



243 High Street Room 110
Morgantown, WV 26505
(304) 291-9571
www.planttogether.org

Agenda

MPO Transportation Technical Advisory Committee Meeting
Conference Room
MPO Offices
Monongalia County
243 High Street Room 110
Morgantown WV
March 7, 2016
1:30 PM

1. Transportation Plan Update Steering Committee
2. Call To Order
3. Approval of Minutes
4. TIP Amendments
5. I-79 Access Study Adoption
6. Update to Transportation Plan Adoption
7. 2017 Unified Planning Work Program Adoption
8. Ongoing Project Update-WVDOH District Four
9. Other Business
10. Meeting Adjournment



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Memorandum

Date: March 1, 2017

To: Technical Advisory Committee Members

From: Bill Austin, AICP

Subject: March 7, 2017 TTAC Meeting Agenda Items

This memorandum is to inform you of action items to be considered as part of the March 7th TTAC Meeting.

Transportation Improvement Program Amendments-WVU, Mountain Line, and the West Virginia Division of Highways have requested that the MPO amend the TIP. A description of the proposed TIP Amendments may be found below. The documentation for the Mountain Line and WVU TIP Amendments follow on separate pages

The proposed TIP Amendments are as follows:

-WV Department of Transportation-Division of Highways

FY 2017 Add

-I-68 Morgantown-Maryland Lighting

-Engineering electronic message boards from Milepost 1.36 to Maryland state line-
Project HSIP0068174D Total Cost \$250,000 Federal Funds \$250,000

- **I-68 Morgantown-Maryland Lighting**-Install electronic message boards from
Milepost 1.36 to Maryland state line-Project HSIP0068174D Total Cost \$1,200,000
Federal Funds \$1,080,000 (Match from WVDOH)

- **Decker's Creek Trail Repair**-Design/Construct from vicinity of Rock Creek to
vicinity of Greer, and from vicinity of Sandbank Road to vicinity of Morgan Mine Road
Total Distance approximately 13 miles Project NRT2014222D-Total Cost \$44,043

Federal Funds \$35,235 (Match from Mon River Trail Conservancy (MRTC)) Replaces Project NRT 2015245DTC

-Decker's Creek Trail Repair-Construct Project from vicinity of Rock Creek to vicinity of Greer, and from vicinity of Sandbank Road to vicinity of Morgan Mine Road Total distance approximately 13 miles Project NRT2014223D-Total Cost \$249,577 Federal Funds \$199,661 (Match from MRTC) Replaces Project NRT2015246DTC

-Morgantown Multi-use path Design/Construct-WV 705 from Mileground roundabout to vicinity of Willowdale Road-Project TAP2016335DTC-Total Cost \$125,000 Federal Funds \$125,000

-Morgantown Multi-use path-Design/Construct-WV 705 from Mileground roundabout to vicinity of Willowdale Road-Project TAP2016336DTC- Total Cost \$375,000 Federal Funds \$300,000 (Match from City of Morgantown (COM))

-US 119-Resurface Hornbeck to Scott Avenue-Project ACST0119441D Construct-Total Cost \$1,225,000 Federal Funds \$0 Funding from WVDOH

-I-79-Resurface from just north of Uffington Bridge to Westover distance of 2.84 miles-Project NHPP0793265D Construct-Total Cost \$2,700,000 Federal Funds \$2,700,000

-CO 857 (Cheat Road)-Microseal from Junction with CR 67 to Ices Ferry Bridge-Project ACST0857022D Construct-Total Cost \$375,000 Federal Funds \$0 Funding from WVDOH

-WV 7 (New Hill Road) Resurface from CR 41 to CR 43 2.11 miles-Project ACNH0007292D Construct-Total Cost \$380,000 Federal Funds \$0 Funding from WVDOH

FY 2017 Delete

-Deckers Creek Trail Repair-Project 2015245DTC-Total Cost \$45,275 Federal Funds \$45,275 See Project NRT2014222D

-Deckers Creek Trail Repair-Project 2015246DTC Total Cost \$121,175 Federal Funds \$96,940 See Project NRT2014223D

-CO 45 (River Road/Dupont Avenue)-Slide Repair/Resurface Project STP0045073D Total Cost \$1,000 Federal Funds \$800 Project to be performed using WVDOH funds only

-CO 81 (Kingwood Pike)-Resurfacing Project-Project ACST0081026D-Total Cost \$500,000 Federal Funds \$400,000 Project implemented as part of WVDOH Project S331-81-3.31

It is respectfully requested that the TTAC recommend approval of the proposed TIP Amendments.

-Mountain Line Transit TIP Amendments-Mountain Line Transit has requested that the TIP be amended to reflect the following changes: Update Section 5307 funding to recognize changes to the program resulting from the Federal Fast Act and the passage of the Transit Levy in Monongalia County. These changes include breaking out programmed funding into additional categories and increased funding for Section 5307 projects. The TIP Amendment also recognizes the allocation of funding leftover from the discontinued Section 5339 Program for use in upgrading and or repairing Mountain Line facilities. Please see the attached table for the details of the proposed funding.

-WVU TIP Amendments-WVU has requested that the TIP be amended to update the PRT portion of the TIP. The changes proposed by WVU are summarized below:

FY 2017-2018 Increase Federal Funding \$1,804,184 to \$2,681,349; Increase WVU matching funding \$316,979 to 536,270; Total Funding Increased by \$2,121,163 to \$3,217,619

For FY's 2019, 2020, and 2021 increase Federal Funding by \$52,294 to total \$928,329; increase Match \$33,339 to total \$185,647 Total funding for each year increases by \$85,623 to \$1,113,886

Changes requested to reflect actual funding stream for 2017-2018. Fiscal Years 2019 through 2021 reflect anticipated revenue in most recent Federal allocation.

It is respectfully requested that the TTAC recommend approval of all of the proposed TIP Amendments. **Staff recommends that TTAC consider approval of each agencies request separately.**

-I-79 Access Study-MPO Staff and HDR, have worked with the I-79 Access Study Steering Committee to develop the draft I-79 Access Study Report. Please find attached a brief summary of the work performed for the Study and a copy of Alternative 12 which was considered as the most feasible alternative that met the project purpose and need statement. It is respectfully requested that the TTAC recommend approval of the I-79 Access Study to the MPO Policy Board.

-MPO Transportation Plan Update-MPO Staff as well as the MPO's Committees have been heavily involved in the preparation of an update to the MPO's 2040 Transportation Plan. A copy of the Plan Update document is included with the Agenda.

Elements updated in the Transportation Plan Update include, adoption of the revised regional travel model prepared for the I-79 Access Study project. Model revisions include the addition of origin and destination data, the addition of time of day modeling capability, and an enhanced user interface. Additional Environmental Justice analysis was performed by MPO Staff along with an extensive public outreach effort including 4 public meetings and a survey which reviewed by the goals and objectives of the plan and the project evaluation criteria.

