. Type of Work: Lighting. Location: I-79 from Exit 148 (I-68 Interchange) to Exit 152 (Westover/Fairmont Rd)

- Funding Source: STBG-FLEX. Federal funding: \$4,750,000. Total funding: \$7,500,000
- Funding Source: HSIP: Federal funding: \$2,000,000. Total funding: \$2,000,000

#### **FFY Change**

WALNUT STREET BRIDGE. Federal ID: NHPP0007383D. Phase: Construction. Type of Work: Bridge Repair. BRIDGE REPAIR. Location: Walnut St between Spruce St Brockway Ave. Action: Move from FFY 2025 to FFY 2028

#### **Project Deletion**

D4 RDWAY DEPARTURE (districtwide). FFY: 2025. Federal ID: HSIP2023046D. Phase: Construction. Type of work: Signing; delineators. Funding source: HSIP. Federal funding: \$855,000. Total funding: \$950,000. Location: N/A

### **4. 2025 TAM Targets for West Virginia**

The attached Memorandum informs the Advisory Committee members of WVDOT's proposed 2025 TAM Targets for West Virginia. The MPO adopts these targets for MLTA. Ms. Smith stated this is a standard annual process. WVDOT defines SGR (State of Good Repair) as a system meeting the following criteria: All assets are functioning at their ideal capacity within their design life. The state's asset management system, AVIS, includes consistent, accurate and relatively current information on the status of each capital asset covered by the TAM. Each system has a maintenance program to ensure maintenance is performed per manufacturer requirements and intervals. No rolling stock assets are placed in revenue service with identified safety defects. The Targets are presented in the table in the agenda. The Targets are presented in the table below. Data from 2023 and 2024 can be seen on the right side of the table, with the 2025 targets on the end. The MMMPO hopes to adopt these targets for the upcoming year. It is respectfully requested that the TTAC recommend approval of the proposed targets.

Mr. Gast-Bray moved to recommend approval of the 2025 TAM Targets for West Virginia; seconded by Mr. Gatlin. The motion passed unanimously.

### **5. 2025 MPO Meeting Dates**

Mr. Austin noted that the dates proposed for the MPO's Committee meetings, in 2025, were included in the agenda. The only change to the MPO's meeting schedule is removing the June meetings due to summer holidays and moving the November TTAC to a day earlier due to Veteran's Day. It is requested that the TTAC recommend adoption of these meeting dates to the Policy Board.

Ms. Smith asked if six meetings are enough to meet requirements for the Policy Board. Mr. Austin stated they are well over the required number of meetings. Mr. Dougherty asked if going three months between meetings will cause issues, and Mr. Austin clarified they can always call a special meeting if needed. Mr. Carr stated he attends other MPO Policy Board meetings, and this is similar to other MPO schedules. He also asked if this needs to be changed in the bylaws, and Mr. Austin stated that meeting dates are not listed in their bylaws.

Ms. Smith moved to recommend approval of the 2025 MPO Meeting Dates; seconded by Mr. Gast-Bray. The motion passed unanimously.

## **6. FY 2025-2026 UPWP**

Mr. Austin stated that MPO Staff is seeking input from the MPO's Committee's into the development of next fiscal year's work program. Currently staff is proposing to perform an in-house minor update of the urban area's Metropolitan Transportation Plan. This work will be accomplished using the regional travel demand model as updated to reflect the results of the Downtown Micro-simulation study. Staff would appreciate any idea's the Committee's may have for additional work.

Mr. Austin stated he received encouragement from FHWA to include a Complete Streets Program in the UPWP, so that will be considered. There would be a 100% match. Normal reimbursement is 80% Federal and 10% State. The draft UPWP will be presented at the January Policy Board meeting. Mr. Carr noted that for MPOs, the DOH has to set up a separate project for Complete Streets, meaning they would submit two invoices. Mr. Austin stated he understood this process and will work with WVDOH when the time comes.

Mr. Gatlin asked about the University Pedestrian Study, and Mr. Austin stated it is in the current UPWP.

## **7. Other Business**

Mr. Austin stated he attended the District 4 Open House and he was the only local person. He had productive conversations with DOH members there. He was able to talk to district construction engineer about the Collins Ferry Roundabout, and this project has been let. They have selected a consultant for this, and the first activity could be in the Spring of the coming year. The West Run project is going well and on time. Mr. Austin will follow up with Greenbag Rd, and the Van Voorhis projects is working on getting permits from the power company.

Mr. Gatlin asked about the Walnut Street Repair, and how the construction has been pushed back to 2028. Mr. Carr stated he has no information on it, but will ask.

Mr. Carr asked about the PM1 and PM2 measures. Mr. Austin stated they will be presented in the January meetings.

Mr. Austin asked Mr. Carr about the Westover RAISE grant project. Mr. Carr stated that they are still in the agreement process.

Mr. Gatlin stated the City of Morgantown received a Project of Merit for Dorsey Avenue to Greenbag Rd for design. The budget was \$8 million. This will be automatically resubmitted, as it scored high enough but was not chosen. He stated he would appreciate any coordination and recommendations moving forward. Mr. Carr will review the application and see how he can help moving forward.

## **8. Meeting Adjournment**

The meeting adjourned at 1:47pm.



## Memorandum

Date: December 30, 2024  
To: TTAC and CAC Members  
From: MPO Staff  
Subject: 2025 Safety Performance Targets for Monongalia County, West Virginia

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This Memorandum is to inform the Advisory Committees and Policy Board of the 2025 Safety Performance Targets for West Virginia. A Safety Performance Target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set period of time. The MMMPO is being asked to adopt the 2025 Target Goals presented in the table on page 2. Staff respectfully requests that the TTAC and CAC recommend approval of these goals.

### **Background**

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures (Fatalities, Fatality Rate, Serious Injuries, Serious Injuries, and Non-Motorist Combined Fatalities and Serious Injuries). According to 23 CFR § 490.209, MPOs must establish safety performance targets within 180 days of the State DOT establishing and reporting targets in the State HSIP annual report. Part of the MPOs federal funds is utilized for these targets.

The Safety Performance Measures include Fatalities, Fatality Rate, Serious Injuries, Serious Injuries, and Non-Motorist Combined Fatalities and Serious Injuries for both annual and five-year target goals. They are shown below in individual tables.

The last adopted values were from 2019-2023. The current adopted values for 2020-2024 are shown in the tables below, and are adjusted to reflect the actual performance.



**Fatalities 2050 Goal: 19.3**

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

**Fatality Rate 2050 Goal: 0.098**

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

**Serious Injuries 2050 Goal: 295.8**

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

**Serious Injury Rate 2050 Goal: 1.502**

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

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

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



## Memorandum

Date: December 18, 2024

To: TTAC, CAC, and Policy Board

From: MMMPO Staff

**Subject: TIP Update - Incorporating Amendments and Adjustments between 2024 November and 2025 January**

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This memorandum documents the amendments and administrative adjustments made or proposed for the TIP from its initial public comment release through the January Policy Board meeting.

On October 21, 2024, the MPO began a public comment period for updating its Transportation Improvement Program (TIP) for FFY 2025-2030. Community members were encouraged to share their feedback on proposed transportation projects through online submissions, email correspondence, and in-person visits. On November 21, 2024, the MPO's Policy Board reviewed the draft TIP Update. Final adoption of the TIP Update is scheduled for consideration at the January meeting.

Since the TIP document's initial release in October, several amendments and adjustments have been made to highway projects. These changes will be incorporated into the MPO's TIP. All changes were either approved by the Policy Board during its November meeting or submitted for consideration at the upcoming January meeting.

### **2024 November**

#### **Amendment**

Add New Project

I-79 EXIT 155 RAMPS TEMPORARY TRAFFIC SIGNAL. FFY: 2025. Federal ID: CARB1924001D. Phase: Construction. Type of Work: traffic signal. Funding Source: CRP 50-200K POP. Federal Funding: \$750,000. Total Funding: \$750,000. Location: The intersections of the I-79 Exit 155 ramps and Chaplin Hill Road.

Split Funding Source

CAPERTON TRAIL LIGHTING. FFY: 2026. Federal ID: NRT2018218D. Phase: Construction. Type of Work: install lighting. Location: N/A. Funding Source: NRT. Federal funding: \$239,280. Total funding: \$299,100. Funding Source: CRP 50-200k POP. Federal funding: \$320,000. Total funding: \$400,000.

#### **Administrative Adjustment**

Split Funding Source



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FFY Change

WALNUT STREET BRIDGE. Federal ID: NHPP0007383D. Phase: Construction. Type of Work: Bridge Repair. BRIDGE REPAIR. Location: Walnut St between Spruce St Brockway Ave. Action: Move from FFY 2025 to FFY 2028

Project Deletion

D4 RDWAY DEPARTURE (districtwide). FFY: 2025. Federal ID: HSIP2023046D. Phase: Construction. Type of work: Signing; delineators. Funding source: HSIP. Federal funding: \$855,000. Total funding: \$950,000. Location: N/A

## **2025 January**

### **Administrative Adjustment**

WV DOH Highway Project

Funding Changes

D-4 RECALL STRIPING. FFY: 2025. Federal ID: STP2021013D. Phase: Construction. Type of Work: PAVEMENT MARKINGS(PAINT). Location: Regional wide. Change: increase federal funding from \$196,912 to \$381,493; total funding from \$281,303 to \$544,990.

INTERSTATE 68 OVERPASS. FFY: 2025. Federal ID: NHPP0119514D. Phase: Construction. Type of Work: BRIDGE RENOVATION. Location: Grafton Rd / US119 over I-68 near Exit 1. Change: increase federal funding from \$5,520,000 to \$7,360,000; total funding from \$6,900,000 to \$9,200,000.

DUNKARD AVE. FFY: 2025. Federal ID: STBG0100163D. Phase: Construction. Type of Work: RESURFACE. Location: WV100 (Dunkard Ave and Main St) from Fairmont Rd/Westover Triangle to Fort Martin Rd (CR53). Change: increase federal funding from \$1,800,000 to \$3,280,000; total funding from \$2,250,000 to \$4,100,000.

New Project

WESTOVER FAIRMONT SIDEWALKS. FFY: 2026. Federal ID: TAP2023313D. Phase: Engineering. Funding Source: TAP. Federal funding: \$100,000; total funding: \$125,000. Type of Work: SIDEWALKS. Location: Fairmont Rd from Savannah St to Dents Run Blvd.

WVU Transit Project

*Funding Correction*

FY2025 Preventative Maintenance, Infrastructure Rehabilitation/Renovation. Founding Source FFY 22 State of Good Repair-Section 5331. Change: total cost corrected from \$151,245 to \$1,502,807



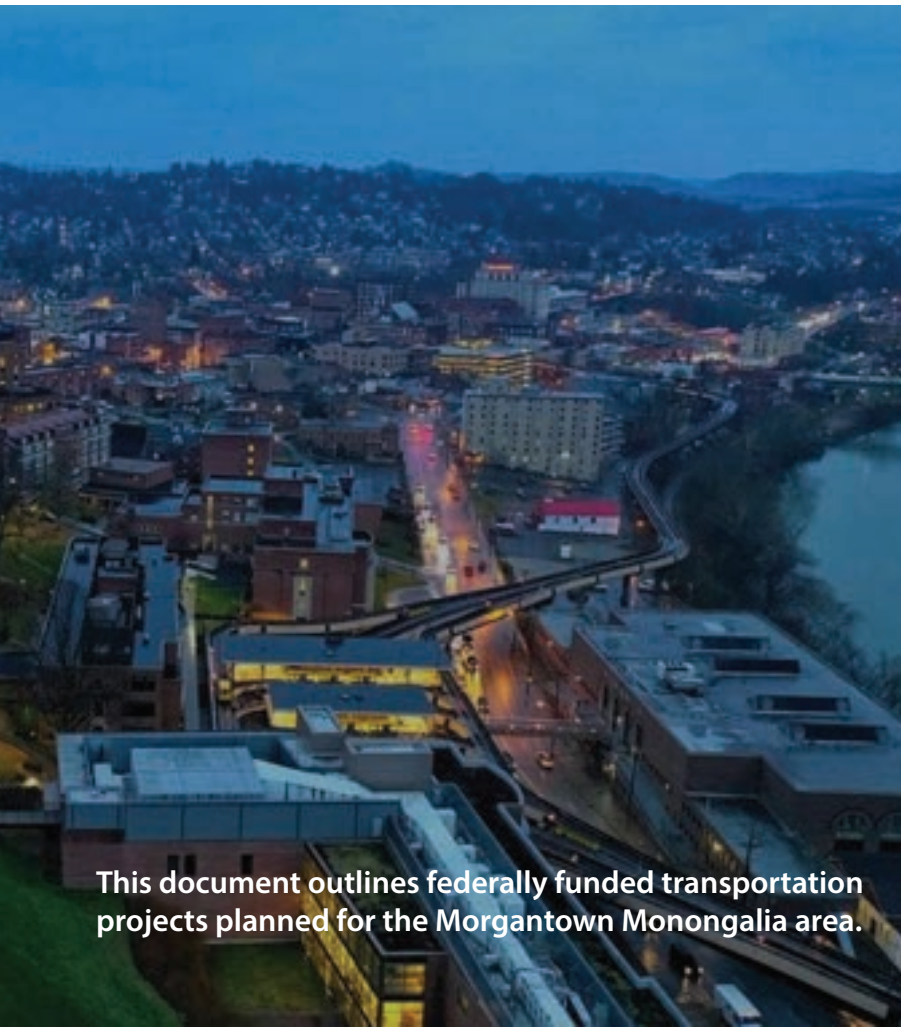
# DRAFT

FFY 2025-2030

# TIP

## TRANSPORTATION IMPROVEMENT PROGRAM

Adopted by the Morgantown Monongalia  
MPO Policy Board on xxx, xxx, xxx



This document outlines federally funded transportation projects planned for the Morgantown Monongalia area.



The Morgantown Monongalia Metropolitan Planning Organization (MMMPO) is committed to compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and all related rules and statutes. MMMPO assures that no person or group(s) of persons shall, on the grounds of race, color, age, disability, national origin, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by MMMPO, whether those programs and activities are federally funded or not.

It is the policy of MMMPO to ensure that all of its programs, policies, and other activities do not have disproportionate adverse effects on minority and low-income populations. Additionally, MMMPO will provide meaningful access to services for persons with Limited English Proficiency.

For any questions or requests related to Title VI rights, please contact the MMMPO through one of the following methods: email at [planning@plantogether.org](mailto:planning@plantogether.org), phone at (304) 291-9571, or in person at 243 High Street (Courthouse), Room 026, Morgantown, WV.

## MPO POLICY BOARD

The Policy Board of the MPO is the decision-making body responsible for guiding regional transportation planning efforts. It is composed of elected officials and representatives from local governments and agencies within the MPO's jurisdiction. The Policy Board reviews and approves key transportation plans, programs, and funding decisions, ensuring alignment with regional goals and priorities.

### *Officials*

Chairman **Joe Statler** - Blacksville, House of Delegate  
Board Vice-Chairman **Maria Smith** - Mountain Line Transit Authority  
Board Treasurer Mayor **Patricia Lewis** - Town of Granville  
Secretary, Executive Director **Bill Austin**, AICP

### *Members (in alphabetical order)*

**Joe Abu-Ghannam**, Mayor, City of Morgantown City Council  
**Jeff Arnett**, Monongalia County Commission  
**Steve Blinco**, Recorder, Star City  
**Tom Bloom**, Monongalia County Commission  
**Brian Carr**, WV Department of Transportation-Division of Highways  
**Ron Justice**, West Virginia University  
**Bill Kawecki**, City of Morgantown City Council  
**Michael Kelly**, Board of Education  
**Bob Lucci**, Mayor of Westover  
**Russ Rogerson**, Morgantown Area Partnership (Non-Voting)  
**Jenny Selin**, City of Morgantown City Council  
**Sean Sikora**, President, Monongalia County Commission

## CITIZENS ADVISORY COMMITTEE

The Citizens Advisory Committee, or CAC, is an advisory group for the Policy Board that provides recommendations on community issues and concerns.

The CAC is composed of citizens appointed by the Policy Board to represent the public interest in transportation decision-making. Citizens Advisory Committee Members are:

**Christiaan Abildso** (Chairman)

**Heather Morgan**

**Matthew Cross**

**Kelli LaNeve**

**Matthew Ridgway**

**Chip Wamsley**

**Thomas Zeni**

**Wallace Venable**

## TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

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

**Bill Austin**, Morgantown Monongalia MPO (Chairman)

**Maria Smith**, Mountain Line Transit

**Kara Greathouse**, Federal Highway Administration

**Brian Carr**, WV Division of Highway

**Damien Davis**, City of Morgantown

**Rickie Yeager**, City of Morgantown

**Fouad Shoukry**, WV Division of Highway

**Latina Mayle**, Town of Granville

**Jeremy Evans**, West Virginia University

**Andrew Gast-Bray**, Monongalia County

**Michael Dougherty**, Westover

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# GLOSSARY

ACS	American Community Survey
CAC	Citizens Advisory Committee
CEJST	Climate and Economic Justice Screening Tool
CMAQ	Congestion Mitigation and Air Quality
CON	Construction
CRP-FLEX	Carbon Reduction Program - Flexible
DOH	Division of Highways
EJ	Environmental Justice
ENG	Engineering
EPA	Environmental Protection Agency
ETC	Equitable Transportation Community
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HSIP	Highway Safety Improvement Program
HWI-BR	Highway Bridge Replacement and Rehabilitation
IRA	Inflation Reduction Act
LEP	Limited English Proficiency
MLTA	Mountain Line Transit Authority
MMMPO	Morgantown Monongalia Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHPP-BR	National Highway Performance Program - Bridge
NRT	National Recreation Trails Program
PL	Planning
PM	Performance Measures
PROT	Protection Program
PRT	Personal Rapid Transit
ROW	Right-of-Way
Section 5307	FTA Formula (Operating and Capital)
Section 5311	Rural Area Formula Grants



Section 5337	State of Good Repairs Grants
Section 5339	Bus and Bus Facilities Program
STBG-FLEX	Surface Transportation Block Grant Program - Flexible
STBG-OFF	Surface Transportation Block Grant Program - Off-System
STIP	Statewide Transportation Improvement Program
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
TTAC	Transportation Technical Advisory Committee
UPWP	Unified Planning Work Program
USDOT	U.S. Department of Transportation
WVDOT	West Virginia Department of Transportation
WVU	West Virginia University

# INTRODUCTION

## Morgantown Monongalia MPO

The Morgantown Monongalia Metropolitan Planning Organization (MMMPO) was established as the urban area's transportation planning agency in 2003 as required by Federal legislation for any urban area with a population over 50,000. The two primary responsibilities of the MMMPO are the development of the Urban Area's Metropolitan Transportation Plan with a minimum of a 20 year planning horizon and the oversight of the use of federal surface transportation funds within the planning area. The MMMPO is charged with ensuring that the use of federal funds is consistent with the goals and objectives of the Metropolitan Transportation Plan. This document is the primary tool for that oversight.

The following are the core functions and responsibilities of Metropolitan Planning Organizations.

