



TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

March 10th, 2026

This meeting was held virtually on ZOOM and in-person at 243 High St (Court House), Room 026 in downtown Morgantown.

Members Present: Bill Austin (Chair), Andrew-Gast Bray, Michael Dougherty, Kimberly Fragola, Kara Greathouse, Jeremy Evans, Latina Mayle, Drew Gatlin, Brian Carr, Rickie Yeager, Damien Davis

Others Present: Jacqueline Peate, Jing Zhang

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 1:01 PM.

2. Approval of Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda package. Mr. Gast-Bray moved to approve the meeting minutes; seconded by Mr. Dougherty. The motion to approve the minutes passed unanimously.

3. 2026 March – TIP Amendments and Administrative Adjustments

Mr. Austin stated that the WVDOH is adding new projects to the TIP, as the following:

TIP Amendment

New Project:

WEST RUN RD WIDENING. Federal ID: TBD. FFY: 2028. Type of Work: WIDEN ROAD. Phase: Engineering. Funding Source: STBGFLEX. Federal Funding: \$1,600,000. Total Funding: \$2,000,000. Location Description: West Run Rd from Van Voorhis Rd intersection to Stewartstown Rd intersection. (This is not a groupable project)

MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (CONVERT AC). Federal ID: STBG2024025D. FFY: 2026. Type of Work: CONST NEW ROAD & BRIDGE. Phase: Construction. Requested Change: STBG-FLEX Funding decreased from \$5,200,000 to \$1,000,000. (This project is a non-groupable project)

CHAPLIN HILL GATEWAY (PHASE 1) (AUTH AC). Federal ID: NHPP0079156D. FFY: 2026. Type of Work: RECONSTRUCT I/C. Phase: Construction. Funding Source: MEGA GRANT. Federal Funding: \$31,000,000. Total Funding: \$135,000,000. (This is not a groupable project. The project name was STAR CITY I/C IMPROVEMENT project under the same Federal ID)

CHAPLIN HILL GATEWAY (PHASE 2) (CONVERT AC). Federal ID: NHPP0079156D. FFY: 2027. Type of Work: RECONSTRUCT I/C. Phase: Construction. Funding Source: MEGA GRANT. Federal

Funding: \$23,320,000. Total Funding: \$23,320,000. (This is not a groupable project. The project name was STAR CITY I/C IMPROVEMENT project under the same Federal ID)

Mr. Austin reviewed the Administrative Adjustments. These do not need action.

Administrative Adjustments

Add New:

WEST RUN RD DESIGN STUDY. Federal ID: TBD. FFY: 2026. Phase: ENG. Type of Work: DESIGN STUDY. Funding Source: STBGFLEX. Federal funding: \$560,000. Total funding: \$700,000. Location Description: West Run Rd from Van Voorhis Rd intersection to Stewartstown Rd intersection.

Project Removal:

UNIVERSITY AVE +2. Federal ID: STP0055052D. FFY: 2025. Type of Work: DESIGN/BUILD ADA RAMPS. Phase: Construction. Federal funding: \$1,274,400. Total funding: \$1,593,000.

WEST RUN RD. Federal ID: HSIP0671006D. FFY: 2025. Type of Work: WIDEN ROAD. Phase: Construction. Federal funding: \$2,400,000. Total funding: \$2,400,000.

SABRATON TO CHEAT LAKE. Federal ID: NHPP0068223D. FFY: 2026. Type of Work: RESURFACING. Phase: Construction. Federal funding: \$8,000,000. Total funding: \$10,000,000.

SPRUCE ST +4. Federal ID: STBG0119589D. FFY: 2026. Type of Work: RESURFACING. Phase: Engineering. Federal funding: \$28,000. Total funding: \$35,000.

