2055 Metropolitan Transportation Plan

Adopted by the MMMPO Policy Board in November 2025

Morgantown Monongalia Metropolitan Planning Organization
243 High Street, Room 026, Morgantown, WV 26505

RESOLUTION 11-20-25-1

MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION METROPOLITAN TRANSPORTATION PLAN UPDATE

WHEREAS, under 23 CFR 450.31 the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) is charged with developing and maintaining the MPO's multimodal transportation plan with a minimum of a 25 year planning horizon and;

WHEREAS there have been significant studies including a study simulating traffic in downtown Morgantown performed by consultants and MMMPO staff to identify potential improvements to the urban area's transportation network and;

WHEREAS, the potential improvements identified in these studies are significantly different from the MMMPO's 2025-2050 Metropolitan Transportation Plan Update; and

WHEREAS, appropriate analysis and data collection have been used to evaluate the impact of these projects has been performed by MMMPO Staff and these results have been documented; and

WHEREAS, the proposed changes to the Metropolitan Transportation have been properly advertised as provided for under the MMMPO's public involvement policy; and

WHEREAS, this document has undergone review from a Steering Committee rhe MMMPO's Advisory Boards; and

NOW THEREFORE BE IT RESOLVED: that the 2025-2050 MMMPO Metropolitan Transportation Plan be amended and updated to a 2055 planning horizon by including the projects identified in the studies noted above;

BE IT FURTHER RESOLVED, that the Policy Board authorizes staff, with approval of the Chair, to make non-substantive technical corrections to the final documents as necessary.

BE IT FURTHER RESOLVED, that the Policy Board directs staff to continue regular reporting on the management and implementation of the 2055 MTP.

ADOPTED, this 20th day of November 2025, at a regular meeting of the Morgantown Monongalia Metropolitan Planning Organization.

ATTEST

Policy Board Chairman

Secretary to the Board

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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.

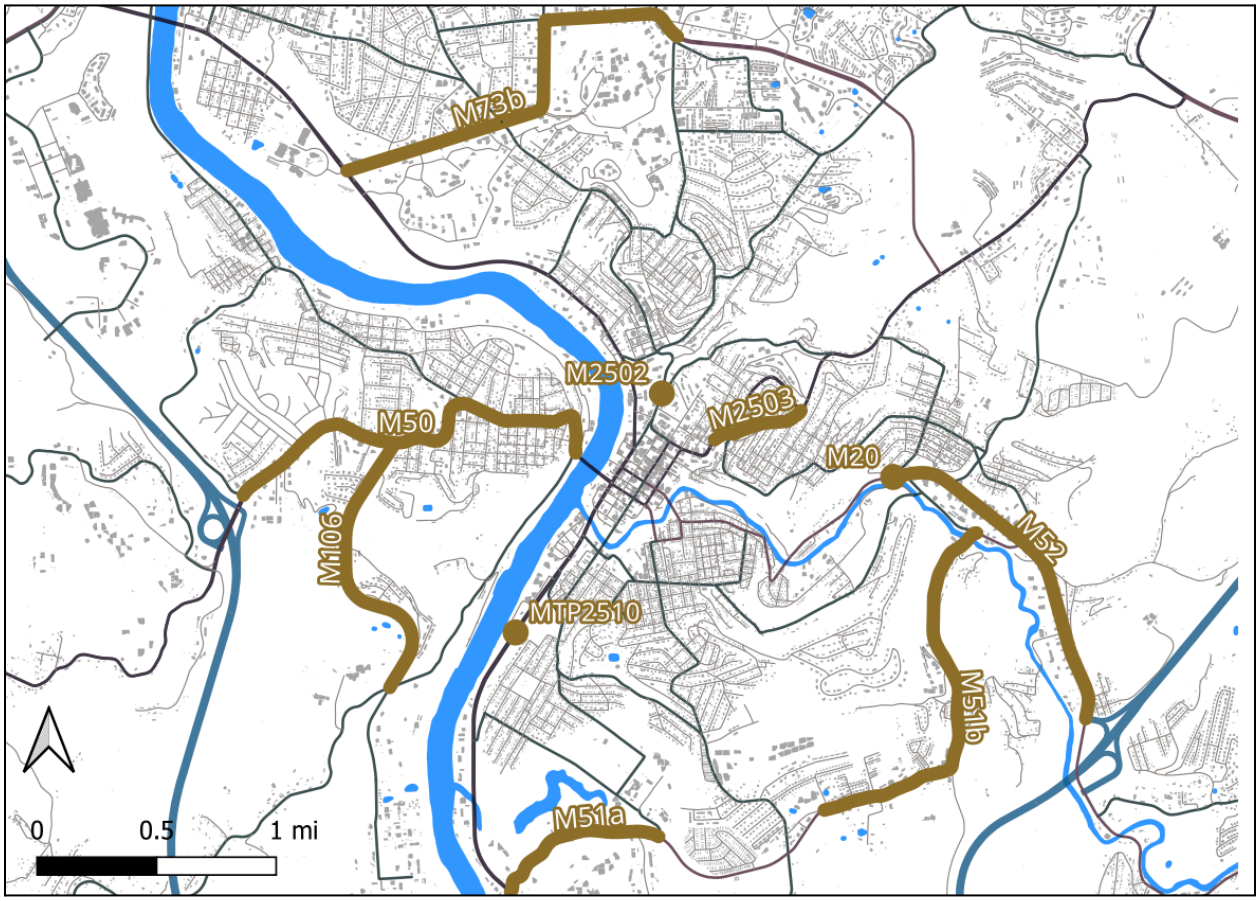
Tier 1 projects represent the highest priority transportation improvements for the MMMPO area and can be funded with the revenues projected to be available between 2027 and 2031 (5 years). The map of Tier 1 projects follows. Signal Timing Optimization in Morgantown Downtown Area (M2501) is not shown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

Project ID	Project Name	Est. Cost[1]
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



Introduction

Metropolitan Transportation Plan (MTP)

The MPO's Metropolitan Transportation Plan (MTP) serves as the primary long-range blueprint for the transportation infrastructure improvements in the MMMPO area. As a federally mandated document, the MTP is a comprehensive, fiscally constrained, and multimodal strategy designed to guide the region's transportation evolution over a 30-year horizon. It represents the investment decisions based on data analysis, public engagement, and collaboration among the MPP's partner entities. By integrating technical forecasting with community values, the MTP ensures that our region remains eligible for essential federal funding while adhering to strict standards of financial feasibility.

Transportation Authorization

The preparation of this plan is part of an ongoing planning process by the Metropolitan Planning Organization (MPO) as required in the U.S. Code of Regulations (23 CFR 450.300(a)) which states :

"…each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a Metropolitan Transportation Plan… that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution…"

Background

About the MMMPO

An MPO is a federally-designated agency that coordinates and directs the transportation planning process for defined metropolitan areas of over 50,000 in population. MPOs were first created by Congress in 1962 as part of the Federal Aid to Highways Act, and have grown in importance with successive transportation authorization bills. MPOs follow a formal set of regulations, preparing plans and programs designed to ensure that existing and future transportation projects and expenditures are based on a continuing, cooperative, and comprehensive planning process; these regulations are laid out by Congress when authorizing funding for our Nation's surface transportation

MPO Service Area

The MMMPO was established in June 2003 as the regional agency responsible for administering the continuing, cooperative, and comprehensive transportation planning process in Monongalia County. Within the MPO's jurisdictional limits may be found the cities of Morgantown and Westover, the towns of Blacksville, Granville, and Star City, and many other communities.

MPO Structure

The Morgantown Monongalia MPO comprises a Policy Board, a Citizen Advisory Committee (CAC), a Transportation Technical Advisory Committee (TTAC), a Policy Advisory Committee, and Staff.

Policy Board

The Policy Board is the decision-making body of the MMMPO. The Board is made up of elected and appointed officials from member local governments and major organizations in the Greater Morgantown region. The Policy Board is responsible for approving the area's Metropolitan Transportation Plan (MTP), the area's Transportation Improvement Program (TIP), and the MPO's Unified Planning Work Program (UPWP).

Citizens Advisory Committee

The Citizens Advisory Committee 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.

The Transportation Technical Advisory Committee 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 in the MPO area.

Policy Advisory Committee

The Policy Advisory Committee is made up of representatives of the business community and the economic development community who provide the Policy Board with their perspective on the impact of the Board's proposed policies and projects. Given the emphasis on freight in the FAST Act, the purpose of the MMMPO's Freight Advisory Committee is to assure that freight interests were represented in the MMMPO's planning process.

Staff

The MMMPO Staff provides professional transportation planning services and ongoing administration of planning projects. Staff is managed by the Executive Director who reports to the Policy Board.

Funding Overview

One of the core functions of an MTP is to seek to implement transportation projects that align with sources of funding for improvements. For many communities, the primary sources of funding for transportation improvements are the Federal and State governments, and this is the case in most of West Virginia.

Federal Funding

The primary source of funding on the federal level is the Highway Trust Fund, which historically has been funded by the gasoline tax. Federal funds are allocated by the type of service they provide – roadways construction and maintenance, and transit service – made available through the following federal funding programs listed below. LEARN MORE AT: http://www.fhwa.dot.gov/federalaidessentials

National Highway Performance Program (NHPP)

NHPP funds may be used for capacity, operational, or maintenance improvements to National Highway System (NHS) highways and bridges. Depending upon the type of road (interstate v. non-interstate), the required local match may differ (10% for interstates, 20% for non-interstate roads).

Surface Transportation Block Grant (STBG)

STBG funds may be used for improvements to roads functionally classified as rural major collectors and above. Funds can be utilized on projects in rural and urbanized areas. These funds are WVDOH-administered, and typically used on state and federal routes. These projects can include bicycle/pedestrian facilities, as well as environmental mitigation. Small MPOs are allocated a portion of these funds that they can program for qualifying projects.

Highway Safety Improvement Program (HSIP)

HSIP funds may be used for improvements at high -hazard locations on eligible roadways, including highway-rail grade crossings. Projects are selected based on crash rate and frequency. A 90% Federal share of project costs is typical, but the required match may vary depending upon improvement type.

Congestion Mitigation and Air Quality (CMAQ) / Carbon Reduction Program (CRP)

CMAQ funding is primarily aimed at alleviating congestion and transportation issues for nonattainment areas. However, the funds may be “flexed” to be used for congestion mitigation in some attainment areas, such as the MMMPO. These projects can include bicycle/pedestrian facilities, as well as environmental mitigation. Small MPOs are allocated a portion of these funds that they can program for qualifying projects.

Urban Surface Transportation Block Grant

U-STBG funds are provided to large MPOs (Transportation Management Areas TMAs) based on a population-based formula, to be used on a broad array of projects including construction, operations improvements, transit projects and travel demand management. Unfortunately, the MMMPO is not eligible for U-STBG funds because it does not qualify as a TMA. Typical federal share for U-STBG projects is 80%, although certain projects may receive 100% support.

Transportation Alternatives Program (TAP)

TAP funds are allocated as a portion of the U-STBG program. A continuation from previous acts, TAP projects remain the same as before, and includes pedestrian and bicycle facilities, recreational trails, and safe routes to school projects. TAP funds may also be spent on historic preservation projects, vegetation management, and environmental mitigation.

National Highway Freight Program (NHFP)

NHFP funds are dedicated to projects improving efficient movement of freight on the National Highway Freight Network. These projects may include ITS installation or expansion railway/ highway grade crossing improvements, traffic signal optimization, and mitigation of impacts.

Sub-Allocated Funds

As part of its financial and project programming strategy, the MPO receives suballocated federal transportation funds. These funds are allocations provided through federal formula programs that are reserved for use within metropolitan/urbanized areas based on population and other qualifying criteria. Projects can be eligible for the Surface Transportation Block Grant (STBG) Program or the Carbon Reduction Program (CRP) via these funds. The MPO has approximately $**2.2 million** suballocated funds in the next three years.

State Funding

In West Virginia, proceeds from certain State taxes and fees are allocated to the WVDOH for maintaining and expanding the transportation system. These dedicated revenues are deposited into the State Road Fund, which is WVDOH's operating fund for maintaining State roadways. The State Road Fund is considered a special revenue fund of the State and thus funds are not a part of the State's General Fund. However, the State legislature may make funds available to WVDOH from the State's General Fund and/or authorize the sale and issuance of road bonds outstanding from previous voter-approved bond referendums.

