



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

### **Agenda**

MPO Policy Board Meeting  
City of Morgantown  
Council Chambers  
389 Spruce Street  
Morgantown WV  
May 19, 2022

6:00 PM

1. Call To Order
2. Approval of Minutes
3. Public Comment Period
4. Committee Reports
  - a. Citizens Advisory Committee
  - b. Finance Committee
  - c. Executive Directors Report
5. TIP Amendments
6. Draft Metropolitan Transportation Plan
7. Other Business
8. Meeting Adjournment



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### Memorandum

**Date:** May 5, 2022  
**To:** CAC Members  
**From:** Bill Austin, AICP  
**Subject:** May 12, 2022 Meeting Agenda Items

This memorandum is to inform you of the items under consideration in the May 12, 2022 Agenda.

#### **5) Transportation Improvement Program Amendment-** The proposed TIP Amendments are as follows:

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

#### **TIP AMENDMENT**

##### **FY 2022**

CHEAT LAKE – COOPERS ROCK, Resurfacing, Project Federal ID: NHPP0068182DTC. Increase federal funding from \$5,800,000 to \$7,500,000, with the total funding increase from \$5,800,000 to \$7,500,000. The project is 100% federal funded.

In addition to the proposed TIP Amendment WVDOH and Mountain Line have requested the following TIP Adjustments:

DUNKARD AVE, Construct Sidewalk. Construction phase. Project Federal ID: TAP2018216D. Increase federal funding from \$192,000 to \$198,000, with the total funding from \$240,000 to \$249,000. Engineer phase. Project Federal ID: TAP2018215D. Decrease federal funding from \$48,000 to \$41,200.

MORGANTOWN MUNICIPAL AIRPORT STREETSCAPE ADA SIDEWALKS, Add sidewalk, Federal ID: TAP2020431D. Federal funding \$100,000; total funding \$100,000. Groupable project.

WEST RUN ROAD (GO BOND 4), Improve I/S & Widen, Project Federal ID: STP0671010. Fiscal year move from 2022 to 2024.

Adjustment on the obligation date of projects which have obligation dates in 2022 February or March.

Mountain Line Transit has requested the following Transportation Improvement Program (TIP) Administrative Adjustment:

Decrease the §5311F - Federal 5311F Cares Act funding from \$89,100 to \$72,100 for FY 2022

The Technical Advisory Committee unanimously recommended the adoption of the TIP Amendment. The CAC was one member short of a quorum but the four members present at the meeting all recommended adoption of the TIP Amendment.

**6)-Metropolitan Transportation Plan-**Please find attached with the agenda an Executive Summary of the Draft Metropolitan Transportation Plan. We have also attached a spreadsheet showing the comments on the draft document that have been received to date. Aside from primarily technical recommendations which have been addressed by the Consultants the primary comments received during the public comment period referenced the Greenbag Road Project. The comment most pertinent to the Transportation Plan was a request by the Mon Valley Greenspace Coalition that the Policy Board consider moving the Northern and Southern Greenbelt Projects to Tier One. The full comments received may be reviewed in the Public Comment document included with the Agenda Packet.

The full version of the MTP may be found on the MMMPO's website. The CAC was one short of a quorum but the members present all recommended the adoption of the Plan. The Technical Advisory Committee unanimously recommended adoption of the draft 2022 Transportation Plan to the Policy Board.

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
Centra-Checking (voucher checks)								<b>26,697.45</b>
Checl	04/04/2022	9421	Dominion Post		√	Public Notices	-37.43	26,660.02
Checl	04/04/2022	9422	Encova Insurance		√	Insurance (Insurance)	-238.00	26,422.02
Checl	04/04/2022	9423	Fringe Benefits Management Company		√	Salary	-357.06	26,064.96
Checl	04/08/2022	9424	City of Morgantown	User Fee		Salary	-110.50	25,954.46
Checl	04/12/2022	9425	Service Plus			Accounting	-129.08	25,825.38
Checl	04/14/2022	6000	ICMA. Retirement Corp	JZ and BA Retirement	√	Salary	-1,762.75	24,062.63
Checl	04/14/2022	6001	ICMA. Retirement Corp	JM Retirement	√	Salary	-350.00	23,712.63
Checl	04/14/2022	5997	J. William B. Austin	Electronic Transfer	√	Salary	-2,386.84	21,325.79
Checl	04/14/2022	5998	Jessica Moberly	Electronic Transfer	√	Salary	-1,231.34	20,094.45
Checl	04/14/2022	5999	Jing Zhang	Electronic Transfer	√	Salary	-1,501.87	18,592.58
Checl	04/14/2022	941	IRS	Electronic Transfer	√	Salary	-1,672.38	16,920.20
Depo	04/18/2022		WVDOH	Deposit	√	PL Funds (Funds)	37,822.73	54,742.93
Checl	04/21/2022	9426	Centra Bank - Mastercard		√	Web Hosting	-101.81	54,641.12
Checl	04/21/2022	9427	Encova Insurance		√	Insurance (Insurance)	-141.00	54,500.12
Checl	04/26/2022	9428	Public Employees Insurance Agency			Employee Health Ins.	-2,555.34	51,944.78
Checl	04/26/2022	9429	Retiree Health Benefit Trust Fund			Salary	-144.00	51,800.78
Checl	04/26/2022	9430	Stantec Consulting Service			Consulting	-14,925.00	36,875.78
Checl	04/29/2022	6002	J. William B. Austin	Electronic Transfer	√	Salary	-2,386.83	34,488.95
Checl	04/29/2022	6003	Jessica Moberly	Electronic Transfer	√	Salary	-1,231.34	33,257.61
Checl	04/29/2022	6004	Jing Zhang	Electronic Transfer	√	Salary	-1,501.88	31,755.73
Checl	04/29/2022	6005	ICMA. Retirement Corp	JZ and BA		Salary	-1,762.75	29,992.98
Checl	04/29/2022	6006	ICMA. Retirement Corp	JM		Salary	-275.00	29,717.98
Checl	04/29/2022	941	IRS	Electronic Transfer		Salary	-1,672.38	28,045.60
Checl	04/29/2022	4292	WV Dept of Tax and Revenue			Salary	-638.00	27,407.60
Total Centra-Checking (voucher checks)							<u>710.15</u>	<u>27,407.60</u>
TOTAL							<b><u>710.15</u></b>	<b><u>27,407.60</u></b>