Project Rename:

SPRUCE ST +5. Federal ID: STBG0119590D. FFY: 2027. Type of Work: RESURFACING. Phase: Construction. Federal funding: \$1,200,000. Total funding: \$1,500,000. Change: rename SPRUCE ST +4 to SPRUCE ST +5

I-79 CHAPLIN HILL GATEWAY (PHASE 1) (AUTH AC). Federal ID: NHPP0079156D. FFY: 2026. Type of Work: RECONSTRUCT I/C. Phase: CON. Funding Type: EARMARK WV108. Federal funding: \$2,000,000. Total funding: \$2,000,000. Change: rename STAR CITY I/C IMPROVEMENT to I-79 CHAPLIN HILL GATEWAY.

Funding Change:

HARMONY GROVE I/C. Federal ID: NHPP0079109D. FFY: 2026. Type of Work: CONST NEW I/C. Phase: ENG. Change: Earmark WV 117 funding increases from \$1,500,000 to \$1,666,667. NHPP funding increases from \$1,760,000 to \$1,830,000.

DELLSLOW ARCH. Federal ID: HWI0007341D. FFY: 2027. Type of Work: DESIGN STUDY - REPLACEMENT. Phase: ENG. Funding Source: HWI-BR. Change: Federal funding decreases from \$440,000 to \$240,000. Total funding decreases from \$550,000 to \$300,000.

US MARINE SERGEANT DAVID PAUL MCCORD MEM BR. Federal ID: HWI0007325D. FFY: 2027. Type of Work: DESIGN STUDY - REPLACEMENT. Phase: ENG. Funding Source: HWI-BR.

Federal funding decreases from \$400,000 to \$160,000. Total funding decreases from \$450,000 to \$200,000.

FFY Changes:

I-79 Lighting. Federal ID: STBG0079084D. Type of Work Lighting. Phase: Construction. Change: The project moves from FY 2026 to FY 2027.

MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (AC PAYBACK). Federal ID: STBG2024025D. Type of Work: CONST NEW ROAD & BRIDGE. Phase: Construction. Change: The project moves from FY 2029 to FY 2028.

WESTOVER FAIRMONT SIDEWALKS. Federal ID: TAP2023313D. Type of Work: SIDEWALKS. Phase: Engineering. Change: The project moves from FY 2026 to FY 2027.

HOLLAND AVE. Federal ID: NHPP0019610D. Type of Work: RESURFACE. Phase: Construction. Change: The project moves from FY 2026 to FY 2027.

UNIVERSITY AVE TRAFFIC SIGNALS. Federal ID: NHPP0019596D. Type of Work: SIGNALS. Phase: Construction. The project moves from FY 2026 to FY 2027.

Mr. Yeager asked about the I-79 Lighting Project. Mr. Austin stated it is an ongoing project that is continuing to be funded.

Mr. Gast-Bray moved to approve the TIP Amendments; seconded by Mr. Yeager. The motion passed unanimously.

4. On Call Consultant RFQ

Mr. Austin stated the MPO is advertising for General Transportation Planning Services. The RFQ will be released on March 20th, 2026 with the due date being April 17th, 2026. The purpose of this procurement is to make available to MMMPO qualified Consultant resources that will support the MPO planning process and ongoing responsibilities as well as a wide range of analyses that may be required to advance the MPO work program and to maintain the MPO's role as a regional transportation leader. The TTAC will review recommendations from the Selection Committee during the May meeting.

Mr. Dougherty asked if the previously selected consultants worked well. The previously selected consultants were AECOM and Kimley Horn. Mr. Austin stated they both worked very well and both consultants selected were used for various projects. Mr. Gatlin asked if this will overlap with Mr. Austin's replacement. Mr. Austin stated that this selection is occurring prior to his retirement and that the intent of the Selection Committee is to have someone chosen before Mr. Ausitn leaves.

Mr. Dougherty moved to approve the On Call Consultant RFQ; seconded by Mr. Gatlin. The motion passed unanimously.