- State revenue sources include:
- Motor Vehicle Privilege Tax
- Certificate of Title & Registration Fees
- Motor Carrier Road Tax
- Wholesale Motor Fuel Tax

- Sale of Bonds
- General Fund Appropriation
- Investment and Interest Income
- Miscellaneous Revenues

LEARN MORE AT:
https://transportation.wv.gov/highways/programplanning/LRTP/Documents/FactSheet_Funding_Final.pdf

Transit Funding

FTA Section 5307 Urbanized Area Formula Grants:

Funds to urbanized areas with populations of more than 50,000 for transit operating and capital assistance and for transportation-related planning. Funds are apportioned on the basis of population and population density. Federal share must not exceed 80% of the net project cost for capital projects, or 50% for operating projects.

FTA Section 5309 Fixed Guideway and Capital Investment Grants:

Capital assistance for new and replacement buses and facilities. Four categories of eligible projects: new fixed guideway projects of extensions of existing projects costing $300 million or more; projects of less than $300 million where less than $100 million in federal funding is sought; projects increasing system capacity by greater than 10 percent; or projects of any combination of the three.

FTA Section 5310 Elderly & Persons with Disabilities Grants:

Transit capital assistance for private non-profit organizations and public bodies that provide specialized transportation services to elderly and/ or disabled persons. Funds are appropriated annually based on a formula considering the number of elderly individuals with disabilities in each State. Federal share must not exceed 80% of net project costs for capital projects (50% for operating projects).

FTA Section 5339 Bus & Bus Facilities Grants:

Federal resources, by formula and grants, to states and designated recipients to replace, rehabilitate and purchase buses/related equipment, and construct bus-related facilities. This includes changes to modify or accommodate low and zero-emission vehicles. A sub-program provides competitive grants for bus and bus facility projects that support low and zero emission vehicles.

Goals, Objectives, & Measures

Legislative Requirement [23 CFR § 450.306 (b)]

The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

MTP Goals

Safety & Security - Considers crash severity data and public feedback related to speeding and other safety concerns.

Safety & Security - Considers crash severity data and public feedback related to speeding and other safety concerns.

System Maintenance - Assesses the condition and maintenance needs of National Highway System (NHS) roads, supported by public feedback on roadway upkeep.

Modal Choice - Reflects the availability and integration of multiple transportation options (walking, biking, and taking transit), including recommendations from the 2019 Bike-Ped Plan, the PRT system, regional trail networks, and MLTA bus services.

Local Priority - Accounts for direction from the Advisory Committee, priorities established in the previous MTP, and input gathered through public engagement.

Fairness - analyzing impacts on identified Communities of Concern and evaluating project proximity to key transit hubs to improve access to essential services and opportunities.

Consistency with Existing Plans - Measures alignment with the goals and recommendations of the 2022 and 2017 MTPs, as well as ongoing regional planning efforts.

The following table shows how MTP Goals match with Federal Planning Factors.

2055 MTP Goals	Federal Planning Factors									
	1	2	3	4	5	6	7	8	9	10
Safety & Security		X	X	X		X		X	X	
Reliability	X	X		X		X	X	X	X	X
System Maintenance	X	X	X		X		X		X	X
Modal Choice	X	X	X		X	X		X	X	
Local Priority	X	X		X	X	X		X	X	X
Fairness	X		X	X	X	X	X	X	X	X
Consistency with Existing Plans	X	X		X		X		X		X

Performance-Based Planning

Performance-Based Planning and Programming (PBPP) is essential for Metropolitan Planning Organizations (MPOs). It applies performance management principles to transportation planning and programming, ensuring that agencies achieve desired outcomes for the multimodal transportation system.

All highway and transit projects programmed in this Transportation Improvement Program (TIP) contribute to the MMMPO's highway, Transit Asset Management (TAM), and safety targets. The MMMPO aligns with the West Virginia Department of Highways (WVDOH) performance measures and targets.

System performance is assessed using data collected and reported annually by WVDOH in the West Virginia Highway Safety Plan. The MPO's performance reporting includes tracking trends over time and incorporating the latest targets released by WVDOH each year.

Safety performance measures (PM1) set a 5-year performance target for vehicular crashes that result in serious, incapacitating injuries or fatalities. These measures evaluate the safety of the system for all users.

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

These were adopted on November 20th, 2025.

Morgantown Area Safety Performance Measures

Statewide SPM

Safety Performance Measure	Goal	Safety Performance Target Year	2021	2022	2023	2024	2024	2025	2026	2027	2028	2029	2030	2035	2040	2050
		Baseline for Safety Performance Target Year	2023	2024	2025	2026	2026	2027	2028	2029	2030	2031	2032	2037	2042	2052
		5 Year Time Period	2017-2021	2018-2022	2019-2023	2020-2024	2020-2024	2021-2025	2022-2026	2023-2027	2024-2028	2025-2029	2026-2030	2031-2035	2036-2040	2046-2050
Annual VMT	NA	Avg Actual VMT	9.100	8.488	8.078	7.774	160.475									
		Avg VMT (Including Estimates)	9.27996	8.49093	8.07846	7.720	165.634	7.865	8.137	8.412	8.504	8.54102	8.5786	8.769	8.96362	9.36592
Fatalities	Zero Fatalities by 2050 (from 2021)	Actual 5-Year Average	9.0	9.2	8.8	10.2	265.6									
		Target 5-Year Average	5.6	6.1	6.7	9.3	263.6	11.5	12.5	13.5	13.9	13.3	12.7	9.8	6.9	1.2
		Target Met/Not Met	Not Met	Not Met	Not Met	Not Met	Not Met									
		Better than Baseline?	No	Yes	Yes	No	Yes									
		Met or Made Significant Progress	No	Yes	Yes	No	Yes									
Fatality Rate	Zero Fatalities by 2050 (from 2021)	Actual 5-Year Average	1.005	1.091	1.107	1.302	1.657									
		Target 5-Year Average	1.457	1.558	1.692	1.206	1.674	1.446	1.520	1.608	1.633	1.558	1.480	1.119	0.773	0.124
		Target Met/Not Met	Not Met	Met	Met	Not Met	Met									
		Better than Baseline?	No	No	No	No	No									
		Met or Made Significant Progress	No	Yes	Yes	No	Yes									
Serious Injuries	66% Reduction in Serious Injuries by 2050 (from 2021)	Actual 5-Year Average	35.0	33.0	29.4	29.4	783.0									
		Target 5-Year Average	33.9	30.2	29.4	27.3	792.4	29.3	28.0	27.1	28.5	27.7	29.0	25.2	21.4	13.8
		Target Met/Not Met	Met	Met	Met	Met	Met									
		Better than Baseline?	Yes	Yes	Yes	Yes	Yes									
		Met or Made Significant Progress	Yes	Yes	Yes	Yes	Yes									
Serious Injury Rate	66% Reduction in Serious Injuries by 2050 (from 2021)	Actual 5-Year Average	3.875	3.964	3.719	3.835	4.891									
		Target 5-Year Average	5.023	5.634	5.972	3.607	5.036	3.789	3.470	3.217	3.351	3.247	3.378	2.874	2.389	1.479
		Target Met/Not Met	Met	Met	Met	Not Met	Met									
		Better than Baseline?	Yes	No	Yes	Yes	Yes									
		Met or Made Significant Progress	Yes	Yes	Yes	Yes	Yes									
Bike & Ped Fatal & Serious Injuries	66% Reduction in Fatal & Serious Injuries by 2050 (from 2021)	Actual 5-Year Average	11.0	10.8	11.8	10.4	81.2									
		Target 5-Year Average	4.6	3.0	2.9	11.3	83.9	9.3	9.2	8.7	7.6	7.3	7.2	6.2	5.1	3.1
		Target Met/Not Met	Not Met	Not Met	Not Met	Met	Met									
		Better than Baseline?	Yes	Yes	No	Yes	Yes									
		Met or Made Significant Progress	Yes	Yes	No	Yes	Yes									

Past Performance Measure - Will Not Change

Actual Finalized Numbers

Infrastructure Conditions performance measures (PM2) include both 2- and 4-year targets and assess the conditions of pavements and bridges along the National Highway System (NHS) that are in good or poor condition.

Reliability performance measures (PM3) assess roadway reliability with regards to freight movement, congestion, and overall reliability. The MPO includes projects that support WVDOH PM1, PM2, and PM3 targets within its planning documents. MPO member jurisdictions collaborate with WVDOH efforts in the planning, design, and implementation of PM1, PM2, and PM3 projects.

These both were adopted on May 18th, 2023.

<u>The proposed Pavement Performance Measures include:</u>

• The targets for Percentage of Pavements of the Interstate System in Good Condition for 2023 are 72.0% and for 2025 are 70.0%.

• The targets for Percentage of Pavements of the Interstate System in Poor Condition for 2023 and 2025 that are both 4.0 %.

• The targets for Percentage of Pavements of the Non-Interstate NHS in Good Condition for 2023 are 43.0% and for 2025 are 42.0%.

• The targets for Percentage of Pavements of the Non-Interstate NHS in Poor Condition for 2023 and 2025 that are both 5.0%.

The proposed Bridge Performance Measures include:

• The targets for Percentage of NHS Bridge Deck Area Classified in Good Condition for 2023 are 11.5% and for 2025 are 12.0%.

• The targets for Percentage of NHS Bridge Deck Area Classified in Poor Condition for 2023 are 14.0% and for 2025 are 13.0%.

The System Performance and Freight Measures include:

• The targets for Percent of the Person-Miles Traveled on the Interstate That Are Reliable for 2023 are 97.0% and for 2025 are 96.0%.

• The targets for Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for 2023 are 93.0% and for 2025 are 92.0%.

• The targets for Interstate Truck Travel Time Reliability (TTTR) Index for 2023 are 1.35% and for 2025 are 1.40%.

Below are the 2025 Transit Asset Management Targets for West Virginia. 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.

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 MMMPO adopted these on November 21st, 2024.

Category	Class	Performance Measure	2025 Target	2024 Actual	Action	Action Owner	Dependency	2023	Actual 2024	2025 Targets
Rolling Stock	12 Year/500K Miles	SGR %	93%	92%	Continue working with sub grantees to maintain robust maintenance program	WVDOT & Subgrantee	TAM Plan	94%	92%	93%
	10 Year/350K Miles	SGR %	93%	92%	Evaluate SGR of trolleys	Subgrantee		87%	92%	93%
	7 Year/200K Miles	SGR %	72%	70%	Evaluate SGR of trolleys and prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan	70%	70%	72%
	5 Year/150K Miles	SGR %	73%	71%	Prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan	71%	71%	73%

Resiliency

While the MMMPO area may not be as vulnerable as coastal communities, it is nonetheless subject to the effects of ongoing climate change. Climate change impacts our transportation infrastructure through increases in days with excessive heat, intense rainfall, flooding events, winter storms, fog, wildfires, drought, and other effects. These naturally occurring events cause shocks to the transportation network, which can cripple mobility of people and goods. Building resilient transportation networks, and making decisions that increase the system's resiliency, helps to mitigate these impacts by anticipating and adapting during disruptions. Under the newly implemented INVEST in America Act, MPOs are charged with planning to make transportation infrastructure more resilient. This can involve large-scale efforts to rebuild a critical facility that could be impacted by climate change or build a new road or bridge as an alternative to that facility. However, there are also relatively small decisions that can be made by individual agencies to increase system resiliency as they replace or upgrade equipment. To combat the effects of natural hazards, the MMMPO and its member communities can take actions now to prepare for and mitigate impacts to the transportation system, reducing dependency on a single mode of transportation and build regional resiliency.

These include:

- Encouraging adoption of low-carbon fuels and alternative fuels vehicles, particularly as fleet vehicles for local governments;
- Influencing road users' mode choices and travel patterns with transit improvements, bicycle and pedestrian facilities, and support for ridesharing, vanpooling and carpooling with park-and-ride lots;
- Identifying electric vehicle charging stations within public parking areas and significant regional destinations (such as commercial shopping areas, community centers, or entertainment districts);
- Restricting development along steep slopes and within floodplains along creeks and rivers, reserving this land for open space, greenways, and other purposes;

- Incorporating stormwater retention areas along curbs (Green Streets) with any new roadway reconstruction projects.

Existing Conditions

The Metropolitan Transportation Plan (MTP) 2050 was adopted in 2022 and has served as the foundation for regional transportation planning over the past several years. The 2055 MTP is considered a minor update to that plan. Given the relatively short three-year period since the adoption of the 2050 Plan, no major changes in existing conditions are assumed in the MPO area with respect to community characteristics, adopted plans and policies, transportation system security, or overall system performance. For a comprehensive overview of existing conditions, readers are referred to the Existing Conditions section of the 2050 MTP, which continues to provide an accurate baseline for this update.