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
Centra-Checking (voucher checks)								<b>37,454.68</b>
Chocl	03/02/2022	9410	Centra Bank - Mastercard		√	Travel & Ent (Travel and Entertainn	-857.17	36,597.51
Chocl	03/02/2022	9411	Service Plus		√	Accounting (Accounting Fees)	-318.27	36,279.24
Chocl	03/02/2022	9412	WV Board of Risk & Insurance Management		√	Administrative Overhead	-1,605.00	34,674.24
Chocl	03/02/2022	9413	Fringe Benefits Management Company		√	Salary	-337.66	34,336.58
Depo:	03/03/2022		Monongalia County	J. M. Jan and Feb	√	Salary	2,984.26	37,320.84
Chocl	03/14/2022	9414	Dominion Post	TIP	√	Public Notices	-139.77	37,181.07
Chocl	03/14/2022	9416	Service Plus		√	Accounting (Accounting Fees)	-125.60	37,055.47
Chocl	03/14/2022	9417	Public Employees Insurance Agency		√	Salary	-2,555.34	34,500.13
Chocl	03/14/2022	9418	Retiree Health Benefit Trust Fund		√	Salary	-144.00	34,356.13
Chocl	03/15/2022	5982	J. William B. Austin	Electronic Transfer	√	Salary	-2,386.84	31,969.29
Chocl	03/15/2022	5983	Jessica Moberly	Electronic Transfer	√	Salary	-1,231.34	30,737.95
Chocl	03/15/2022	5984	Jing Zhang	Electronic Transfer	√	Salary	-1,501.88	29,236.07
Chocl	03/15/2022	5985	ICMA. Retirement Corp	JM	√	Salary	-275.00	28,961.07
Chocl	03/15/2022	5986	ICMA. Retirement Corp	JZ and BA	√	Salary	-1,762.75	27,198.32
Chocl	03/15/2022	941	IRS		√	Salary	-1,672.36	25,525.96
Depo:	03/18/2022		WVDOH	Feb Reimbursement	√	PL Funds (Funds)	33,633.39	59,159.35
Depo:	03/24/2022		Monongalia County	Deposit JM	√	Salary	2,435.73	61,595.08
Chocl	03/30/2022	9419	Centra Bank - Mastercard	\$452 dues, \$43.71 software,	√	Dues and Subscriptions	-504.45	61,090.63
Chocl	03/30/2022	9420	Stantec Consulting Service	MTP Update	√	Consulting (Consulting Expense)	-25,000.00	36,090.63
Chocl	03/30/2022	5992	J. William B. Austin	Electronic Transfer	√	Salary	-2,386.84	33,703.79
Chocl	03/30/2022	5993	Jessica Moberly	Electronic Transfer	√	Salary	-1,231.33	32,472.46
Chocl	03/30/2022	5994	Jing Zhang	Electronic Transfer	√	Salary	-1,501.88	30,970.58
Chocl	03/30/2022	5995	ICMA. Retirement Corp		√	Salary	-1,762.75	29,207.83
Chocl	03/30/2022	5996	ICMA. Retirement Corp	JM	√	Salary	-200.00	29,007.83
Chocl	03/30/2022	941	IRS	Electronic Transfer	√	Salary	-1,672.38	27,335.45
Chocl	03/30/2022	0328:	WV Dept of Tax and Revenue	Electronic Transfer	√	Salary	-638.00	26,697.45
Total Centra-Checking (voucher checks)								<b>26,697.45</b>

TOTAL

# EXECUTIVE SUMMARY

## What is the MMMPO?

The Morgantown-Monongalia Metropolitan Planning Organization (MMMPO), established in 2003, is a **federally-designated agency** that coordinates the transportation planning activities for Monongalia County. The MMMPO prepares plans and administers programs to ensure that transportation projects and expenditures are based on a **continuing, cooperative, & comprehensive planning process**.

## Who is part of the MMMPO?

The MMMPO is governed by its members, which include:

- |                     |               |
|---------------------|---------------|
| ■ Monongalia County | ■ Star City   |
| ■ Morgantown        | ■ Granville   |
| ■ Westover          | ■ Blacksville |

Other voting members include the Mountain Line Transit Authority, West Virginia University, WVDOH, and the Monongalia County Board of Education.

## What does the MMMPO do and why?

The MMMPO oversees the transportation planning process: three major plans and programs required of all MPOs.

- **Metropolitan Transportation Plan:** Long-range, fiscally-constrained transportation strategies for the region's *future transportation network*. The MTP complies with planning guidance from Federal Highways Administration (FHWA).
- **Transportation Improvement Program:** Short-range program of prioritized and funded transportation improvement projects that reflect MPO priorities, *meet current needs*, and are fiscally feasible.
- **Unified Planning Work Program:** Short-range program identifying the transportation planning tasks and activities to be accomplished in the upcoming fiscal year (or two years).

## MTP Goals:

Select objectives per goal listed below. See MTP Ch. 2 for full list of objectives.

**SAFETY:** a safe, secure system that reduces fatalities and severe injuries.

- *Reduce the number of crashes and serious injuries across all modes of travel.*

**MOBILITY CHOICES:** an integrated and connected multimodal system.

- *Improve and expand infrastructure for pedestrians, bicyclists, transit users, and people with disabilities.*

**SYSTEM RELIABILITY:**

improve the reliability of people and goods movement regionally.

- *Increase options for freight movement that minimize truck traffic on non-interstate roadways.*

**SYSTEM**

**PRESERVATION:**

maintain transportation infrastructure in a good state of repair.

- *Replacing bridges to minimize the number and deck area of bridges in "Poor" condition.*

**EQUITY:** healthy, convenient, and equitable transportation choices for underserved communities.

- *Create new opportunity for access to key destinations and jobs for underserved or disadvantaged populations.*

**ECONOMIC VITALITY:**

a system that supports economic development goals and improves regional competitiveness.

- *Improve truck access to key industrial areas, and provide alternative truck routes that avoid our downtown areas.*

**LIVABILITY:** a transportation system and region that is attractive, sustainable, and contributes to regional well-being.

- *Address multimodal system needs in all planning, design, and construction of transportation improvements.*

# PUBLIC OUTREACH:

## Advisory Committee

The Advisory Committee (AC) acted as an advisory board for the project: reviewing progress, giving direction and input, and providing feedback. AC members were also helpful to publicize the project website, survey, and public meeting opportunities with their constituents. The committee met with the project team **five** (5) times over the process.

## Committee Representation:

- Granville
- Morgantown-Monongalia MPO
- Monongalia County
- Morgantown
- Mountain Line Transit Authority
- Westover
- WVDOH
- West Virginia University
- Mon Valley Greenspace Coalition
- Star City
- Monongalia County Board of Education
- Blacksville
- FHWA
- Morgantown Area Partnership

## Outreach Activities:

(Open from June 2021 - January 2022)

### PROJECT WEBSITE:

- [www.MMMPO2050.com](http://www.MMMPO2050.com)
- **966** unique visitors

### ONLINE SURVEY:

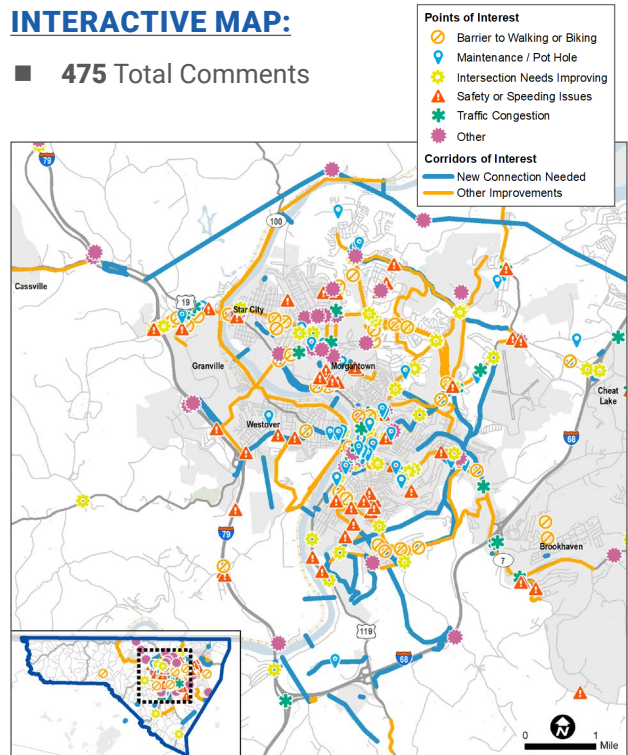
- 15 Questions
- **377 Responses**
- Contributed to project understanding, & prioritization