Projects added to the plan include the addition of the recommendation of the I-79 Access Study to specify Alternative 12 as the most feasible alternative. The addition of improvements to Smithtown Road from Don Knott's Boulevard to I-79 and the addition of an extension of the SB I-79 climbing lane in the vicinity of the Uffington Bridge for approximately 300 yards on the downhill side of the road. This last project was added at the recommendation of the ad-hoc Freight Committee.

Finally a revised Tier 1 Priority List was prepared by MPO Staff utilizing the results of the evaluation criteria and the public survey. Please find the recommended revised Tier One Project list below:

2016-2045 Metropolitan Transportation Plan Update

Recommended Tier One Projects

Category	Project ID	Project Name	Estimated Cost	2013 LRTP Priority
Tier 1 Projects	6	I-79 Access Improvements Phase I	\$110-120 m	Tier 1
	33	Grumbein's Island Grade Separation	\$3 million*	Tier 2
	12	Stewartstown Rd Improvements	\$12 million	Tier 2
	13	West Run Rd Improvements-Eastern Section	\$3 million	Tier 1
	21	Earl Core Road (WV 7) -Northern Section	\$9 million	Tier 2
	9	University Ave Complete Street Improvements	\$36 million	Tier 2
	17	Fairmont Rd/Holland Ave Improvements Phase I	\$11 million	Tier 3
	26	North Side Connector Bus Rapid Transit	\$1 million	Tier 1
	27	Grant Ave Bicycle/Pedestrian Connector	\$0.9 million	Tier 1

*Estimated cost is based on Option #3: Pedestrian "Raised Intersection" Gateway

It is respectfully requested that the TTAC recommend the adoption of the Transportation Plan Update to the MPO Policy Board.

-Draft Unified Planning Work Program (UPWP)-Please find enclosed with the agenda the draft 2017-2018 Unified Planning Work Program (UPWP). A draft of this document was reviewed by the TTAC at the January meeting. Please find below a description of the primary work to be performed during the upcoming fiscal year.

The first project proposed will be the preparation of an operational plan for the Beechurst Avenue corridor from 8th Street to the Waterfront development. The purpose of this planning effort is to develop a preliminary plan for the improvements to the corridor funded for FY 2021 in the current Transportation Improvement Program. This Plan will be handed over to WVDOH for the Engineering phase of the project scheduled for 2019. Work to be performed for this plan includes a physical inventory of the corridor, tube counts and turning movement counts by interns, preparation of Synchro and VISSIM models of the corridor and public involvement.

The second study to be performed next fiscal year will be an update of the Pedestrian Plan prepared by the Morgantown Pedestrian Board in 2010. The updated plan will include updating the facility inventory, ensuring community and businesses connectivity needs are addressed, validation of the goals and objectives of the original plan and reprioritizing new and existing projects based on the revised inventory and projects that have been accomplished since the initial development of the plan. This work will entail a considerable public involvement element as well as utilization of interns to update the facility inventory. This work was requested by the Pedestrian Board.

It is respectfully requested that the TTAC recommend adoption of the UPWP to the MPO Policy Board.

West Virginia University Personal Rapid Transit (PRT)

Fiscal Year	Project Description and Funding Source	Federal Funds	Match	Total Cost	100% MPRT Funded
2014-2015	Power System Upgrade / Section 5337	\$ 1,007,272	\$ 251,818	\$ 1,259,090	
	Vehicle Replacement (delayed)				\$ 21,000,000
2015-2016	Power System Upgrade / Section 5337	\$ 1,459,391	\$ 559,847	\$ 1,799,238	\$ 51,216,685
2016-2017	MPRT ATC & AFC Project FY 2013 Section 5337	\$ 959,807	\$ 239,828	\$ 1,199,135	
2017-2018	MPRT ATC & AFC Project FY 14, 15, 16 Section 5337	\$ 2,681,349	\$ 536,270	\$ 3,217,619	
2018-2019	Future MPRT Capital Projects / Sect 5337	\$ 928,239*	\$ 185,647	\$ 1,113,886	
2019-2020	Future MPRT Capital Projects / Sect 5337	\$ 928,239*	\$ 185,647	\$ 1,113,886	
2020-2021	Future MPRT Capital Projects / Sect 5337	\$ 928,239*	\$ 185,647	\$ 1,113,886	

- Anticipated funding levels based on FY 2016 levels.



82 Hart Field Road Suite 105
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MINUTES

MPO Transportation Technical Advisory Committee
MMMPO Conference Room
243 High St. Room 110, Morgantown, WV
January 10, 2017, 1:30 PM

Members Present

Bill Austin, Chandra Inglis-Smith, Chris Fletcher, Rich Wood, Damien Davis, Dave Bruffy, Brian Carr

Others Present

Jing Zhang-MMMPO

1. Call to Order

With the quorum present, Mr. Austin called the meeting to order at 7:15 PM.

2. Approval of the Minutes

Mr. Austin noted that the minutes of the November meeting were included in the agenda packet. Mr. Fletcher moved to approve the minutes as presented, seconded by Mr. Wood. With no discussion, the motion was unanimously approved.

3. Draft 2017 Unified Planning Work Program

Mr. Austin noted that MPO staff has prepared the draft 2017-2018 Unified Planning Work Program (UPWP). He noted that this is an opportunity for the committee members to comment on the draft UPWP.

Mr. Austin noted that in addition to the normal work program including the annual traffic counts, TIP processing, and other administrative tasks, Staff is proposing to perform two studies during the upcoming year. One project is to prepare a preliminary plan for the improvements to the Beechurst Corridor from 8th Street to the Waterfront development. This Plan will be handed over to WVDOH for the Engineering phase of the project scheduled for 2019. MPO staff will use Synchro to model traffic operation for the Beechurst Ave Study. MPO staff will also work with a professor from WVU to develop a VISSIM traffic simulation for the study.

The other project is an update of the Pedestrian Plan prepared by the Morgantown Pedestrian Board in 2010. The updated plan will include updating the facility inventory, and ensuring community and business connectivity needs are addressed. It will also include validating the goals and objectives of the original plan and reprioritizing new and existing projects based on the revised inventory and projects that have been accomplished since the initial development of the plan.

Mr. Fletcher suggested that the MPO conduct the Beechurst Corridor Study in the first half of the FY 2017-2018, so the Study could collaborate with the ongoing development in the overlay district along the Beechurst Ave corridor. He noted that land use elements should be part of the Study. Mr. Bruffy concurred and noted that the Mountain Line is to improve transit shelters on Beechurst Ave in next few months. Mr. Davis noted that the Beechurst Corridor Study should consider the anticipated improvements on 3rd St and 8th St.

4. I-79 Access Study

Mr. Austin noted that based on the findings of the I-79 Access Study, it has been concluded that the alternatives 6, 10, and 12 provide the greatest regional operation and connectivity improvements. Ultimately, Alternative 12 was the final recommendation of the study and the MTP Update.