- **Establish a setting:** Establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan area.
- **Evaluate alternatives:** Evaluate transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options. (These evaluations are included in the Unified Planning Work Program or UPWP).
- **Maintain a Metropolitan Transportation Plan (MTP):** Develop and update a long-range transportation plan for the metropolitan area covering a planning horizon of at least twenty years that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) quality of life.
- **Develop a Transportation Improvement Program (TIP):** Develop a spending program based on the long-range transportation plan designed to serve the area's goals, using spending, operating, management, and financial tools.
- **Involve the public:** Involve the general public and all the significantly affected sub-groups in the four essential functions listed above.

## **Transportation Improvement Program (TIP)**

In accordance with 23 CFR 450 subpart C the MMMPO is charged with developing the TIP documenting the expenditure of Federal Funds on regionally significant transportation projects. Two primary purposes of the TIP are to monitor progress implementing the area's Metropolitan Transportation Plan (MTP), and to provide an opportunity for the area's stakeholders to comment on the expenditure of Federal Funds in the area. Federal regulations requires that the TIP be prepared as part of a continuous, cooperative, and comprehensive (3C) planning process, that includes an open public involvement process. This TIP includes a list of both public transportation and highway projects programmed for implementation by WVDOT, West Virginia University Personal Rapid Transit System, and Mountain Line Transit. In addition to currently scheduled projects the TIP includes a list of projects completed in the area over the last five years. This is consistent with the requirements of Federal legislation.

The TIP must also be fiscally constrained and be consistent with the area's Metropolitan Transportation Plan. To meet these requirements the MMMPO prepares the draft TIP in cooperation with the West Virginia Department of Transportation, Mountain Line Transit, West Virginia University, and other area institutions and stakeholders. The MPO also identifies how each project is consistent with the policies of the Metropolitan Transportation Plan.

The MPO relies on the State of West Virginia's ongoing budget analysis to ensure that the programmed projects are fiscally constrained in the short term. The list of currently programmed projects is the primary purpose for developing a TIP, it provides local decision makers with the opportunity to track progress in implementing the Metropolitan Transportation Plan. It also provides the public with an opportunity to comment on how Federal funds are spent for transportation purposes.

## 2025 TIP Update

The 2025 Transportation Improvement Program (TIP) Update outlines planned transportation projects with a five-year horizon, covering Federal Fiscal Years (FFYs) 2025 to 2030. This satisfies the federal requirement that the TIP must include a minimum of four years of future projects. The highway project section also includes some projects beyond FY 2030 for informational purposes.

Below are the details for each agency's project timeline:

- Morgantown Monongalia MPO TIP: FFY 2025-2030 (six-year period)
- WV Department of Transportation STIP: FFY 2025-2028 (four-year period)
- Mountain Line Transit Authority TIP: FFY 2025-2028 (four-year period)
- West Virginia University TIP for PRT: FFY 2025-2028 (four-year period)

In line with the MPO's Public Involvement Policy, the public was notified on October 10, 2024, that the TIP would be updated and that input was being solicited on potential projects for inclusion. A public comment period has been open from October 21, 2024, to January 10, 2025.

The draft TIP was scheduled for review by the Policy Board on November 21, 2024. Following the Policy Board's review, the draft TIP was made available for a 30-day public comment period and also reviewed by the MPO's advisory committees. The Technical Advisory Committee—composed of technical staff from WVDOT and local municipalities—and the Citizens Advisory Committee, which includes public representatives and advocates for bicycle and pedestrian planning, both evaluated the document. Feedback from the public and these committees was then submitted to the Policy Board for consideration before finalizing the TIP.

The final adoption of the TIP is to take place on January 16, 2025.

# ALIGNMENT WITH METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the blueprint for regional transportation development, guiding decision-making over a 20- to 25-year horizon. TIP projects have been selected to advance these goals, ensuring that short-term actions contribute to the long-term success of the region's transportation network.

### **METROPOLITAN TRANSPORTATION PLAN (UPDATED 2022)**

Goal #1: Safety. A safe, secure transportation system for all users that reduces fatalities and severe injuries.

Goal #2: Mobility Choices. An integrated and connected multimodal system that provides safe, convenient options for bicyclists, pedestrians, and transit users as well as motor vehicles.

Goal #3: System Reliability. Improve the reliability of the movement of people and goods across the region in support of time-sensitive freight movement and logistics.

Goal #4: System Preservation. Maintain and enhance existing transportation infrastructure assets in a good state of repair.

Goal #5: Equity. Provide healthy, convenient, and equitable transportation choices for those communities that are underserved or traditionally underrepresented.

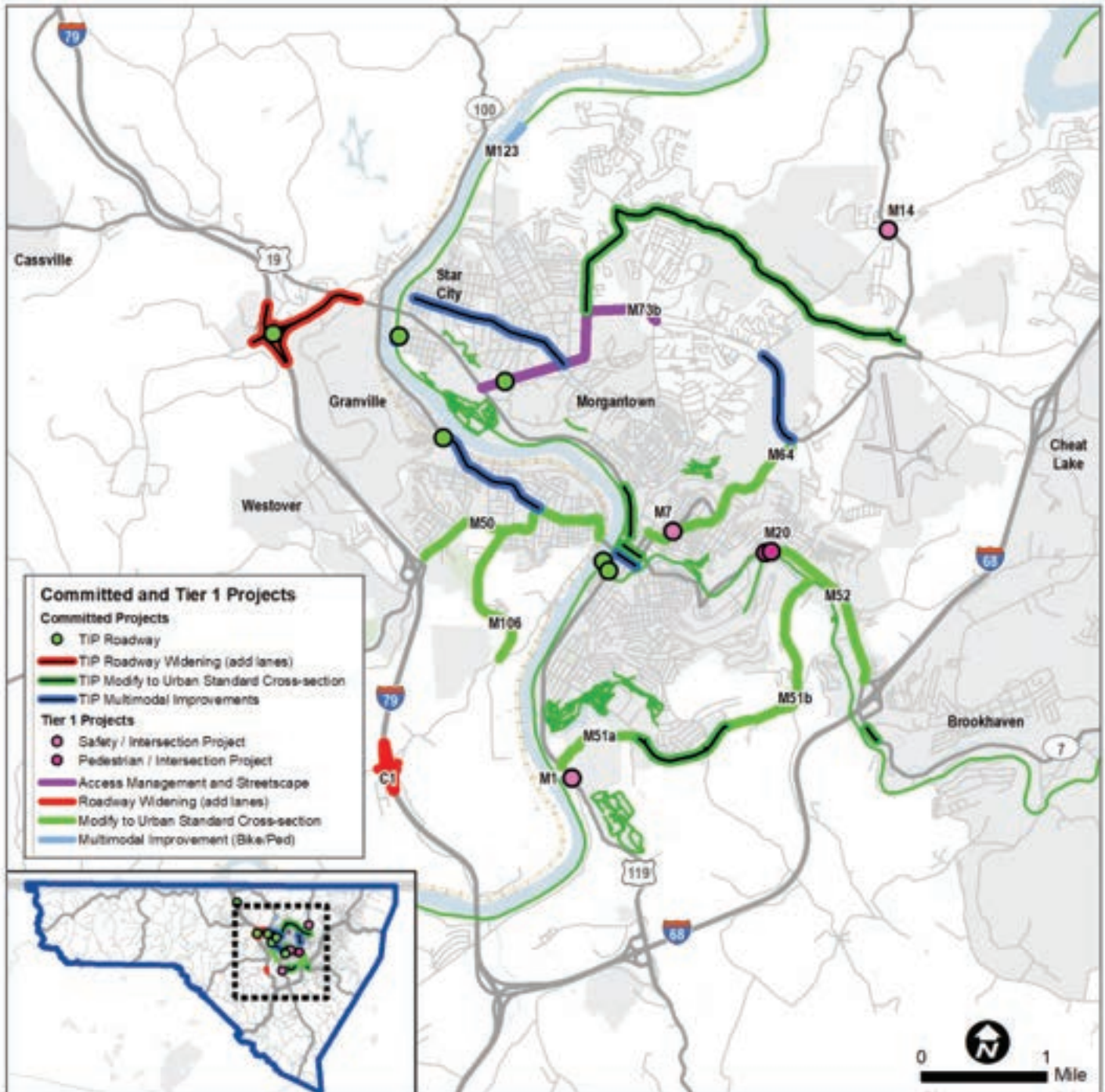
Goal #6: Economic Vitality. A transportation system that supports and enhances economic development goals and improves regional competitiveness in commerce.

Goal #7: Livability. A transportation system and region that is attractive, sustainable, and contributes to regional well-being.

### MTP Executive Summary Map

The following page is an excerpt from the Executive Summary of the MPO’s Metropolitan Transportation Plan. It shows the high-priority projects in the MMMPO area. More information about the MTP is available on the MPO’s website at [www.PlanTogether.org](http://www.PlanTogether.org).

Map: MTP Executive Summary Map



## HIGHWAY PROJECTS

This section presents the highway projects included in the Transportation Improvement Program (TIP) as of October 2024. The highway projects cover a diverse range of transportation improvement projects in the region, including roadway maintenance, bridge inspections and repairs, intersection improvements, pedestrian facility upgrades, trail improvements, and planning studies.

The MPO's Highway TIP Table includes projects scheduled for Federal Fiscal Years (FFY) 2025 through 2030, along with information on projects planned beyond FFY 2030 as informational items.

The MPO's TIP highway projects align with the State TIP for the region. The WV Division of Highways (DOH) requests TIP amendments and administrative adjustments on a monthly basis to ensure that project information remains current. For the most up-to-date information on TIP highway projects, please visit the MPO's website at [www.plantgether.org/TIP](http://www.plantgether.org/TIP), or scan the QR Code on the right.

Scan the code to get the latest updates on the TIP project information



### Highway Projects Summary

The total funding for projects listed in the MPO's Highway TIP Table is \$227,089,008, with federal contributions comprising 81%, or \$184,222,803. There are 41 distinct projects, including 6 districtwide initiatives. (Projects with the same name with different phases or spanning multiple years are counted as a single project.)

SECTION 3 - HIGHWAY PROJECTS

Over 40% of the funding, approximately \$92 million, was sourced from the National Highway Performance Program (NHPP), followed by 25% from the Surface Transportation Block Grant FLEX (STBG-FLEX) at around \$58 million, and 13% from Highway Infrastructure Program - Bridges (HWI-BR) at approximately \$30 million.

Chart: Distribution of Total Funding by Sources

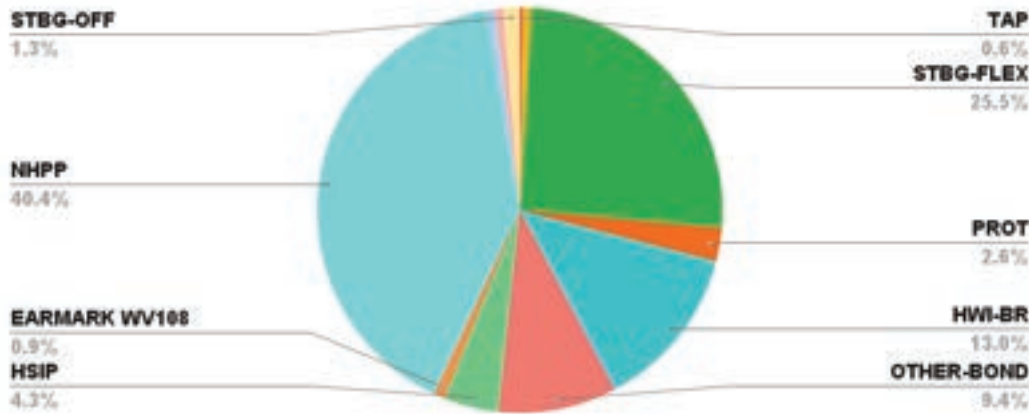


Table: Distribution of Total Funding by Sources

Funding Source	Amount	Percentage
NHPP	\$91,750,000	40.40%
STBG-FLEX	\$57,927,754	25.51%
HWI-BR	\$29,550,000	13.01%
OTHER-BOND	\$21,350,000	9.40%
HSIP	\$9,826,904	4.33%
PROT	\$6,000,000	2.64%
STBG-OFF	\$2,950,000	1.30%
EARMARK WV108	\$2,000,000	0.88%
CRP-FLEX	\$1,593,000	0.70%
EARMARK (WV 117)	\$1,500,000	0.66%
TAPW	\$1,453,000	0.64%
NRT	\$598,350	0.26%
CMAQ	\$490,000	0.22%
NHPP-BR	\$100,000	0.04%



Maintenance-related projects account for approximately 35% of total funding, followed by new construction (29%) and roadway improvements (18.2%). Project categories are based on work descriptions provided by the WV DOH, detailed as follows:

- **Bridge Related:** bridge inspection, rehabilitation, renovation, repair, and replacement.
- **Maintenance Related:** Covers design studies for replacement, pavement markings, interchange reconstruction, resurfacing, slide repair, and trail resurfacing.
- **New Construction:** Encompasses new interchange construction, new road development, and new bridge construction.
- **Pedestrian Facility Related:** Focuses on ADA ramp design/build and pedestrian improvements.
- **Roadway Improvements Related:** Involves drainage upgrades, intersection improvements, widening, installation of pavement markings, lighting, signals, travel lanes, safety enhancements, and road delineation.

Chart: Distribution of Total Funding by Work Type

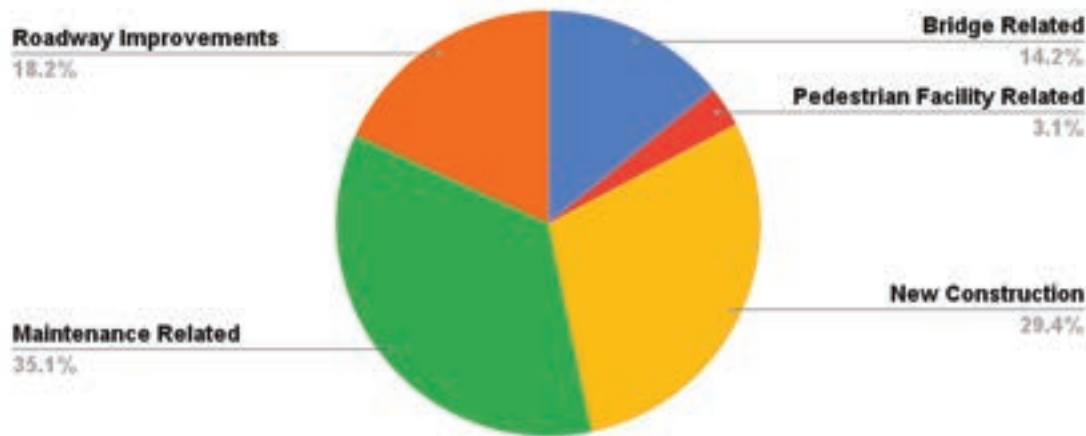
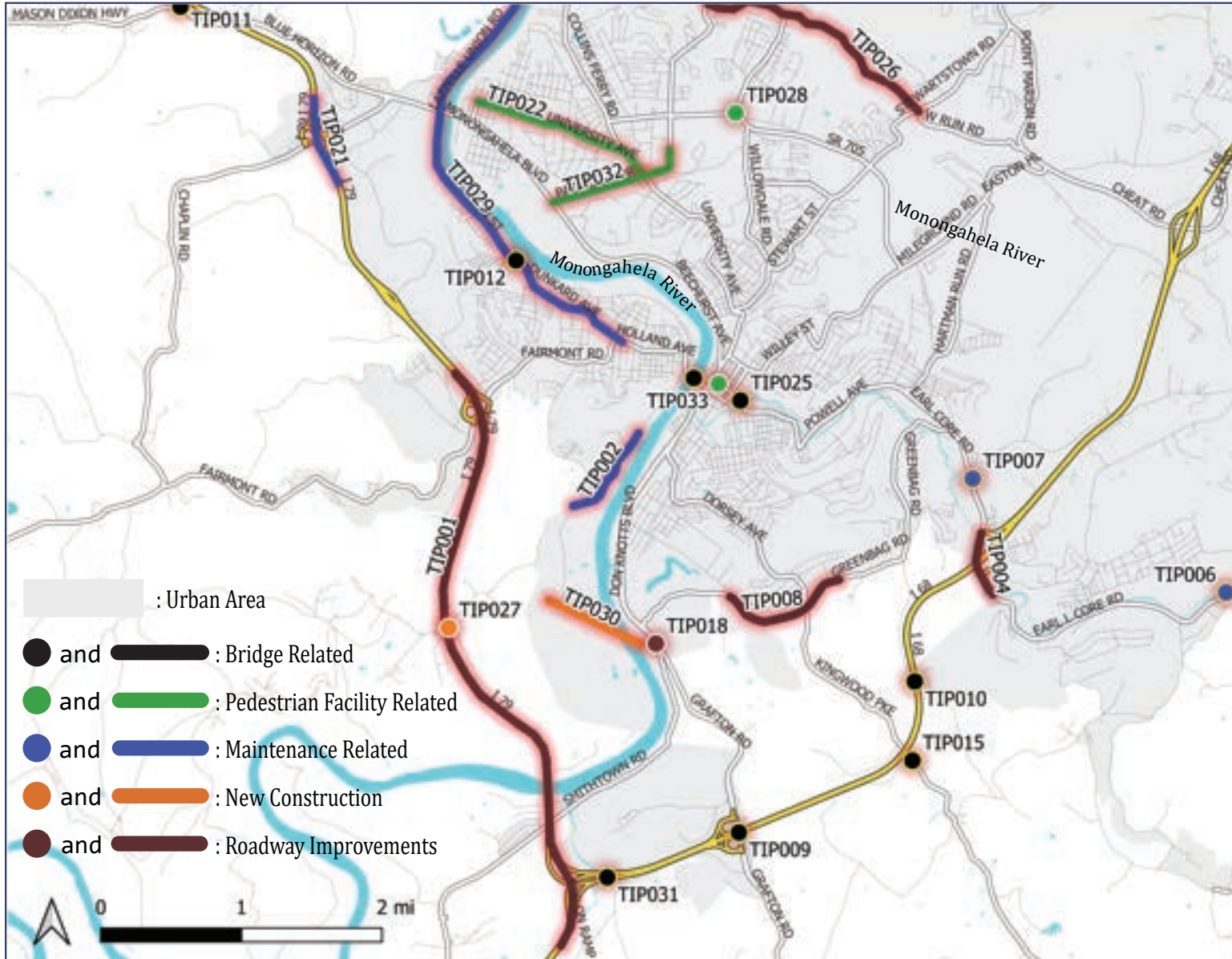


Table: Distribution of Total Funding by Work Types

Type of Work	Amount	Percentage
Maintenance Related	\$79,691,914	35.09%
New Construction	\$66,850,000	29.44%
Roadway Improvements Related	\$41,296,094	18.18%
Bridge Related	\$32,205,000	14.18%
Pedestrian Facility Related	\$7,046,000	3.10%