### FOCUS GROUPS:

- **15** Groups hosted
- **103** Attendees

### INTERACTIVE MAP:

- **475** Total Comments



## Public Meetings:

### PUBLIC WORKSHOP:

- **2** Virtual Sessions
- August 2021
- Focused on identifying challenges & opportunities

### WINTER WORKSHOPS:

- WVU pop-up event & evening workshop
- December 2021
- Feedback on transportation gaps/needs

### OPEN HOUSE:

- February 2022
- Public reviewed & commented on draft recommendations, local priorities, & implementation

## Key Takeaways:

(Summary of recurring themes from ALL public outreach activities)



**Need for multimodal improvements to serve all users.**



**Adequate maintenance of area roadways is lacking.**  
(particularly for pavement, striping, shoulder width, and ditch sections.)



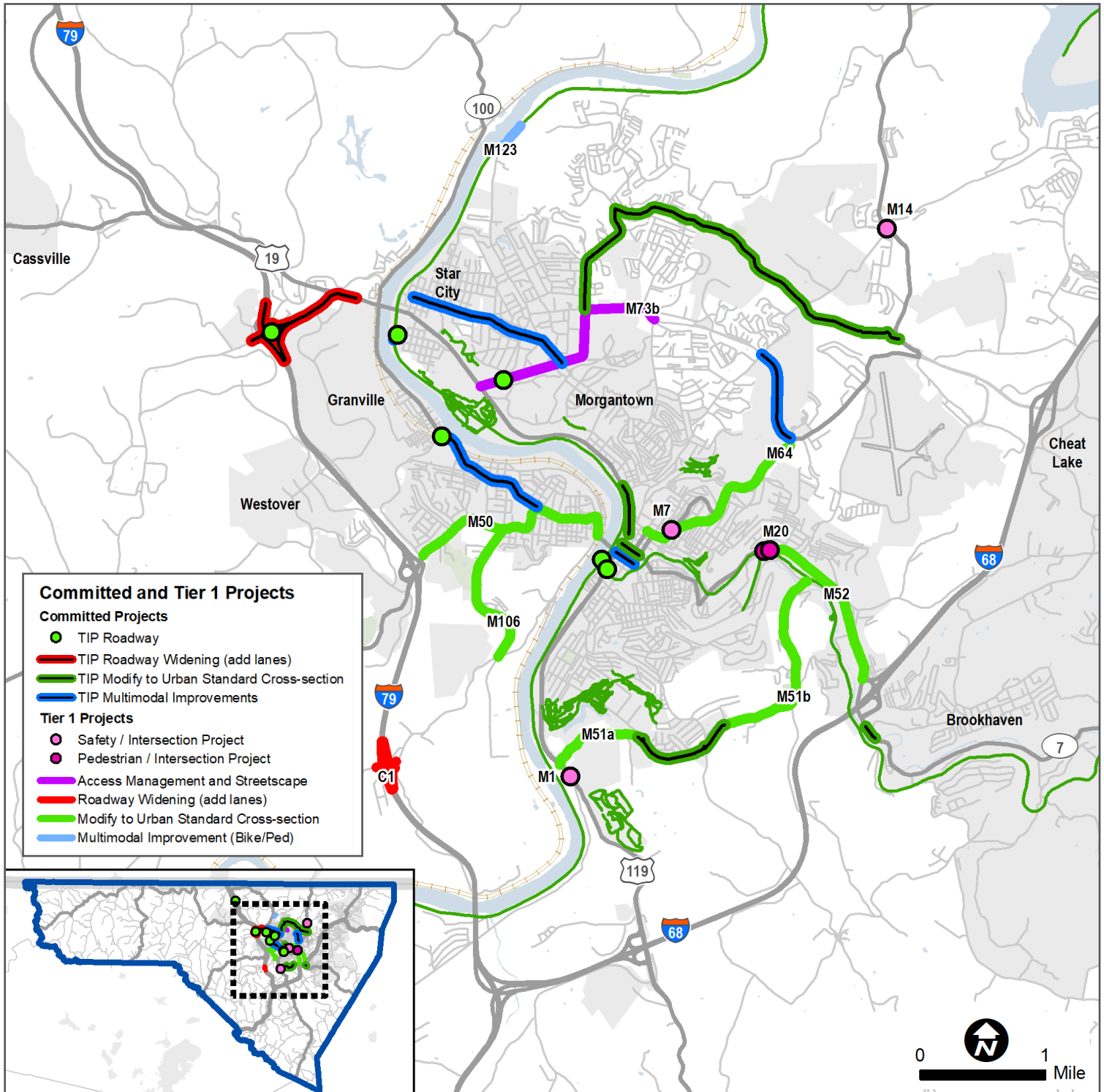
**Enhance the existing network and roadway infrastructure.**



**Mobility is constrained by the area's terrain & physical features.**



# COMMITTED & TIER 1 PROJECTS:



**NOTE:** Committed Projects include Funded Transportation Improvement Plan (TIP) needs, managed by West Virginia Department of Highways (WVDOT).

Tier 1 Projects represent high priority needs from regional stakeholders (Advisory Committee & MPO Policy Board Members).