He noted that the consultant will hold a public meeting at Mountaineer Station on January 26th. The meeting will be held in conjunction with the public meeting of MTP Update. Mr. Austin also noted that the WV DOH is to hold a public meeting for the reconstruction project on Mileground from WV 705 roundabout to Donna Ave. The meeting will be at the Morgantown Airport conference in the terminal building from 4:00 pm to 7:00 pm on January 25th.

5. Other Business

No other business.

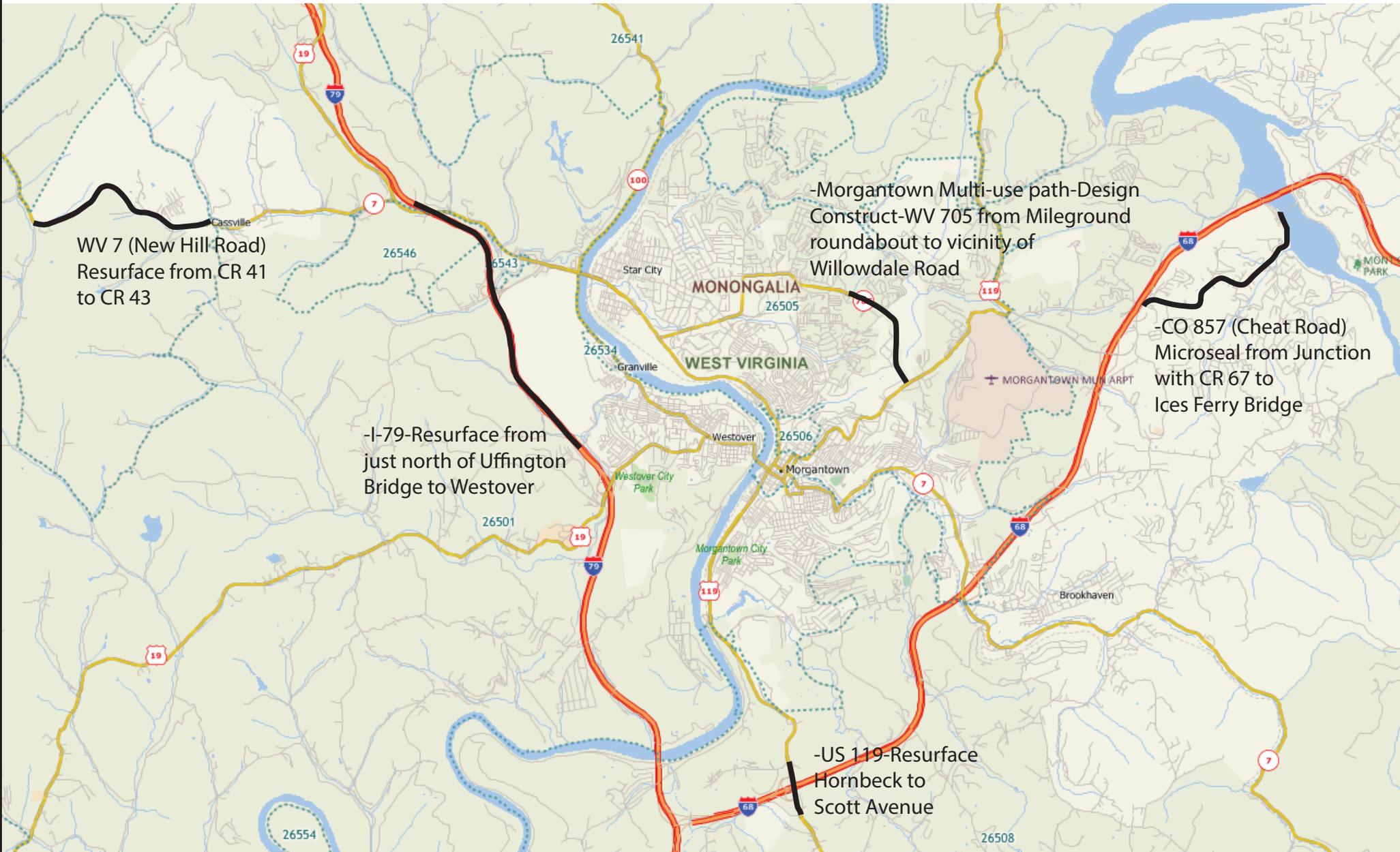
6. Meeting Adjournment

The meeting adjourned at 7:35 PM.

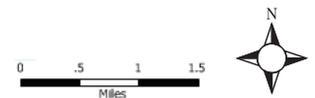


Morgantown Monongalia MPO-Proposed TIP Amendments

March, 2017



Some TIP Amendments are not mapped due to space constraints



UNIFIED PLANNING WORK PROGRAM

DRAFT FISCAL YEAR 2017 – 2018



MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION

Adopted:

Amended:

Monongalia County Courthouse
243 High Street Room 110
Morgantown, WV 26505
(304) 291-9571 phone
(304) 291-9573 fax

INTRODUCTION

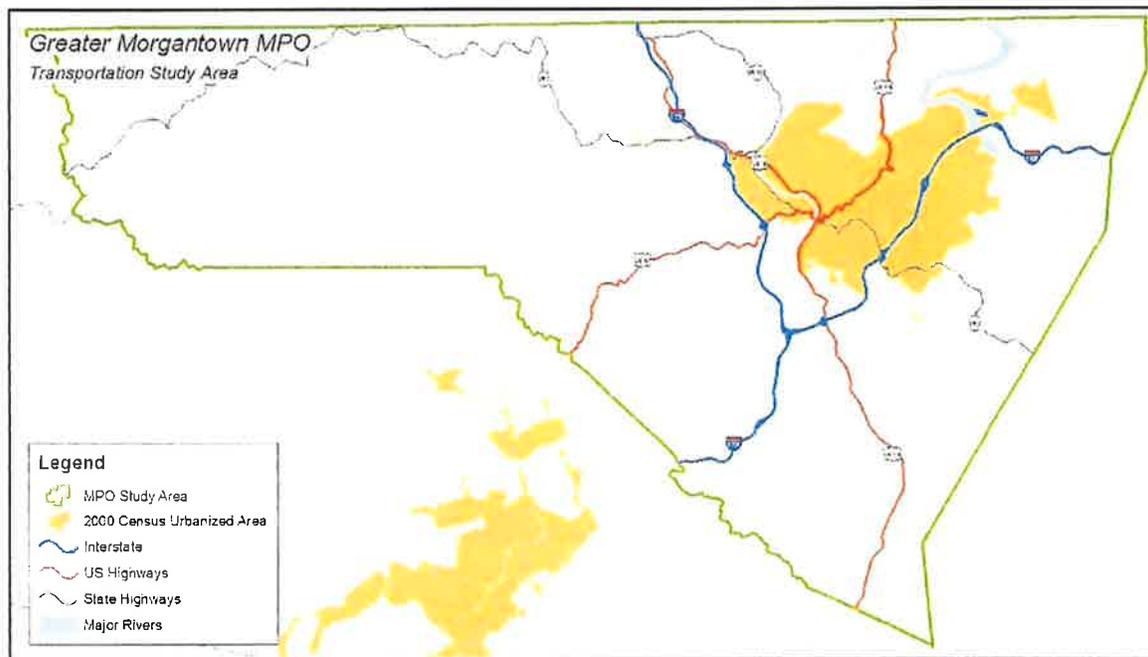
In accordance with Federal Regulations this document outlines the budget for the Morgantown Monongalia MPO. It provides information about the work the MPO has performed in the previous fiscal year as well as identifying the work to be performed in the upcoming year. Finally, the UPWP summarizes the funding that will be used to accomplish that work.