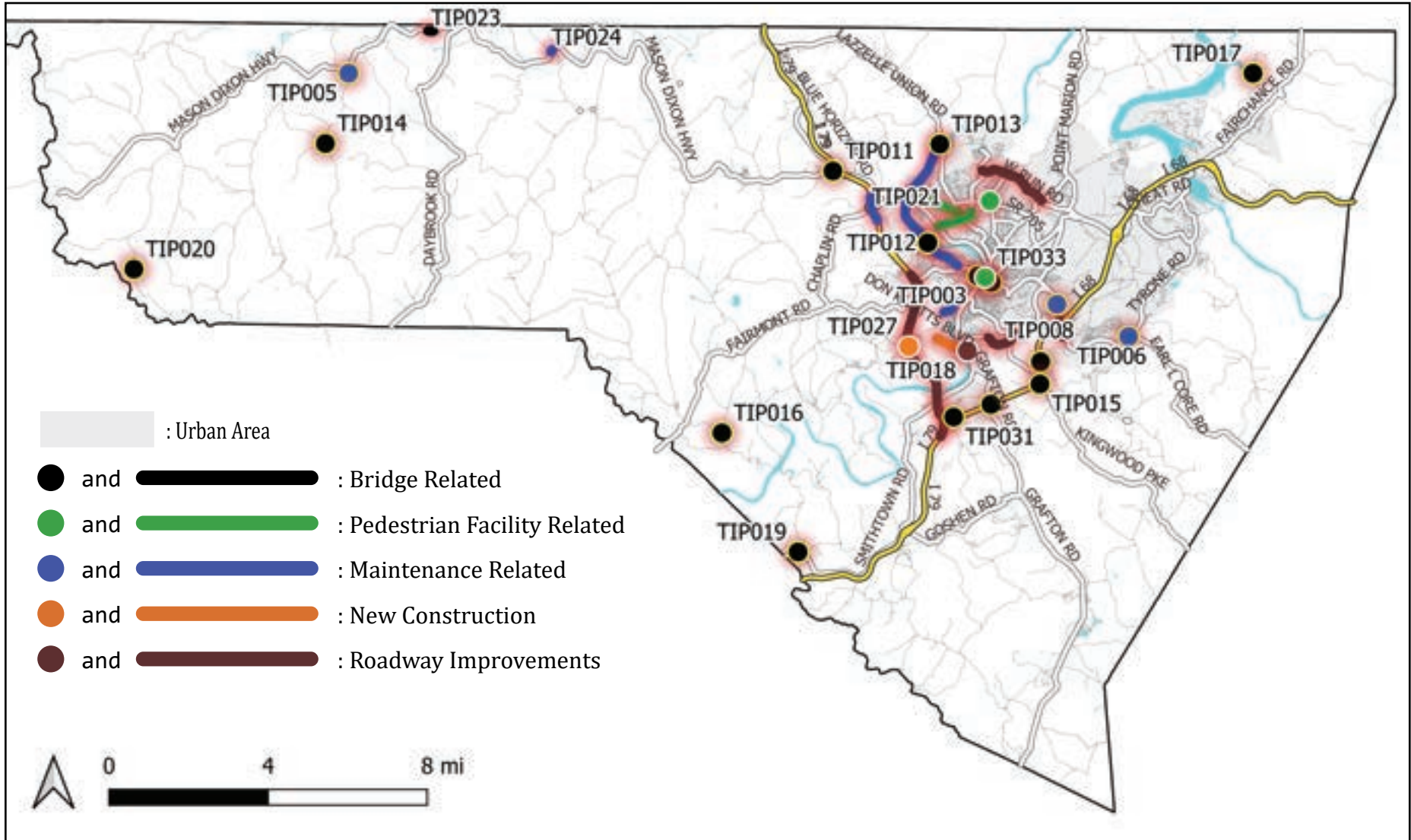
# Highway Project Map

Map: Highway Projects - Urban Area



SECTION 3 - HIGHWAY PROJECTS

Map: Highway Projects - Countywide



SECTION 3 - HIGHWAY PROJECTS

Table: Highway Projects Table by Project Names

More project information are included in Appendix C: Supplementary Highway Project Information

Project Name	FFY	Federal ID	Phase	Type of Work	Route	Funding Source	Federal Funding	Total Funding
2025 D4 RDWY DEPART +3*	2025	HSIP0020435D	CON	SIGNAGE	WV020	HSIP	\$924,214	\$1,026,904
<i>Project: Brookhaven Road Improvements</i>								
BROOKHAVEN ROAD IMPROVEMENTS	2025	CMAQ0007263D	ROW	INSTALL TRAVEL LANES; SIGNAL	WV007	CMAQ	\$15,000	\$15,000
BROOKHAVEN ROAD IMPROVEMENTS	2026	CMAQ0007264D	CON	INSTALL TRAVEL LANES; SIGNAL	WV007	CMAQ	\$475,000	\$475,000
<i>Project: Bula Slab</i>								
BULA SLAB	2028	NHPP0007348D	ENG	DESIGN STUDY - REPLACEMENT	WV7	HWI-BR	\$440,000	\$550,000
BULA SLAB	2029	NHPP0007350D	ROW	BRIDGE REPLACEMENT	WV7	HWI-BR	\$80,000	\$100,000
BULA SLAB	2031	NHPP0007351D	CON	BRIDGE REPLACEMENT	WV7	HWI-BR	\$880,000	\$1,100,000
CAPERTON TRAIL DRAINAGE	2026	NRT2018214D	CON	DESIGN/UPGRADE DRAINAGE	NA999	NRT	\$31,400	\$39,250
CAPERTON TRAIL LIGHTING	2026	NRT2018218D	CON	INSTALL LIGHTING	NA999	NRT	\$239,280	\$299,100

SECTION 3 - HIGHWAY PROJECTS

Project Name	FFY	Federal ID	Phase	Type of Work	Route	Funding Source	Federal Funding	Total Funding
CHESTNUT RIDGE PEDESTRIAN MORGANTOWN	2025	HSIP0705022D	CON	PEDESTRIAN IMPROVEMENTS	WV0705	HSIP	\$1,800,000	\$2,000,000
<i>Project: District 4 Recall Striping*</i>								
D-4 RECALL STRIPING	2025	STP2021013D	CON	PAVEMENT MARKINGS(PAINT)	NA9999	STBG-FLEX	\$196,912	\$281,303
D-4 RECALL STRIPING	2026	STP2021013D	CON	PAVEMENT MARKINGS(PAINT)	NA999	STBG-FLEX	\$162,000	\$231,400
D-4 RECALL STRIPING	2027	STP2021013D	CON	PAVEMENT MARKINGS(PAINT)	NA999	STBG-FLEX	\$196,912	\$281,303
D-4 RECALL STRIPING	2028	STP2021013D	CON	PAVEMENT MARKINGS(PAINT)	NA999	STBG-FLEX	\$187,535	\$267,908
D4 RDWAY DEPARTURE*	2025	HSIP2023046D	CON	SIGNING ; DELINEATORS	WV020	HSIP	\$855,000	\$950,000
DECKERS CREEK RAIL TRAIL RESTORATION	2026	TAP2023349D	CON	TRAIL RESURFACE	NA999	NRT	\$208,000	\$260,000
<i>Project: Dellslow Arch</i>								
DELLSLOW ARCH	2026	HWI0007341D	ENG	DESIGN STUDY - REPLACEMENT	WV0007	HWI-BR	\$440,000	\$550,000
DELLSLOW ARCH	2033	STBG0007338D	ENG	BRIDGE REPLACEMENT	WV0007	HWI-BR	\$480,000	\$600,000

SECTION 3 - HIGHWAY PROJECTS

Project Name	FFY	Federal ID	Phase	Type of Work	Route	Funding Source	Federal Funding	Total Funding
DELLSLOW ARCH	2034	STBG0007339D	ROW	BRIDGE REPLACEMENT	WV0007	HWI-BR	\$80,000	\$100,000
DELLSLOW ARCH	2035	STBG0007340D	CON	BRIDGE REPLACEMENT	WV0007	HWI-BR	\$680,000	\$850,000
<i>Project: Dug Hill Bridge +1</i>								
DUG HILL BRIDGE +1	2026	HWI0740005D	ENG	DESIGN STUDY - RE-PLACEMENT	WV7/40	HWI-BR	\$360,000	\$450,000
DUG HILL BRIDGE +1	2030	STBG0740004D	CON	DESIGN STUDY - RE-PLACEMENT	WV7/40	HWI-BR	\$1,600,000	\$2,000,000
DUG HILL BRIDGE +1	2034	STBG0740002D	ENG	BRIDGE REPLACEMENT	CO7/40	HWI-BR	\$480,000	\$600,000
DUG HILL BRIDGE +1	2035	STBG0740003D	ROW	BRIDGE REPLACEMENT	CO7/40	HWI-BR	\$80,000	\$100,000
DUNKARD AVE	2025	STBG0100163D	CON	RESURFACE	WV100	STBG-FLEX	\$1,800,000	\$2,250,000
<i>Project: FY 25 Bridge Inseption*</i>								
FY 25 SF BR INSPECT - D4 (CONVERT AC)	2025	NHSTNBIS453D	ENG	BRIDGE INSPECTION	NA9999	STBG-OFF	\$440,000	\$550,000
FY 25 SF BR INSPECT - D4 (CONVERT AC)	2025	NHSTNBIS453D	ENG	BRIDGE INSPECTION	NA9999	STBG-FLEX	\$340,000	\$425,000

SECTION 3 - HIGHWAY PROJECTS

Project Name	FFY	Federal ID	Phase	Type of Work	Route	Funding Source	Federal Funding	Total Funding
<i>Project: SF Bridge Inspection*</i>								
FY 26 SF BR INSPECT - D4	2026	NHST2026015D	ENG	BRIDGE INSPECTION	NA999	STBG-OFF	\$480,000	\$600,000
FY 26 SF BR INSPECT - D4	2026	NHST2026015D	ENG	BRIDGE INSPECTION	NA999	STBG-FLEX	\$480,000	\$600,000
FY 27 SF BR INSPECT - D4	2027	NHST2026015D	ENG	BRIDGE INSPECTION	NA999	STBG-OFF	\$480,000	\$600,000
FY 27 SF BR INSPECT - D4	2027	NHST2026015D	ENG	BRIDGE INSPECTION	NA999	STBG-FLEX	\$480,000	\$600,000
FY 28 SF BR INSPECT - D4	2028	NHST2026015D	ENG	BRIDGE INSPECTION	NA999	STBG-OFF	\$480,000	\$600,000
FY 28 SF BR INSPECT - D4	2028	NHST2026015D	ENG	BRIDGE INSPECTION	NA999	STBG-FLEX	\$480,000	\$600,000
FY 29 SF BR INSPECT - D4	2029	NHST2026015D	ENG	BRIDGE INSPECTION	NA999	STBG-FLEX	\$480,000	\$600,000
FY 29 SF BR INSPECT - D4	2029	NHST2026015D	ENG	BRIDGE INSPECTION	NA999	STBG-OFF	\$480,000	\$600,000
GREENBAG ROAD (GO BOND 4)	2025	NFA2317022D	CON	IMPROVE I/S & WIDEN	CO857	OTHER-BOND	\$0	\$21,350,000
<i>Project: Harmony Grove Interchange</i>								

SECTION 3 - HIGHWAY PROJECTS

Project Name	FFY	Federal ID	Phase	Type of Work	Route	Funding Source	Federal Funding	Total Funding
HARMONY GROVE I/C	2028	NHPP0079109D	ENG	CONST NEW I/C	I-79	EARMARK (WV 117)	\$1,500,000	\$1,500,000
HARMONY GROVE I/C	2028	NHPP0079109D	ENG	CONST NEW I/C	I-79	NHPP	\$1,760,000	\$2,200,000
HARMONY GROVE I/C	2030	NHPP0079110D	ROW	CONST NEW I/C	I-79	NHPP	\$495,000	\$550,000
HARMONY GROVE I/C	2031	NHPP0079111D	CON	CONST NEW I/C	I-79	NHPP	\$22,500,000	\$25,000,000
I-79 LIGHTING	2025	STBG0079084D	CON	LIGHTING	I-79	STBG-FLEX	\$6,750,000	\$7,500,000
INTERSTATE 68 OVERPASS	2025	NHPP0119514D	CON	BRIDGE RENOVATION	US119	HWI-BR	\$5,520,000	\$6,900,000
<i>Project: Jack Fleming Memorial Bridge WB &amp; EB</i>								
JACK FLEMING MEMORIAL BRIDGE WB & EB	2034	STBG0068202D	ENG	BRIDGE REPAIR	I-68	HWI-BR	\$360,000	\$400,000
JACK FLEMING MEMORIAL BRIDGE WB & EB	2035	STBG0068203D	ROW	BRIDGE REPAIR	I-68	HWI-BR	\$8,000	\$10,000
<i>Project: Jere Slab</i>								
JERE SLAB	2027	NHPP0007326D	ENG	BRIDGE REPLACEMENT	WV7	HWI-BR	\$320,000	\$400,000



SECTION 3 - HIGHWAY PROJECTS

Project Name	FFY	Federal ID	Phase	Type of Work	Route	Funding Source	Federal Funding	Total Funding
JERE SLAB	2028	NHPP0007327D	ROW	BRIDGE REPLACEMENT	WV7	NHPP-BR	\$80,000	\$100,000
JOSEPH C BARTOLO MEMORIAL BRIDGE	2025	HWI0019589D	CON	BRIDGE REPAIR	US0019	HWI-BR	\$2,800,000	\$3,500,000
<i>Project: Lower Scotts Run Bridge</i>								
LOWER SCOTTS RUN BRIDGE	2028	STBG0100160D	ROW	BRIDGE REHABILITATION	WV100	HWI-BR	\$24,000	\$30,000
LOWER SCOTTS RUN BRIDGE	2028	STBG0100159D	ENG	BRIDGE REHABILITATION	WV100	HWI-BR	\$280,000	\$350,000
LOWER SCOTTS RUN BRIDGE	2029	STBG0100161D	CON	BRIDGE REHABILITATION	WV100	HWI-BR	\$880,000	\$1,100,000
<i>Project: Maidsville Slab</i>								
MAIDSVILLE SLAB	2034	STBG0053014D	ENG	BRIDGE REHABILITATION	CO0053	HWI-BR	\$12,000	\$15,000
MAIDSVILLE SLAB	2035	STBG0053015D	ROW	BRIDGE REHABILITATION	CO0053	HWI-BR	\$8,000	\$10,000
<i>Project: Miracle Run Culvert</i>								
MIRACLE RUN CULVERT	2027	STBG1701003D	CON	BRIDGE REHABILITATION	CO0017/1	HWI-BR	\$40,000	\$50,000

SECTION 3 - HIGHWAY PROJECTS

Project Name	FFY	Federal ID	Phase	Type of Work	Route	Funding Source	Federal Funding	Total Funding
MIRACLE RUN CULVERT	2028	STBG1701002D	ROW	BRIDGE REHABILITATION	CO0017/1	HWI-BR	\$40,000	\$50,000
MIRACLE RUN CULVERT	2028	STBG1701001D	ENG	BRIDGE REHABILITATION	CO0017/1	HWI-BR	\$20,000	\$25,000
<i>Project: Morgantown Industrial Park Access Road</i>								
MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (AC PAYBACK)	2029	STBG2024025D	CON	CONST NEW ROAD & BRIDGE	NA999	STBG-FLEX	\$7,600,000	\$7,600,000
MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (CONVERT AC)	2025	STBG2024025D	CON	CONST NEW ROAD & BRIDGE	NA999	STBG-FLEX	\$10,000,000	\$10,000,000
MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (CONVERT AC)	2026	STBG2024025D	CON	CONST NEW ROAD & BRIDGE	NA999	STBG-FLEX	\$10,000,000	\$10,000,000
MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (CONVERT AC)	2027	STBG2024025D	CON	CONST NEW ROAD & BRIDGE	NA999	STBG-FLEX	\$10,000,000	\$10,000,000
MORGANTOWN MUNICIPAL AIRPORT STREETSCAPE	2025	TAP2022133D	CON	ADA SIDEWALKS	NA9999	TAP	\$1,162,400	\$1,453,000
OLD KINGWOOD PIKE BR	2028	STBG0081042D	CON	BRIDGE REPAIR	CO081	HWI-BR	\$3,200,000	\$4,000,000
<i>Project: Osgood Slab</i>								

SECTION 3 - HIGHWAY PROJECTS

Project Name	FFY	Federal ID	Phase	Type of Work	Route	Funding Source	Federal Funding	Total Funding
OSGOOD SLAB	2025	HWI0045089D	ENG	DESIGN STUDY - REPLACEMENT	CO0045	HWI-BR	\$96,000	\$120,000
OSGOOD SLAB	2034	STBG0045086D	ENG	BRIDGE REPLACEMENT	CO0045	HWI-BR	\$320,000	\$400,000
OSGOOD SLAB	2035	STBG0045087D	ROW	BRIDGE REPLACEMENT	CO0045	HWI-BR	\$80,000	\$100,000
<i>Project: Ramp D</i>								
RAMP D	2034	STBG0079171D	ENG	BRIDGE REHABILITATION	I-79	HWI-BR	\$540,000	\$600,000
RAMP D	2035	STBG0079172D	ROW	BRIDGE REHABILITATION	I-79	HWI-BR	\$63,000	\$70,000
RIVER ROAD SLIDES	2026	STBG-0045080DTC	CON	SLIDE REPAIR	CO045	PROT	\$6,000,000	\$6,000,000
<i>Project: Roadway Striping*</i>								
ROADWAY STRIPING (D4)	2025	STP2025009D	CON	INST PVMT MARK(PAINT)	NA9999	STBG-FLEX	\$2,024,400	\$2,892,000
ROADWAY STRIPING (D4)	2027	STP2025009D	CON	INST PVMT MARK(PAINT)	NA999	STBG-FLEX	\$811,675	\$1,449,420
ROADWAY STRIPING (D4)	2028	STP2024005D	CON	INST PVMT MARK(PAINT)	NA999	STBG-FLEX	\$811,675	\$1,449,420

SECTION 3 - HIGHWAY PROJECTS

Project Name	FFY	Federal ID	Phase	Type of Work	Route	Funding Source	Federal Funding	Total Funding
<i>Project: Rubble Run I-beam</i>								
RUBBLE RUN I-BEAM	2033	STBG0071166D	ENG	BRIDGE REPLACEMENT	CO0071	HWI-BR	\$320,000	\$400,000
RUBBLE RUN I-BEAM	2034	STBG0071167D	ROW	BRIDGE REPLACEMENT	CO0071	HWI-BR	\$80,000	\$100,000
RUBBLE RUN I-BEAM	2035	STBG0071168D	CON	BRIDGE REPLACEMENT	CO0071	HWI-BR	\$640,000	\$800,000
<i>Project: Smithtown Road Traffic Signal</i>								
SMITHTOWN ROAD TRAFFIC SIGNAL	2025	HSIP0119501D	ROW	INSTALL SIGNAL	US119	HSIP	\$100,000	\$100,000
SMITHTOWN ROAD TRAFFIC SIGNAL	2025	HSIP0119502D	CON	INSTALL SIGNAL	HSIP	HSIP	\$1,200,000	\$1,200,000
<i>Project: Smithtown W-beam</i>								
SMITHTOWN W-BEAM	2034	STBG0073097D	ENG	BRIDGE REHABILITATION	CO0073	HWI-BR	\$240,000	\$300,000
SMITHTOWN W-BEAM	2035	STBG0073098D	ROW	BRIDGE REHABILITATION	CO0073	HWI-BR	\$0	\$0
<i>Project: South Fork Culvert</i>								