***If I were mayor for one day..."I'd provide more frequent buses on Route 38."***

- WVU Student

***"Its important that Morgantown be more pedestrian-friendly."***

- Survey Feedback



TIER 1 (TIP + INTERIM YEAR 2030) PROJECTS				
MTP ID	Project / Location / Description	Category	Length	Project Cost
--	<b>Current TIP Projects</b> Various roadways and multimodal projects already programmed for construction in the TIP. Including, but not limited to the <b>Roads to Prosperity</b> projects: Greenbag Road Segment 1, West Run Road (eastern and western sections), Van Voorhis Road Segment 1, Mileground Road, I-79 exit 155 reconstruction, and Beechurst Avenue/Campus Drive.	Varies	--	<b>\$118,950,000</b>
M73b	<b>WV 705 Corridor Improvements</b> From Monongahela Blvd to Mon General Dr / Don Nehlen Dr	Access Management	1.82	\$15,300,000
M52	<b>Earl Core Road (WV 7) - Northern Section Improvements</b> From Deckers Creek Blvd to I-68 Interchange	Modify / Capacity	1.45	\$10,900,000
M50	<b>Fairmont Rd / Holland Ave Improvements</b> From I-79 Interchange to Westover Bridge	Modify / Capacity	1.79	\$13,300,000
M64	<b>Willey St / Mileground Rd Improvements</b> From High St to WV 705	Modify / Capacity	1.67	\$15,700,000
M14	<b>Point Marion - Stewartstown Intersection Improvements</b> Intersection of Point Marion Rd at Stewartstown Rd	Safety / Intersection	--	\$2,100,000
M106	<b>Dupont Road Improvements</b> From River Rd to Fairmont Rd (US 19)	Safety / Intersection	1.24	\$8,800,000
M7	<b>Richwood - North Willey Intersection Improvements</b> Intersection of Richwood Street and North Willey Street	Safety / Intersection	--	\$1,600,000
M51b	<b>Greenbag Rd Improvements Segment 2</b> From Lucky Ln to Earl Core Rd (WV 7)	Modify / Capacity	1.86	\$12,400,000
M51a	<b>Greenbag Rd Improvements Segment 3</b> From Don Knotts Blvd (US 119) to Mississippi St	Modify / Capacity	0.75	\$5,600,000
M20	<b>WV7 - Deckers Creek - Mineral Pedestrian Improvements</b> Intersection of Mineral Ave at Deckers Creek Blvd	Pedestrian Safety / Intersection	--	\$400,000
C1	<b>Industrial Park Access Improvements - Harmony Grove Interchange</b> Exit 150 (River Road) <i>&lt;Tax Increment Financing (TIF)&gt;</i>	New Roadway Connection	--	\$10,400,000 <i>\$31,200,000</i>
M1	<b>Grafton - Smithtown - Don Knotts Intersection Improvements</b> Intersection of Grafton Rd / Don Knotts Blvd at Smithtown Rd	Safety / Intersection	--	\$2,100,000
M123	<b>Trail Connection - Collins Ferry to Mon River North Trail</b> From Collins Ferry Rd to Mon River North Trail	Multimodal (Trail)	0.27	\$500,000
--	<b>Design Study - White Park / Caperton Multimodal Trail Connection</b> White Park to Caperton Trail with pedestrian crossing over US 119	Study	--	\$300,000
--	<b>Downtown Microsimulation Model</b> Downtown Morgantown	Study	--	\$500,000

### WHERE CAN I FIND OUT MORE?

For additional project info on Tiers 2-4, see MTP Report, Ch. 6 [HERE](#).

	Total Projects	Projected Revenues	YOE Project Costs
<b>TIP (Committed)</b>	19	\$118,950,000	\$118,950,000
<b>Tier 1 (2030)</b>	14	\$99,900,000	\$99,875,000
<i>Alternative Funding</i>	<i>1</i>	<i>+\$31,200,000</i>	<i>+\$31,200,000</i>
<b>Tier 2 (2040)</b>	31	\$155,675,000	\$155,675,000
<b>Tier 3 (2050)</b>	12	\$161,850,000	\$161,850,000
<b>Tier 4 (Illustrative)</b>	27	--	\$471,800,000
<b>Alternate Funding Dependent</b>	6	--	\$600,300,000

*Fiscally-constrained projects, by funding Tier.*

*Unfunded, future projects.*

**MMMPO - 2050 MTP Draft Plan - Comments Received**

#	Submitter	Received via	Comment	Project Team Action
1	John Sneckenberger	Email	The Roadway Improvement Project being planned for WV 705 (Patterson Drive and the beginning of Van Voorhis Road) should appreciate/associate with the Stormwater Improvement Project that is currently underway for Poponoe Run along Patteson Drive.	Added to chapter 5 concept design (p70). Note: these are conceptual, not for construction.
2	John Sneckenberger	Email	explaining/examplng how the values shown for the rating of each project as provided by the 'Advisory Committee' were obtained and then computed. Number of voters, ranking system, etc?	Added text to chapter 5 (p76). Appendix D contains additional description.
3	John Sneckenberger	Email	explaining/examplng how the use of the 'phase' on a project refers to topographical phases, not sequential phases (for example, Phase 3 can be scheduled as a Tier 1 University Avenue Complete Street project before Phase 1 of the same project is scheduled as a Tier 2 project),	Revised to 'Segment' rather than phase.
4	John Sneckenberger	Email	explaining/examplng which specific changes/new uses are embedded in the term 'multi-modal' when the term is used for an \$800k Tier 2 improvement to Collins Ferry Road, e.g., only an added bike path?,	Descriptions for each category are in chapter 5 (p64).
5	John Sneckenberger	Email	explaining/examplng how the US19 & VanVoorhis Road will 'facilitate movement across the City'?; see p36 for such a mention? Maybe a Van Voorhis Road 'Bridge' is implied? Maybe the reference should have been for the US 19 & WV 705 roadway?	Revised chapter 2 (p36) sentence to remove this portion and avoid confusion.
6	Marly Ynigues	Email	No more stroads! Get rid of current stroads. < <a href="https://www.youtube.com/watch?v=ORzNZUeUHAM">https://www.youtube.com/watch?v=ORzNZUeUHAM</a> >	Thank you for the comment and video
7	Marly Ynigues	Email	Transform wider thoroughfares into roads (faster transportation, few intersections). Reroute streets (slower transportation, more intersections, pedestrians/cycling areas).	Thank you for the comment
8	Marly Ynigues	Email	Or, change some stroads to streets + separated bike lanes.	Most roadway improvement projects include multimodal accommodations.
9	Marly Ynigues	Email	Changing stroads to streets and roads would speed up traffic and make safer travel for pedestrians, etc.	Thank you for the comment
10	Marly Ynigues	Email	<b>High Street: a destination, not a thoroughfare.</b> We can make the entire street an experience and encourage engagement and community-building by visiting multiple spaces, not just stopping at one restaurant or shop and getting out as soon as possible. People can come all the way down to 123 Pleasant Street, The Warner (when it reopens), Hotel Morgan, the MAC, etc. Other activities might later be added past the High Street bridge later.	Thank you for the comment
11	Marly Ynigues	Email	Reduce speed limit to 20 mph. Discourage drivers from using it as a shortcut.	Thank you for the comment. Traffic operations are beyond the scope of this long-range plan.
12	Marly Ynigues	Email	Road diet: Close at least one lane of car traffic, narrow the lane that remains, and create a separated bike lane (occasional plant islands separating it from car traffic could be especially welcoming downtown). < <a href="https://www.youtube.com/watch?v=p36skNda3KE">https://www.youtube.com/watch?v=p36skNda3KE</a> >	Thank you for the comment and video
13	Marly Ynigues	Email	We will also need a significant number of good bike racks. Morgantown and Monongalia County lag way behind WVU in installing realistic, usable bike racks. < <a href="https://www.youtube.com/watch?v=1lfkTap_yZs">https://www.youtube.com/watch?v=1lfkTap_yZs</a> >	Thank you for the comment and video
14	Marly Ynigues	Email	One driving lane is open for buses, deliveries, and people dropping off/parking (e.g. handicap parking). Or, close it to four-wheeled vehicles and make it part of the Healthy Streets Initiative.	Thank you for the comment
15	Marly Ynigues	Email	I think redesigning High Street traffic will make the biggest difference to the success of Downtown businesses!	Thank you for the comment
16	Marly Ynigues	Email	<b>Greenbag Rd. walking alternatives.</b> A lot of people ask why there isn't a sidewalk here. Greenbag is a road with low visibility, few traffic lights, and a roundabout in the works. It's designed for higher speeds and unsafe for pedestrians. People don't need sidewalks there; they need (safe, accessible) transportation.	Greenbag Road is to be improved by three phased projects. The current TIP project will address the middle portion initially.