STUDY AREA

The Morgantown Monongalia MPO covers Monongalia County including the municipalities of Blacksville, Granville, Morgantown, Star City, and Westover.

The MPO's Policy Board may include representatives from:

1. Monongalia County (pays one half of any local match requirements) - three county commissioners
2. City of Morgantown (pays one half of any local match requirements) - three council members
3. City of Westover — one elected representative
4. Town of Star City — one elected representative
5. Town of Granville — one elected representative
6. Town of Blacksville — one elected representative
7. Mountain Line Transit Authority — one representative
8. Monongalia County Board of Education — one representative
9. West Virginia University — one representative
10. West Virginia Department of Transportation — MPO liaison



Prepared By: Morgantown MPO 02/16/2005 Source: US Census Bureau

Accomplishments

During Fiscal Year 2016-2017 the Morgantown Monongalia MPO staff worked with the West Virginia Department of Transportation and the area's local governments to improve transportation in the area. The MPO's efforts were focused on the implementation of the area's 2040 Long Range Transportation Plan and defining the projects identified in that Plan. Please find below a short description of these activities.

The primary work undertaken during FY 2016-2017 was the update of the MPO's 2040 Long Range Transportation Plan. The Plan update was accomplished in tandem with the I-79 Access Study which developed the largest single project added to the revised transportation plan. Staff efforts involved in the Update included three steering committee meetings held jointly with the MPO's regular committee meetings. Three dedicated public outreach meetings as well as presentations about the plan update at the outreach meetings for the I-79 Access Study. Staff conducted a poll which received responses from over 700 members of the public. Technical work concluded for the Transportation Plan Update included a reevaluation of the area's disadvantaged population demographics, an update of the area's transportation model performed as part of the I-79 Access Study, and an update of the Plan's project list to reflect projects that have been constructed or funded and an update of the MPO's Project Priority List.

In addition to updating the Transportation Plan, MPO staff oversaw the completion of two major studies conducted by consultants and a major project conducted by MPO Staff. The consultant projects were begun in the previous fiscal year. Below is a summary of those projects.

The first study completed was a "complete streets" study for University Avenue from Beechurst Avenue to WV 705. The rapid development along the corridor and the Sunnyside Up! TIF District made this corridor a high priority for WVU and the City of Morgantown. The MPO Policy Board adopted the Study in October of 2016. The City of Morgantown used the Study to develop a TIGER Grant application for it's implementation.

The second study completed under the direction of MPO Staff was the I-79 Access Study. This study was recommended in the 2012 Long Range Transportation Plan. Work performed for the study included several public and steering committee meetings, enhancement of the MPO's regional travel demand model utilizing mobile phone data and adding a time of day component to the model. The Study ultimately recommended a primary alternative for Project 6 in the MPO's 2013 Long Range Transportation Plan. This recommendation is to be adopted by the MPO's Policy Board along with the updated transportation plan at the March 2017 Policy Board meeting.

MPO Staff developed a pedestrian plan for the City of Westover and Town of Granville. This Project is in accord with the Long Range Transportation Plan's recommendation that the MPO develop a regional pedestrian plan. This Project incorporates improved connectivity with neighboring communities including Granville and unincorporated portions of Monongalia County as well as look at improving access to the current connection with the City of Morgantown, the Pleasant Street Bridge. This effort took a comprehensive approach to pedestrian planning building on work performed by the Morgantown

Pedestrian Board amended to fit the unique situations of Westover and Granville. Work performed included the collection of pedestrian counts at selected locations, GIS mapping to accurately locate existing facilities and “missing links”. Staff will also performed a field review of the area under consideration to identify physical deficiencies. This planning effort also included significant public outreach including the establishment of a webpage and several public meetings. The ultimate product of this effort was a coordinated pedestrian plans for Westover and Granville.

In addition to special project work MPO staff performs several duties to maintain traffic related databases these databases include an annual traffic count program and an accident database. The 2016 traffic counts were taken in April. The accident database is periodically updated.

The MPO has been working to implement Transportation Demand Management programs in coordination with several large employers including WVU, Monongalia General Hospital, NETL, Mylan Pharmaceuticals and WVU Health Services. During FY 2014-2015 MPO staff working with Mountain Lines Mobility Coordinator instituted a coordinated advertising campaign and a redefined incentive package for new van pools. The momentum from this effort continued in the FY 2016-2017 when as of this writing two van pools are participating in the van pool program with a third van pool having exhausted its eligibility to receive funding from the MPO’s grant.

During FY 2016-17 MPO Staff also assisted Monongalia County, Star City and the City of Morgantown in evaluating the impact of ongoing development on the transportation network as new development is proposed.

MPO Staff continued work begun in 2013-2014 with the other MPO’s across the State to develop an MPO Association to share best practices in transportation planning and to enhance coordination with WVDOT. It is anticipated to continue into FY 2017-2018.

As a part of the MPO’s ongoing process the MPO considered numerous TIP Amendments which were considered in depth by the MPO’s committees. MPO Staff also performed other normal administrative functions including financial management, staff technical support to the Pedestrian and Bicycle Board’s, and other similar tasks.

FOCUS FOR FISCAL YEAR 2017-2018

Local initiatives:

Major initiatives to be under taken this year include:

MPO Staff will work to update the pedestrian plan created by the Morgantown Pedestrian Board in 2010. This Project is in accord with the Long Range Transportation Plan's recommendation that the MPO develop a regional pedestrian plan. This Project will incorporate improved connectivity with neighboring communities including Granville and Westover by incorporating the Pedestrian Plans developed for those municipalities in the 2015-16 UPWP. The update will also include contiguous unincorporated portions of Monongalia County. This effort will take a comprehensive approach to pedestrian planning building on work performed by the Morgantown Pedestrian Board. Work to be performed will include the collection of pedestrian counts at selected locations, GIS mapping to accurately locate existing facilities and "missing links". Staff will also perform field review of the area under consideration to identify physical deficiencies. This planning effort will also require significant public outreach including the establishment of a webpage and several public meetings. The ultimate product of this effort will be coordinated pedestrian plans for the majority of the urban area. It is anticipated that this work will occur in the winter and spring of 2018.