Major Committed/Completed Projects

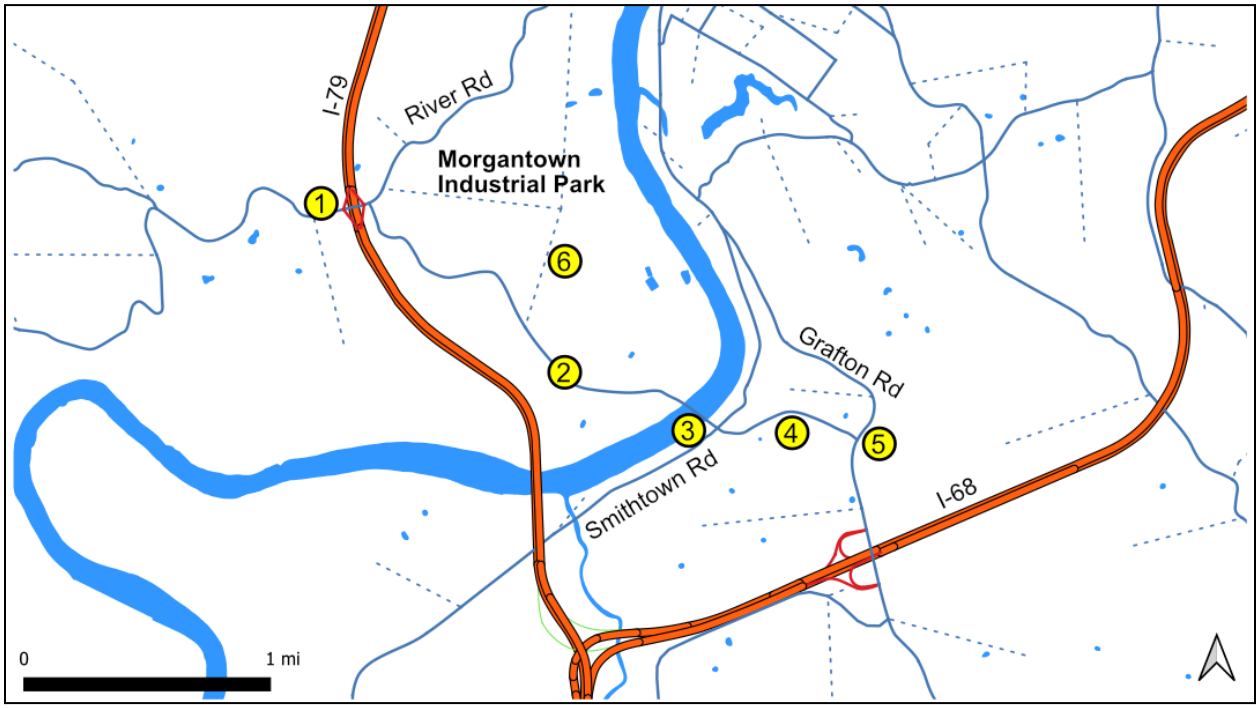
The following projects have been completed or committed since the last MTP adoption in 2022.

- **Beechurst Avenue Corridor Improvements** (Campus Drive to University Avenue): Intersection reconstruction, roadway realignment, and upgrades to sidewalks and crosswalks. (constructed)
- **Collins Ferry Road – Trail Access Improvements**: Enhancements to improve pedestrian and trail connectivity. (constructed)
- **Don Knotts Boulevard** – Pedestrian Bridge Feasibility Study: Evaluation of a potential pedestrian bridge connecting White Park to the Caperton Trail. (completed)
- **Greenbag Road Corridor Improvements** (Luckey Lane to Don Knotts Boulevard): Intersection improvements (including a roundabout at Dorsey Avenue), road standardization, and pedestrian enhancements. (committed)
- **Harmony Grove – New I-79 Interchange**: Funding committed for the construction of a new interchange. (committed)
- **I-79 Exit 155 – Interchange Temporary Signal**: Enhancements to traffic flow and safety at the interchange. (committed)
- **Monongahela River – New Bridge and Access Roads**: Funding committed for a new bridge and connecting infrastructure between Morgantown Industrial Park and Don Knotts Boulevard. (under construction)
- **Smithtown Road and Grafton Road** – Intersection Improvements: Safety and operational upgrades at the intersection. (committed)
- **University Avenue and Collins Ferry Road** – Intersection Reconstruction: Redesign for improved traffic movement and pedestrian access. (under construction)
- **Vulnerable Road User (VRU) – Pedestrian Safety Improvements**: Targeted safety enhancements for pedestrians and other vulnerable users. (committed)
- **Walnut Street – Streetscape Project**: Streetscape upgrades to improve aesthetics, walkability, and public space quality. (under construction)

Travel Demand Model Updates

The MPO has conducted a minor update to its Travel Demand Model (TDM) to reflect changes resulting from committed projects. The updates to the model include the following:

Map ID	Model Changes
1	New interchange at Harmony Grove on I-79 connecting to River Road
2	New roadway connecting River Road to the "Industrial Park Bridge" (tentative name)
3	New intersection at the south end of the bridge connecting to Smithtown Road
4	New roadway connecting Smithtown Road and Grafton Road
5	New intersection at Grafton Road
6	New centroid connector from the Industrial Park to the "Industrial Park Connecting Road" (tentative name)
N/A	Corresponding adjustments to road capacities on River Road and other access roads as necessary to accommodate projected traffic flows.



Public Engagement

Public Involvement Process

Public engagement plays an integral role in any design or study, as its results will impact the daily lives of community members and local businesses. Planning for a community of any size is more successful when we plan with the community. Meaningful engagement means stronger results, tighter community bonds, and implementation becomes more likely. Furthermore, engagement provides invaluable feedback to planners, engineers, and designers regarding current conditions and problems that might not be fully understood looking at data alone. The human element and a diversity of perspectives helps to reframe the project team's view of the issues and provide better suggestions for improvement.

Federal legislation requires MPOs to develop and use a Participation Plan that defines how residents and stakeholders can become involved in the transportation planning process. This process must include those people who are directly impacted by transportation planning, as well as those from traditionally marginalized populations. The ultimate goal is to ensure that plans reflect community values and equitably benefit all communities. Public participation was a central component of the MTP update process, with a variety of opportunities provided to ensure broad community input. The engagement schedule included a combination of public meetings, pop-up displays at high-traffic community locations, and virtual meetings to accommodate a wide range of participants.

Throughout the process, the MTP draft was given to the CAC, TTAC, and Policy Board for comments.

The adoption process included the November 2025 meeting of the MMMPO Policy Board.

Virtual Engagement

Online Website

The 2055 MTP website, https://www.plantogether.org/2055mtp, was launched in late July so residents, property owners, business owners and other stakeholders could access information and provide input on the discussions surrounding the plan's development. The website featured information on project purpose, dates and locations of upcoming meetings, meeting results, related documents, and ways to get involved with the project. Ahead of major public events, event notices were sent out by email, social media ads, and newspaper ads in the Dominion Post alerting the public and inviting them to attend. When combined with the efforts to publicize them by the MMMPO as well as local news organizations, thousands of people were able to hear about the MTP during its development.

Community Survey

This survey encouraged community members to share their vision for the future of transportation in our region and to tell us what matters most to you and how we can better serve the community. There have been 120 responses.

Project Survey

This survey encouraged community members to share their preferences and comment on the recommended projects, and suggest any new ones. Their input will help identify and prioritize high-impact projects for funding. There have been 28 responses.

Public Meetings

Three rounds of public meetings took place during the planning process and offered opportunities for stakeholders and members of the public to engage with the planning team and provide input as to plan recommendations and priorities.

The process began on August 19 with the first public meeting, held at the Mountain Line Transit Terminal. This initial event introduced the MTP update process and gathered early feedback from the community. 19 people attended.

On September 2, MPO staff hosted a pop-up display at the PRT Mountaineer Station, providing students, commuters, and community members with convenient access to project information and opportunities to share input. One person attended and provided in depth feedback to staff. He also offered to spread the word about the MTP process.

A second public meeting was held on September 11 at Morgantown City Hall, offering a more formal setting for discussion of community priorities and transportation needs. 13 people attended. By the end of the month, the draft MTP was released for public review and comment.

On October 22, the third public meeting was hosted at the Riverfront Historical Bus Depot, providing another opportunity for residents to share feedback in a public forum. 16 people attended.

On November 4th, a virtual public meeting was held, expanding accessibility for participants unable to attend in person. 7 people attended.

There have been 8 individual comments from other forums. They are mainly concerned about safety and walkability and want to see improvements in the county. One of the comments supported stretching Willey St to Beechurst, with another one supporting the potential Brookhaven Rd improvements. Another comment supported a light at 8th and University.

Together, these engagement activities provided multiple venues, both in-person and virtual, to ensure that the public had ample opportunity to review, discuss, and shape the final Metropolitan Transportation Plan.

Steering Committee

The Steering Committee met on Monday October 6th from 11:30am - 1:30pm to discuss an overview of the Metropolitan Transportation Plan process/timeline and a summary of public outreach up to this point. The main agenda item was committee members deciding the ranking of Evaluation Factors (Weighted Average Based on Percentages from Previous MTP).

Steering Committee Members

Christiaan Abildso - Citizens Advisory Committee Chair
Brian E Carr - WVDOH
Damien Davis - City of Morgantown, Director of Engineering and Public Works
Drew Gatlin - City of Morgantown, Staff Engineer
Kara Greathouse - Federal Highway Administration
Patricia Lewis - Mayor, Town of Granville
Russ Rogerson - Morgantown Partnership and MPO Policy Board Chair
Jenny Selin - City of Morgantown City Council
Maria Smith - General Manager of Mountain Line Transit Authority
Wallace Venable - Citizens Advisory Committee Member
Rickie Yeager - City of Morgantown, Director of Development Services

Key Takeaways and Quotes

Comments asked for a Greenbelt connection and pedestrian safety. There was a big concern with the amount of money potentially being spent on these potential projects. There was frustration with how car-centric cities can be and with the level of congestion when driving around the area. Below are some quotes from the public and graphics from the Community Survey to provide perspective. All comments and data from the surveys, meetings, and online are available in the Appendix.

Some notable quotes are below:

• “Sidewalks is a big concern. Specially for areas around schools. For example, around South Middle and Mountain view elementary. Which concerns First Ward neighborhood; its sidewalks, roads are so deteriorated. When are you going to fix them? This encourages kids from early on to know they have options to transport as well as supporting a healthy habit”

• “The Rail Trails are amazing, but we need more connections and off street or street adjacent paths. We cannot afford to keep throwing money at increasing road capacity for cars. That kind of spending will bankrupt the county and state. Also, if the eastern circulator bus route could increase frequency to better serve Richard/Dellslow, The Brookhaven line could also be rerouted to loop into that corridor.”

• “The Mountainlair garage entrance on High St must be re-opened as both an exit and entrance, otherwise it becomes effectively useless. May possibly need to consider making Malden Lane and Prospect St two way. Possibly move the USS WV mast to Woodburn Circle and extending Maiden Lane

to University Ave. Emergency services response times to the Lair and "Frat hill" will most likely be negatively affected."

• "The extensive rail trail was the number one reason I moved to Morgantown from California. This is what will attract residents out of state. Expanding and connecting the rail trail via the Greenbelt will be such an allure for prospective residents and will enrich the lives of current residents."

• "Focus on schools and the available connections to all alternative roads or greenways, to decompress traffic in main roads. That also allows for kids to move safely to school and decrease use of cars/buses"

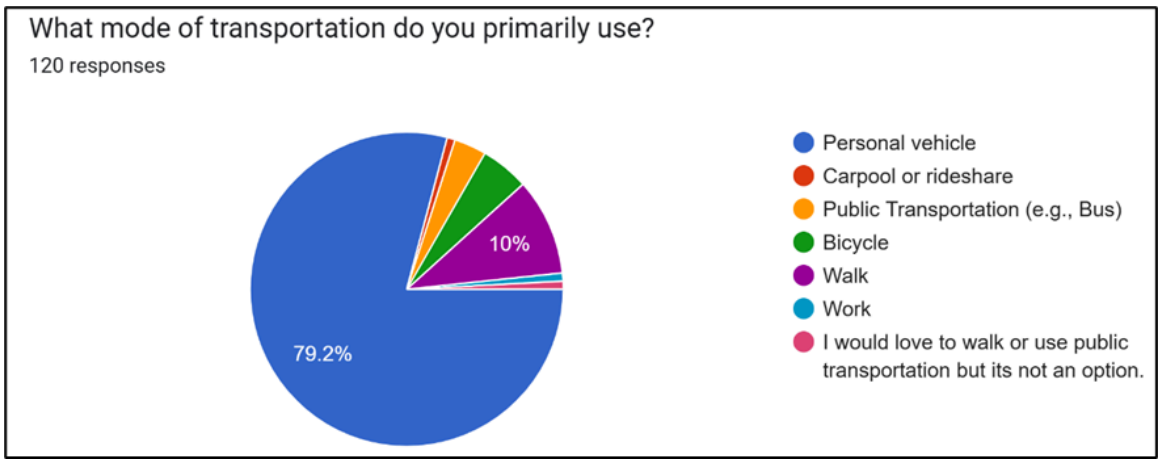
• "Grumbeins Island is a major thoroughfare. There are only two roads that cross the city from north to south, both are one lane, and this is one of them. Beechurst is the other. Both are already routinely backed up. Eliminating one of them (Grumbeins Island) would be a huge mistake and only back up Beechurst even more than it already is. It is completely illogical to propose turning this into a pedestrian-only area and closing off this crossing. Adding the throughpoint at Willey will not support this because it does not go in the same direction, and is much further out of the way for someone trying to get, for instance, from Downtown, First Ward, South Park, or Woodburn to the Evansdale campus. I agree that this intersection is a problem due to the foot traffic. The best option is to put an underpass for cars at this location so university foot traffic is not impeded (and is safer) and cars can still pass through. I also recommend making this a two lane road if possible, or expanding Beechurst to 2 lane."