**MMMPO - 2050 MTP Draft Plan - Comments Received**

#	Submitter	Received via	Comment	Project Team Action
17	Marly Ynigues	Email	Connect the Woodland Trail/Rail Trail Connector to extend the Rail Trail to cover from the Mountaineer Mall area up along the Greenbag Rd. area (replace Greenbag Rd. as a walking path by providing accessible, safe alternative).	Projects M116 and M117 will accommodate.
18	Marly Ynigues	Email	If additional transportation is needed, fund a more frequent bus route over this road.	MLTA is continually modifying routes based on need, and has been a valued stakeholder in this process.
19	Marly Ynigues	Email	<b>Support dense, mixed-use zoning.</b>	Great topic for the City and County Comp Planning efforts - concurrent with this project.
20	Marly Ynigues	Email	Create more lower-income and "missing middle" of affordable housing.	Agreed. Popular topic for the City Comp Plan - concurrent.
21	Marly Ynigues	Email	Instead of only looking at housing costs, we need to look at housing + transportation costs. Denser housing can certainly make it easier to use buses, PRT, Rail Trails, etc. for transportation.	Thank you for the comment
22	Marly Ynigues	Email	Large commercial or single-family residential lots are a drain on infrastructures (paving, water infrastructure, etc.). Building to a human scale (narrow width buildings, maybe 4 stories tall) is an effective use of tax resources. < <a href="https://www.youtube.com/watch?v=7Nw6qyyrTel">https://www.youtube.com/watch?v=7Nw6qyyrTel</a> >	Thank you for the comment and video
23	Marly Ynigues	Email	Reduce food deserts.	Thank you for the comment
24	Marly Ynigues	Email	Absolutely possible to have charming neighborhood architecture while increasing housing density! I enjoyed y'all's public discussion of multiple types, such as apartments, -plexes, flats (stacked condos, and flats as courtyards?), etc., and there seemed to be a lot of support for increasing housing types. < <a href="https://www.youtube.com/watch?v=mYCAVmKzX10">https://www.youtube.com/watch?v=mYCAVmKzX10</a> >	Thank you for the comment and video
25	Marly Ynigues	Email	<b>Connect Paul Preserve to the Rail Trail.</b> (Earl Core Rd. @ Deckers Creek Blvd.)	See project M20 intersection improvements
26	Marly Ynigues	Email	Connect Jerome Park neighborhood and Paul Preserve park with the Rail Trail. I live in this neighborhood, and we could connect our greenspace with the Rail Trail and huge Marilla Park system if we had a Rail Trail crossing. Maybe a button to request a crossing for Rail Trail users. Why was the traffic light removed?	See project M20 intersection improvements. This need was initially documented by the 2019 Bike/Ped Plan.
27	Marly Ynigues	Email	Jerome Park is a large neighborhood of people who might be more likely to use the Rail Trail for transportation, if safe access were created.	Thank you for the comment
28	Marly Ynigues	Email	Jerome Park has two ways to get up the hill. While Darst is largely sidewalked, Mineral Ave. would make sense for cyclists as the slope is less steep, and traffic is slower. Mineral connects with slow side streets that would work well for bike transportation too.	Thank you for the comment
29	Marly Ynigues	Email	<b>Alternate traffic on Hampton Ave. bridge</b>	Thank you for the comment
30	Marly Ynigues	Email	The Hampton Ave. bridge (guardrail area after Mileground, way before Darst) is uncomfortable to the point where people detour across Charles Ave.	Hampton Ave appears to be quite narrow. Will forward to City staff.
31	Marly Ynigues	Email	Would make a big difference in safety and comfort with our roads to either widen the bridge or move the signs to alternate traffic across it.	Thank you for the comment
32	Marly Ynigues	Email	<b>Require all commercially owned properties (including housing) to install sidewalks.</b>	Agreed. This is a current policy for new developments within the City limits.
33	Marly Ynigues	Email	Variances could be available depending on existing build lots, e.g. if already built to the curb.	Thank you for the comment
34	Marly Ynigues	Email	For on-street parking, back-in angle parking can host more cars than parallel parking. < <a href="https://www.youtube.com/watch?v=8e7HESqAYqk">https://www.youtube.com/watch?v=8e7HESqAYqk</a> >	Thank you for the comment and video

**MMMPO - 2050 MTP Draft Plan - Comments Received**

#	Submitter	Received via	Comment	Project Team Action
35	Marly Ynigues	Email	Less likely to hit a cyclist, pedestrian, child, or car with a car door.	Agreed. This is a traffic operations topic City staff.
36	Marly Ynigues	Email	Trunk is open to the sidewalk for easy loading/unloading.	Thank you for the comment
37	Marly Ynigues	Email	Maybe this could fit in well on High Street updates.	Thank you for the comment
38	Christiaan Abildso	Email	Tables 2.2-4. the terms "annual" and "baseline" are used, but it would make sense for the actual year(s) that the data in that column represent to be used (eg, 2014-2018). Also, I love those tables, but please stress that those are statewide figures. I really think we should also have those measures for Mon County to show us how we're progressing on MMMPO goals.	Added years in parentheses within Table 2.4. We would be eager to revise if local targets/values were available.
39	Christiaan Abildso	Email	page 20 goal #1, objective #1 "Minimize crashes through improvements to high-crash locations, local enforcement of traffic laws, and user education." We know that engineering has much more influence over behavior than enforcement or education. I also believe the MMMPO has no influence over "local enforcement of traffic laws, and user education" (those are Gov Hwy Safety Program). The purpose of the MMMPO is roadway design and, as we know, designing roadways for 70 mph but limiting speed to 35mph (eg, Patteson) is asking for a severe/fatal crash. Thus, I recommend this objective only read "Minimize crashes through improvements to high-crash locations."	Good clarification. Revised to be two sentences.
40	Christiaan Abildso	Email	page 20, goal #2 - I'm surprised that we don't move beyond the state's measures of this goal to also include the % of commuters that walk, bike, or use transit to get to work (from the American Community Survey, as displayed in Figure 3.2 on pg 25)...those goal #2 measures about interstate/non-interstate reliability seem better suited for goal #3 ("system <i>reliability</i> ")	Revised measures to relate to miles of sidewalk, trail or bicycle facility constructed; and % of residents within 0.5 mile of trail network.
41	Christiaan Abildso	Email	page 22, goal #5 - love those measures!	Thank you for the comment
42	Christiaan Abildso	Email	pages 59 onward, using the term "URBAN STANDARD CROSS-SECTION" for roads described as "11-foot wide travel lane width, with a minimum of two-foot wide paved shoulder," doesn't seem accurate. That's more of a "rural complete street" - and a lot of the projects in that category (page 63) should include sidewalks and/or separated bike infrastructure (eg, Riddle, Burroughs, Willey/Mileground) rather than 11-ft roads with shoulders, to support multimodal goals	Fair point. The category name is intended to represent similar project improvements and locations. 'Modify existing' and 'Reconstruct' were also considered.
43	Christiaan Abildso	Email	That Patteson/705 multi-use path is odd to me. I love the median development and narrowing of lanes to slow traffic. Why would a multiuse path that crosses at Morrill make sense? It wouldn't to me as a cyclist. Why not create safe, surface infrastructure for bikes going both directions with the space created by narrowing the lanes? The bike infrastructure could serve as a buffer for peds from vehicles too. In other words, engineer 705 for 35mph.	Please note, this is a conceptual design - not for construction. Extending along the south side as constrained by stormwater, utilities, and right-of-way challenges.
44	Dawn Townsend	Email / Website	Sidewalks and bike accessibility on Riddle would be nice, however this roadway is in desperate need of adequate drainage as well as enforcement of the speed limit or a way to decrease the speed of vehicle traffic.	Thank you for the comment. Speed enforcement is a traffic operations topic.
45	Barb Howe	Email / Website	Please prioritize sidewalks along Stewart Street from Hoffman to 705 and a safe way to walk along 705 to the Mileground. I have walked this. It is dangerous. I see sidewalks on your plan, and they are needed now more than ever because many new apartments are going up behind Shorty Anderson's. I do not know if there will be a traffic light at Shorty's, but that could also be needed now with the potential of many more cars. Thank you.	Thank you for the comment