MPO Staff will also perform a traffic operations study of the Beechurst Avenue corridor. The purpose of this study is to develop a plan for implementation of the Beechurst Spot Improvements Project programmed by WVDOH for Engineering in 2019 and construction in 2021. Staff will develop a basic Syncro model network to identify how the corridor currently operates and to more clearly identify bottlenecks that can be addressed in the upcoming project. This work will be supplemented with the creation of a VISSIM traffic micro-simulation model to emulate the corridors actual operational function. The VISSIM model preparation will be performed by WVU Engineering Department personnel on a contractual basis. Data collection work to be performed in the study will included detailed turning movement counts, identification of geometric deficiencies and opportunities for multi-modal enhancements. Staff will also coordinate with the City of Morgantown, WVU, and Sunnyside UP! to develop a plan that is appropriate for the existing and anticipated future adjacent land use. This work will include coordination with Mountain Line to develop opportunities for transit service. There will also be significant public involvement for this project. It is anticipated that this work will be performed the summer and fall of 2017.

MPO Staff will also continue work to develop potential local funding sources to implement the LRTP. Staff has been working with a committee from the LRTP Update effort and the Chamber of Commerce as well elected representatives to address this issue.

Other tasks:

The MPO will continue to update the annual traffic count database with counts taken for the MPO as well as counts taken by other local agencies. The first counts for this database were taken in April of 2011 and April 2012. This database provides the MPO with base data, which may be used to project the

future growth of traffic, as well as, to provide decision makers with complete information about the existing conditions in the area. This data will continue to be available to the public at large for use in developing business plans and other marketing efforts and to the area's municipalities so they may evaluate the impact of proposed new development in the area. The traffic counts will be of use to the MPO in assessing the Long Range Transportation Plans model as well as in identifying area's where operational improvements to the road network may be needed. The information will also be useful to the Division of Highways when planning operational improvements to the area's transportation facilities. This data will be supplemented with data from the MPO's traffic accident data base which will also be updated during FY 2017-2018.

MPO Staff will continue ongoing administrative functions including scheduling and staff meetings, preparation of minutes and other arrangements for the MPO's standing committee meetings. Staff will continue preparation of Transportation Improvement Program amendments, preparation of the budget, performance of human resource functions and intergovernmental relations and public involvement activities. Staff will also continue to provide technical assistance to area municipalities as well as the Bike Board and the Pedestrian Board. Staff will also review the MPO's Public Involvement Policy and the MPO's Bylaws to determine the need for an update to the provisions of those documents. Staff will also continue to work with the statewide MPO Association on issues common to all of the state's MPOs.

BUDGET ITEMS BY MAJOR CATEGORY

The Project codes used in this document refer to the work codes identified in the MPO's Prospectus.

II-A Continuing Transportation Planning Activities-Surveillance of Inventory Data

II-A-1 Traffic Counts- MPO will continue the annual traffic count program. The initial program included 58 locations counted in the spring of 2012. As of the 2014 counts the MPO has 74 count locations around the urbanized portion of the County. The data collected includes daily directional traffic volumes, peak period traffic volumes and vehicle classification counts at selected locations. These counts supplement traffic counts taken every three years in the area by the Division of Highways and they will be used both as base data for traffic modeling efforts and as information for decision makers as they consider the impact of proposed development in the area. These counts will be performed by a consultant team already on contract with the State of West Virginia to perform these services. The MPO will also seek to augment these counts by upgrading traffic count technology to have the capability to collect data on both bicycle and pedestrian travel at selected points.

II-A-4 Traffic Accidents-MPO Staff will continue to collect, quantify and locate traffic accident data as it becomes available.

II-A-10 Mapping- The MPO is using ArcGIS to work with Monongalia County to share data. This work will also include supplementing the County's recently acquired aerial photography with additional data.

II-B Long Range Transportation Plan Development

II-B-10 Transit Element- The MPO will update the LRTP Transit Element as required.

II-B-11 Bicycle and Pedestrian Planning- MPO staff will develop a coordinated Pedestrian Plan for the urban area. This work will build on the Morgantown Pedestrian Board's 2010 Plan and the MPO's recently completed Granville/Westover Pedestrian plan. Work to be performed includes an updated facility database, public involvement and outreach. Staff will also continue work with the established Bicycle Board and the Pedestrian Board, to implement the Countywide Bicycle Plan. As a recognized best practice for MPO's, Staff will incorporate Health Impact Assessments into the MPO's planning products.

II-B-13 Collector Street Planning- MPO Staff will provide support to area municipalities in reviewing proposed development to insure that the proposed collector streets are adequate. Staff will also review proposals to insure that the proposed connection between major arterials and collector streets are consistent with the capacity anticipated in the Long Range Transportation Plan. As a recognized best practice for MPO's, Staff will incorporate Health Impact Assessments into the MPO's planning products.

II-B-16 Financial Planning- MPO Staff will continue to work for the development of funding streams for transportation in general and especially for implementing the LRTP.

II-B-17 Congestion Management Strategies- MPO staff will review and coordinate with WVDOT/DOH on potential congestion mitigation strategies including ongoing TDM activities. MPO staff will also work with Mountain Line staff on the van pool program. MPO Staff will continue to provide information on

operational improvements that may assist in the mitigation of congestion including an ongoing study of signalization improvements and the operation of the downtown Morgantown street network being conducted by the State.

III Administration

III-A Planning Work Program

MPO staff will monitor the revised Planning Work Program process to insure it is being adequately implemented. Staff will also develop the 2019 Planning Work Program.

III-B Transportation Improvement Program

MPO staff will update the Transportation Improvement Program and the MPO's TIP Priority List during FY 2017-2018. If found to be appropriate for our area, MPO staff will utilize the Federal Highway Administration's INVEST software to evaluate the MPO's project priority list.

III-C-6 Public Involvement

The MPO will continue to televise Policy Board Meetings. Staff also anticipates increased public involvement activities associated with the implementation of the recommendations of the revised Transportation Plan as well as ongoing activities for TIP Amendments and ongoing planning studies.

III-C-7 Private Sector Participation-The MPO will seek to encourage private sector participation wherever possible with projects as they move forward. This effort will immediately focus on the implementation of the MPO's TDM Project and in freight planning.

III-D-1 Transportation Enhancement Planning-MPO Staff will provide assistance with enhancement planning activities as requested by area agencies. It is anticipated that this work will focus on bicycle and pedestrian projects identified in the LRTP.

III-D-2 Environmental Coordination-MPO Staff will work with WVDOH to environmental resource agencies with information on projects proposed in the updated Long Range Transportation Plan to help ensure that environmental concerns are recognized as potential projects move forward to implementation.

III-D-3 Special Studies-MPO Staff will conduct an operational study of the Beechurst Avenue corridor from the vicinity of 8th Street to the vicinity of the Waterfront Hotel. Work to be performed includes, public outreach including the development of high quality graphics, manual turning movement counts, physical inventory, operational modeling, and plan development.

III-D-4 Regional or Statewide Planning-MPO staff will assist WVDOT and the WV MPO Association on regional and or statewide issues as requested.