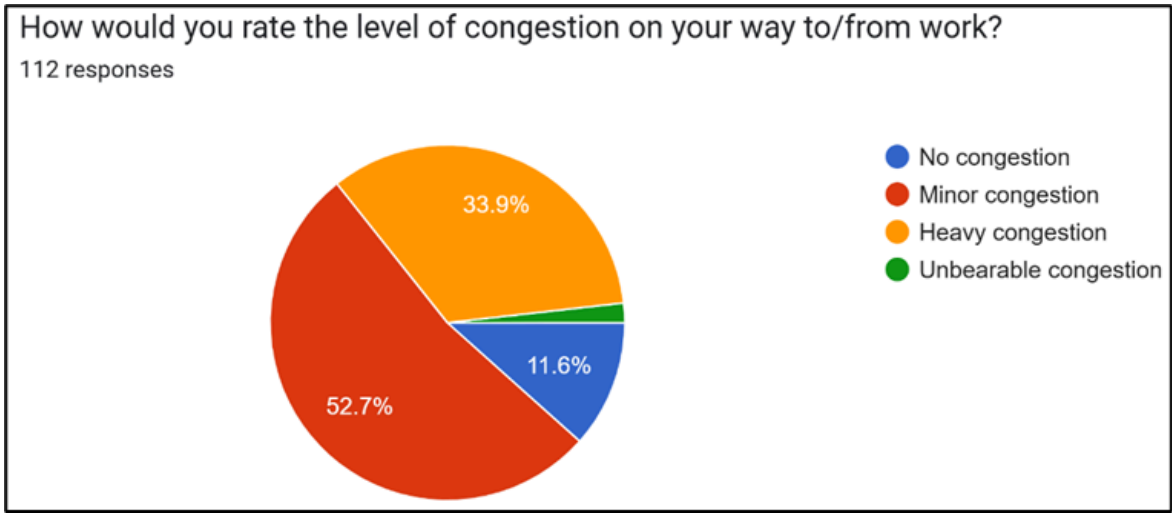
• "Keep up the great work and emphasis on walking and biking options. Thank you so much for that. It really makes a difference."

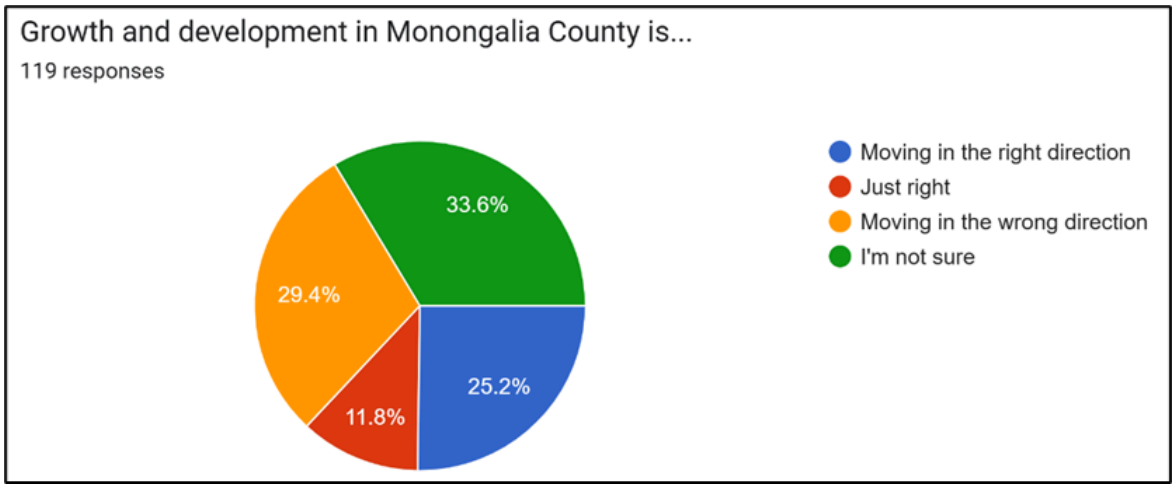
• "I love everything you are doing. I just wish our area was more pedestrian friendly."

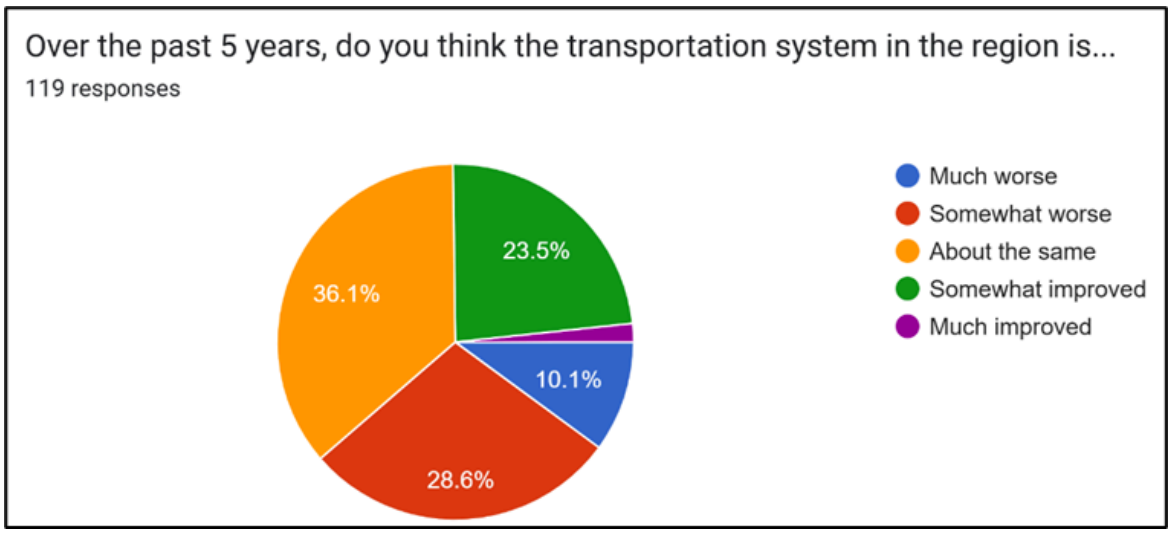
• "Thank you for running this survey! I've already shared lots of suggestions above. Let's make Morgantown more walkable and reduce our reliance on cars, both for environmental reasons and economic ones (cars are expensive to run and leave our rural communities and least wealthy community members cut off)."

• "Safe and efficient streets, walkways, and bikeways are essential for quality of life in the Morgantown area."




How would you rate the level of congestion on your way to/from work?
112 responses
33.9%
11.6%
52.7%
No congestion
Minor congestion
Heavy congestion
Unbearable congestion


Growth and development in Monongalia County is...
119 responses
33.6%
29.4%
25.2%
11.8%
Moving in the right direction
Just right
Moving in the wrong direction
I'm not sure


Over the past 5 years, do you think the transportation system in the region is...
119 responses
23.5%
36.1%
10.1%
28.6%
Much worse
Somewhat worse
About the same
Somewhat improved
Much improved

MTP Update Project Recommendations

These recommendations include both projects carried forward from the previous plan and new projects suggested by community members, the MPO's advisory committee, and policy board members during the update process. They 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.

The 2055 MTP represents a minor update to the 2050 MTP and incorporates the majority of projects from the previous plan. A complete list of these projects is provided in Appendix A: Project Recommendations Carried Over from the Previous MTP.

This section presents the project evaluation, detailing how each project was assessed based on established factor categories, scored according to the 2055 MTP methodology, and adjusted to reflect evolving community priorities, project developments, and public input.

New and Amended Project Recommendations

The new projects included in this update were identified through multiple sources, including input from the Steering Committee, analysis of crash data, public comments, and feedback from the MPO's policy board and advisory committee members.

Recommendation Summary

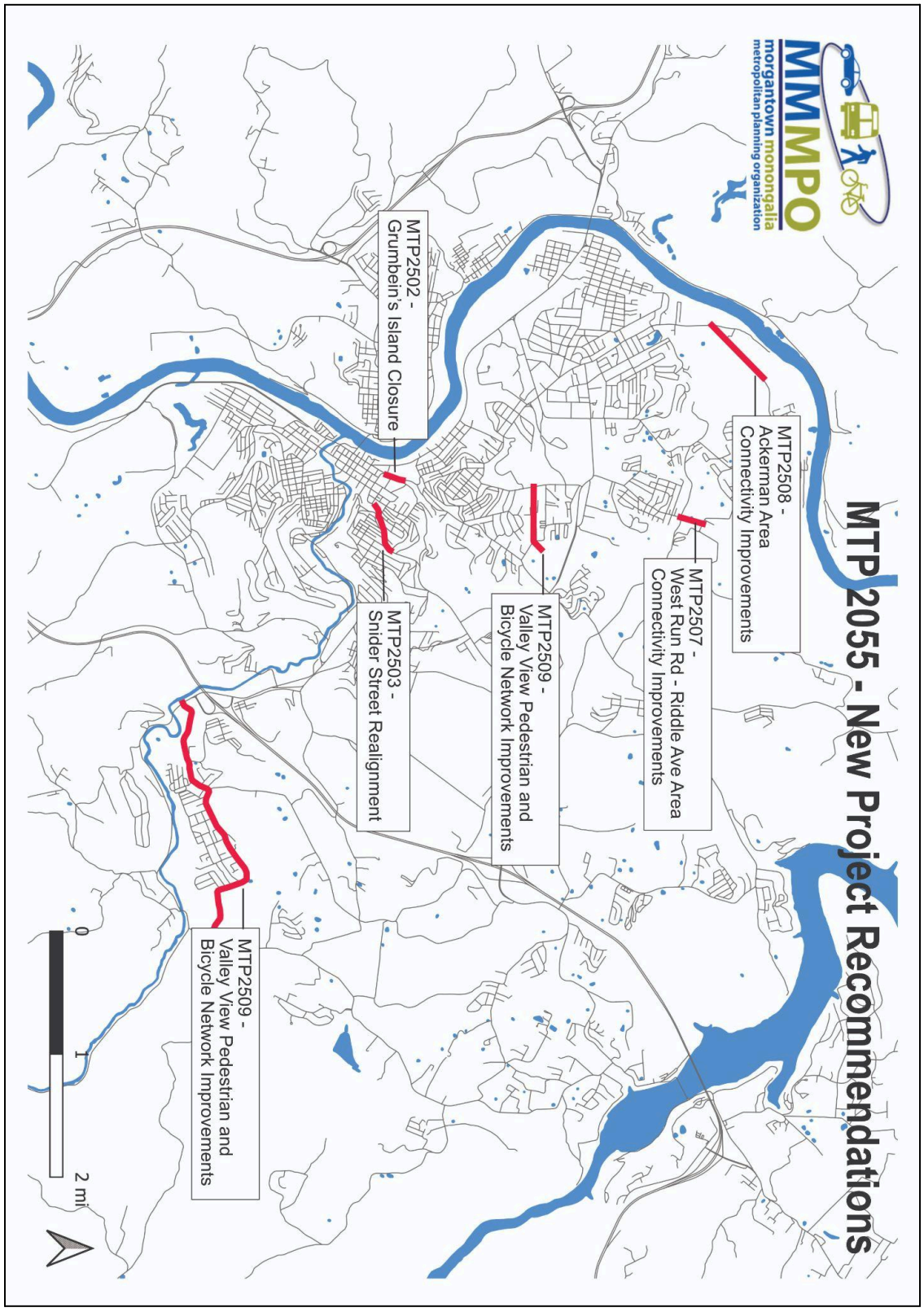
Project ID	Project Name	Estimated Cost (Planning Level)[1]
MTP2501[2]	Signal Timing Optimization in Morgantown Downtown Area	$3 million
MTP2502	Grumbein's Island Closure	$9 million
MTP2503	Snider Street Realignment	$15 million
MTP2504[2]	Morgantown Downtown Area Intersection and Corridor Improvements	$18 million
MTP2506	Brookhaven Rd Improvements	$20 million[3]