SECTION 3 - HIGHWAY PROJECTS

Project Name	FFY	Federal ID	Phase	Type of Work	Route	Funding Source	Federal Funding	Total Funding
SOUTH FORK CULVERT	2033	STBG0009285D	ENG	BRIDGE REPAIR	CO0009	HWI-BR	\$16,000	\$20,000
SOUTH FORK CULVERT	2034	STBG0009286D	ROW	BRIDGE REPAIR	CO0009	HWI-BR	\$4,000	\$5,000
SOUTH FORK CULVERT	2035	STBG0009287D	CON	BRIDGE REPAIR	CO0009	HWI-BR	\$60,000	\$75,000
<i>Project: Star City Interchange Improvement</i>								
STAR CITY I/C IMPROVEMENT	2029	NHPP0079156D	CON	RECONSTRUCT I/C	I-79	EARMARK WV108	\$2,000,000	\$2,000,000
STAR CITY I/C IMPROVEMENT	2029	NHPP0079156D	CON	RECONSTRUCT I/C	I-79	NHPP	\$57,600,000	\$64,000,000
UNIVERSITY AVE +2	2025	STP0055052D	CON	DESIGN/BUILD ADA RAMPS	CO055	CRP-FLEX	\$1,274,400	\$1,593,000
<i>Project: US Army SPC John R Tennant Memorial Bridge</i>								
US ARMY SPC JOHN R TEN-NANT MEMORIAL BRIDGE	2025	NHPP0007367D	ENG	BRIDGE REPAIR	WV7	HWI-BR	\$40,000	\$50,000
US ARMY SPC JOHN R TEN-NANT MEMORIAL BRIDGE	2025	NHPP0007368D	ROW	BRIDGE REPAIR	WV7	HWI-BR	\$8,000	\$10,000
US ARMY SPC JOHN R TEN-NANT MEMORIAL BRIDGE	2026	NHPP0007369D	CON	BRIDGE REPAIR	WV7	STBG-FLEX	\$720,000	\$900,000

SECTION 3 - HIGHWAY PROJECTS

Project Name	FFY	Federal ID	Phase	Type of Work	Route	Funding Source	Federal Funding	Total Funding
<i>Project: US Marine Sergeant David Paul McCord Memorial Bridge</i>								
US MARINE SERGEANT DAVID PAUL MCCORD MEM BR	2028	HWI0007325D	ENG	DESIGN STUDY - REPLACEMENT	WV7	HWI-BR	\$400,000	\$450,000
US MARINE SERGEANT DAVID PAUL MCCORD MEM BR	2033	NHPP0007329D	ENG	BRIDGE REPLACEMENT	WV7	HWI-BR	\$480,000	\$600,000
US MARINE SERGEANT DAVID PAUL MCCORD MEM BR	2034	NHPP0007330D	ROW	BRIDGE REPLACEMENT	WV7	HWI-BR	\$80,000	\$100,000
<i>Project: Vulnerable Road User (VRU) Morgantown +1</i>								
VRU MORGANTOWN +1	2025	HSIP0705024D	CON	SAFETY IMPROVEMENT	WV705	HSIP	\$90,000	\$100,000
VRU MORGANTOWN +1	2025	HSIP0705023D	ENG	SAFETY IMPROVEMENT	WV705	HSIP	\$45,000	\$50,000
WALNUT ST PEDESTRIAN MORGANTOWN	2025	HSIP0119579D	CON	PEDESTRIAN IMPROVEMENT	US119	HSIP	\$1,800,000	\$2,000,000
<i>Project: Walnut Street Bridge</i>								
WALNUT STREET BRIDGE	2025	NHPP0007382D	ROW	BRIDGE REPAIR	WV7	HWI-BR	\$8,000	\$10,000
WALNUT STREET BRIDGE	2025	NHPP0007383D	CON	BRIDGE REPAIR	WV7	HWI-BR	\$1,200,000	\$1,500,000
WEST RUN RD	2025	HSIP0671006D	CON	WIDEN ROAD	CO067/01	HSIP	\$2,400,000	\$2,400,000

\*Districtwide project

## PUBLIC TRANSPORTATION PROJECTS

Public transit projects within the MMMPO area are independently managed by the Mountain Line Transit Authority (MLTA) and West Virginia University (WVU). Both MLTA and WVU utilize the MPO's public participation process to meet their public participation requirements for the TIP.

The TIP information for MLTP and WVU reflects data as of August 2024. For the latest updates, please visit the MPO's website at [www.PlanTogether.org](http://www.PlanTogether.org).

### Mountain Line Transit Authority Transit Projects

Table: MLTA Projects - Operating Assistance

Category	Source	2025		2026	
		Federal	Local	Federal	Local
Operating Assistance	5307 -	\$3,434,495	\$3,434,495	\$3,375,864	\$3,375,864
Federal 5311(f) Intercity	5311	\$270,300	\$270,300	\$270,300	\$270,300
Operating Assistance	5310	\$84,000	\$21,000	\$84,000	\$21,000

Category	Source	2027		2028	
		Federal	Local	Federal	Local
Operating Assistance	5307 -	\$3,375,864	\$3,375,864	\$3,375,864	\$3,375,864
Federal 5311(f) Intercity	5311	\$270,300	\$270,300	\$270,300	\$270,300
Operating Assistance	5310	\$84,000	\$21,000	\$84,000	\$21,000

SECTION 4 - PUBLIC TRANSIT PROJECTS

Definition

Operating Assistance: Costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.

Federal 5311(f) Intercity: Regularly scheduled bus service for the general public that operates with.

Operating Assistance: Mobility management is a capital project activity that consists of short-range planning and management activities and projects for improving coordination among public.

Table: MLTA Projects - Capital Assistance

Category	Source	2025		2026	
		Federal	Local	Federal	Local
Operating Assistance - Capital	5307	\$250,000	\$62,500	\$250,000	\$62,500
Revenue Rolling Stock Replacement	5339	\$445,189	\$111,297	\$150,000	\$37,500
Revenue Rolling Stock Replacement	5339	\$1,400,000	\$350,000	--	--
Bus Facility Roof Replacement	5339	\$1,360,000	\$340,000	--	--

Category	Source	2027		2028	
		Federal	Local	Federal	Local
Operating Assistance - Capital	5307	\$250,000	\$62,500	\$250,000	\$62,500
Revenue Rolling Stock Replacement	5339	\$150,000	\$37,500	\$150,000	\$37,500
Revenue Rolling Stock Replacement	5339	--	--	--	--
Bus Facility Roof Replacement	5339	--	--	--	--

Definition

Operating Assistance - Capital: 5307 Preventative Maintenance

Revenue Rolling Stock Replacement: For purchase of revenue producing vehicles.

Bus Facility Roof Replacement: For Roof Replacement



## West Virginia University PRT

Table: WVU PRT Projects

Category	Source	2025		2026	
		Federal	Local	Federal	Local
Reveue Rolling Stock Replacement	5337	\$0	\$0	\$0	\$0
Reveue Rolling Stock Expansion	5337	\$0	\$0	\$0	\$0
Support Vehicles	5337	\$0	\$0	\$0	\$0
Buildings - A&E	5337	\$0	\$0	\$0	\$0
Buildings - Construction	5337	\$0	\$0	\$0	\$0
Buildings Rehabilitation	5337	\$0	\$0	\$1,107,000	\$276,750
Buildings Rehabilitation	Discretionary FFY2024 Community Project Funds	\$6,400,000	\$1,800,000	\$0	\$0
Computers - Hardware	5337	\$0	\$0	\$0	\$0
Computers - Software	5337	\$0	\$0	\$0	\$0
Maintenance	5337	\$340,000	\$85,000	\$300,000	\$75,000
Office Equipment	5337	\$0	\$0	\$0	\$0
Planning	5337	\$1,000,000	\$250,000	\$0	\$0
Communications	5337	\$0	\$0	\$0	\$0
Security	5337	\$0	\$0	\$0	\$0
Shop Equipment	5337	\$0	\$0	\$0	\$0
Preventative Maintenance, Infras- tructure Rehabilitation/Renovation	5337 STATE OF GOOD REPAIR	\$1,209,121	\$305,000	\$780,000	\$195,000

Category	Source	2027		2028	
		Federal	Local	Federal	Local
Reveue Rolling Stock Replacement	5337	\$0	\$0	\$0	\$0
Reveue Rolling Stock Expansion	5337	\$0	\$0	\$0	\$0
Support Vehicles	5337	\$0	\$0	\$0	\$0
Buildings - A&E	5337	\$0	\$0	\$0	\$0
Buildings - Construction	5337	\$0	\$0	\$0	\$0
Buildings Rehabilitation	5337	\$1,177,500	\$294,375	\$0	\$0

SECTION 4 - PUBLIC TRANSIT PROJECTS

Category	Source	2027		2028	
		Federal	Local	Federal	Local
Buildings Rehabilitation	Discretionary FFY2024 Community Project Funds	\$0	\$0	\$0	\$0
Computers - Hardware	5337	\$0	\$0	\$1,551,000	\$387,750
Computers - Software	5337	\$0	\$0	\$0	\$0
Maintenance	5337	\$300,000	\$75,000	\$0	\$0
Office Equipment	5337	\$0	\$0	\$0	\$0
Planning	5337	\$0	\$0	\$0	\$0
Communications	5337	\$0	\$0	\$0	\$0
Security	5337	\$0	\$0	\$0	\$0
Shop Equipment	5337	\$0	\$0	\$0	\$0
Preventative Maintenance, Infras- tructure Rehabilitation/Renovation	5337 STATE OF GOOD REPAIR	\$1,202,245	\$305,000	\$1,276,332	\$320,000

Table: Supplemental WVU PRT Information for Past FFYs (2023, 2024)

Category	Source	2023		2024	
		Federal	Local	Federal	Local
Preventative Maintenance, Infras- tructure Rehabilitation/Renovation	5337 STATE OF GOOD REPAIR	\$2,096,698	\$524,174	\$1,674,325	\$422,000
Infrastructure Rehabilitation/Ren- ovation	FFY 24 Community Project Funds	\$0	\$0	\$0	\$0

Definition:

Revenue Rolling Stock Replacement: All revenue producing vehicles

Revenue Rolling Stock Expansion: All revenue producing vehicles.

Support Vehicles : Support/shop vehicles.

Buildings - A&E: Buildings and grounds

Buildings - Construction: Buildings and grounds

Buildings Rehabilitation: Buildings and grounds

Buildings Rehabilitation: Buildings and grounds

Computers - Hardware: Computer hardware

Computers - Software: Computer software

Maintenance: PMs, spare parts, tires, oil/lubricants, coolants

Office Equipment: Furniture, copiers, etc

Planning: Planning activities related to transit.

Communications: Communications equipment

Security: Security Systems for facilities or vehicles.

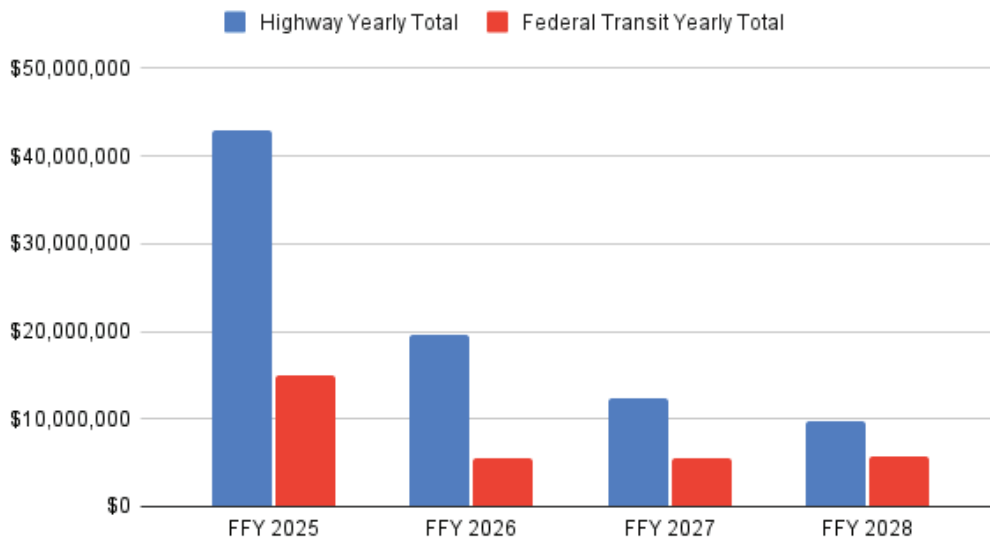
Shop Equipment: Bus washers, tools, fuel systems, etc

## FEDERAL FUNDING STREAM SUMMARY

This section outlines the federal funding streams for all projects included in the TIP. These projects include West Virginia Division of Highways (WV DOH) highway projects, Mountain Line Transit Authority (MLTA) transit projects, and West Virginia University (WVU) public transit and Personal Rapid Transit (PRT) projects.

The summary provides an overview of highway projects scheduled from Federal Fiscal Year (FFY) 2025 to FFY 2030, as well as transit projects planned from FFY 2025 to FFY 2028. This comprehensive review ensures alignment with federal, state, and local transportation priorities, supporting ongoing efforts to enhance infrastructure and mobility across the region.

Graphic: Highway and Transit Project Total Federal Funding by Year



**SECTION 5 - FEDERAL FUNDING STREAM SUMMARY**

	Federal Funding Source	FY2025	FY2026	FY2027	FY2028	FY2029 <sup>1</sup>	FY2030 <sup>1</sup>	Source Total
Federal Highways	CMAQ	\$15,000	\$475,000	--	--	--	--	\$490,000
	CRP-FLEX	\$1,274,400	--	--	--	--	--	\$1,274,400
	EARMARK (WV 117)	--	--	--	\$1,500,000	--	--	\$1,500,000
	EARMARK WV108	--	--	--	--	\$2,000,000	--	\$2,000,000
	HSIP	\$9,214,214	--	--	--	--	--	\$9,214,214
	HWI-BR	\$9,672,000	\$800,000	\$360,000	\$4,404,000	\$960,000	\$1,600,000	\$17,796,000
	NHPP	--	--	--	\$1,760,000	\$57,600,000	\$495,000	\$59,855,000
	NHPP-BR	--	--	--	\$80,000	--	--	\$80,000
	NRT	--	\$478,680	--	--	--	--	\$478,680
	PROT	--	\$6,000,000	--	--	--	--	\$6,000,000
	STBG-FLEX	\$21,111,312	\$11,362,000	\$11,488,587	\$1,479,210	\$8,080,000	--	\$53,521,109
	STBG-OFF	\$440,000	\$480,000	\$480,000	\$480,000	\$480,000	--	\$2,360,000
	TAP	\$1,162,400	--	--	--	--	--	\$1,162,400
	<b>Highway Total</b>	<b>\$42,889,326</b>	<b>\$19,595,680</b>	<b>\$12,328,587</b>	<b>\$9,703,210</b>	<b>\$69,120,000</b>	<b>\$2,095,000</b>	<b>\$155,731,803</b>
Mountain Line Transit	Operating Assistance	\$3,434,495	\$3,375,864	\$3,375,864	\$3,375,864	--	--	\$13,562,087
	Federal 5311(f) Intercity	\$270,300	\$270,300	\$270,300	\$270,300	--	--	\$1,081,200
	Operating Assistance	\$84,000	\$84,000	\$84,000	\$84,000	--	--	\$336,000
	Operating Assistance - Capital	\$250,000	\$250,000	\$250,000	\$250,000	--	--	\$1,000,000
	Revenue Rolling Stock Replacement	\$445,189	\$150,000	\$150,000	\$150,000	--	--	\$895,189
	Revenue Rolling Stock Replacement	\$1,400,000	--	--	--	--	--	\$1,400,000
	Bus Facility Roof Replacement	\$1,360,000	--	--	--	--	--	\$1,360,000
WVU PRT	Buildings Rehabilitation	\$0	\$1,107,000	\$1,177,500	\$0	--	--	\$2,284,500
	Buildings Rehabilitation <sup>2</sup>	\$6,400,000	\$0	\$0	\$0	--	--	\$6,400,000
	Computers - Hardware	\$0	\$0	\$0	\$1,551,000	--	--	\$1,551,000
	Maintenance	\$340,000	\$300,000	\$300,000	\$0	--	--	\$940,000
	Planning	\$1,000,000	\$0	\$0	\$0	--	--	\$1,000,000
	Maintenance <sup>3</sup>	\$1,209,121	\$780,000	\$1,202,245	\$1,276,332	--	--	\$4,467,703
		<b>Transit Total</b>	<b>\$16,193,105</b>	<b>\$6,317,164</b>	<b>\$6,809,909</b>	<b>\$6,957,496</b>	<b>--</b>	<b>--</b>
	<b>Grand Total</b>	<b>\$59,082,431</b>	<b>\$25,912,844</b>	<b>\$19,138,496</b>	<b>\$16,660,706</b>	<b>\$69,120,000</b>	<b>\$2,095,000</b>	<b>\$192,009,477</b>

<sup>1</sup> Additional illustrative information beyond the federally required TIP horizon year.

<sup>2</sup> Discretionary FFY2024 Community Project Funds

<sup>3</sup> Preventative Maintenance, Infrastructure Rehabilitation/Renovation (5337 STATE OF GOOD REPAIR)

# ENVIRONMENTAL JUSTICE (EJ) ANALYSIS RESULTS

In accordance with Title VI of the Civil Rights Act of 1964 and Executive Order 12898, the MMMPO is committed to evaluating the potential impacts of transportation projects on low-income and minority populations, including individuals with limited English proficiency, throughout Monongalia County.

This section identifies disadvantaged communities within the MMMPO area and assesses how the TIP projects may affect these communities, with a focus on ensuring that there are no disproportionately negative impacts on low-income or minority communities.

A detailed analysis methodology and data information can be found in Appendix A: Environmental Justice (EJ) Analysis.