III-E Management and Operations This line item includes normal administrative functions such as the cost of the MPO audit, supplies, insurance and other administrative costs

The allocation of resources to each of the Work Tasks may be found on the following tables:

Draft Morgantown Monongalia Metropolitan Planning Organization Operating Budget FY 2017-18

Revenues and Expenditures By Major Category

Task Number	Task Item	Category	Consolidated Federal Planning Funds	WVDOT	City/County/MPO	Other	Total Cost Allocation
II-A	Inventory of Facilities						
	1	Traffic Counts	9,600	1,200	1,200		\$12,000
	10	Mapping	4,000	500	500	\$-	\$5,000
		Total	13,600	1,700	1,700		\$17,000
II-B	L RTP						
	6	Comm. goals	800	100	100	\$-	\$1,000
	8	Def. Analysis	800	100	100		\$1,000
	9	Highway Element	800	100	100		\$1,000
	10	Transit Element	4,000	500	500		\$5,000
	11	Bike and Ped.	24,000	3,000	3,000	\$-	\$30,000
	13	Collector St,	4,000	500	500	\$-	\$5,000
	16	Finance Plan	9,600	1,200	1,200		\$12,000
	17	Cong. Mgmt. Strat.	1,600	200	200		\$2,000
		Total	\$45,600	\$5,700	\$5,700		\$57,000
III	Admin.						
	A	Work Program	\$4,000	\$500	\$500		\$5,000
	B	TIP	\$5,600	\$700	\$700		\$7,000
	C-6	Pub. Involve	\$36,000	\$4,500	\$4,500		\$45,000
	C-7	Private Sector	\$4,000	\$500	\$500		\$5,000
	D-1	Enhance. Plan	\$4,000	\$500	\$500		\$5,000
	D-2	Env. And Pre-TIP	\$8,000	\$1,000	\$1,000		\$10,000
	D-3	Special Studies	\$28,000	\$3,500	\$3,500		\$35,000
	D-4	Region and State	\$8,000	\$1,000	\$1,000		\$10,000
	E	Mgmt. and Ops	\$38,400	\$4,800	\$4,800		\$48,000
		Total	\$136,000	\$17,000	\$17,000		\$170,000
Grand Totals - All Programs			\$195,200	\$24,400	\$24,400	\$0	\$244,000

Draft Morgantown Monongalia MPO Operating Budget FY 2017-18

Cost Allocation Rate Table

All work performed outside program areas shall be charged at an hourly rate to cover actual expenses. Reimbursement/allocation rates are as follows:

Position	Hourly Rate	
Executive Director	\$ 55.45	Incl. benefits + Overhead
Planner II	\$ 37.90	Incl. benefits + Overhead
Additional Travel	Monongalia County Rate as adjusted	

Note: The Director and the Planner II are salaried positions. Therefore, all holidays, vacation and sick leave benefits are included in the base wage rate. Hourly rate is calculated using a 2080 hour work year as the base line.

Proposed Line Item Fixed Operating Expenses

Category	Consolidated Federal Planning Funds	WVDOT	City/County	Total Cost Allocation
Salaries*				
Director	\$69,210.74	\$8,651.34	\$8,651.34	\$86,513
Planner 2	\$40,006.14	\$5,000.77	\$5,000.77	\$50,008
Benefits (see below)	\$46,124.14	\$5,765.52	\$5,765.52	\$57,655
Contracted/Capital Expenses				
Contracted Services	\$16,000.00	\$2,000.00	\$2,000.00	\$20,000
Consulting Services	\$ 4,000.00	\$ 500.00	\$ 500.00	\$5,000
Computer Equipment	\$ 4,000.00	\$ 500.00	\$ 500.00	\$5,000
Software	\$ 2,400.00	\$ 300.00	\$ 300.00	\$3,000
Public Notices/Publishing	\$ 2,800.00	\$ 350.00	\$ 350.00	\$3,500
Overhead				
Travel & Training	\$ 9,600.00	\$1,200.00	\$1,200.00	\$12,000
Office Rent	\$ -	\$ -	\$ -	\$ -
Utilities (phone, internet, web site)	\$ 160.00	\$ 20.00	\$ 20.00	\$ 200
Copier lease, supplies, postage	\$ 800.00	\$ 100.00	\$ 100.00	\$ 1,000
Total	\$ 195,101.01	\$24,387.63	\$ 24,387.63	\$ 243,876

*Proposes 2% COLA for Exec. Director and Planner II with an additional 2% adjustment for the Planner II subject to directive of Policy Board

Employee Benefit Expenditure Detail

(Calculated on Total Wages = \$136,521)

Description	Consolidated Federal Planning Funds	WVDOT	(City/County)MPO	Total Cost Allocation
FICA (6.2%)	\$ 6,771.45	\$ 846.43	\$ 846.43	\$8,464.31
Worker's Compensation (2.3%)	\$ 2,511.99	\$ 314.00	\$ 314.00	\$3,139.99
Medicare (1.45%)	\$ 1,583.64	\$ 197.96	\$ 197.96	\$1,979.56
Retirement (14.0%)	\$ 15,290.36	\$ 1,911.30	\$ 1,911.30	\$19,112.95
Health Insurance (PEIA 6% increase+\$1000 contingency)	\$ 18,418.12	\$ 2,302.27	\$ 2,302.27	\$23,022.65
Dental & Vision Insurance (2016 rates)	\$ 1,548.58	\$ 193.57	\$ 193.57	\$ 1,935.72
Total Employee Benefit Package				\$57,655.17