**MMMPO - 2050 MTP Draft Plan - Comments Received**

#	Submitter	Received via	Comment	Project Team Action
46	Kyle Hess	Email / Website	<p>Hello and Good Morning. I was wondering if Valley View Ave was including in your MTP? I read thru and didn't see where it was included anywhere but may have missed it. I was hoping there would be plans to improve, widen, light, and sidewalk the road. There are thousands of people who live, walk, and drive on this road. I would think this road would be a good candidate for improvements. Thanks so much. Look forward to hearing back from you!</p>	This roadway is within the Evansdale Area Mobility Study (near-term priority that will occur outside of this long-range plan)
47	Matthew Hobson	Email / Website	<p>I'm greatly concerned by the proposed draft plans for the intersection of Van Voorhis and Chestnut Ridge.</p> <p>The existing roundabout at Mileground regularly fills to traffic from Suncrest towards the Airport. As someone who lives down Willey, this consistently impedes my ability to travel due to having to give way to traffic that never moves, as Mileground is too congested to empty the vehicles already on the roundabout.</p> <p>I believe this same issue will occur at the proposed roundabout at Van Voorhis and Chestnut Ridge.</p>	<p>Please note, this is a conceptual design - not for construction.</p> <p>This is a challenging intersection, and there will be tradeoffs between alternatives. Further engineering-level design is needed.</p>
48	Matthew Hobson	Email / Website	<p><i>(continued)</i></p> <p>When traveling to my SO's apartment off of Van Voorhis North, I find congestion on Chestnut Ridge as they all try to turn right, going north. Often, this turn is impeded by existing traffic on Van Voorhis North-- the road is full due to turning traffic at Wedgewood giving way to southbound Van Voorhis traffic. This congestion leads back to the Chestnut Ridge intersection.</p> <p>As shown by the Mileground example, roundabouts fail to complete their tasks when they are unable to offload traffic once they enter. This creates gridlock. This gridlock leads to further congestion on Willey, or in the case of M11, the turn from northbound Van Voorhis onto the roundabout feeder continuing on Van Voorhis North. When we look at this feeder lane from northbound Van Voorhis into the roundabout, we find a <i>*very*</i> short space for cars to fill in. With traffic trapped on the roundabout, this will be the metaphorical Willey Street of the new intersection.</p> <p>There's also the general idea that two intersections in such close proximity is an incredibly dangerous and user-unfriendly idea, a concept that a draft for another intersection change only two pages earlier in the 100-page PDF attempts to solve.</p> <p>It's possible that these problems may be better alleviated with a traffic light at Van Voorhis and Wedgewood, which would hopefully prevent congestion on Van Voorhis North.</p>	Thank you for the comment
49	Steve Thompson	Email / Website	<p>I am writing to express concerns about the two proposed Roundabouts on Greenbag Road.</p> <p>Truck drivers, bus drivers, fire fighters, and EMS workers do not want 2 Roundabouts on Greenbag Road.</p> <p>Roundabouts are dangerous, and the foot print of land use will be disruptive to the local property owners.</p> <p>Please reconsider implementing the proposed Roundabouts on Greenbag Road</p>	Thanks for your comment relating to the TIP project along Greenbag Road. This is considered a Committed Project, with funding and design by WVDOT.

**MMMPO - 2050 MTP Draft Plan - Comments Received**

#	Submitter	Received via	Comment	Project Team Action
50	Holly Bradley	Email / Website	<p>My name is holly bradley, I'm a ninth generation West Virginian + farmer here in the state. I am reaching out today to ask you to please reconsider putting roundabouts in on Greenbag Rd.</p> <p>I respectfully urge you to listen to the voices of those that will be most affected, the bus drivers, the truckers, the firefighters do not want this roundabout. They have asked over and over again for a turning lane. This roundabout will cause infinitely more problems than solutions.</p> <p>Your job is to listen to the people of Morgantown and their concerns for the safety of their community. Please consider their needs first.</p>	Thanks for your comment relating to the TIP project along Greenbag Road. This is considered a Committed Project, with funding and design by WVDOH, and has followed a more thorough public outreach process that is separate from this MTP update.
51	Lucas Cappas	Email / Website	I am emailing you to express my opposition to the Greenbag Road roundabout. I personally believe it is an unnecessary solution to the traffic problem. It is my understanding that truckers and bus drivers, who make up a large part of the traffic on that road, especially with two schools nearby, are opposed to the roundabout. I also personally know a landowner who would be directly affected by the roundabout and it is shameful to take land from hardworking Americans to provide room for a roundabout that is not necessary.	Thanks for your comment relating to the TIP project along Greenbag Road. This is considered a Committed Project, with funding and design by WVDOH.
52	Tori Vasquez	Email / Website	I'm opposed to the rounadabout. I would much prefer turbines lanes!	Thank you for the comment
53	Janet Ferraro	Email / Website	I am writing you to express my concerns about the purposed round about on the intersection of Greenbag Road and the end of Dorsey Avenue. Although I understand the functionality of round abouts, the bus drivers are not in favor of round abouts. This must be held in the highest of conciderations regarding the project as there are two schools located almost onsite of the round abouts. For this reason I support the option of turning lanes or a 4 way stop sign.	Thanks for your comment relating to the TIP project along Greenbag Road. This project is funded and design by WVDOH.
54	JoNell Strough	Email / Website	<p>I am writing as the chair of the Mon Valley Green Space Coalition to provide a comment on the MMPO Draft 2050 MTP. The Coalition appreciates that the draft plan includes consideration of pedestrians and cyclists. The Coalition requests that two projects currently listed as Tier 3 in the current draft plan, MTP ID#s M118 and M117, Northern and Southern Greenbelts, respectively, be prioritized and moved to Tier 1.</p> <p>There are many reasons to prioritize these greenbelts. Attached please find a recent op-ed published in the Dominion Post that outlines some of these reasons.</p> <p>I would be happy to share additional information and answer any questions you might have about the Mon Valley Green Space Coalition's interest in these greenbelts. The Coalition has also developed a short (20 min) presentation that outlines the need for these greenbelts. I would be happy to give this presentation to your planning committee if it would be helpful.</p>	Thank you for your comments. We agree that multimodal projects should be given priority, and have actively worked towards a more balanced transportation network. This MTP is a 25 year strategy that will be re-evaluated every five (5) years.
55	Ted Hastings	Email / Website	<p>I am personally against the roundabout because every truck driver and EMS driver I know is against it. I even heard the bus drivers the school bus drivers have a organized group with their Union against this project being around about instead of turning Lanes. I feel like the county should acknowledge the people that live in the area and have concerns and the people that live anywhere and have concerns and make it a turning lane. Dorsey avenue does not need a turning lane it just needs an extra bit at the end for cars to merge right if they need to that can be taken from the farm field so cars can have that extra bit in a yield sign. the same on the Kingwood Pike side there needs to be a special Lane so that cars can turn right and merge during busy traffic that can be taking extra land off the farm no problem.</p> <p>Thank you for listening to my concerns.</p>	Thanks for your comment relating to the TIP project along Greenbag Road. This is considered a Committed Project, with funding and design by WVDOH.