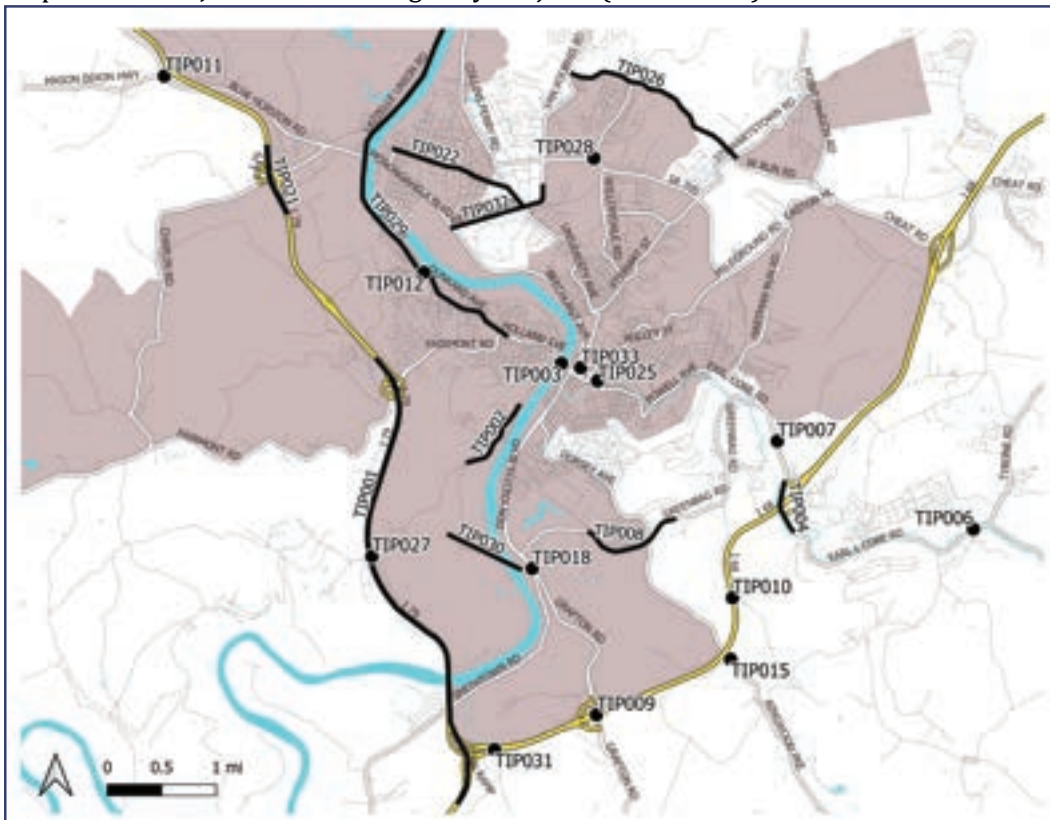
## MMMPO EJ Area & Project Overlay

Based on data from mapping tools developed by the U.S. DOT and U.S. EPA, the MMMPO has designated certain areas within the region as Environmental Justice (EJ) communities. Any community identified by one or more of the referenced sources is classified as an EJ area for the purposes of this Transportation Improvement Program (TIP) document. These designations underscore the areas' heightened vulnerability to specific challenges and the need for targeted resources to foster equitable infrastructure improvements.

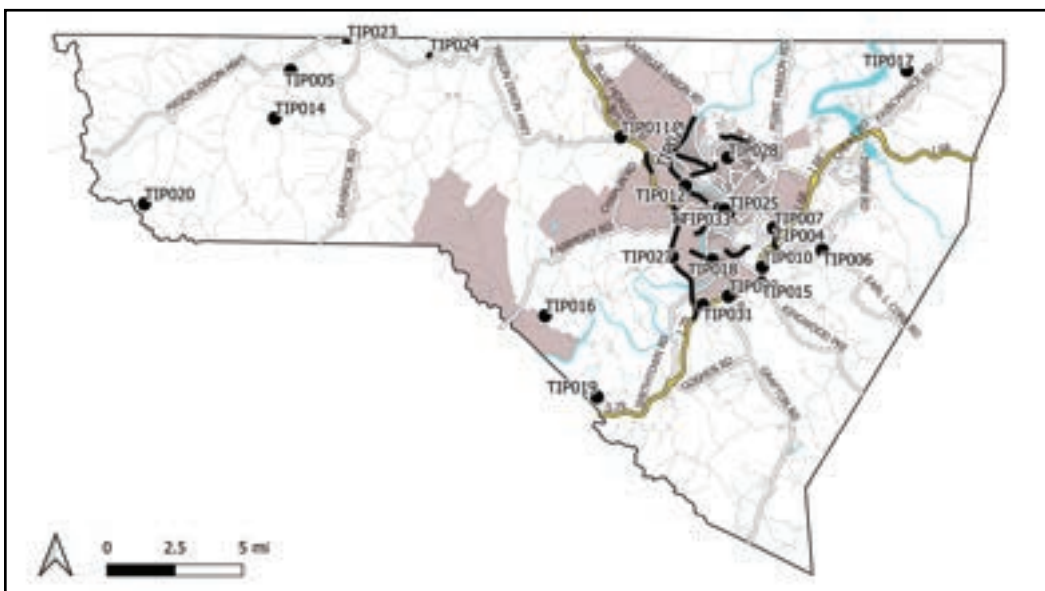
TIP highway projects are overlaid on the EJ areas to visually assess the spatial relationship between the project locations and the EJ communities.

Please note that not all TIP highway projects are mapped. Unmapped projects include districtwide initiatives, trails projects, and subarea-specific projects.

Map: MMMPO EJ Area and TIP Highway Projects (Urban Area)



Map: MMMPO EJ Area and TIP Highway Projects (Countywide)



## EJ Analysis Outcome

Of the mapped projects, 18 are located within Environmental Justice (EJ) areas, 13 are outside of EJ areas, and 2 are partially within EJ areas. The total funding allocated to projects located fully or partially within EJ areas is approximately \$165 million, while projects outside EJ areas account for approximately \$48 million in total funding.

The distribution of funding reflects a strong emphasis on supporting infrastructure improvements in Environmental Justice (EJ) areas, where the need for equitable investment is critical. With over three times more funding directed toward projects in or partially within EJ areas compared to those outside, it demonstrates a commitment to addressing disparities in these communities.

Table: Project Locations Relating to Environmental Justice Area

Project Name	Map ID	Total Funding*	EJ Area
BROOKHAVEN ROAD IMPROVEMENTS	TIP004	\$490,000	In
BULA SLAB	TIP005	\$1,750,000	Out
CHESTNUT RIDGE PEDESTRIAN MORGANTOWN	TIP028	\$2,000,000	In
DELLSLOW ARCH	TIP006	\$2,100,000	In
DUG HILL BRIDGE +1	TIP007	\$3,150,000	In
DUNKARD AVE	TIP029	\$2,250,000	In
GREENBAG ROAD (GO BOND 4)	TIP008	\$21,350,000	Partially In
HARMONY GROVE I/C	TIP027	\$29,250,000	Out
I-79 LIGHTING	TIP001	\$7,500,000	Out
INTERSTATE 68 OVERPASS	TIP009	\$6,900,000	In
JACK FLEMING MEMORIAL BRIDGE WB & EB	TIP010	\$410,000	Partially In
JERE SLAB	TIP011	\$500,000	Out
JOSEPH C BARTOLO MEMORIAL BRIDGE	TIP003	\$3,500,000	In

SECTION 6 - ENVIRONMENTAL JUSTICE ANALYSIS RESULTS

Project Name	Map ID	Total Funding*	EJ Area
LOWER SCOTTS RUN BRIDGE	TIP012	\$1,480,000	In
MAIDSVILLE SLAB	TIP013	\$25,000	Out
MIRACLE RUN CULVERT	TIP014	\$125,000	Out
MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (AC PAYBACK)	TIP030	\$37,600,000	In
OLD KINGWOOD PIKE BR	TIP015	\$4,000,000	Out
OSGOOD SLAB	TIP016	\$620,000	Out
RAMP D	TIP031	\$670,000	In
RIVER ROAD SLIDES	TIP002	\$6,000,000	In
RUBBLE RUN I-BEAM	TIP017	\$1,300,000	Out
SMITHTOWN ROAD TRAFFIC SIGNAL	TIP018	\$1,300,000	In
SMITHTOWN W-BEAM	TIP019	\$300,000	Out
SOUTH FORK CULVERT	TIP020	\$100,000	Out
STAR CITY I/C IMPROVEMENT	TIP021	\$66,000,000	In
UNIVERSITY AVE +2	TIP022	\$1,593,000	In
US ARMY SPC JOHN R TENNANT MEMORIAL BRIDGE	TIP023	\$960,000	Out
US MARINE SERGEANT DAVID PAUL MCCORD MEM BR	TIP024	\$1,150,000	Out
VRU MORGANTOWN +1	TIP032	\$2,150,000	In
WALNUT ST PEDESTRIAN MORGANTOWN	TIP033	\$2,000,000	In
WALNUT STREET BRIDGE	TIP025	\$1,510,000	In
WEST RUN RD	TIP026	\$2,400,000	In

\*The funding totals include all phases of each project—engineering, right-of-way acquisition, and construction—and reflect the cumulative funding across various Federal Fiscal Years (FFYs) associated with the projects.



## ENVIRONMENTAL JUSTICE (EJ) ANALYSIS DETAILS

### Environmental Justice(EJ)

Environmental Justice (EJ) in transportation planning refers to the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income, in the development, implementation, and enforcement of transportation policies and projects. EJ seeks to ensure that minority and low-income populations are not disproportionately affected by adverse environmental, social, and health impacts of transportation decisions. In practice, EJ in transportation planning involves:

1. **Equitable Distribution of Benefits:** Ensuring that transportation improvements—such as better access to transit, safer streets, and cleaner air—are fairly distributed among all populations, especially those historically underserved.
2. **Mitigation of Negative Impacts:** Identifying and mitigating potential negative impacts of transportation projects on disadvantaged communities, such as increased noise, air pollution, displacement, or reduced access to services.
3. **Inclusive Public Participation:** Actively involving low-income and minority populations, as well as those with limited English proficiency, in the planning process to ensure their needs, concerns, and preferences are understood and addressed.
4. **Compliance with Legal Requirements:** Following federal regulations, such as Title VI of the Civil Rights Act of 1964 and Executive Order 12898, which require transportation agencies to avoid disproportionately high and adverse effects on EJ communities and ensure fair treatment for all.

EJ in transportation planning is critical to fostering inclusive, sustainable development and improving the quality of life for all residents, particularly those in vulnerable or underserved communities.

## EJ Analysis Methodology

The MMMPO uses two primary data sets to assess the impact of proposed TIP projects on disadvantaged communities within the urban area.

**U.S. Census Data, including the American Community Survey (ACS):** The first data set provides a comprehensive view of the demographic landscape in the MMMPO region. It captures essential indicators such as poverty levels, racial and the prevalence of languages spoken other than English. This data helps the MMMPO gain an overall understanding of the socioeconomic and demographic characteristics of the area.

**Data from the U.S. Department of Transportation's (USDOT) Equitable Transportation Community (ETC) Explorer and the Environmental Protection Agency's (EPA) EJScreen:** The second data set is derived from these federal tools, which are designed to identify disadvantaged communities. These tools apply formulas developed by the USDOT and EPA to analyze factors such as economic, environmental, and health risks. The data helps pinpoint communities that may be more susceptible to negative impacts from transportation projects due to existing vulnerabilities.

To ensure a robust analysis, three resources are specifically used to identify EJ communities:

- **DOT Disadvantaged Census Tracts:** Identified through the USDOT's assessment of census tracts that exhibit high levels of disadvantage.
- **Disadvantaged Communities using the Justice40 Climate and Economic Justice Screening Tool (CEJST):** This tool, developed under the federal Justice40 initiative, highlights areas that face heightened climate and economic challenges.
- **EPA Inflation Reduction Act (IRA) Disadvantaged Communities:** This resource identifies areas that are prioritized for environmental and economic benefits under the Inflation Reduction Act's provisions.

Any community identified by one or more of these resources is classified as an Environmental Justice (EJ) community for the purposes of this TIP document.

The final step in the EJ analysis is to overlay the geographic locations of proposed TIP projects onto the map of identified EJ communities. This spatial analysis helps determine the potential impacts—both positive and negative—of each project on these communities. The MMMPO then assesses how these

projects might affect EJ populations in terms of access to transportation, environmental quality, public health, and overall quality of life.

This process helps to ensure that transportation improvements benefit all residents equitably and that any adverse impacts on disadvantaged populations are minimized or mitigated.

## Demographic Overview

The overview is based on 2022 American Community Survey data.

### *Total Population*

The Census Bureau's American Community Survey indicated that Monongalia County had an estimated total population of **105,822**. Approximately **86%** (**91,557**) of those residents reside in and around the urban area.

### *Race*

There were about **15,810** Self-reported "non-white" residents in Monongalia County making up **15%** of the County's population. Approximately **94%** (**14,911**) of these residents live inside of the urban area with the highest density close to a WVU campus.

### *Home Language*

There were **3,670** County residents who report that they speak a language besides English at home. Approximately **94%** (**3,480**) of those residents reside inside or around of the urban area. The highest density area for this population is in the vicinity of the WVU campus.

### *Poverty*

There are approximately **44,206** household in the county, including family households and non-family households. About **20%** (**8,705**) of the total household reported that they are at or below poverty level. About **94%** (**8,141**) of these households locate inside or close to the urban area. Overall, the urban area has a significantly higher density poverty level population than the areas of the County outside of the urban area. Within the urban area the highest density of poverty level residents is in the vicinity of WVU's campuses, and in Granville and Westover.

### *Overall Assessment*

The areas with high concentrations of minority populations, individuals living in poverty, and those with potential limited English proficiency (LEP)

are well-served by existing public transit options, including the Personal Rapid Transit (PRT) system. These communities benefit from access to reliable transportation services such as road improvements and transit access.

When examining the total population density and related traffic volumes in these areas, there is no indication that the proposed TIP projects will result in an undue amount of negative impact, such as population, noise, and congestion.

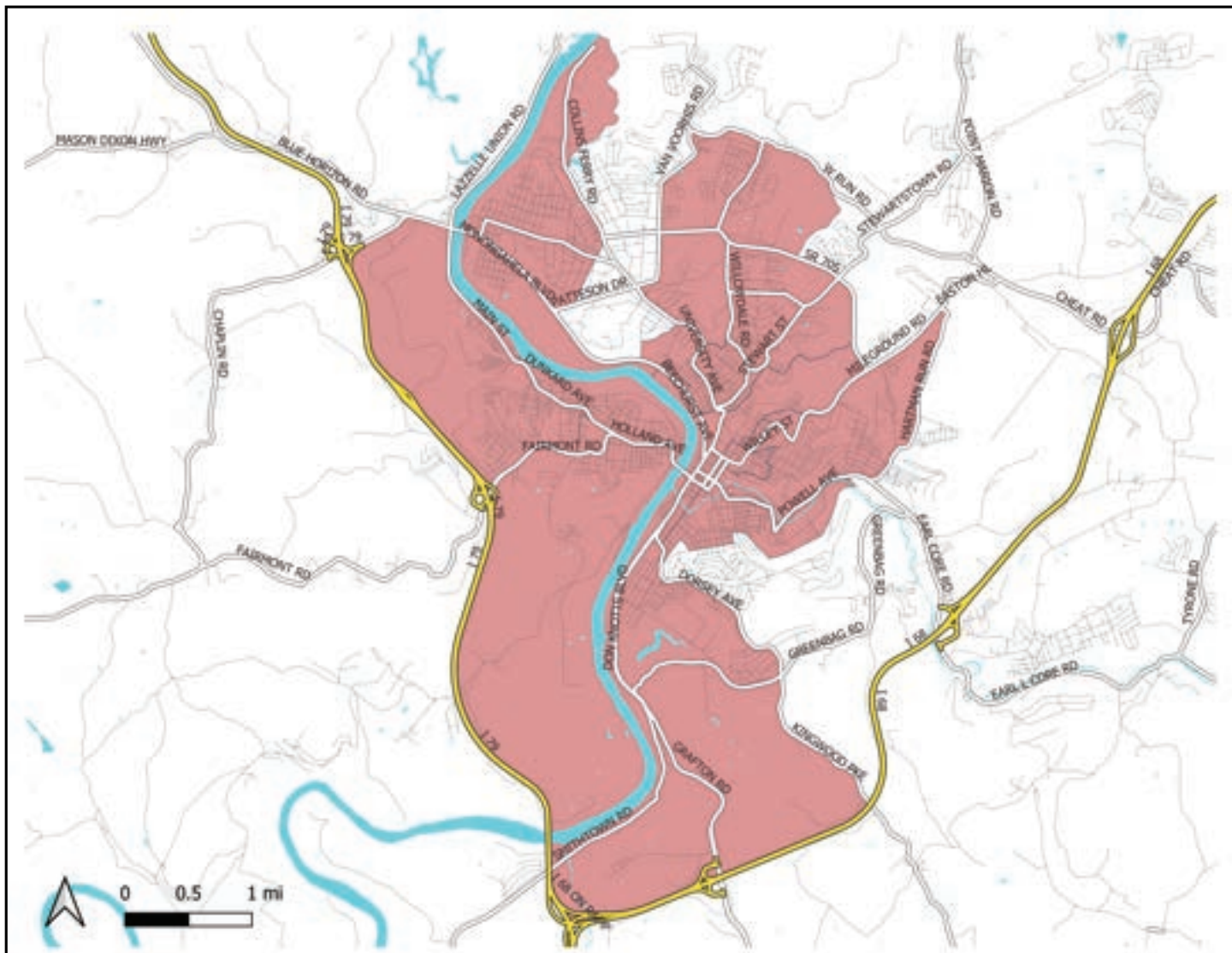
## **Disadvantaged Community Census Tracts**

The US Department of Transportation (DOT) calculates disadvantaged census tracts using the ETC Explorer tool, which considers five components of transportation disadvantage: Transportation Insecurity, Health Vulnerability, Environmental Burden, Social Vulnerability, and Climate and Disaster Risk Burden. The ETC Explorer calculates a composite score for each component by summing the ranked normalized indicators. The data is normalized using min-max scaling, which transforms the data into a standard range of 0 to 1. A census tract is considered disadvantaged if its overall index score places it in the 65% (or higher) of all US census tracts. ETC Explorer's five components of disadvantage are:

1. Transportation Insecurity
2. Environmental Burden
3. Social Vulnerability
4. The Health Vulnerability
5. Climate and Disaster Risk Burden

The analysis reveals that the DOT-designated disadvantaged census tracts encompass a significant portion of the urban area within the region. These areas include key locations such as Downtown Morgantown, Star City, Granville, Westover, the West Run Zoning District, and the Morgantown Industrial Park.

Map: Disadvantaged Community Census Tract



**Transportation Insecurity** occurs when people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, and safely. Nationally, there are well-established policies and programs that aim to address food insecurity and housing insecurity, but not transportation insecurity. A growing body of research indicates that transportation insecurity is a significant factor in persistent poverty.