I-79 Access Study Update

March 23, 2017



I-79 Access Study Project History

- Identified in 2040 LRTP
- #2 priority for region
- LRTP included 3 options

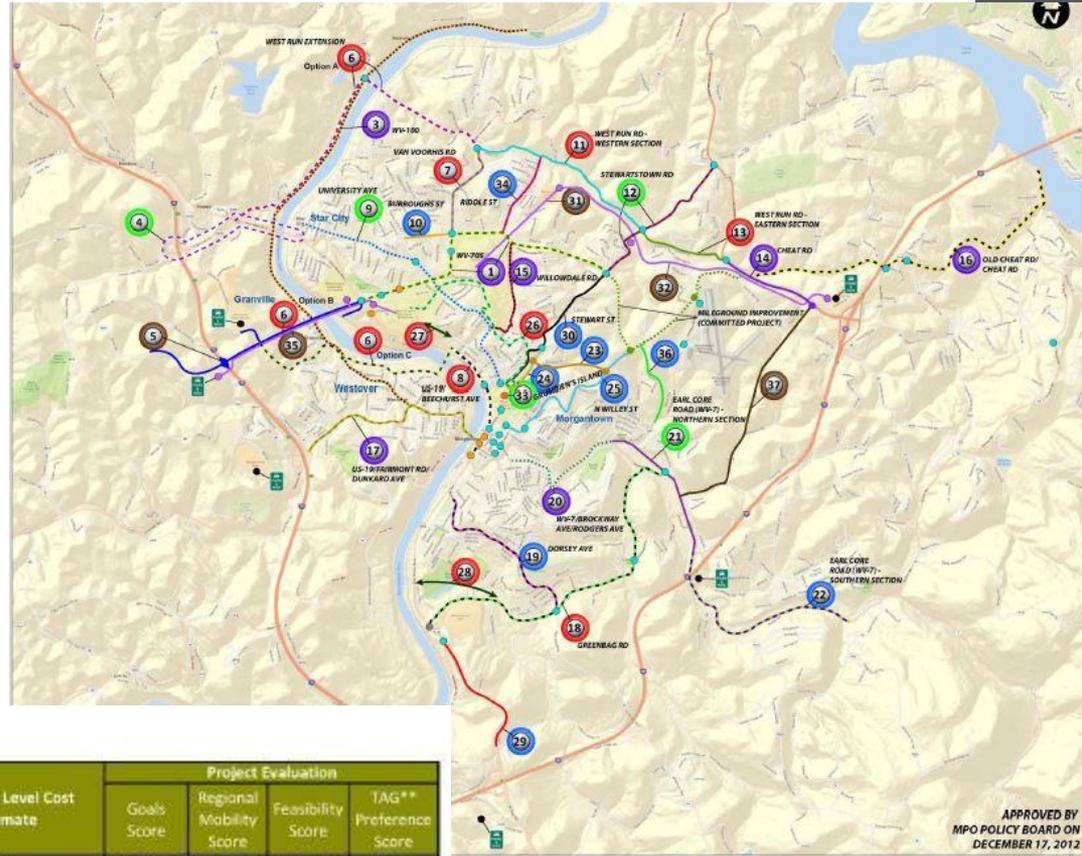
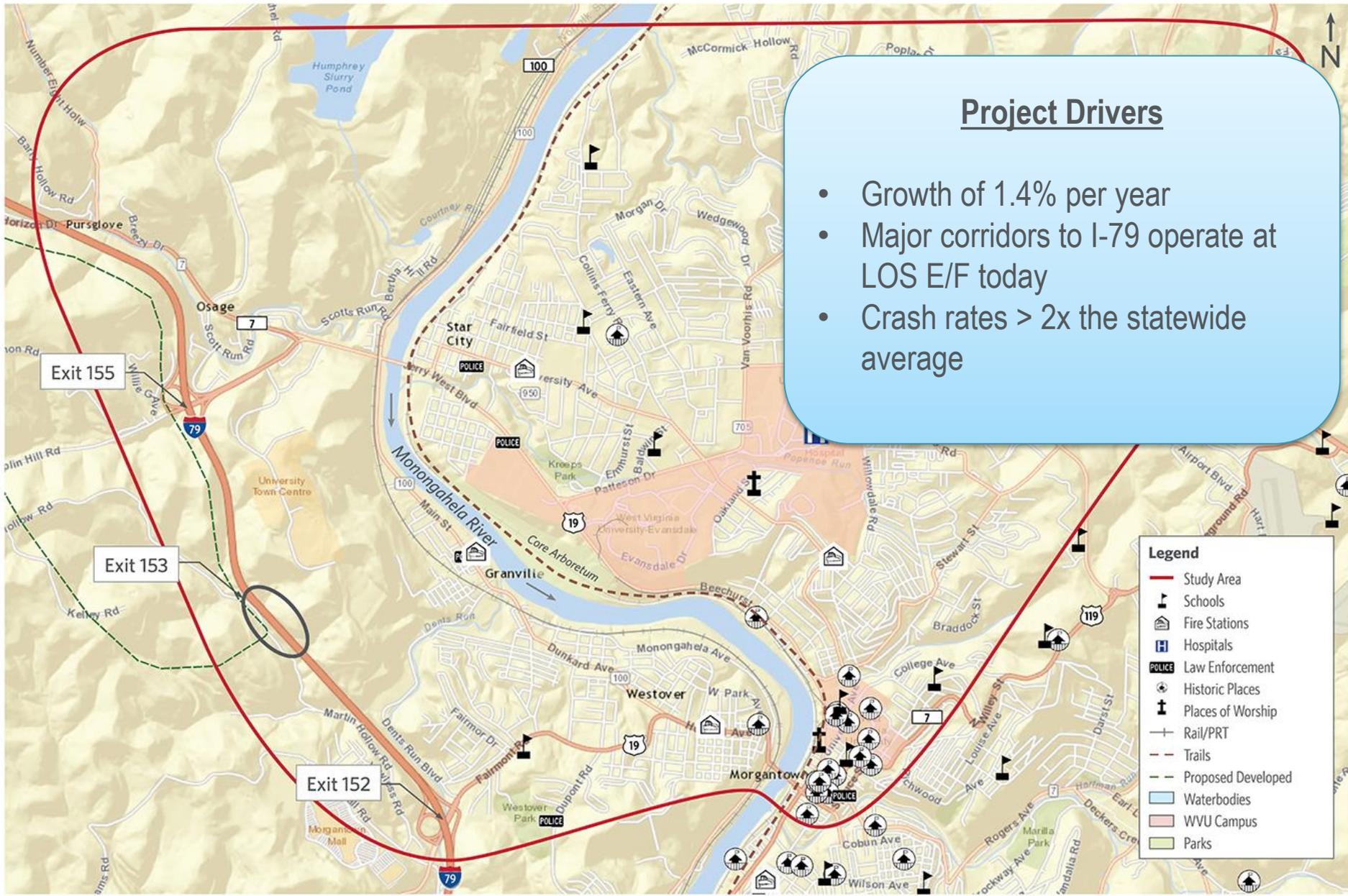


Table 9-1. LRTP Projects List

Tier	Project #	Project / Corridor	Planning Level Cost Estimate	Project Evaluation			
				Goals Score	Regional Mobility Score	Feasibility Score	TAG** Preference Score
Recommended for Funding with Forecasted Available State and Federal Funds - Tier 1	2	ADA Connectivity Initiative	\$2,000,000	★★★★	★★★★★	★★★★★	NS***
	6	New Bridge over Monongahela River and Roadway Connection to I-79	\$45,000,000	★★★★	★★★★★	★★★	★★★★★
	7	Van Voorhis Road Improvements	\$10,000,000	★★★★	★★★★★	★★★	★★★★★
	8	Beechurst Avenue Improvements	\$7,000,000	★★★★	★★★★★	★★★★	★★★★★
	11	West Run Improvements - Western Section	\$12,000,000	★★★★	★★★★★	★★★★★	★★★★★
	13	West Run Road Improvements - Eastern Section	\$3,000,000	★★★★	★★★★★	★★★★★	★★★★★
	18	Greenbag Road Improvements	\$15,000,000	★★★★	★★★	★★★★	★★★★★
	26	North-side Connector Bus Rapid Transit	\$1,000,000	★★★★	★★★★★	★★★★★	★★★★
	27	Grant Avenue Bicycle / Pedestrian Connector	\$900,000	★★★★	★★★★	★★★★	★★★★★
	28	White Park / Caperton Trail Connection	\$50,000	★★★★	★★★★	★★★★	★★★
	38	Intersection Capacity and Safety Improvement Program	\$31,000,000	★★★★	★★★★★	★★★★★	★★★★★
	40	Regional Bikeway Plan Implementation Program	\$5,000,000	★★★★	★★★★	★★★★★	★★★★★
	43	School Route Improvements (K-8)	\$2,000,000	★★★★	★★★★★	★★★★★	★★★★
	45	Downtown Morgantown Signalization and Street Changes	\$2,000,000	★★★★	★★★★	★★★★★	★★★★★
	Tier 1 LRTP Fundable Total			\$135,950,000			