Project ID	Project Name	Estimated Cost (Planning Level)[1]
MTP2507[6]	West Run Rd - Riddle Ave Area Connectivity Improvements	TBD
MTP2508[6]	Ackerman Area Connectivity Improvements	TBD
MTP2509[6]	Valley View Pedestrian and Bicycle Network Improvements	$2.5 million[7]

[1] The cost estimates for projects MTP2501, MTP2502, MTP2503, and MTP2504 are based on the average of the ranges presented in the study. Further information can be found in the full study report available on the MPO's website.
[2] The project is not mapped.
[3] Estimated in comparison with M65-Stewart St Improvements.
[6] The project is not included as a fiscally constrained project in the 2025 MTP and is contingent upon alternative funding.
[7] Estimated in comparison with the cost estimation of priority projects in the Morgantown Regional Bike & Pedestrian Transportation Plan. The selected features and their cost are the following:

Valley View Pedestrian and Bicycle Network Selected Features for Budgeting	Cost Estimation
Multi-Use Path on Valley View Ave	$1,000,000
North-South Connector, Paved & unpaved	$200,000
Sidewalk on Chestnut Ridge Rd from Irwin St to Newberry Apartments	$200,000
Off-road pedestrian path to Suncrest Towncenter from Stewartstown Rd	$50,000
Sidewalk on Stewartstown Rd from Chestnut Ridge Rd to Suncrest Towncenter	$1,000,000
Access point improvement to Suncrest Towncenter.	$50,000

Project Map


MMMPO
morgantown monongalia
metropolitan planning organization
MTP 2055 - New Project Recommendations
MTP2508 - Ackerman Area Connectivity Improvements
MTP2507 - West Run Rd - Riddle Ave Area Connectivity Improvements
MTP2509 - Valley View Pedestrian and Bicycle Network Improvements
MTP2503 - Snider Street Realignment
MTP2502 - Grumbein's Island Closure
MTP2509 - Valley View Pedestrian and Bicycle Network Improvements
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Project Description

The following table summarizes the details of projects that are added to the 2055 MTP.

Project ID and Name	Project Description
MTP2501 - Signal Timing Optimization in Morgantown Downtown Area	This project involves signal timing and offset adjustments to improve traffic flow and pedestrian safety along key intersections and corridors in Downtown Morgantown, including Beechurst Avenue, University Avenue, and surrounding streets. The project is related to MTP2504 - Morgantown Downtown Area Intersection and Corridor Improvement. The project is not mapped.
MTP2502 - Grumbein's Island Closure	This project includes the closure of University Avenue to vehicular traffic between Beechurst Avenue and College Avenue, as well as other vehicle access points to Grumbein's Island. It also involves the realignment of portions of Willey Street, including a new connection to Beechurst Avenue.
MTP2503 - Snider Street Realignment	This project involves the realignment of US 119 to connect with Snider Street, conversion of Willey Street to a local road, and associated intersection improvements at Richwood Avenue, Willey Street, and East Prospect Street. Multimodal enhancements, including bike lanes and sidewalks, are also included along the new Snider Street corridor.
MTP2504 - Morgantown Downtown Area Intersection and Corridor Improvement	This umbrella project encompasses multiple intersection and corridor enhancements, including: ● Conversion of the Beechurst/8th Street intersection to a roundabout. ● Conversion of the Stewart/Protzman intersection to a roundabout. ● Intersection improvements at University/Pleasant Street. ● Conversion of Beechurst Avenue to a Reduced Conflict Intersection (RCI) corridor, where left-turn movements from minor streets are redirected to adjacent intersections as U-turns.

Project ID and Name	Project Description
	As these projects advance into the design phase, further studies will be conducted to finalize the improvements at Beechurst/8th, Stewart/VanGilder/Protzman, and University/Pleasant intersections. The project also includes several bicycle and pedestrian enhancements, such as: ● New crosswalks throughout Downtown and along Beechurst Avenue. ● Leading pedestrian intervals (LPIs) and pedestrian recalls at Downtown signals. ● Right Turn on Red (RTOR) restrictions at key intersections to enhance pedestrian safety. The project is not mapped.
MTP2506 - Brookhaven Rd Improvements	This project includes a series of safety and operational improvements along Brookhaven Road. Key elements include the installation of a traffic signal at the Earl Core Road intersection (a scheduled WV DOH project), addition of turn lanes and improved curb radii at key intersections, upgraded street lighting for enhanced visibility, stormwater infrastructure improvements, and guardrail installation at strategic locations to reduce crash risk. The project also explores a potential connection to the Carpenter Trail at the west end of Brookhaven Road, supporting multimodal access.
MTP2507 - West Run Rd - Riddle Ave Area Connectivity Improvements	This project focuses on enhancing multimodal connectivity and roadway safety in the area surrounding the T-intersection of West Run Road and Riddle Avenue. It aims to provide a potential link between Bakers Ridge Road to the north, Raven Run to the west, and St. Clair Hill Road to the east, in response to growing residential and mixed-use development in the vicinity. The project is related to the St CLair Hill Rd Improvements project (ID: M104).
MTP2508 - Ackerman Area Connectivity Improvements	The project aims to enhance mobility, safety, and multimodal connectivity within a growing residential area encompassing McCormick Hollow Road, Van Voorhis Road, and Ackerman Road. The project area, located adjacent to the Mountain Valley Apartments, is

Project ID and Name	Project Description
MTP2508 Continued	experiencing increasing traffic due to ongoing residential development. The project proposes upgrades to existing roadways as well as the creation of new local connections to improve the functionality of the street network. Key components include: ● Roadway improvements along Ackerman Road, McCormick Hollow Road, and Van Voorhis Road to address substandard conditions such as narrow lanes, sharp curves, and deteriorated pavement. ● New neighborhood greenway connections linking Ackerman Road (from the south) to McCormick Hollow Road, and extending from McCormick Hollow Road to Collins Ferry Road, enhancing east-west access through the local network. ● Access points to the regional trail system identified in the Greenbelt Plan, supporting multimodal transportation and neighborhood connectivity.
MTP2509 - Valley View Pedestrian and Bicycle Network Improvements	This project aims to create a cohesive and accessible pedestrian and bicycle network through a combination of on-road and off-road improvements: *On-Road Improvements:* ● Valley View Avenue: Installation of a multi-use path within the existing right-of-way for both pedestrians and cyclists. ● Irwin Street: Streetscape enhancements and conversion to a low-speed residential “shared street” prioritizing pedestrian comfort and safety. *Off-Road Connections:* ● Development of multi-use trails and off-road connectors through neighborhoods, utilizing public easements, green spaces, and parking lot travelways to provide direct and safe routes. Key Crossings and Links: ● Chestnut Ridge Road: Safety improvements at key pedestrian crossings, including potential signalization, signage, and traffic

Project ID and Name	Project Description
MTP2509 Continued	calming measures. ● Stair/Ramp Access to Suncrest Town Center: Direct pedestrian connections between residential areas and commercial destinations to reduce walking distances. ● Stewartstown Road: Installation of new sidewalks to connect residential streets to Suncrest Town Center, addressing existing gaps.

Project References

The following documents provide reference materials that outline the scope of the projects recommended in the MTP. They contain more detailed information on the related projects and are available on the MPO's website.

Project ID	Project Name	Reference Document
MTP2501	Signal Timing Optimization in Morgantown Downtown Area	Downtown Morgantown Microsimulation Study
MTP2502	Grumbein's Island Closure	
MTP2503	Snider Street Realignment	
MTP2504	Morgantown Downtown Area Intersection and Corridor Improvements	
MTP2506	Brookhaven Rd Improvements	Brookhaven Rd Area Improvements Interim Findings
MTP2507	West Run Rd - Riddle Ave Area Connectivity Improvements	Subarea Conceptual Connections (Mon County) Interim Findings
MTP2508	Ackerman Area Connectivity Improvements	
MTP2509	Valley View Pedestrian and Bicycle Network Improvements	

Updates on Previous Project Recommendations

This section presents projects that modify previously recommended initiatives, ensuring the plan remains responsive to evolving regional needs, safety priorities, and community input.

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 project also proposes a long-horizon reconfiguration of University Avenue (from Broadway Avenue to the Glass Factory building). This long-term improvement is not included in the current cost estimates. As the recommended projects advance into the design phase, further studies will be conducted to finalize the design recommendations. The long-horizon reconfiguration aims to comprehensively transform University Avenue into a safe, inviting, and vibrant corridor, creating a downtown-feel streetscape with:

- Wider sidewalks to accommodate high pedestrian volumes, sidewalk cafés, and accessible travel.
- Landscape buffers and street trees to separate pedestrians from traffic, provide shade, and enhance visual appeal.
- Street furniture and seating areas, including benches and gathering spaces to encourage social interaction and comfort.
- Standardized roadway with two 10-foot travel lanes.
- Additional mid-block or strategic crosswalks featuring high-visibility markings, pedestrian refuge islands, or flashing beacons.
- Bus shelters and route information signage to improve transit convenience.

A potential cross-section has been conceptualized for a 50-foot right-of-way along this University Avenue segment to accommodate these enhancements**.**

Project Evaluation

To maintain consistency with previous Metropolitan Transportation Plans (MTPs), the 2055 MTP employed the same evaluation framework, including factor evaluation standards, the evaluation process, and project evaluation factor categories (with minor changes).

Evaluation Methods

Each project is evaluated according to the Factor Evaluation Standard which is organized into 7 categories (see Project Evaluation Factor Categories below) Each category is made up of **2 to 5 specific factors**. The evaluation process follows these steps:

1. **Scoring Factors**
   - Each factor is scored on a normalized scale of 1 to 10.
   - Scores reflect how well the project performs on that factor.

2. **Calculating Category Averages**
   - For each category, the average of all factor scores is calculated to produce a Category Score.

3. **Applying Weights**
   - The MTP Steering Committee assigns a weight to each category.

- The Category Score is multiplied by its assigned weight.

4. **Calculating Total Project Score**
   - All weighted Category Scores are summed.
   - This produces a Total Project Score out of 100, which allows projects to be compared consistently and fairly.

This evaluation process ensures that all projects are assessed consistently and transparently, allowing for fair comparisons and well-informed decisions.

Evaluation Factors Categories and Weight

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. Equally important, these categories reflect the priorities and values of the local community by helping to answer a central question: among many important considerations, which are most significant to the community? By establishing weighted categories, the process provides a structured way to measure relative importance across factors that may all seem equally essential, thereby aligning project evaluation with community interests and regional priorities.

2055 MTP uses the evaluation categories as below. Details of the individual factors within each category are provided in Appendix B – Project Evaluation Details.

- **Safety & Security** - Considers crash severity data and public feedback related to speeding and other safety concerns.
- **Reliability** - Evaluates traffic congestion levels using the travel demand model and incorporates public input on reliability and delay.
- **System Maintenance** - Assesses the condition and maintenance needs of National Highway System (NHS) roads, supported by public feedback on roadway upkeep.
- **Modal Choice** - Reflects the availability and integration of multiple transportation options (walking, biking, and taking transit), including recommendations from the 2019 Bike-Ped Plan, the PRT system, regional trail networks, and MLTA bus services.
- **Local Priority** - Accounts for direction from the Advisory Committee, priorities established in the previous MTP, and input gathered through public engagement.
- **Enhance Mobility for Low-income Populations** - analyzing impacts on identified Communities of Concern and evaluating project proximity to key transit hubs to improve access to essential services and opportunities.

- **Consistency with Existing Plans** - Measures alignment with the goals and recommendations of the 2022 and 2017 MTPs, as well as ongoing regional planning efforts.

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*
Safety	21%	25%
Reliability	16%	10%
Maintenance	15%	10%
Model Choice	14%	15%
Local Priority	14%	20%
Fairness	10%	10%
Consistency	10%	10%

Special Evaluation Considerations

To achieve both consistency and reflecting to the changes of community interest. The following elements are considered in the evaluating process.

- **New Projects.** As projects carried over from the prior MTP retained their original scores, for newly identified projects, MPO staff applied the established scoring distribution as a reference point to evaluate and compare them with previously scored projects, ensuring consistency and comparability across all recommendations.

- **Projects Developed Between 2022-2025.** Two projects were identified between 2022 and 2025, following the adoption of the 2050 MTP. Because they were not included in the original scoring process of the 2050 MTP, these projects were evaluated as part of the 2055 MTP process. Their inclusion ensures that they are assessed using the current evaluation framework and remain consistent with the methodology applied in the 2055 MTP. The two projects are:

    - New Roadway Connection- Multimodal Access to Mylan Park (ID: C14)
    - Design Study - White Park/Caperton Multimodal Trail Connection (ID: MTP2510)

- **Project Score Adjustment.** MPO staff adjusted the scores of several projects carried over from the previous MTP to reflect evolving community priorities as well as project developments and studies completed between 2022 and 2025. The following table summarizes these adjustments and provides the rationale for each change.