5. 2026-2027 UPWP

Mr. Austin referred to the 2026-2027 UPWP included in the agenda packet. In accordance with Federal Regulations, this document outlines the budget for the Morgantown Monongalia MPO for Fiscal Year 2026-2027, which begins July 1, 2026. Due to him retiring June 30th, there are no finalized projects for the second half of the year as he would like the new Executive Director to program their own projects.

Mr. Gatlin stated the numbers on the second to last page don't add up for the travel model update. Staff will review and fix this. Mr. Carr asked about the 50K for transit. Mr. Austin stated it falls under the D3 special studies and that money for other studies is available. As an update of the RTDM is due, the MPO will encourage the new successor to update it as part of the next Long Range Transportation Plan. Mr. Carr stated to be careful because that can become very expensive. Mr. Carr suggested to amend the UPWP to add specifically in the 50K for transit.

Mr. Gast-Bray moved to approve the 2026-2027 UPWP as amended; seconded by Mr. Dougherty. The motion passed unanimously.

6. Prioritization of Downtown Microsimulation Study Projects

This memorandum documents two analyses: 1) A microsimulation evaluation of the Grumbein's Island closure and related downtown intersection improvements. It uses the Trans Modeler model developed for the Downtown Microsimulation Study to determine which projects included in the Morgantown Downtown Area Intersection and Corridor Improvements - a tier 3 project in the MPO's Metropolitan Transportation Plan (MTP), should be implemented prior to the closure of University Ave at Grumbien's Island to mitigate operational impacts. 2) A regional travel demand model assessment of the Willey Street Connector in combination with the Grumbein's island closure to evaluate how the Willey Street Connector interacts with the Grumbein's Island closure in terms of broader travel patterns.

The major findings from the two analyses are:

- The Beechurst Ave/8th St roundabout project and the Beechurst Ave Corridor Improvement for Reduced Conflict Intersection project are recommended to be implemented prior to the closure of University Ave near Grumbein's Island. Without implementation of the two projects, the road closure would result in significant adverse impacts along the Beechurst Ave and University Avenue.
- Under the condition of no Willey Street Connector, the Stewart Street/Protzman Street roundabout project is not required prior to the Grumbein's Island closure, as no significant operational issues were identified if they are deferred.
- The Willey Street Connector significantly redistributes traffic within the downtown core, reducing volumes on segments of University Avenue and near Grumbein's Island.
- Overall impacts of Willey Street Connector are largely concentrated within the downtown/core network, with limited effects on the broader regional system.

Mr. Carr asked if Beechurst and the roundabout were two different projects. Mr. Austin stated that they are, but they must work together in the downtown system. Mr. Austin stated that members of the public agreed that all recommendations would work, but they must all be incorporated. Mr. Austin also stated it was evaluated what would happen with the Wiley St. connector through the University Farm. This would add a new connector and modeling found it to be successful. It would help strengthen Wiley and address the rerouting of traffic from the closure of Grumbien's Island. He suggested maybe looking at moving it up the Tier list in the future.

Mr. Dougherty asked if there was a scale for the average delay. Staff stated average delay is in seconds. Mr. Dougherty does not think Scenario 1 is feasible.

Mr. Yeager asked for clarification on Snider St. mapping. It is green and this project will move forward. This project is Tier 1 and will help with Willey St. Mr. Yeager stated he thinks the Willey St. connection is a great opportunity.

Mr. Gatlin asked about the roundabout at Eight St./Beechurst and Willey. He was wondering if these will be included in the scenarios. Mr. Zhang modeled these two, seeing what happens when the roundabout is in/out. Closure of Grumbien's Island includes connection to Wiley. Staff can reclarify the recommendation in this report. Mr. Gatlin was concerned about the modeling. Mr. Zhang made all needed changes for it to run properly. Mr. Gatlin suggested showing this more clearly in the memo, which staff will adjust.

7. Other Business

Mr. Austin stated that Kimley Horn has began work on the Greenbelt Complete Streets Study.

8. Meeting Adjournment

The meeting adjourned at 1:50 pm.