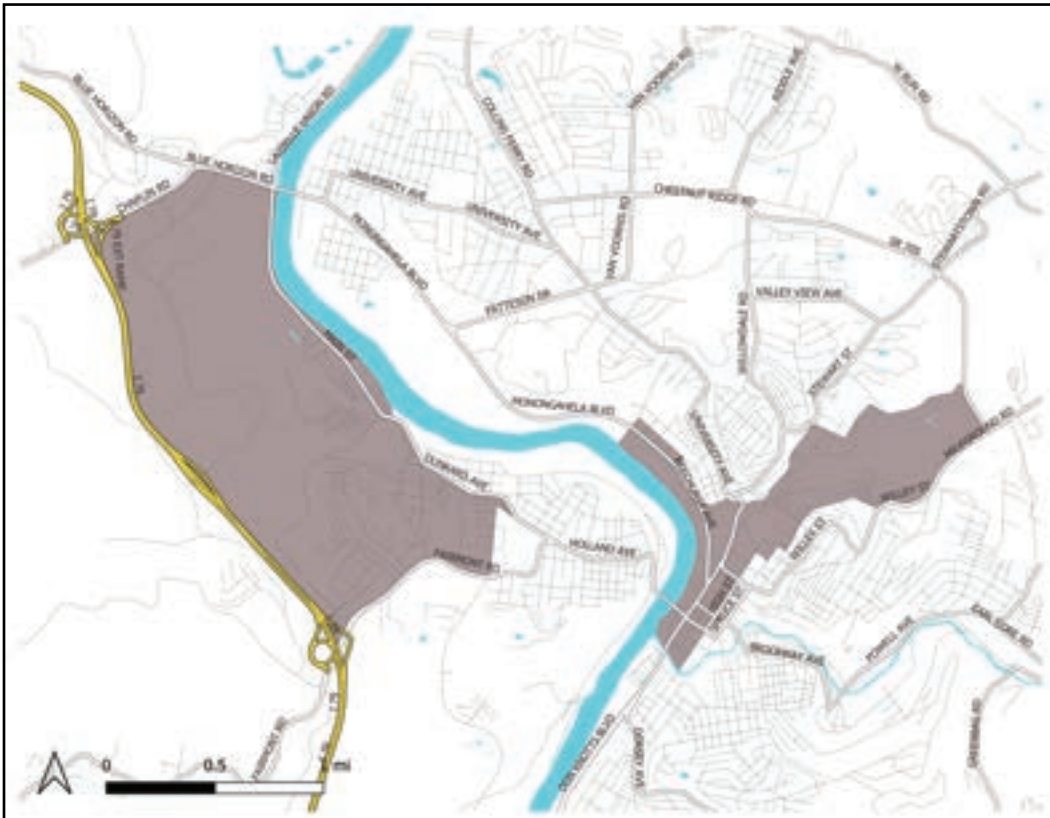
**Social Vulnerability** is a measure of socioeconomic indicators that have a direct impact on quality of life. This set of indicators measure lack of employment, educational attainment, poverty, housing tenure, access to broadband, and housing cost burden as well as identifying household characteristics such as age, disability status and English proficiency.

- US DOT ETC Explorer

## Justice 40 CEJST Disadvantaged Communities

The Justice40 Climate and Economic Justice Screening Tool (CEJST) evaluates and identifies communities that are considered disadvantaged based on the Justice40 Initiative's criteria. These criteria are climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

Map: Justice 40 Disadvantaged Community



Through this assessment, it was determined that Granville qualifies as a disadvantaged community under three categories: climate change, health, and workforce development. Meanwhile, the Downtown Morgantown and WVU Downtown Campus area meets the criteria in one category: workforce development. These designations highlight the areas' vulnerability to specific challenges and the need for targeted resources to promote equitable improvements.

### *Climate Change*

Communities are identified as disadvantaged if they are in census tracts that:

- ARE at or above the 90th percentile for expected agriculture loss rate OR expected building loss rate OR expected population loss rate OR projected flood risk OR projected wildfire risk
- AND are at or above the 65th percentile for low income

### *Health*

Communities are identified as disadvantaged if they are in census tracts that:

- ARE at or above the 90th percentile for asthma OR diabetes OR heart disease OR low life expectancy
- AND are at or above the 65th percentile for low income

### *Workforce Development*

Communities are identified as disadvantaged if they are in census tracts that:

- ARE at or above the 90th percentile for linguistic isolation OR low median income OR poverty OR unemployment
- AND more than 10% of people ages 25 years or older whose high school education is less than a high school diploma

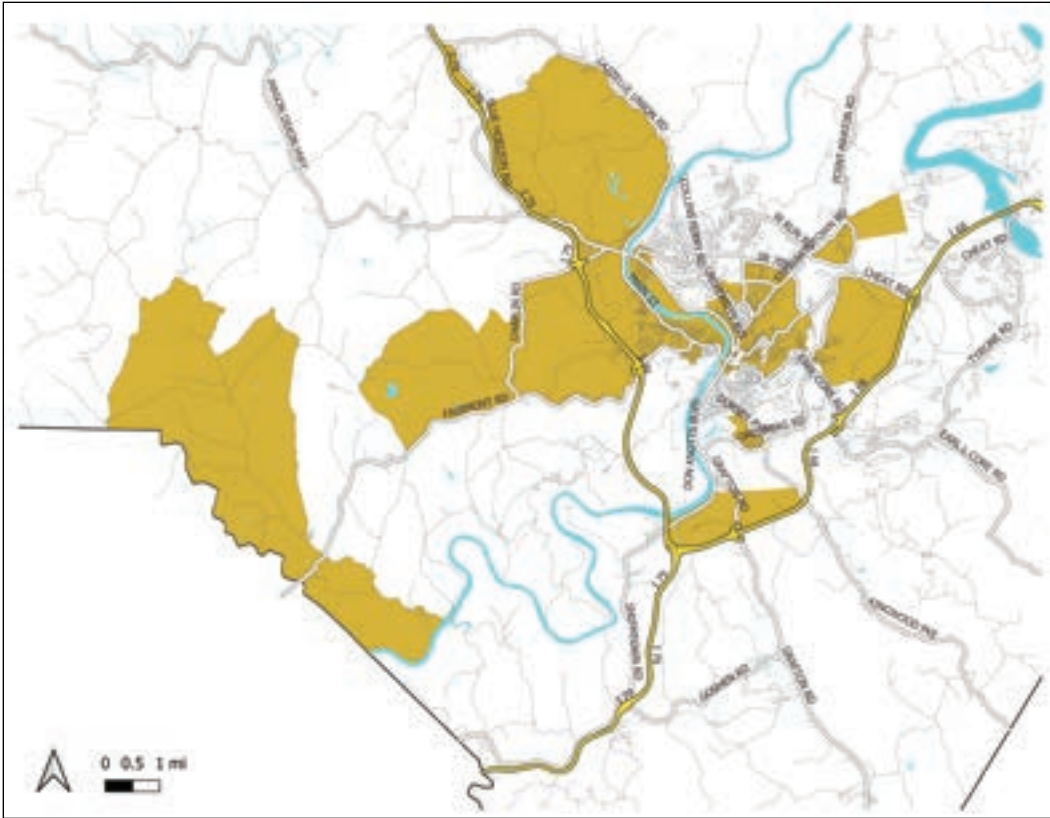
## **EPA IRA Disadvantaged Communities**

The EPA Inflation Reduction Act (IRA) Disadvantaged Communities map combines multiple datasets that individually can be used to determine whether a community is disadvantaged for the purposes of implementing programs under the IRA. All data sets are assigned values at the Census block group level. The criteria and associated datasets used in the map are:

- Any census tract that is included as disadvantaged in CEJST
- Any census block group at or above the 90th percentile for any of EJScreen's Supplemental Indexes when compared to the nation or state. The Indexes include percentage of low income, percentage of persons with disabilities, percentage of limited English speaking, percentage of less than high school education, and low life expectancy.

The assessment revealed that IRA-designated disadvantaged communities are primarily located in the following areas: Downtown Morgantown, Westover, the Mylan Park area, Granville, Madsville, the West Run Zoning District, the Sunnyside neighborhood, Wiles Hill, North Hill, Greenmont, Woodburn, Sabraton, Arnettsville, and parts of the Cheat Lake area.

Map: EPA IRA Disadvantaged Communities





**HIGHWAY PROJECTS SUPPLEMENTARY  
INFORMATION**

APPENDIX B: HIGHWAY PROJECTS SUPPLEMENTARY INFORMATION

Project Name	FFY	State Project ID	Federal Project ID	Route	Length	Beginning Mile Post	Map ID	Performance Measure
2025 D4 RDWY DEPART +3*	2025	S384- 020 0 00	HSIP0020435D	WV020	96.26	0	N/A	PM1
<i>Project: Brookhaven Road Improvements</i>								
BROOKHAVEN ROAD IMPROVEMENTS	2025	U331 7 03620 00	CMAQ0007263D	WV007	0.4	36.2	TIP004	PM3
BROOKHAVEN ROAD IMPROVEMENTS	2026	U331 7 03620 00	CMAQ0007264D	WV007	0.4	36.2	TIP004	PM3
<i>Project: Bula Slab</i>								
BULA SLAB	2028	S231 7 1030 00	NHPP0007348D	WV7	0.04	10.3	TIP005	PM2
BULA SLAB	2029	S331 7 1030 00	NHPP0007350D	WV7	0.04	10.3	TIP005	PM2
BULA SLAB	2031	S331 7 1030 00	NHPP0007351D	WV7	0.04	10.3	TIP005	PM2
CAPERTON TRAIL DRAINAGE	2026	U331 CAPER 2 00	NRT2018214D	NA999	0	0	N/A	PM3
CAPERTON TRAIL LIGHTING	2026	U331 CAPER 3 00	NRT2018218D	NA999	0	0	N/A	PM3
CHESTNUT RIDGE PEDESTRIAN MORGANTOWN	2025	U331- 705/00 1.69 00 23	HSIP0705022D	WV0705	0.01	1.69	TIP028	

APPENDIX B: HIGHWAY PROJECTS SUPPLEMENTARY INFORMATION

Project Name	FFY	State Project ID	Federal Project ID	Route	Length	Beginning Mile Post	Map ID	Performance Measure
<i>Project: District 4 Recall Striping*</i>								
D-4 RECALL STRIPING	2025	S384 RECAL 25 00	STP2021013D	NA9999	0	0	N/A	PM1
D-4 RECALL STRIPING	2026	S384 RECAL 26 00	STP2021013D	NA999	0	0	N/A	PM1
D-4 RECALL STRIPING	2027	S384RECAL2700	STP2021013D	NA999	0	0	N/A	PM1
D-4 RECALL STRIPING	2028	S384 RECAL 28 00	STP2021013D	NA999	0	0	N/A	PM1
<i>D4 RDWAY DEPARTURE*</i>								
D4 RDWAY DEPARTURE*	2025	S384RDWAY200	HSIP2023046D	WV020	0	0	N/A	PM1
DECKERS CREEK RAIL TRAIL RESTORATION	2026	U331-DEC/KE-1.00	TAP2023349D	NA999	0	0	N/A	PM3
<i>Project: Dellslow Arch</i>								
DELLSLOW ARCH	2026	S231 7 3865 00	HWI0007341D	WV0007	0.02	38.65	TIP006	PM2
DELLSLOW ARCH	2033	S331 7 3865 00	STBG0007338D	WV0007	0.02	38.65	TIP006	PM2
DELLSLOW ARCH	2034	S331 7 3865 00	STBG0007339D	WV0007	0.02	38.65	TIP006	PM2

APPENDIX B: HIGHWAY PROJECTS SUPPLEMENTARY INFORMATION

Project Name	FFY	State Project ID	Federal Project ID	Route	Length	Beginning Mile Post	Map ID	Performance Measure
DELLSLOW ARCH	2035	S331 7 3865 00	STBG0007340D	WV0007	0.02	38.65	TIP006	PM2
<i>Project: Dug Hill Bridge +1</i>								
DUG HILL BRIDGE +1	2026	S231 740 002 00	HWI0740005D	WV7/40	0.04	0.02	TIP007	PM2
DUG HILL BRIDGE +1	2030	S331 740 002 00	STBG0740004D	WV7/40	0.04	0.02	TIP007	PM2
DUG HILL BRIDGE +1	2034	S331 740 002 00	STBG0740002D	CO7/40	0.04	0.02	TIP007	PM2
DUG HILL BRIDGE +1	2035	S331 740 002 00	STBG0740003D	CO7/40	0.04	0.02	TIP007	PM2
DUNKARD AVE	2025	S331- 100 0 00	STBG0100163D	WV100	3.97	0	TIP029	PM2
<i>Project: FY 25 Bridge Inseption*</i>								
FY 25 SF BR INSPECT - D4 (CONVERT AC)	2025	T684 NBIS 25 00	NHSTNBIS453D	NA9999	0	0	N/A	PM2
FY 25 SF BR INSPECT - D4 (CONVERT AC)	2025	T684 NBIS 25 00	NHSTNBIS453D	NA9999	0	0	N/A	PM2
<i>Project: SF Bridge Inspection*</i>								

APPENDIX B: HIGHWAY PROJECTS SUPPLEMENTARY INFORMATION

Project Name	FFY	State Project ID	Federal Project ID	Route	Length	Beginning Mile Post	Map ID	Performance Measure
FY 26 SF BR INSPECT - D4	2026	T684 NBIS 25 00	NHST2026015D	NA999	0	0	N/A	PM2
FY 26 SF BR INSPECT - D4	2026	T684 NBIS 25 00	NHST2026015D	NA999	0	0	N/A	PM2
FY 27 SF BR INSPECT - D4	2027	T684NBIS2700	NHST2027015D	NA999	0	0	N/A	PM2
FY 27 SF BR INSPECT - D4	2027	T684NBIS2700	NHST2027015D	NA999	0	0	N/A	PM2
FY 28 SF BR INSPECT - D4	2028	T684NBIS2800	NHST2028015D	NA999	0	0	N/A	PM2
FY 28 SF BR INSPECT - D4	2028	T684NBIS2800	NHST2028015D	NA999	0	0	N/A	PM2
FY 29 SF BR INSPECT - D4	2029	T684NBIS2900	NHST2029015D	NA999	0	0	N/A	PM2
FY 29 SF BR INSPECT - D4	2029	T684NBIS2900	NHST2029015D	NA999	0	0	N/A	PM2
GREENBAG ROAD (GO BOND 4)	2025	U331 857 00067 00	NFA2317022D	CO857	1.08	0.67	TIP008	PM3
<i>Project: Harmony Grove Interchange</i>								
HARMONY GROVE I/C	2028	U331 79 15100 00	NHPP0079109D	I-79	0.05	151	TIP027	PM3

APPENDIX B: HIGHWAY PROJECTS SUPPLEMENTARY INFORMATION

Project Name	FFY	State Project ID	Federal Project ID	Route	Length	Beginning Mile Post	Map ID	Performance Measure
HARMONY GROVE I/C	2028	U331 79 15100 00	NHPP0079109D	I-79	0.05	151	TIP027	PM3
HARMONY GROVE I/C	2030	U331 79 15100 00	NHPP0079110D	I-79	0.05	151	TIP027	PM3
HARMONY GROVE I/C	2031	U331 79 15100 00	NHPP0079111D	I-79	0.05	151	TIP027	PM3
I-79 LIGHTING	2025	U331 79 14801 00	STBG0079084D	I-79	4.99	148.01	TIP001	PM1
INTERSTATE 68 OVERPASS	2025	S331 119 1025 00	NHPP0119514D	US119	0.02	10.25	TIP009	PM2
<i>Project: Jack Fleming Memorial Bridge WB &amp; EB</i>								
JACK FLEMING MEMORIAL BRIDGE WB & EB	2034	S331 68 322 00	STBG0068202D	I-68	0.05	3.22	TIP010	PM2
JACK FLEMING MEMORIAL BRIDGE WB & EB	2035	S331 68 322 00	STBG0068203D	I-68	0.05	3.22	TIP010	PM2
<i>Project: Jere Slab</i>								
JERE SLAB	2027	S331 7 2773 00	NHPP0007326D	WV7	0.02	27.73	TIP011	PM2
JERE SLAB	2028	S331 7 2773 00	NHPP0007327D	WV7	0.02	27.73	TIP011	PM2

APPENDIX B: HIGHWAY PROJECTS SUPPLEMENTARY INFORMATION

Project Name	FFY	State Project ID	Federal Project ID	Route	Length	Beginning Mile Post	Map ID	Performance Measure
JOSEPH C BARTOLO MEMORIAL BRIDGE	2025	S331 19 1108 00	HWI0019589D	US0019	0.15	11.08	TIP003	PM2
<i>Project: Lower Scotts Run Bridge</i>								
LOWER SCOTTS RUN BRIDGE	2028	S331 100 241 00	STBG0100160D	WV100	0.01	2.41	TIP012	PM2
LOWER SCOTTS RUN BRIDGE	2028	S331 100 241 00	STBG0100159D	WV100	0.01	2.41	TIP012	PM2
LOWER SCOTTS RUN BRIDGE	2029	S331 100 241 00	STBG0100161D	WV100	0.01	2.41	TIP012	PM2
<i>Project: Maidsville Slab</i>								
MAIDSVILLE SLAB	2034	S331 53 001 00	STBG0053014D	CO0053	0.01	0.01	TIP013	PM2
MAIDSVILLE SLAB	2035	S331 53 001 00	STBG0053015D	CO0053	0.01	0.01	TIP013	PM2
<i>Project: Miracle Run Culvert</i>								
MIRACLE RUN CULVERT	2027	S331 171 231 00	STBG1701003D	CO0017/1	0.01	2.31	TIP014	PM2
MIRACLE RUN CULVERT	2028	S331 171 231 00	STBG1701002D	CO0017/1	0.01	2.31	TIP014	PM2

APPENDIX B: HIGHWAY PROJECTS SUPPLEMENTARY INFORMATION

Project Name	FFY	State Project ID	Federal Project ID	Route	Length	Beginning Mile Post	Map ID	Performance Measure
MIRACLE RUN CULVERT	2028	S331 171 231 00	STBG1701001D	CO0017/1	0.01	2.31	TIP014	PM2
<i>Project: Morgantown Industrial Park Access Road</i>								
MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (AC PAYBACK)	2029	X331 MIPAR 00 23	STBG2024025D	NA999	0	0	TIP030	PM3
MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (CONVERT AC)	2025	X231 MIPAR 00 23	STBG2024025D	NA999	0	0	TIP030	PM3
MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (CONVERT AC)	2026	X231 MIPAR 00 23	STBG2024025D	NA999	0	0	TIP030	PM3
MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (CONVERT AC)	2027	X231 MIPAR 00 23	STBG2024025D	NA999	0	0	TIP030	PM3
MORGANTOWN MUNICIPAL AIRPORT STREETS-CAPE	2025	U331-MOR/GA-21.00	TAP2022133D	NA9999	0	0	N/A	PM3
OLD KINGWOOD PIKE BR	2028	S331 81 629 00	STBG0081042D	CO081	0.02	6.29	TIP015	PM2
<i>Project: Osgood Slab</i>								
OSGOOD SLAB	2025	S231 45 105 00	HWI0045089D	CO0045	0.02	1.05	TIP016	PM2
OSGOOD SLAB	2034	S331 45 105 00	STBG0045086D	CO0045	0.02	1.05	TIP016	PM2