Project Name	Category	Changes	Reason
Point Marion-Stewartstown Intersection Improvements (ID: M14)	Local Priority	Increase from 5.6 to 14	Public comments highlighted congestion near the intersection during peak hours, primarily related to high school student drop-off and dismissal traffic. The comment has been verified by MPO staff. See Appendix B - Memo on Point Marion-Stewartstown Intersection Peak Hour Observation
High-Willey Intersection Improvements (ID: M6)	Local Priority	Increase from 1.4 to 9.8	Integrated as a part of Downtown Morgantown Microsimulation Study
Spruce-Walnut Intersection Improvements (ID: M3)	Local Priority	Increase from 1.4 to 9.8	
High-Walnut Intersection Improvements (ID: M4)	Local Priority	Increase from 1.4 to 9.8	
Spruce-Pleasant Intersection Improvements (ID: M2)	Local Priority	Increase from 1.4 to 9.8	
Trail Connection-Northern Greenbelt Trail (ID: M118)	Model Choice	Increase from 7.56 to 10.08	On-going study of Greenbelt routes, coordinated local stakeholder effort, and potential grant applications.
	Local Priority	Increase from 5.6 to 9.8	
Trail Connection-Southern Greenbelt Trail (ID: M117)	Model Choice	Increase from 6.44 to 10.08	
	Local Priority	Increase from 5.6 to 9.8	

Evaluation Outcome

Project ID	Project Name	Score
M73b	WV-705 Corridor Improvements	11.99
M49c	University Ave Complete Street Improvements - Segment 3	11.46
M45	Van Voorhis Road Improvement - Segment 2	11.33
M52	Earl Core Road (WV 7) - Northern Section Improvements	10.47
M50	Fairmont Rd/Holland Ave Improvements	10.10
M59	Dorsey Ave Sidewalk Improvements	9.00
M69	Cheat Rd Improvements	8.81
M64	Willey St/Mileground Rd Improvements	8.71
M49a	University Ave Complete Street Improvements - Segment 1	8.68
M49b	University Ave Complete Street Improvements - Segment 2	8.67
M60	Grafton Rd (US 119) Improvements	8.62
M63	Brockway Rodgers/Powell Ave (WV 7) Improvements	8.55
M48	Stewartstown Rd Improvements	8.20
M51a	Greenbag Rd Improvements - Segment 3	7.93
M51b	Greenbag Rd Improvements - Segment 2	7.89
M21	University-Walnut Pedestrian Improvements	7.86
M25	Chestnut-Walnut Pedestrian Improvements	7.85
M114	Don Knotts Blvd (US 19) Improvements	7.75
M57	I-79 Granville Section Improvements - widen to 6 lanes	7.70
M26	Patteson Dr.-Morrill Way Pedestrian Improvements	7.69
M125	WV-705 Multiuse Path	7.68
M65	Stewart St Improvements	7.60
M68	Riddle Ave/Pineview Dr Improvements	7.47
M7	Richwood-North Willey Intersection Improvements	7.18
M106	Dupont Road Improvements	7.11
M122	Trail Connection-Campus Connection	7.07
M23	Grumbeins Island Improvement	6.97
M121	Chaplin Rd Improvements	6.84
M8	University-Prospect Intersection Improvements	6.76

Project ID	Project Name	Score
M27	Patteson Dr-University Ave-Van Voorhis Rd Pedestrian Improvements	6.75
M22	Don Knotts-University-Pleasant Pedestrian Improvements	6.66
M11	WV705-Burroughs-Van Voorhis Intersection Improvements	6.45
M28	University Ave-College Ave Pedestrian Improvements	6.37
M105	Mileground Rd Widening	6.32
M10	WV705-Stewartstown Intersection Improvements	6.26
M70	Old Cheat Rd/Cheat Rd Bike Lanes	6.25
M52b	Earl Core Rd (WV 7) Access Management	6.21
M72	North Side Connector Bus Rapid Transit	6.13
M1	Grafton-Smithtown-Don Knotts Intersection Improvements	6.09
M12	Van Voorhis-West Run Intersection Improvements	6.02
M55	Lazzelle Union Rd (WV-100) Improvements	6.00
M62	Earl Core Road (WV 7) at Southern Section Improvements	5.73
M58	I-79 Westover Section Improvements - widen to 6 lanes	5.70
M20	WV7-Deckers Creek-Mineral Pedestrian Improvements	5.68
M103	Tyrone Rd & Cheat Rd Improvements	5.67
M71	White Park/Caperton Trail Multimodal Connection - Bridge	5.50
M24	High-Foundry Pedestrian Improvements	5.36
C5	Protzman/Falling Run Pedestrian and Bicycle Connector	5.27
M67	Burroughs St Improvements	5.27
M61	Smithtown Rd Improvements	5.26
C7	New Roadway Connection-Stewart to Mileground	5.14
M69b	Cheat Rd Widening - Segment 2	5.12
C6	New Roadway Connection- Mileground to Hartman Run	4.93
M101	Blue Horizon Dr Widening	4.74
M102	Fairmont Rd US 19 Improvements	4.63
M16	Cheat-Old Cheat Intersection Improvements	4.52
C9	New Roadway Connection- Mountain Valley Drive Extension	4.51
M126	Trail Connection-Caperton Trail to Evansdale Rd	4.28
C8	Extension of Airport Industrial Road to WV-7 in Sabraton	4.17

Project ID	Project Name	Score
M74	River Road Improvements	4.15
M17	Cheat-Tyrone Avery Intersection Improvements	4.04
M108	Dents Run Blvd Improvements	3.87
M115	Ackerman / Mountain Valley Drive Improvements	3.71
M9	Stewart-Protzman Intersection Improvements	3.20
M15	Hartman Run-Airport Access Intersection Improvements	3.01
C12	PRT Extension - Segment 1	2.98
M109	Willowdale Rd Widening	2.90
M120	Trail Connection-Cheat Lake Southern	2.89
M116	Trail Connection-Woodland Trail to Dorsey's Knob	2.85
C13	PRT Extension - Segment 2	2.60
M18	Tyrone-Tyrone Avery Intersection Improvements	2.55
M19	WV100-Fort Martin	2.52
M104	St Clair Hill Rd Improvements	2.46
M107	Dug Hill Road Improvements	2.29
M119	Trail Connection-Cheat Lake Northern	2.19

Implementation

Federal requirements for developing a Metropolitan Transportation Plan (MTP) mandate that the plan demonstrate fiscal constraint, which encompasses two key components. First, **revenue projections** require that future revenues be estimated throughout the plan's horizon year, which in this case extends to 2055. Second, **Year of Expenditure (YOE) costs** ensure that project costs are adjusted to reflect the year in which expenditures are expected, accounting for anticipated inflation over time. This section presents the methodology for revenue projections and YOE cost calculations, as well as the prioritization of projects for Federal funds and the programming of projects under the MPO's suballocated funds.

Revenue Projections

Revenue forecasts for the 2055 MTP were developed based on historical funding trends and carried forward using the projections established in the area's 2050 MTP.

In the 2050 MTP MTP, Tier One covered 2026–2030, with revenues estimated at $99.9 million, or an average of $19.98 million per year. Tier Two represented 2031–2040, with projected revenues of $155.7 million, averaging $15.57 million annually. Tier Three covered 2041–2050, with revenues of $161.9 million, or $16.19 million per year.

To ensure consistency across planning intervals, overlapping and extended timeframes were also calculated for the 2055 MTP. For the Tier One period of 2027–2031, revenues are projected at **$95.7 million**, combining the final four years of the first block and the first year of the second block. For 2032–2041, revenues total **$156.5 million**, reflecting the full second block plus one year of the third block. For the long-range horizon of 2042–2055, revenues are estimated at **$226.5 million**, which includes the 2041–2050 total and five additional years at the assumed annual rate.

These forecasts provide a consistent financial framework for assessing project needs and funding availability across both short-range and long-range planning horizons. The table below presents the revenue projections and their alignment with project priorities.

Interim Year	Project Priority	Projected Funding
2027 - 2031 (5 years)	Tier 1	$95.7 M
2031 - 2041 (10years)	Tier 2	$156.5 M
2042 - 2055 (14years)	Tier 3	$226.5 M[1]

[1] Assuming 2051–2055 continues at 2041–2050 rate.

Project Cost Adjustment: Year of Expenditure (YOE)

Year of Expenditure (YOE) factors were applied to project costs for each plan horizon year to account for inflation over time. These factors are consistent with the assumptions used in the 2050 MTP:

- **2031–2035 (Tier 1 Interim Year):** 1.06 YOE factor
- **2036–2045 (Tier 2 Interim Year):** 1.36 YOE factor
- **2046–2055 (Tier 3 Horizon Year):** 1.77 YOE factor

Example: If the base year cost of a project (what it would cost today) is $2,000,000 and it is programmed as a Tier 3 project, its YOE cost would be calculated as follows:

$$\$2{,}000{,}000 \times 1.77 = \$3{,}540{,}000$$

Thus, the project's cost is expressed as $3.54 million in YOE dollars.

This approach aligns project costs with anticipated financial conditions, ensuring that both revenue forecasts and expenditure estimates are expressed in realistic year-of-expenditure terms throughout the planning period.

Financial Status Overview

The 2055 MTP identifies a total estimated budget of **$478.5 million** for fiscally constrained projects across Tier 1, Tier 2, and Tier 3. The total estimated base year cost of all projects recommended in the 2055 MTP is approximately **$1. 37 Billion** with Year of Expenditure (YOE) adjustments. The table below presents the balance of the estimated budget and the estimated project costs, including YOE factors, based on the prioritization established in the previous 2050 MTP.

	Fiscally Constrained			Unfunded, Future Project	
Priority	Tier 1	Tier 2	Tier 3	Tier 4	AFD
Length	5 Years	10 Years	14 Years	N/A	N/A
Revenue Projection	$95,500,000	$156,300,000	$226,700,000	N/A	N/A
Est. YOE Cost	$95,666,999	$156,452,270	$226,463,000	$422,263,478	$465,947,861
Balance	**-$166,999**	**-$152,270**	**$237,000**	N/A	N/A

Project Prioritization

Project prioritization is 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.

Projects Selected for Suballocated Funds. The Point Marion-Stewartstown Intersection Improvements (M14) project, with an estimated cost of $2,107,000, has been selected for funding using suballocated funds. This vital project aims to alleviate severe traffic congestion and enhance safety at the intersection of Point Marion Road and Stewartstown Road/Canyon Road in the Morgantown area.

