

Executive Summary

MTP Update Process

In 2025, the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) undertook a minor update of its long-range planning document, resulting in the 2025-2055 Metropolitan Transportation Plan (MTP). This update was conducted in-house by MMMPO staff, serves as a strategic calibration of the previous 2050 MTP (formerly the Long-Range Transportation Plan), which was adopted in 2022.

As this update builds upon the foundation of the 2022 plan, the primary focus was on calibration and validation rather than a complete overhaul. The specific objectives of this update were to:

- Validate Existing Projects: Ensure that projects listed in the MTP remain relevant and feasible.
- Integrate New Needs: Incorporate new projects identified through recent MPO studies, staff recommendations, and evolving community needs.
- Refine Prioritization: Review and confirm project prioritization strategies and tier classifications to reflect current funding realities.

The MMMPO utilized a mix of formal public meetings, virtual sessions, and pop-up displays at key community hubs to gather feedback throughout the fall of 2025.

Date	Event Type	Location / Platform
August 19	First Public Meeting	Mountain Line Transit Terminal
September 2	Pop-up Display	PRT Mountaineer Station
September 11	Second Public Meeting	Morgantown City Hall
Late September	Pop-up Display	Mon County Courthouse Plaza / WVU Engineering
End of September	Milestone	Draft MTP released for public comment
Early October	Virtual Meeting	Google Meet
Mid-October	Pop-up Display	WVU Mountainlair / WVU Engineering
October 22	Third Public Meeting	Riverfront Historical Bus Depot
November 4	Virtual Meeting	Google Meet
November 2025	Final Action	Adoption by MMMPO Policy Board

Project Recommendations

The MTP recommendations include projects from the following sources:

- **Projects carried forward from the previous MTP.** These projects comprise the majority of the recommended actions across all priority tiers.
- **Projects identified through recent studies which were included in the previous MTP.** Examples include the Downtown Traffic Simulation Study and the University Avenue (Westover section) Pedestrian Study.
- **New projects proposed during the MTP update process.** These were suggested by community members, the MPO's advisory committees, and policy board members.

The recommendations consider regional growth, evolving land use patterns, crash data, forecasted transportation demand, as well as goals and objectives outlined in the plan, ensuring that proposed projects address current and future transportation needs in the region.

New and Amended Projects

Project ID	Project Name	Estimated Cost (Planning Level) ¹
MTP2501	Signal Timing Optimization in Morgantown Downtown Area	\$3 million
MTP2502	Grumbein's Island Closure	\$9 million
MTP2503	Snider Street Realignment	\$15 million
MTP2504	Morgantown Downtown Area Intersection and Corridor Improvements	\$18 million
MTP2506	Brookhaven Rd Improvements	\$20 million
MTP2507	West Run Rd - Riddle Ave Area Connectivity Improvements	TBD
MTP2508	Ackerman Area Connectivity Improvements	TBD
MTP2509	Valley View Pedestrian and Bicycle Network Improvements	\$2.5 million

Updates on Previous Project Recommendations

- M17009C - University Ave Complete Street Improvements. The project is updated with the scope of pedestrian, bicycle, and transit enhancements along University Avenue in Star City:

- Sidewalk improvements along University Avenue.
- New crosswalks near the Glass Factory building and Storybook Daycare.
- Bicycle Boulevard treatment along Low Street bicycle routes.
- Bus stop shelter on University Avenue near the Dollar General store.

- The following projects are combined to projects recommended by the Morgantown Downtown Simulation Study.
 - Willey St/Mileground Rd Improvements
 - Richwood-North Willey Intersection Improvements
 - Grumbeins Island Improvement
 - University-Prospect Intersection Improvements
 - Don Knotts-University-Pleasant Pedestrian Improvements
 - University Ave-College Ave Pedestrian Improvements
 - Stewart-Protzman Intersection Improvements

Evaluation

The evaluation factor categories play a critical role in the project evaluation process. They serve as the bridge between raw technical analysis and the scoring framework, ensuring consistency, objectivity, and transparency in how projects are assessed. 2055 MTP uses the evaluation categories as below. Based on input from the Steering Committee and guided by the weighting approach used in the previous plan, the 2055 MTP applies the category weights shown in the following table.

Category	2050 MTP Weight	2055 MTP Weight	Change
Safety	21%	25%	Increase 4%
Reliability	16%	10%	Decrease 6%
Maintenance	15%	10%	Decrease 5%
Model Choice	14%	15%	Increase 1%
Local Priority	14%	20%	Increase 6%
Fairness	10%	10%	No Change
Consistency	10%	10%	No Change

Prioritization

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

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

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

	Project Tier	Number of Project	Total Estimated Cost
Fiscally Constrained Projects	Tier 1	11	\$95,667,000
	Tier 2	29	\$156,452,000
	Tier 3	17	\$226,463,000
Illustrative Projects	Tier 4	18	\$422,263,000
	Alternative Fund Depended (AFD)	25	\$465,948,000

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

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

Project ID	Project Name	Est. Cost¹
M2501	Signal Timing Optimization in Morgantown Downtown Area	\$3,180,000
M2503	Snider Street Realignment	\$15,900,000
M2502	Grumbein's Island Closure	\$9,540,000
M73b	WV-705 Corridor Improvements	\$15,347,000

Project ID	Project Name	Est. Cost ¹
M50	Fairmont Rd/Holland Ave Improvements	\$13,270,000
M51a	Greenbag Rd Improvements - Segment 3	\$5,649,000 ²
M51b	Greenbag Rd Improvements - Segment 2	\$12,447,000 ²
MTP2510	Design Study - White Park/Caperton Multimodal Trail Connection	\$300,000
M106	Dupont Road Improvements	\$8,774,000
M20	WV7-Deckers Creek-Mineral Pedestrian Improvements	\$402,000
M52	Earl Core Road (WV 7) - Northern Section Improvements	\$10,858,000

¹ Estimated cost is adjusted by the Year of Expenditure factor and rounded to the nearest thousand.

² Cost identified in ongoing Greenbag Rd Engineering Study.

Tier 1 Project Map