APPENDIX B: HIGHWAY PROJECTS SUPPLEMENTARY INFORMATION

Project Name	FFY	State Project ID	Federal Project ID	Route	Length	Beginning Mile Post	Map ID	Performance Measure
OSGOOD SLAB	2035	S331 45 105 00	STBG0045087D	CO0045	0.02	1.05	TIP016	PM2
<i>Project: Ramp D</i>								
RAMP D	2034	S331 79 001 00	STBG0079171D	I-79	0.01	0.01	TIP031	PM2
RAMP D	2035	S331 79 001 00	STBG0079172D	I-79	0.01	0.01	TIP031	PM2
RIVER ROAD SLIDES	2026	S331 45 1150 00	STBG-0045080DTC	CO045	0.67	11.5	TIP002	PM3
<i>Project: Roadway Striping*</i>								
ROADWAY STRIPING (D4)	2025	S384 STRIP 25 00	STP2025009D	NA9999	0	0	N/A	PM1
ROADWAY STRIPING (D4)	2027	S384STRIP2700	STP2025009D	NA999	0	0	N/A	PM1
ROADWAY STRIPING (D4)	2028	S384 STRIP 28 00	STP2024005D	NA999	0	0	N/A	PM1
<i>Project: Rubble Run I-beam</i>								
RUBBLE RUN I-BEAM	2033	S331 71 091 00	STBG0071166D	CO0071	0.02	0.91	TIP017	PM2

APPENDIX B: HIGHWAY PROJECTS SUPPLEMENTARY INFORMATION

Project Name	FFY	State Project ID	Federal Project ID	Route	Length	Beginning Mile Post	Map ID	Performance Measure
RUBBLE RUN I-BEAM	2034	S331 71 091 00	STBG0071167D	CO0071	0.02	0.91	TIP017	PM2
RUBBLE RUN I-BEAM	2035	S331 71 091 00	STBG0071168D	CO0071	0.02	0.91	TIP017	PM2
<i>Project: Smithtown Road Traffic Signal</i>								
SMITHTOWN ROAD TRAFFIC SIGNAL	2025	U331 119 1180 00	HSIP0119501D	US119	0.15	11.8	TIP018	PM1
SMITHTOWN ROAD TRAFFIC SIGNAL	2025	U331 119 1180 00	HSIP0119502D	HSIP	0.15	11.8	TIP018	PM1
<i>Project: Smithtown W-beam</i>								
SMITHTOWN W-BEAM	2034	S331 73 032 00	STBG0073097D	CO0073	0.03	0.32	TIP019	PM2
SMITHTOWN W-BEAM	2035	S331 73 032 00	STBG0073098D	CO0073	0.03	0.32	TIP019	PM2
<i>Project: South Fork Culvert</i>								
SOUTH FORK CULVERT	2033	S331 9 200 00	STBG0009285D	CO0009	0.02	2	TIP020	PM2
SOUTH FORK CULVERT	2034	S331 9 200 00	STBG0009286D	CO0009	0.02	2	TIP020	PM2

APPENDIX B: HIGHWAY PROJECTS SUPPLEMENTARY INFORMATION

Project Name	FFY	State Project ID	Federal Project ID	Route	Length	Beginning Mile Post	Map ID	Performance Measure
SOUTH FORK CULVERT	2035	S331 9 200 00	STBG0009287D	CO0009	0.02	2	TIP020	PM2
<i>Project: Star City Interchange Improvement</i>								
STAR CITY I/C IMPROVEMENT	2029	U331791545000	NHPP0079156D	I-79	0.8	154.5	TIP021	PM3
STAR CITY I/C IMPROVEMENT	2029	U331791545000	NHPP0079156D	I-79	0.8	154.5	TIP021	PM3
UNIVERSITY AVE +2	2025	S331 55 0000 00	STP0055052D	CO055	1.33	0	TIP022	PM3
<i>Project: US Army SPC John R Tennant Memorial Bridge</i>								
US ARMY SPC JOHN R TENNANT MEMORIAL BRIDGE	2025	S331 7 1309 00	NHPP0007367D	WV7	0.08	13.09	TIP023	PM2
US ARMY SPC JOHN R TENNANT MEMORIAL BRIDGE	2025	S331 7 1309 00	NHPP0007368D	WV7	0.08	13.09	TIP023	PM2
US ARMY SPC JOHN R TENNANT MEMORIAL BRIDGE	2026	S331 7 1309 00	NHPP0007369D	WV7	0.08	13.09	TIP023	PM2
<i>Project: US Marine Sergeant David Paul McCord Memorial Bridge</i>								
US MARINE SERGEANT DAVID PAUL MCCORD MEM BR	2028	S231 7 1686 00	HWI0007325D	WV7	0.02	16.86	TIP024	PM2

APPENDIX B: HIGHWAY PROJECTS SUPPLEMENTARY INFORMATION

Project Name	FFY	State Project ID	Federal Project ID	Route	Length	Beginning Mile Post	Map ID	Performance Measure
US MARINE SERGEANT DAVID PAUL MCCORD MEM BR	2033	S331 7 1686 00	NHPP0007329D	WV7	0.02	16.86	TIP024	PM2
US MARINE SERGEANT DAVID PAUL MCCORD MEM BR	2034	S331 7 1686 00	NHPP0007330D	WV7	0.02	16.86	TIP024	PM2
<i>Project: Vulnerable Road User (VRU) Morgantown +1</i>								
VRU MORGANTOWN +1	2025	U331- 705 0 00	HSIP0705024D	WV705	1.02	0	TIP032	PM1
VRU MORGANTOWN +1	2025	U331- 705 0 00	HSIP0705023D	WV705	1.02	0	TIP032	PM1
WALNUT ST PEDESTRIAN MORGANTOWN	2025	U331- 119/00 0.31 00 23	HSIP0119579D	US119	0.01	0.31	TIP033	
<i>Project: Walnut Street Bridge</i>								
WALNUT STREET BRIDGE	2025	S331 7 0.02 00	NHPP0007382D	WV7	0.1	0.02	TIP025	PM2
WALNUT STREET BRIDGE	2025	S331 7 0.02 00	NHPP0007383D	WV7	0.1	0.02	TIP025	PM2
WEST RUN RD	2025	U331 06701 00000 00	HSIP0671006D	CO067/01	1.86	0	TIP026	PM1

\*Districtwide project

Table: Highway Projects Location Descriptions

Not all TIP highway projects has location descriptions. Projects with no location descriptions are districtwide project, trails projects, and subarea projects.

Project Name	Map ID	Location Description
I-79 LIGHTING	TIP001	I-79 from Exit 148 (I-68 Interchange) to Exit 152 (Westover/Fairmont Rd)
RIVER ROAD SLIDES	TIP002	River Rd between Westover Bridge and DuPont Rd
JOSEPH C BARTOLO MEMORIAL BRIDGE	TIP003	Morgantown-Westover Bridge
BROOKHAVEN ROAD IMPROVEMENTS	TIP004	Earl Core Rd/WV7 from Brookhaven Rd to I-68 Exit west-bond ramp intersection
BULA SLAB	TIP005	Mason Dixon Hwy near Miracle Run Rd (Western part of the county, beyond Blacksville)
DELLSLOW ARCH	TIP006	Earl Core Rd at Pixler Hill Rd (near Tyrone Rd)
DUG HILL BRIDGE +1	TIP007	Near the intersection of Stugiss Ave and Eljadid st (in adjacent to Earl Core Rd/WV 7 at Dunkin')
GREENBAG ROAD (GO BOND 4)	TIP008	Greenbag Rd from Mississippi St to Lyckey Ln/Richard Ave (access to Mountainview Elementary School)
INTERSTATE 68 OVERPASS	TIP009	Grafton Rd / US119 over I-68 near Exit 1
JACK FLEMING MEMORIAL BRIDGE WB & EB	TIP010	Lower Aarons Creek Rd under I-68
JERE SLAB	TIP011	At the intersection of Mason Dixon Hwy/WV7 and Blue Horizon Dr/US19
LOWER SCOTTS RUN BRIDGE	TIP012	Dunkard Ave near Dents Run Blvd (over Dents Run creek)
MAIDSVILLE SLAB	TIP013	On Fort Martina Rd near the intersection of Lazzelle Union Rd (WV100)
MIRACLE RUN CULVERT	TIP014	Happy Ln near the Miracle Run Rd over Miracle Run creek (Western park of the county)

APPENDIX B: HIGHWAY PROJECTS SUPPLEMENTARY INFORMATION

Project Name	Map ID	Location Description
OLD KINGWOOD PIKE BR	TIP015	AT the intersection of Kingwood Pike and Cobun Creek Rd (Crossover I-68)
OSGOOD SLAB	TIP016	River Rd at the southern part of the county. Near Little Indian Creek Wildlife Management Area
RUBBLE RUN I-BEAM	TIP017	On Morgans Run Rd near Lubuck Ln (on route from Fairchance Rd to Cheat Lake Park)
SMITHTOWN ROAD TRAFFIC SIGNAL	TIP018	At the intersection of Grafton Rd and Smithtown Rd (Near Greenbag Rd)
SMITHTOWN W-BEAM	TIP019	At the intersection of Mason Dixon Hwy/WV7 and Blue Horizon Dr/US19
SOUTH FORK CULVERT	TIP020	Near St Leo Rd and Wade Renner Hill intersection (Western part of the county beyond Blacksville)
STAR CITY I/C IMPROVEMENT	TIP021	I-79 Exit 155 interchange
UNIVERSITY AVE +2	TIP022	University Ave from Van Voorhis Rd/Patteson Dr to Boyers Ave
US ARMY SPC JOHN R TENNANT MEMORIAL BRIDGE	TIP023	Mason Dixon Hwy near Blacksville
US MARINE SERGEANT DAVID PAUL MCCORD MEM BR	TIP024	Mason Dixon Hwy near Blacksville
WALNUT STREET BRIDGE	TIP025	Walnut St between Spruce St Brockway Ave
WEST RUN RD	TIP026	West Run Rd from Van Voorhis Rd to Stewartstown Rd
HARMONY GROVE I/C	TIP027	River Rd near Master Graphics Rd (over I-79)
CHESTNUT RIDGE PEDESTRIAN MORGANTOWN	TIP028	Chuestnut Ridge Rd at the intersection of Pineview Dr / Sheetz

Project Name	Map ID	Location Description
DUNKARD AVE	TIP029	WV100 (Dunkard Ave and Main St) from Fairmont Rd/ Westover Triangle to Fort Martin Rd (CR53)
MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (AC PAYBACK)	TIP030	Connecting Morgantown Industrial Park to Don Knott's Blvd over Monongahela River
RAMP D	TIP031	The interchange of I-79 and I-68
VRU MORGANTOWN +1	TIP032	W 705 from Mon Blvd to AppleBee Intersection

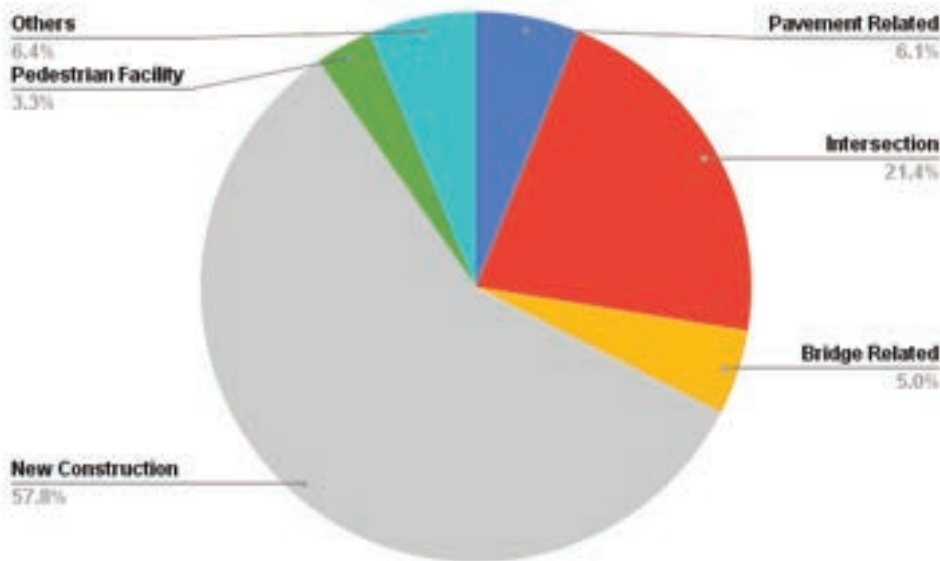
## OBLIGATED PROJECTS IN FFY 2024

Appendix A outlines the list of obligated projects for the Federal Fiscal Year (FFY) 2024, covering the period from June 15, 2024, to September 25, 2024. These projects have received official funding commitments from the West Virginia Department of Highways (WV DOH), meaning the necessary financial resources have been secured to move them forward.

Total Federal Funding: **\$53,227,939**

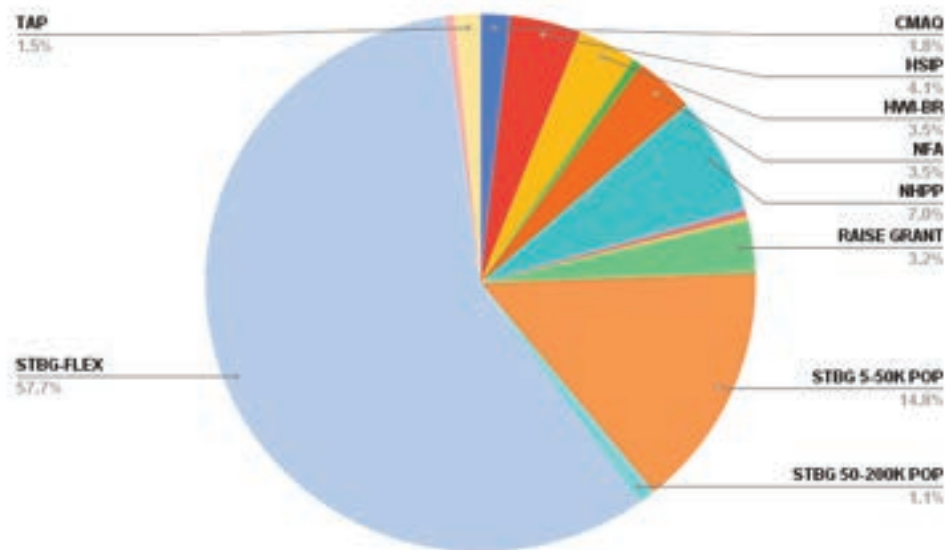
Total Funding: **\$132,697,459**

### ■ Distribution of Total Funding by Type of Work





■ Distribution of Total Funding by Funding Source



The following table lists the projects obligated by WV DOH for FFY 2024. Projects are sorted alphabetically and grouped by project name. Project at the same location with multiple phases, funding sources, or funding mechanisms are consolidated.

Project Name	Type of Work	Phase	Funding Source	Federal Funding	Total Funding
<i>Project: Brockway Ave</i>					
Brockway Ave	Mill & Pave	ENG	STBG-FLEX	\$50,000	\$40,000
Brockway Ave	Mill & Pave	CON	STBG-FLEX	\$2,380,836	\$1,904,669
<i>Project: Burrough St</i>					
Burrough St (AC Conversion)	Mill & Pave	CON	STBG 50-200K POP	\$217,649	\$897,062
Burrough St (AUTH AC)	Mill & Pave	CON	STBG-FLEX	\$500,000	\$500,000
Caperton Trail Star City Repaving	Trail Paving	CON	NRT	\$176,000	\$220,000
Chestnut Ridge Pedestrian Morgantown	Ped Facility	ENG	HSIP	\$270,000	\$300,000

APPENDIX C - OBLIGATED PROJECTS IN FFY 2024

Project Name	Type of Work	Phase	Funding Source	Federal Funding	Total Funding
CPL Thomas Bennett Mem. Bridge	Inspections	CON	NHPP	\$1,600,000	\$2,000,000
<i>Project: D-4 Recall Striping</i>					
D-4 Recall Striping (AC Payback)	Pavement Markings	CON	STBG-FLEX	\$234,951	\$378,502
D-4 Recall Striping (AC Payback)	Pavement Markings	CON	HSIP	\$100,000	\$100,000
D-4 Recall Striping	Pavement Markings	CON	HSIP	\$91,351	\$130,502
D-4 Recall Striping	Pavement Markings	CON	STBG-FLEX	\$243,600	\$348,000
<i>Project: Don Knotts Blvd +9</i>					
Don Knotts Blvd +9 (AC Conversion)	ADA Ramps	CON	CMAQ	\$1,040,000	\$1,040,000
Don Knotts Blvd +9 (AUTH AC)	ADA Ramps	CON	CMAQ	\$0	\$1,300,000
Dunkard Ave	Resurface	ENG	STBG-FLEX	\$32,000	\$40,000
<i>Project: Dunkard Ave Sidewalks Phase V</i>					
Dunkard Ave Sidewalks Phase V	Construct Sidewalk	OTH	NHPP	\$1,600,000	\$2,000,000
Dunkard Ave Sidewalks Phase V	Construct Sidewalk	CON	TAP	\$600,000	\$750,000
Exit 146 SB Exit Ramp	Resurface	CON	NHPP	\$381	\$423,700
Exit 152 NB & SB Ramp (AC Payback)	Resurface	CON	NHPP	\$840,733	\$840,733
<i>Project FY 24 BR Inspect - D4</i>					
FY 24 BR Inspect - D4	Bridge Inspection	ENG	STBG-OFF	\$600,000	\$750,000
FY 24 BR Inspect - D4	Bridge Inspection	ENG	STBG-FLEX	\$600,000	\$750,000
FY 25 MMMPO	Planning	OT	PL	\$384,735	\$480,919

APPENDIX C - OBLIGATED PROJECTS IN FFY 2024

Project Name	Type of Work	Phase	Funding Source	Federal Funding	Total Funding
FY 25 SF Brige Inspect - D4 (AUTH AC)	Bridge Inspection	ENG	STBG-FLEX	\$100,000	\$125,000
Greenbag Rd	Improve I/S & Widen	ENG	RAISE GRANT	\$4,200,000	\$4,200,000
I-68 Exit 7 Ramps	Mill/Pave, Concerete Repaire/Ramps	CON	NHPP	\$1,369,721	\$1,521,912
Indian Creek I-BEAM	Bridge Replacement	CON	HWI-OFF	\$584,869	\$731,086
Jere Slab	Design Study - Replacement	ENG	HWI-BR	\$200,000	\$250,000
<i>Joseph C Bartolo Mem. Bridge</i>					
Joseph C Bartolo Mem. Bridge	Bridge Repair	ENG	HWI-BR	\$270,351	\$338,583
Joseph C Bartolo Mem. Bridge	Bridge Repair	ROW	HWI-BR	\$80,000	\$100,000
MGT Downtown Microsimulation Study	Traffic Stuy	OT	STBG 50-200K POP	\$400,000	\$500,000
<i>MGT Industrial Park Access Road</i>					
MGT Industrial Park Access Road (AUTH AC)	Const. New Road & Bridge	CON	STBG-FLEX	\$20,000,000	\$72,000,000
MGT Industrial Park Access Road (Go Bond 2/3)	Const. New Road & Bridge	ENG	NFA	\$0	\$4,650,000
Old Kingwood Pike Bridge	Bridge Repair	ENG	HWI-BR	\$480,000	\$600,000
Pleasant Hill Bridge EB +1	Bridge Rehabilitation	CON	HWI-BR	\$1,659,189	\$1,843,544
River Road Slides	Slide Repair	ROW	PROT	\$272,630	\$272,630
Roadway Striping (D4)	Install Pvmt Mark	CON	HSIP	\$2,754,000	\$1,927,800
Rubble Run I-BEAM	Design Study Replacement	ENG	HWI-BR	\$96,000	\$120,000
<i>University Ave Bridge</i>					
University Ave Bridge	Bridge Repair	ENG	HWI-BR	\$40,000	\$50,000

APPENDIX C - OBLIGATED PROJECTS IN FFY 2024

Project Name	Type of Work	Phase	Funding Source	Federal Funding	Total Funding
University Ave Bridge	Bridge Repair	CON	HWI-BR	\$711,298	\$889,123
University Ave I/S Improvements	I/S Improvement	CON	HSIP	\$2,748,319	\$2,748,319
US 119 Morgantown Lighting	Update Lighting	CON	NHPP	\$2,545,458	\$2,545,458
Walnut St Pedestrian Morgantown	Pedestrian Improvement	ENG	HSIP	\$270,000	\$300,000
Walnut St Streetscape 2012	Const. Walk. Cross-walks. Lighting	CON	TAP	\$1,013,609	\$1,267,011
Walnut Street Bridge	Bridge Repair	ENG	HWI-BR	\$360,000	\$450,000
West Run Road (GO BOND 4 )	Improve I/S & Widen	CON	STBG 5-50K POP	\$1,958,674	\$19,586,739

# APPENDIX D

## COMPLETED PROJECTS (FFY 2019 TO 2023)

Appendix D provides a list of major projects completed between FFY 2019 and 2023. This information was previously included in the prior TIP and is provided in this TIP for reference.