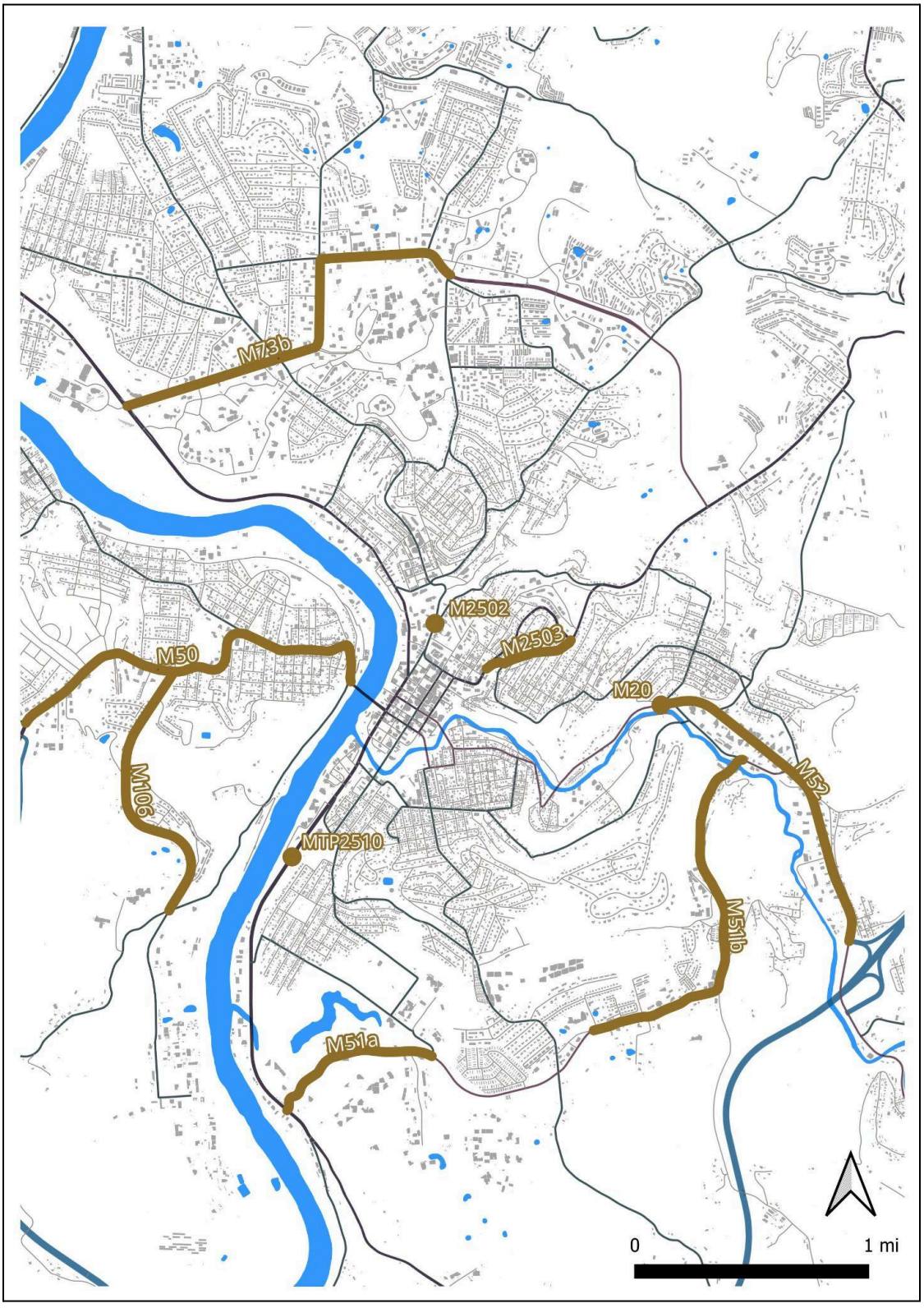
Tier 1 Projects

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

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

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

Tier 1 Project Map



Tier 2 Projects

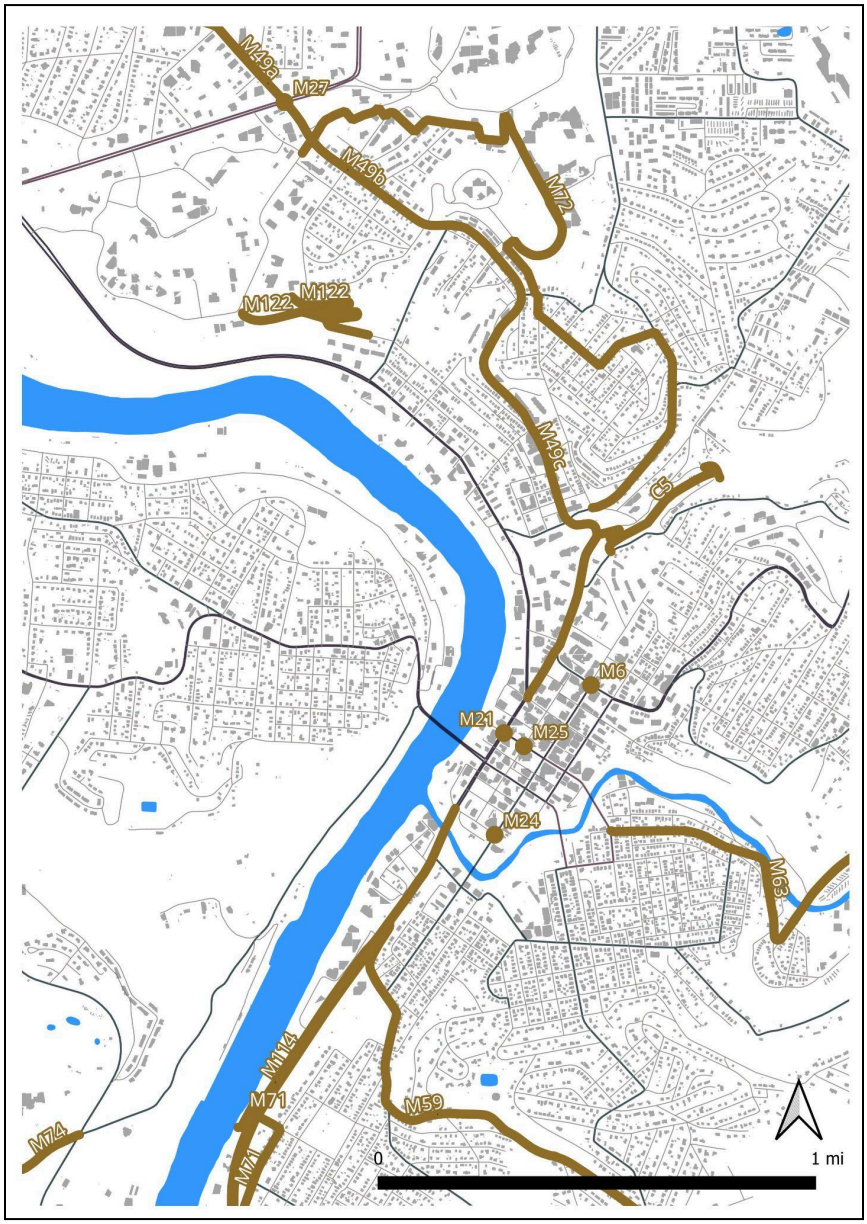
Tier 2 projects represent medium-priority transportation improvements for the MMMPO area that can reasonably be funded between 2031 and 2041 (10years). The map of Tier 2 projects is on the following page.

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

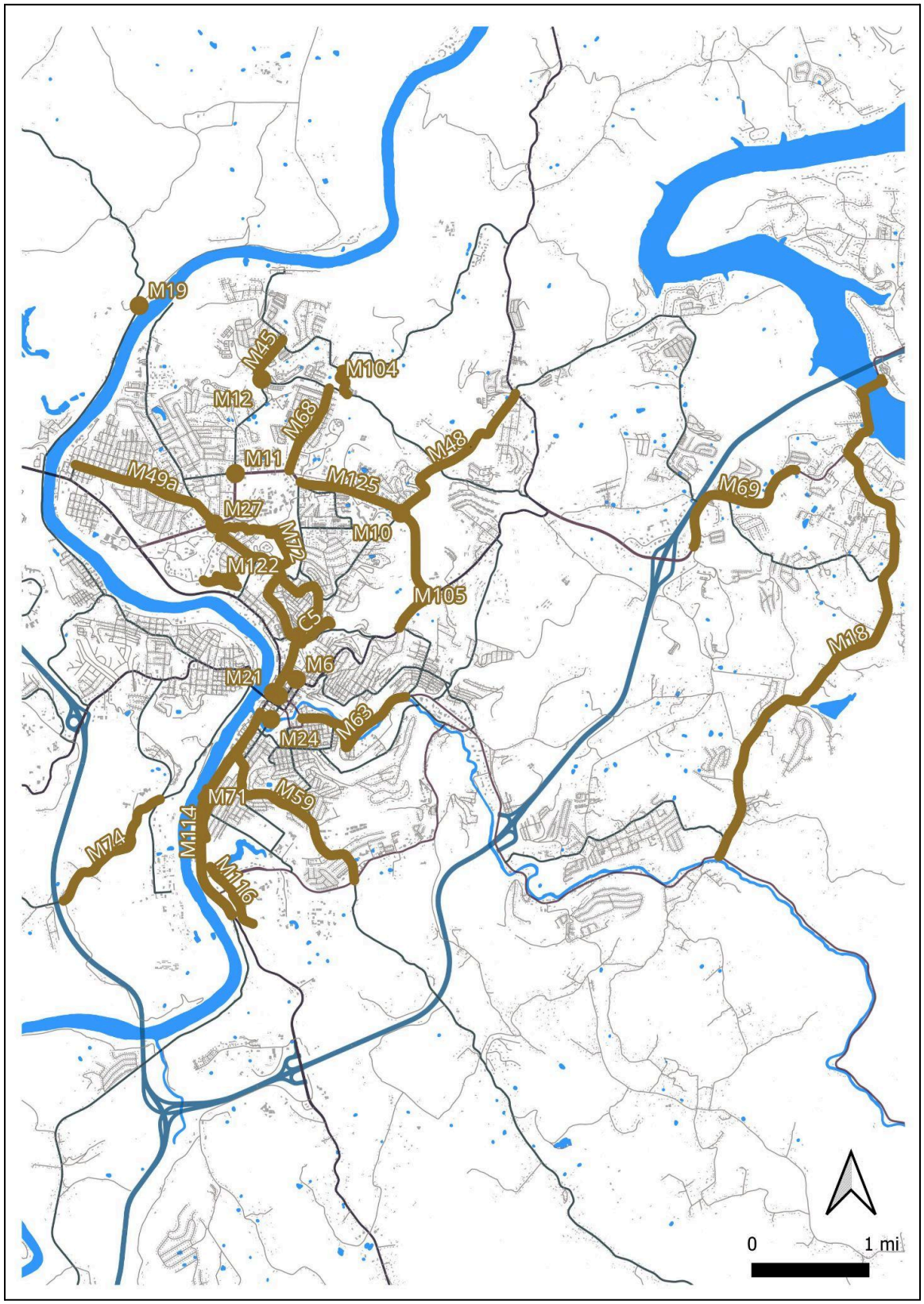
Project ID	Project Name	Est. Cost*
M105	Mileground Rd Widening	$4,633,000
M6	High-Willey Intersection Improvements	$357,000
M104	St Clair Hill Rd Improvements	$4,357,000

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

Tier 2 Project Map (Downtown Area)



Tier 2 Project Map (Regionwide)


M19
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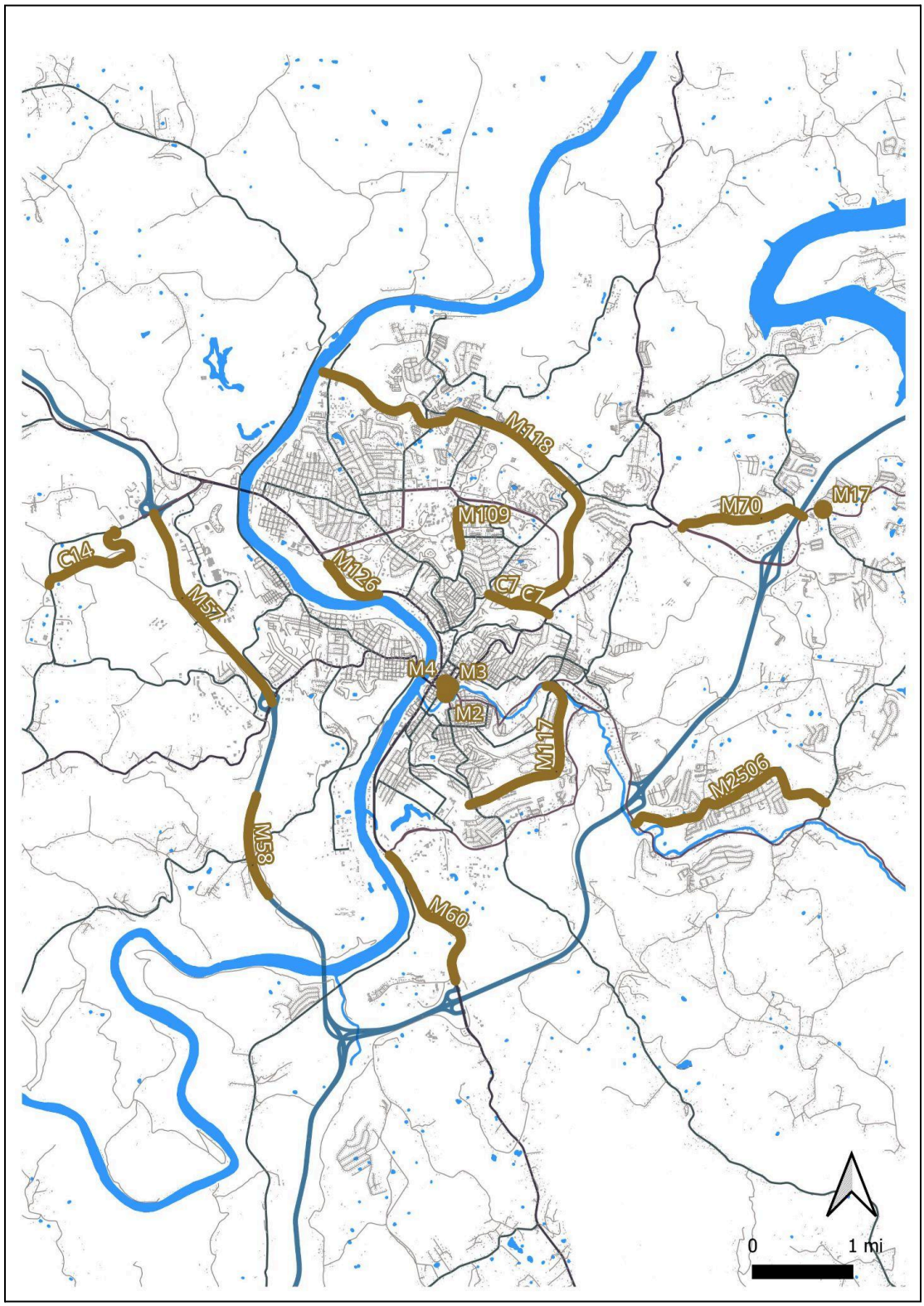
Tier 3 Projects