**MMMPO - 2050 MTP Draft Plan - Comments Received**

#	Submitter	Received via	Comment	Project Team Action
56	Mike Bowyer	Email / Website	I was wanting to make a public statement about the proposed roundabout on greenbag road and Kingwood pike. I am totally against the plans for this project. It will ruin an awesome part of a local farm. The roundabout will not be suited for large trucks and emergency vehicles. Turning lanes will and widen lanes will help more instead of ripping up the earth and ruining perfectly good farm land. Hope you take this into consideration.	Thanks for your comment relating to the TIP project along Greenbag Road. This is considered a Committed Project, with funding and design by WVDOH.
57	Neha Lal	Email / Website	<p>I would like to begin by thanking you all for the efforts that you are pouring into improving travel in our region. As for the proposed Greenbag Road improvements, please consider land use and land rights as you plan this project. Farm land and watersheds are vital to our very survival as a species. The Hastings farm is rich, fertile soil, that has been cared for, amended, and loved for many years. It is land that is shared, and farmed every year, including with the Conscious Harvest Collective, which is the only functioning community garden in our area.</p> <p>My husband Marlin Dehoff, and I, farm on this land, as we have for the last 8 years. It is both a source of livelihood for us, as well as several hundred pounds of locally and responsibly grown organic food that feeds our community. This produce grown on this land also feeds those that are among the most needy in our community, including the food pantry downtown, the soup kitchen, Empty Bowls, and Scott's Run.</p> <p>The traffic on Greenbag Road, as with many other roads in our area, is directional based on time of day. Adding a single center turning lane, where traffic could make a left turn in one direction in the morning, and the other other in the evening (the way lanes are designed in several cities, as for example Washington DC), would be the ideal modification, that could ease traffic flow while minimizing damage to valuable the farm land and wetland ecosystem. At most, adding a dedicated turn lane in each direction, would hugely benefit traffic flow, while still keeping the impact low.</p>	Thanks for your comment relating to the TIP project along Greenbag Road. This is considered a Committed Project, with funding and design by WVDOH.
58	Charlie Shobe & Kristine Vrouwenvelder	Email / Website	<p>We are residents of Morgantown and wanted to provide some feedback on the Morgantown-Mon County Metropolitan Transportation Plan.</p> <p>First off, thank you very much for all of your hard work on this. It is rare to see a transportation planning document that centers the safety of all (read: non-car) users to the extent that this one does. We really appreciate that.</p> <p>Second, though, we think this plan (p. 61 and elsewhere) falls into a common trap with respect to so-called "capacity improvements." As transportation planners, the folks at Stantec surely understand the well-established idea of induced demand for road space better than we do, but in our understanding there is zero evidence that capacity improvements (specifically lane additions like say, the Mileground project) reduce congestion. Rather, they drive additional demand for road space that would be better used adding much-needed bus/ped/bike infrastructure, induce more people to drive, and in the long run do not alleviate congestion because traffic has increased to fill the available space. Why not spend our precious transportation dollars on adding bus service, fixing potholes on our existing roads, building sidewalks, and building out alternative transportation options (all great ideas incorporated in the plan already!), rather than incentivizing car use by widening our already awful northern roads (van Voorhis, Stewartstown, etc)? It is not a coincidence that these widening projects seem to be "needed" in the northern part of town that already suffers the worst car dependence, as much of the public input cited in this plan noted. We need to break this cycle, not perpetuate it, if we want to realize a shift to active modes.</p>	<p>Thanks for your comment, we appreciate and agree with your perspective.</p> <p>Please note that the travel demand model is "one of several tools... but is not intended to be the most significant resource" (p60). Also note that the two roadway widening projects within Tier I are utilizing alternative funding sources (one is current TIP project).</p> <p>Modify / Capacity is a general category for enhancing and existing roadway operation. In most instances a turn lane or shoulder improvement is the 'capacity' improvement referenced.</p>



## POLICY BOARD MEETING

243 High Street Room 026, Morgantown WV 26501

March 17, 2022, 6 PM

Virtual Meeting Link:

<https://morgantownmonongaliampo.my.webex.com/meet/baustin>

### **Members Present:**

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

**MPO Director:** Bill Austin, AICP

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

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

### **2. Public Comment**

No public comments

### **3. Approval of Minutes**

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

### **4. Committee Report**

#### *a. Citizens Advisory Committee*

Mr. Austin noted that the Chairman of the Citizens Advisory Committee had a quorum in the last meeting. The Committee reviewed and recommend approval of the proposed TIP amendments

and the UPWP for FY 2022-2023. The Committee also reviewed and recommend releasing of draft MTP document.

*b. Finance Committee*

Mayor Lewis briefed the Board on the financial report:

At the beginning of January, the balance was \$ 33,386.68. The expenditures were \$19,992.38 with no deposit, leaving a balance of \$ 13,394.30 at the end of January.

At the beginning of February, the balance was \$13,394.30. The expenditures were \$34,350.28 with two deposits of \$58,410.66, leaving a balance of \$37,454.68 at the end of October.

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

*c. Executive Director*

Mr. Austin noted that the infrastructure ad-hoc committee has met yesterday and discussed the collaboration on developing infrastructure projects in the area, including applying grant application with MPO staff assistance. The meeting was well attended by the DOH District Four and MUB.