Note: “completed projects” do not necessarily indicate “closed projects.” There is a key distinction between projects that are “complete and closed” and those that are “complete but not closed.” Projects that are complete but not closed typically involve final invoicing, audits, or other minor tasks that prevent formal closure.

Project Name	Type of Work	Funding Source	Total Funding	Start Date	Complete Date
ACS-Lite System	Design and Construct ACS-Lite System	CMAQ	\$2,196,000	8/25/2011	11/2/2019
Airport Exit BR	Replace Deck, Abutments	NFA	\$4,318,000	7/6/2018	11/7/2019
Arnettsville Arch Bridge	Repair Bridge	NFA	\$2,065,000	5/1/2018	3/20/2020
Bertha Hill Rd	Corr Slide(Soil Nails)	NFA	\$169,000	7/28/2020	12/18/2020
Bethel Rd	2" Base Course	MARP	\$414,000	8/13/2020	11/11/2020
Blue Horizon Dr - PA State Line	Warranty SPEC	NFA	\$18,802,000	11/1/2017	1/8/2019
Bowlby Rd/Bethel Church Rd/ Number 8 Hollow	2" Base Course	MARP	\$519,000	9/1/2020	12/8/2020

APPENDIX D - COMPLETED PROJECTS (FFY 2019 TO 2023)

Project Name	Type of Work	Funding Source	Total Funding	Start Date	Complete Date
Brand Rd	2" Base Course	MARP	\$326,000	9/4/2020	11/30/2020
Cassville Slide	Slide Repair	MARP	\$171,000	9/1/2020	11/20/2020
Cheat Rd	Resurface, Milling, Ditch	STP	\$535,000	8/10/2020	10/16/2020
College Ave +3	Design Build ADA Ramps	STP	\$462,000	9/9/2019	5/12/2020
Coopers Rock Pipe	Replace Pipe	NHPP	\$48,000	9/10/2019	11/13/2019
CPL Thomas Bennett Mem Bridge	Inspection	BR-NBIS	\$552,000	7/22/2011	3/25/2019
Day Brook Rd	Resurface	NFA	\$757,000	8/28/2020	9/14/2020
Deckers Creek Trail Repair	Repair Trail	NRT	\$206,000	8/23/2019	11/22/2020
Fairchance Rd	Resurface	NFA	\$372,000	10/16/2020	10/23/2020
FY21 MMMPO	Statewide HWY Planning and Research	SPR	\$315,000	7/1/2020	6/28/2021
Jakes Rd	Resurface	MARP	\$73,000	8/13/2020	11/11/2020
Kings Run Rd - Buckeye Rd	Resurface	NHPP	\$939,000	8/28/2019	11/13/2019
Kingwood Pike	Corr Slide(Soil Nails)	NFA	\$161,000	7/28/2020	12/10/2020
Little Indian Creek Rd	Corr Slide(Soil Nails)	NFA	\$456,000	7/28/2020	12/18/2020
Mason-Dixon Hwy	Corr Slide(Soil Nails)	NFA	\$150,000	7/28/2020	12/18/2020
Mon River Water Trail Map	Development and Printing Trail Map	NRT	\$8,000	9/6/2017	1/5/2020
Monongahela Blvd Lighting	Upgrade Lighting	NHHS	\$677,000	10/31/2019	6/24/2020
Monongahela Blvd TWLTL	Construct TWLTL	HSIP	\$4,147,000	7/6/2018	5/21/2019
Monongalia Blvd - Stewart	Resurface	NHPP	\$6,457,000	4/3/2019	9/17/2019

**APPENDIX D - COMPLETED PROJECTS (FFY 2019 TO 2023)**

Project Name	Type of Work	Funding Source	Total Funding	Start Date	Complete Date
Morgan Run Rd	Bridge Inspection	BR-NBIS	\$316,000	6/15/2012	3/25/2019
Morgantown Airport IND PK	New Roadway Construction	STPS	\$2,163,000	2/28/2014	1/28/2020
Morgantown Maryland Lighting	Install Lighting	HSIP	\$4,460,000	4/22/2018	9/16/2019
Pineview Rd	Resurface	STBG	\$305,000	10/28/2019	12/2/2019
Recall Striping	District Wide Pavement Markings	HSIP	\$60,000	6/28/2018	5/19/2019
Recall Striping	District Wide Pavement Markings	STP	\$318,000	10/18/2019	12/1/2020
Roadway Striping	District Wide Install PVMT Mark	STP	\$1,534,000	5/1/2018	2/25/2019
Roadway Striping	District Wide Install PVMT Mark	HSIP	\$1,863,000	5/28/2019	7/17/2019
Roadway Striping	District Wide Install PVMT Mark	STP	\$2,025,000	5/11/2020	8/17/2020
Smithtown Rd	Resurface	STBG	\$1,091,000	10/28/2019	12/11/2019
WANA - Blacksville	Resurface	NHPP	\$942,000	4/27/2020	6/8/2020
Westover Park Loop 2012	Trail Construction	NRT	\$43,000	10/2/2017	7/16/2019
WV 7/CR857	Intersection Improvement	CMAQ	\$3,732,000	3/4/2020	7/15/2020
WV 705 COMN	Environment Assessment	STP	\$4,000	9/2/2010	4/30/2020

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# **UNIFIED PLANNING WORK PROGRAM**

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**FISCAL YEAR 2025 – 2026**



**Adopted:**

**Amended:**

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



# DRAFT

## INTRODUCTION

In accordance with Federal Regulations, this document outlines the budget for the Morgantown Monongalia MPO for Fiscal Year 2025-2026, which begins July 1, 2025. This document is named the “Unified Planning Work Program” because it combines transportation planning efforts for both transit projects funded by the Federal Transit Administration and planning efforts highway projects funded by the Federal Highway Administration. This budget is supported by funds from the Federal Highway Administration, the Federal Transit Administration (both agencies combined provide 80% of the funding for this UPWP. The West Virginia Department of Transportation provides 10% of the funding for this UPWP. Monongalia County and the City of Morgantown each provide 5% of the funding for the UPWP. 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.

## DEVELOPMENT OF THE UPWP

The MMMPO’s Unified Planning Work Program is developed in consultation with the MMMPO’s member agencies. The process begins in November of the previous year when MPO staff requests that all member agencies including Mountain Line Transit provide us with any items they would like to see included in the upcoming years work program. A draft of the upcoming fiscal year work program is provided to the MPO’s committee members including the Policy Board at their January meeting. The final document is submitted to the committees for adoption at the March meetings.

## 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
11. Morgantown Area Partnership-one representative (Non-voting)

## **Accomplishments**

During Fiscal Year 2024-2025 the MMMPO 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 the implementation of the area's 2050 Long Range Transportation Plan. Please find below a short description of these activities.

The primary focus of the MPO during the fiscal year was working to implement the recommendations of the recently adopted transportation plan. The primary effort was focused on working with consultants to perform the Downtown Microsimulation Study a Tier One project for the area. This Study will identify strategies and solutions for other Tier One Projects such as the Willey Street improvement project and the Fairmont Road Improvement Project.

In addition to the Downtown Microsimulation Study the MMMPO hired a consultant to examine the feasibility of constructing a pedestrian bridge connecting the City of Morgantown's First Ward to the Waterfront area. This is also a Tier One in the Metropolitan Transportation Plan.

MPO Staff also began the development of a pedestrian safety plan along the University Avenue corridor from Patteson Drive to Boyers Avenue. It is anticipated that this Study will be complete by the end of the FY24-25.

The MPO also hired a consultant to evaluate the feasibility of constructing a pedestrian overpass over Don Knott's Boulevard. This study should be completed by the end of FY 2024-2025.

The MPO continued to implement the suballocated funding process. The MPO Policy Board recommended \$400,000 in additional funding for the installation of lighting along the Caperton and Deckers Creek rail trails as well as allocating \$750,000 for the installation of a temporary signal at I-79 Exit 155. MPO Staff also worked with WVDOH and their consultants to develop a RAISE Grant application for the Tier One Fairmont Road project.

Other work performed by MPO Staff during FY 2024-2025, included:

MPO Staff worked to keep the following projects moving toward construction, the University Avenue/Collins Ferry Road intersection improvement project the Greenbag Road widening project, Beechurst Avenue spot improvement project and the upgrades of the West Run, Van Voorhis Road corridor projects.

In addition to project work MPO staff, performed several duties to maintain and update traffic related databases these databases include an enhanced crash database developed from data newly available from WVDOH. In addition to working on the inventory of traffic data the MPO proposes to participate in the updating of aerial mapping and topographic data undertaken by a consortium of Monongalia County, the City of Morgantown and the Morgantown Utility Board. The MPO provided \$5000 to assist in funding this effort. As a partner in this effort all data collected is available to the MPO's jurisdictions and WVDOH at no charge.

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MPO Staff continued to investigate potential pedestrian count technologies. The technology for pedestrian counting is evolving quickly and it is difficult to evaluate the various options available. MPO Staff In cooperation with the Mon Valley Greenspace Coalition Staff prepared a map of a potential greenway network connecting non-motorized facilities throughout the area.

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. To date 21 vanpools have been started by this program with 12 of them still operating after the expiration of the MPO's subsidy.

MPO Staff worked with Mountain Line Staff as well as WVU class to identify potential bus shelter locations for Mountain Line. This work is being coordinated with the City of Morgantown.

MPO Staff continues work begun in 2013-2014 with the other MPO's across the State to implement the WV Association of MPO's. The purpose of the organization is to share best practices in transportation planning and to enhance coordination with WVDOT, the Federal Highway Administration and the Federal Transit Administration.

With the addition of a part-time staff person shared with Monongalia County the MPO has continued its expanded online presence to include several new platforms including Twitter, LinkedIn, a larger presence on Facebook and other social media. The new employee also worked to standardize the format of the MPO's letter head and other documents as well as beginning a quarterly MMMPO newsletter. 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.

It is anticipated that all of the work items proposed in the FY 2024-2025 UPWP will have been addressed during that fiscal year. It should be noted that several items are intended to be ongoing parts of the MPO's Work Program which will never be "completed." These tasks include all forms of data collection, monitoring of performance measures, and administration. There is no provision to carry over funding from previous fiscal years in the MMMPO's arrangement with WVDOT.

## FOCUS FOR FISCAL YEAR 2025-2026

### Local initiatives:

Major initiatives to be under taken this year include:

Completion of the study of downtown Morgantown traffic Operations. This Study is to analyze numerous scenarios for changing downtown's traffic patterns. Potential changes to be evaluated include the closing of "Grumbein's Island" to traffic, improvements to the operational capacity of Willey Street, evaluating the impact of eliminating the one-way street pairs (Spruce Street and High Street, Pleasant Street and Walnut Street) in downtown, and other potential improvements to the network including better coordination of the signal system. In FY 2022-23 the MPO developed an RFQ for a consultant to perform this work during FY 2023-24.

The MMMPO will conduct a minor update of the Metropolitan Transportation Plan adopted in 2022. With the completion of the Downtown Study the regional travel demand model will be updated to reflect the findings of the Study. MPO Staff will build on that effort with public involvement and the evaluation of corridors identified as potentially problematic by the public to develop the updated MTP. It is anticipated that this work will be complete by the end of 2025.

The MMMPO will also conduct a feasibility study of the proposed greenbelt providing non-motorized access to the urban area. Preliminary work identifying potential corridors has been underway. This Study will look at both complete streets concepts as well as off road concepts developed by the area's green space coalition. In addition to verifying the feasibility of the proposed greenbelt the plan will develop an outline of implementation strategies for the proposed project. These strategies will include the identification of proposed partners and funding sources for the implementation of the project and a timeline of steps to be taken to implement the project. This project will also include public outreach and the prioritization of segments to be implemented.

In addition to the work identified above, MPO Staff will continue to work with WVDOH on the Greenbag Road Design Study funded by the MPO's RAISE grant. MPO Staff will team with WVDOH to put together a Study Steering Committee and work with WVDOH to jointly administer the Study. It is anticipated that this project will take place over more than one fiscal year.

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 IIJA, 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 and the MPO's Bylaws to

determine the need for an update to the provisions of those documents. Staff will also continue to work with the statewide MPO Association on issues common to all of the state's MPOs.

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 WVDOT as needed on potential locations for electric vehicle charging stations. MPO Staff developed a preliminary charging station plan for the area during FY 23-24 and will work on implementation efforts during FY 25-26. This item is addressed in line items II-D-11, II-B-10 and II-B-17.

**-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 working to improve access for underserved communities through planning for non-motorized forms of transportation as part of ongoing vehicular transportation projects as well as work to provide a non-motorized facility network in cooperation with the Mon Valley Greenspace Coalition. 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 will commission a Complete Streets Plan for the implementation of the proposed area Greenbelt. This study will focus on the implementation of Complete Streets facilities on the on-road portions of the propose greenbelt. The Study will include the identification of appropriate complete streets treatments for the on road portion of the "greenbelt" as well develop implementation priorities and public outreach for the proposed project.

**-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 restarted the traffic count program in the spring of 2023 in cooperation with the WVDOH Traffic Count program. 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-** The MPO will consider continuing the annual traffic count program.

**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 from the downtown micro-simulation study.

**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 in 2022. These activities will be part of a minor update of the MTP.

**II-B-8 Deficiency Analysis-**Ongoing efforts to identify deficient elements of the transportation network. These efforts will be focused on corridors identified by staff and the public including Brookhaven Road as part of the minor MTP Update.

**II-B-9 Highway Element-**the highway element of the MTP will be updated as needed to reflect changes proposed in the area's comprehensive plans, the Downtown Microsimulation Study and other ongoing studies.

**II-B-10 Transit Element-**The MPO will work with Mountain Line to incorporate recent changes in their operations into the overall Metropolitan Transportation Plan.

**II-B-11 Bicycle and Pedestrian Planning-** The MPO will incorporate new data into the Bicycle and Pedestrian Plan as it becomes available.

**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 2024 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 downtown microsimulation study. The MPO will continue to distribute a newsletter and upgrade its online presence. 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 working with the Morgantown Area Partnerships Transportation Committee as the MPO Policy Advisory Committee.

**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. 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 prepare enhancement project applications and 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 partner agencies to identify needed special studies and to initiate studies as requested. This line item also includes the management of ongoing projects such as the Downtown Microsimulation Study.

**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.





## Morgantown Monongalia MPO Operating Budget FY 2025-2026

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	\$ 71.13 Incl. benefits + Overhead
Planner II	\$ 47.94 Incl. benefits + Overhead
Shared Planner (50% MPO)	\$ 44.54 Includes benefits + Overhead
Additional Travel	US Gov 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 employe a 1,040 hour work year is used.	

Proposed Line Item Fixed Operating Expenses				
Category	Consolidated Federal Planning Funds	WVDOT	City/County/M PO/Other	Total Cost Allocation
<b>Salaries*</b>				
Director	\$ 90,096.74	\$ 11,262.09	\$ 11,262.09	\$ 112,621
Planner 2	\$ 51,517.47	\$ 6,439.68	\$ 6,439.68	\$ 64,397
Shared Planner	\$ 22,927.80	\$ 2,865.98	\$ 2,865.98	\$ 28,660
Benefits (see below)	\$ 70,773.73	\$ 8,846.72	\$ 8,846.72	\$ 88,467
<b>Contracted/Capital Expenses</b>				
Contracted Services	\$ 24,000.00	\$ 3,000.00	\$ 3,000.00	\$ 30,000
Consulting Services*	\$ 40,000.00	\$ 5,000.00	\$ 5,000.00	\$ 50,000
	\$ 150,000.00	\$ -	\$ -	\$ 150,000
Computer Equipment	\$ 2,400.00	\$ 300.00	\$ 300.00	\$ 3,000
Software	\$ 4,000.00	\$ 500.00	\$ 500.00	\$ 5,000
Public Notices/Publishing	\$ 2,800.00	\$ 350.00	\$ 350.00	\$ 3,500
<b>Overhead</b>				
Travel & Training	\$ 12,000.00	\$ 1,500.00	\$ 1,500.00	\$ 15,000
Utilities (phone, internet, web site)	\$ 1,600.00	\$ 200.00	\$ 200.00	\$ 2,000
Copier lease, supplies, postage	\$ 1,200.00	\$ 150.00	\$ 150.00	\$ 1,500
<b>Total</b>	<b>\$ 473,315.73</b>	<b>\$ 40,414.47</b>	<b>\$ 40,414.47</b>	<b>\$ 554,145</b>

Proposes 3% COLA for MPO Staff

Employee Benefit Expenditure Detail (Calculated on Total Wages = \$199,697)				
Description	Consolidated Federal Planning Funds	WVDOT	City/County/ Other	Total Cost Allocation
FICA (6.2%)	\$ 10,201.60	\$ 1,275.20	\$ 1,275.20	\$ 12,752.01
Worker's Compensation (2.3%)	\$ 3,784.47	\$ 473.06	\$ 473.06	\$ 4,730.58
Medicare (1.45%)	\$ 2,385.86	\$ 298.23	\$ 298.23	\$ 2,982.32
Retirement (12.0%)	\$ 19,745.04	\$ 2,468.13	\$ 2,468.13	\$ 24,681.30
Health Insurance 2024 + 15%	\$ 32,256.76	\$ 4,032.09	\$ 4,032.09	\$ 40,320.95
Dental & Vision Insurance	\$ 2,400.00	\$ 300.00	\$ 300.00	\$ 3,000.00
<b>Total Employee Benefit Package</b>				<b>\$ 88,467.16</b>