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

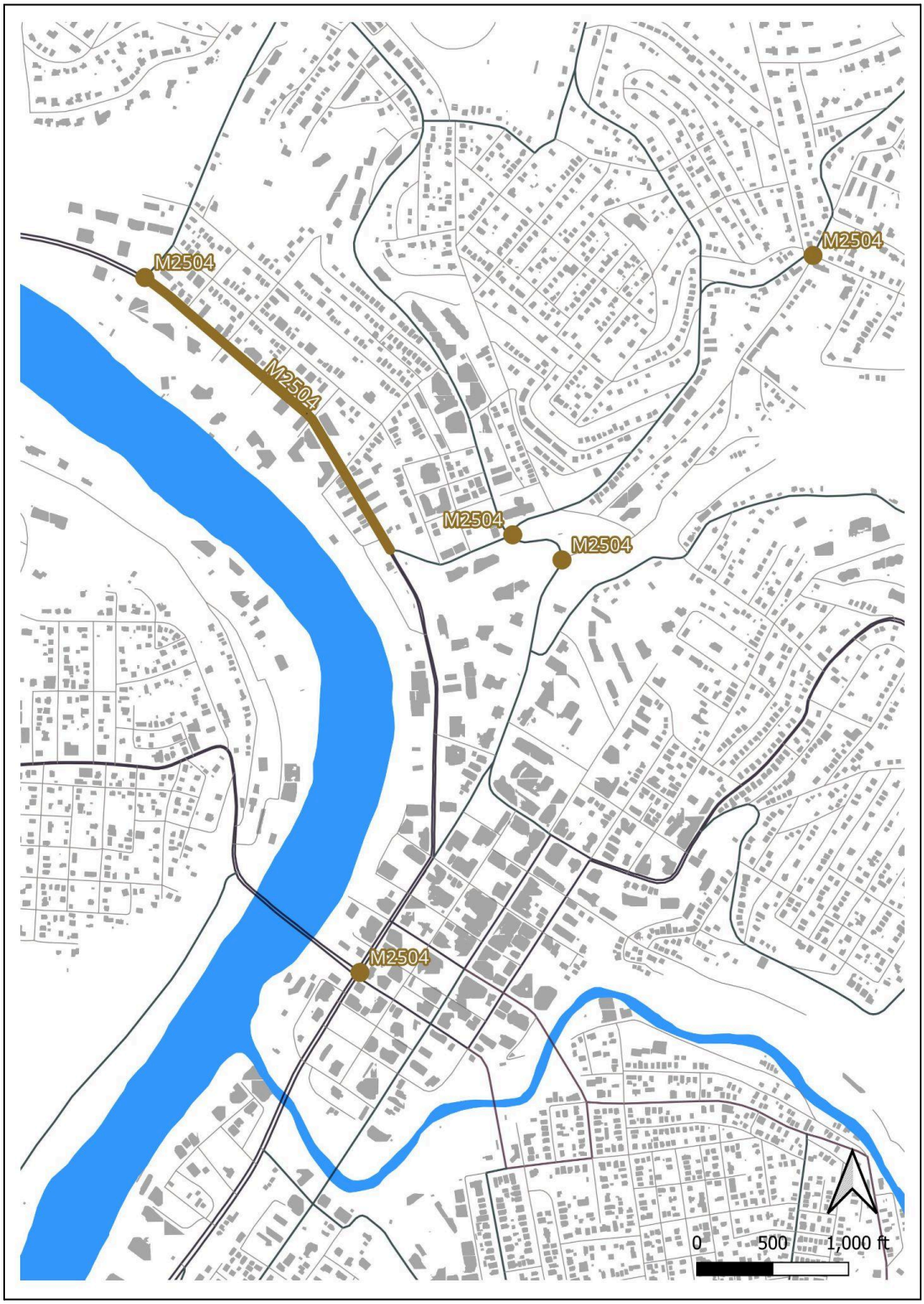
Project ID	Project Name	Est. Cost*
M2504	Morgantown Downtown Area Intersection and Corridor Improvements	$31,860,000
M2506	Brookhaven Rd Improvements	$5,310,000
M60	Grafton Rd (US 119) Improvements	$10,086,000
M57	I-79 Granville Section Improvements - widen to 6 lanes	$30,276,000
M70	Old Cheat Rd/Cheat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

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

Tier 3 Project Map



Corridor Improvements project (M2504) Project Map



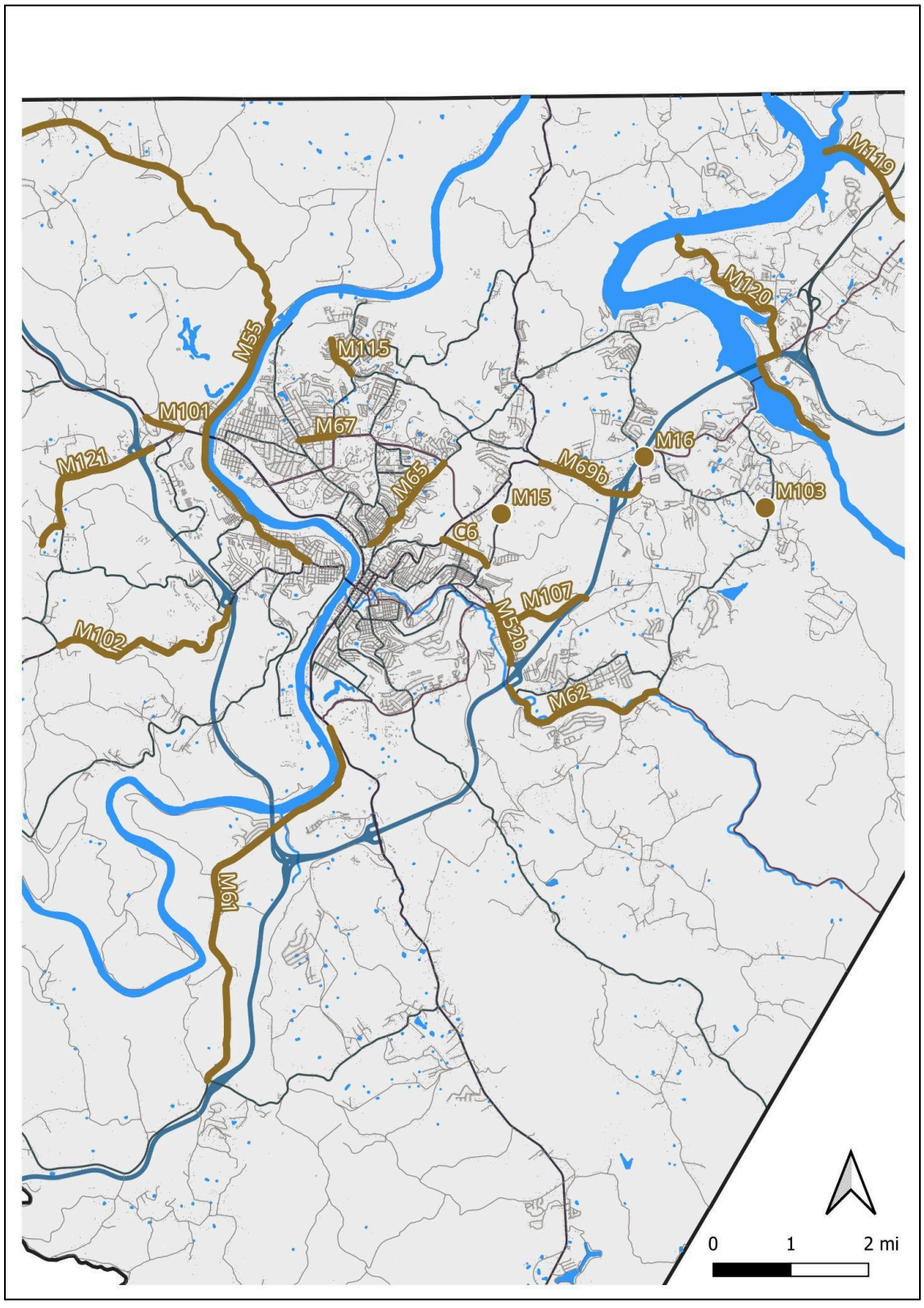
Tier 4 Projects

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

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

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

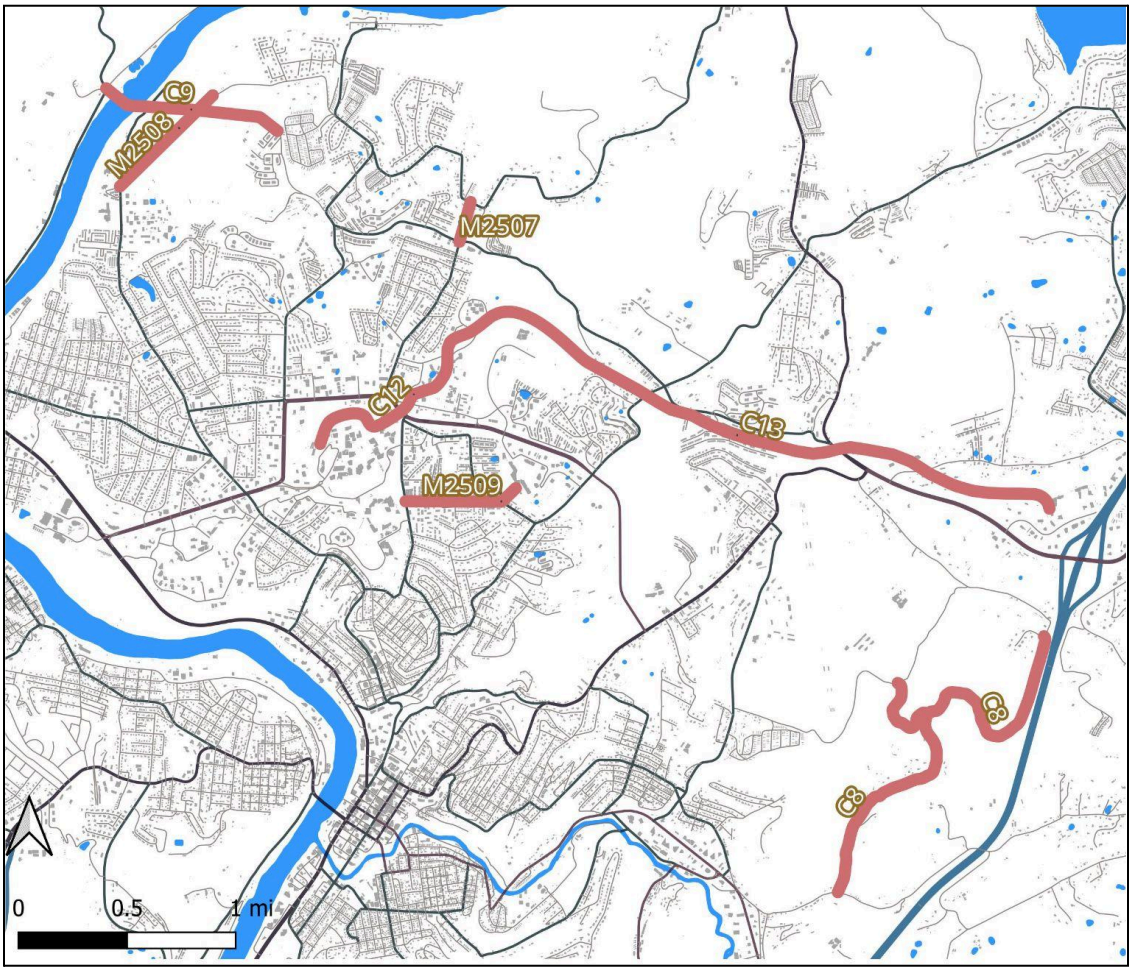
Tier 4 Project Map



Alternative Funding Dependent Projects (AFD)

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

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



Suballocated Funds

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

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

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

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

Project Requirements for Suballocated Funds

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

Comparison of Project Eligibility: STBG vs. CRP

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

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

Projects Selected for Suballocated Funds

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