Chairman Justice noted that the meeting was productive and expressed his support to the partnership and leveraging the MPO expertise in infrastructure project development.

**6. TIP Amendments**

Mr. Austin noted that the WV DOH and WVU have requested TIP Amendments. The DOH requested increase of fundings for I-79 Bridge Rehabilitation with federal funds from \$40,139,040 to \$63,270,000. The increase is due to a more accurate estimation on the project cost at the engineering phase of the project.

Mayor Lewis moved to approve the amendment as presented, seconded by Mr. Kelly. With no discussion, the motion passed unanimously.

Mr. Austin noted that West Virginia University requested to utilize the funds totaling \$1,674,325.00 for SGR activities that will improve and maintain PRT vehicles, stations, and guideway infrastructure.

Commissioner Bloom moved to approve the amendment as presented, seconded by Councilperson Harshbarger. With no discussion, the motion passed unanimously.

**6. 2022 UPWP Amendment**

Mr. Austin noted that as reported at the January Policy Board meeting, the Policy Board needs to amend the 2022 Unified Planning Work Program to complete payment for the ongoing update of the Metropolitan Transportation Plan can be made. This amendment is necessary because the project got off to a late start and a portion of the work budgeted for in the previous fiscal year was not completed that fiscal year. This work was carried over to the current fiscal year. MPO staff has coordinated with

WVDOH to ensure that the necessary funds are available. The MPO carried over the match required for these funds from last year.

Mr. Carr confirmed that the DOH has received the budget amendment request from the MPO.

Mr. Bruffy moved to adopt the proposed 2022 UPWP Amendment, seconded by Commissioner Sikora. With no further discussion, the motion passed.

### **7. 2023 Unified Planning Work Program**

Mr. Austin noted that the draft Unified Planning Work Program for FY 2022-2023 is included in the agenda package. At the last Policy Board meeting the Policy Board requested that the MPO look at additional cost of living allowance pay increases over and above the 3 percent originally proposed. The draft document enclosed includes tables for 3%, 4% and 5% cost of living allowances for MPO staff. None of these proposed pay increases necessitate a significant increase in the budget as presented in January. To keep the total budget the same the MPO is proposing a decrease of \$4,000 in the *Consulting Services* line item and approximately \$1,000 decrease in *Travel Expenses*. Other than this very little has changed in the document since the Policy Board reviewed it. The TTAC and the CAC have reviewed and recommended approval of the UPWP for FY 2022-2023.

Mr. Bruffy recommended 5% cost of living allowances for MPO staff, considering the current rate of inflation.

Commissioner Bloom asked about the impact of the increase on the match required of the area's local governments for the shared position. Mr. Austin noted that since the total amount is not changed, there is no impact to the shared position.

Mr. Kelly moved to adopt the proposed UPWP for FY 2022-2023, seconded by Commissioner Bloom. With no further discussion, the motion unanimously passed.

### **8. Draft Metropolitan Transportation Plan**

Mr. Austin noted that the consultant for the Metropolitan Transportation Plan Update has completed a draft document. It is requested that the Policy Board release the document to the public for comment. The TTAC and CAC have reviewed the draft Plan and recommended the it for release to the public.

Chairman Justice expressed his appreciation to the consultants, steering committee, and the communities for their contribution to the plan. He noted that the Board should hold a separate meeting to discuss the proposals of the plan in more details.

Mr. Bruffy noted that the information of the draft plan being presented on behalf of the public transit was not the most accurate and require some modification. He urged refining the transit part of the draft plan before its public releasing, to ensure a fair opportunity for the community to comment on transit items.

Chairman Justice noted that some demographic data needed to be clarified.

Mr. Carr noted that the MTP Update needs to be adopted by May to ensure the continuing allocation of federal funds to the region through the DOH.

Mr. Rutkowski did a presentation about the status of the Metropolitan Transportation Plan Update.

Commissioner Bloom expressed his concern that the implementation of non-tier 1 projects is pushed beyond 2030. Chairman Justice noted that the prioritization is not set in stone; it can be modified through amendments to reflect changing circumstance. Mr. Rutkowski noted that the implementation time frame is to incorporate the inflation factor into the cost estimation, as all tiers need to be finically constrained. Mr. Carr agreed and noted that the MTP should be considered as a living document and its project prioritization should be flexible. Mr. Kelly noted that the public should be aware that no change can be made on the project prioritization without going through the process required by the MPO's public involvement policy.

Commissioner Bloom asked how the prioritization scores were calculated. Mr. Austin noted that it is based on the objective criteria and their weighting decided by the steering committee. Chairman Justice noted that the Policy Board will hold a work session to discuss the prioritization in details.

Mr. Carr noted that while all the projects in MTP are eligible for funding from various resources, the DOH will only fund tier 1 projects, as they are identified as the regional priority. If a project is expected to be funded by the DOH, it has to be in the tier 1 category.

Commissioner Bloom noted that it often causes confusion to the public that some projects are in the Transportation Improvement Program but are not shown in the MTP's project list.

Commissioner Sikora noted that regionally significant projects, such as the Harmony Grove Interchange, should receive enough attention to move forward. Mr. Austin noted that some regionally significant projects are under the alternative funding category. Those projects are often open to wider range of funding resources and serve multiple purposes including economic development.

Chairman Justice noted that the Board will look into the project information in details during its work session.

## **9. Update on Transit Study**

Mr. Bruffy noted that Mountain Line Transit has been working with the Morgantown Parking Authority and WVU to develop a consolidated fare system for the region. Currently, the team has completed the technical assessment, including identifying potential vendors and funding opportunities.

## **10. Demonstration of Online TIP Database**

This item was moved to the Policy Board work session on MTP project prioritization.

## **11. Other Business**

Mr. Bruffy noted Mountain Line is working with the United Way to improve its service on the Don Knotts route, and the project will be valuable to the community. Mr. Bruffy also noted that Mountain Line is working with Uber to provide transit serve in a designated zone including the Grafton Road and Mountain Heights areas. Transit users will be able to use the Uber app to request Mountain Line transit service.

Commissioner Bloom suggested that the MPO make a statement on the Greenbag Road project to clarify its standing on the project. Chairman Justice noted that the MPO included Greenbag Road in its 2013 Metropolitan Transportation Plan and reaffirmed it as a GO BOND project in 2016. The

MPO has the authority to identify projects to improve transportation system and to approve federally funded projects. The MPO does not have the authority to approve or deny the design of a project. Mr. Austin noted that MPO staff did a study on Greenbag Road in 2015 which identified the magnitude of issues along the corridor. The study has been turned over to the DOH for engineering design.

Mr. Carr recommended the Policy Board send a letter the West Virginia Secretary of Transportation Jimmy Wriston to echo the unanimous support of the Greenbag Road project as designed by the DOH. Chairman Justice agreed and stated the letter can correspondingly highlight the structure of the Morgantown Monongalia MPO and the ways it represents the community.

## **12. Meeting adjournment**

The meeting adjourned at 7:22 PM.