Project Background



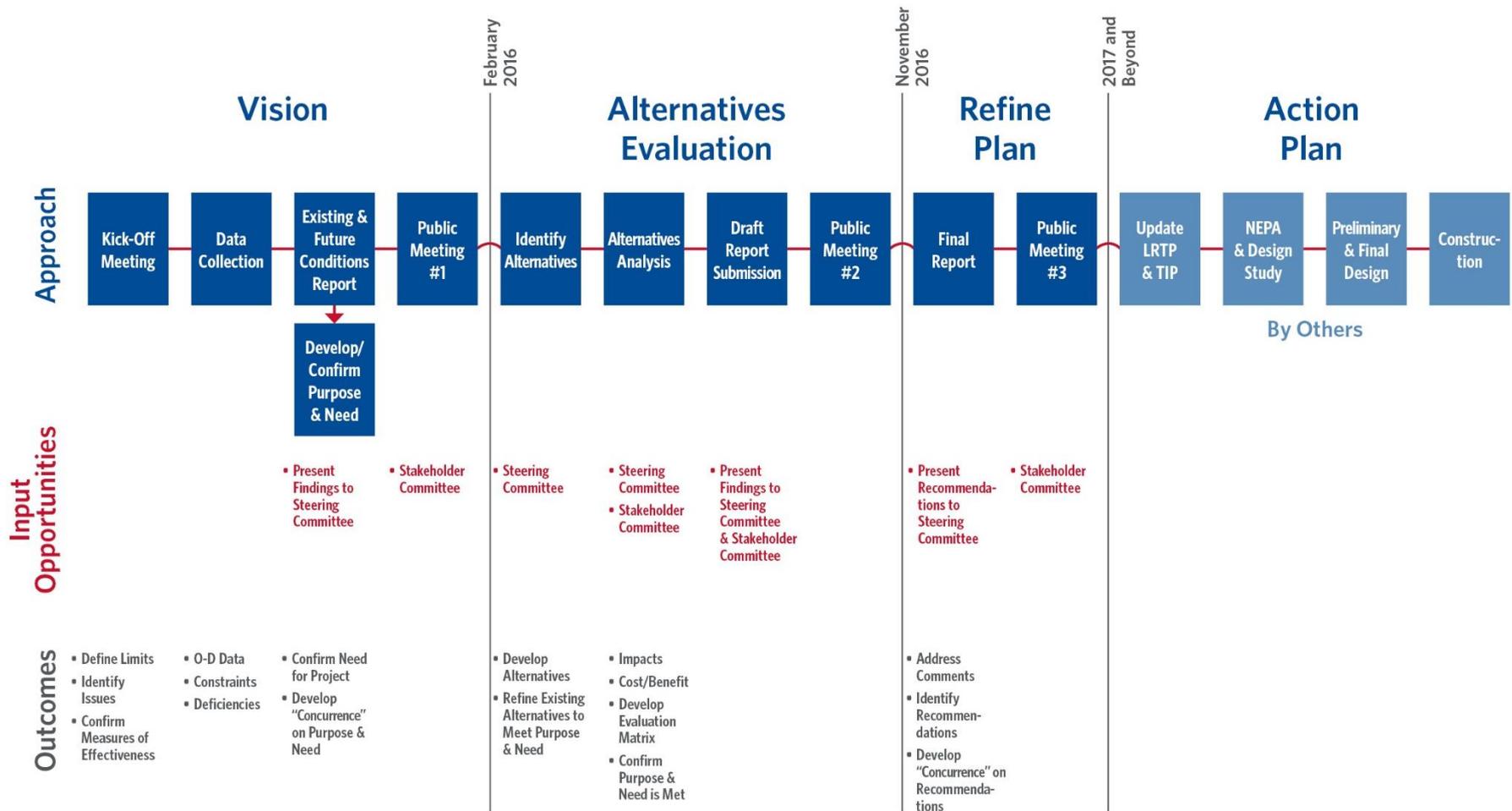
Anticipated Project Outcomes

- Help the MMMPO get ready for their LRTP update
- Set-up this project to have a seamless transition to NEPA

Purpose and Need

- Improve mobility and access to major transportation facilities and key employment centers in northern Morgantown.
- Improve traffic operations and safety.
- Support on-going and projected growth areas.
- Enhance multi-modal opportunities to reduce single-occupancy trips.

Study Process



Steering Committee

- Local Officials
- MMMPO Policy Board
- Mountain Line
- WVU
- Elected Officials
- Chamber
- WVDOT
- FHWA

Stakeholder Committee

- Residents at large
- Development Authority
- Business leaders
- Developers

Steering Committee Meeting #1 - October 2015

- Project background/introduction presented.
- Transportation concerns identified.
- Existing and Future Conditions Report findings presented.

Public Meeting #1 - December 2015

- Project purpose and goals discussed.
- Existing and Future Conditions Report findings presented.
- Public asked to provide input and ideas throughout comment period.

Steering Committee Meeting #2 - January 2016

- Summary of Public Meeting #1 comments presented.
- Overall Project Goals revisited and reaffirmed.
- Purpose and Need discussed and revised.
- Alternatives brainstorming.

Stakeholder Committee Meeting #1 - March 2016

- Project overview and work done to date presented.
- Purpose and Need presented.
- List of alternatives presented.

MMMPO - WVDOT Coordination Meeting #1 - June 2016

- Overview of alternatives presented and model enhancements discussed.
- Project funding mechanisms discussed leading to the addition of phasing options.

Steering Committee Meeting #3 - July 2016

- Eliminated several alternatives from further consideration. Remaining alternatives reviewed and confirmed to be carried forward in the study.
- Evaluation matrix discussed and category weights assigned.

Stakeholder Committee Meeting #2 - August 2016

- Recap and review of alternatives presented.
- Evaluation matrix criteria and category weights revealed.

Steering Committee Meeting #4 - September 2016

- Alternative impacts presented.
- Alternatives evaluation matrix reviewed and approved.
- Draft Public Meeting #2 materials presented for review.

Stakeholder Committee Meeting #3 - September 2016

- Alternative impact results and evaluation matrix presented.
- Draft Public Meeting #2 materials presented.

Public Meeting #2 - October 2016

- Findings of Draft I-79 Access Study presented.
- Project Purpose and Need discussed.
- Alternatives and their impacts presented.
- Criteria and ranking in alternatives evaluation matrix presented.

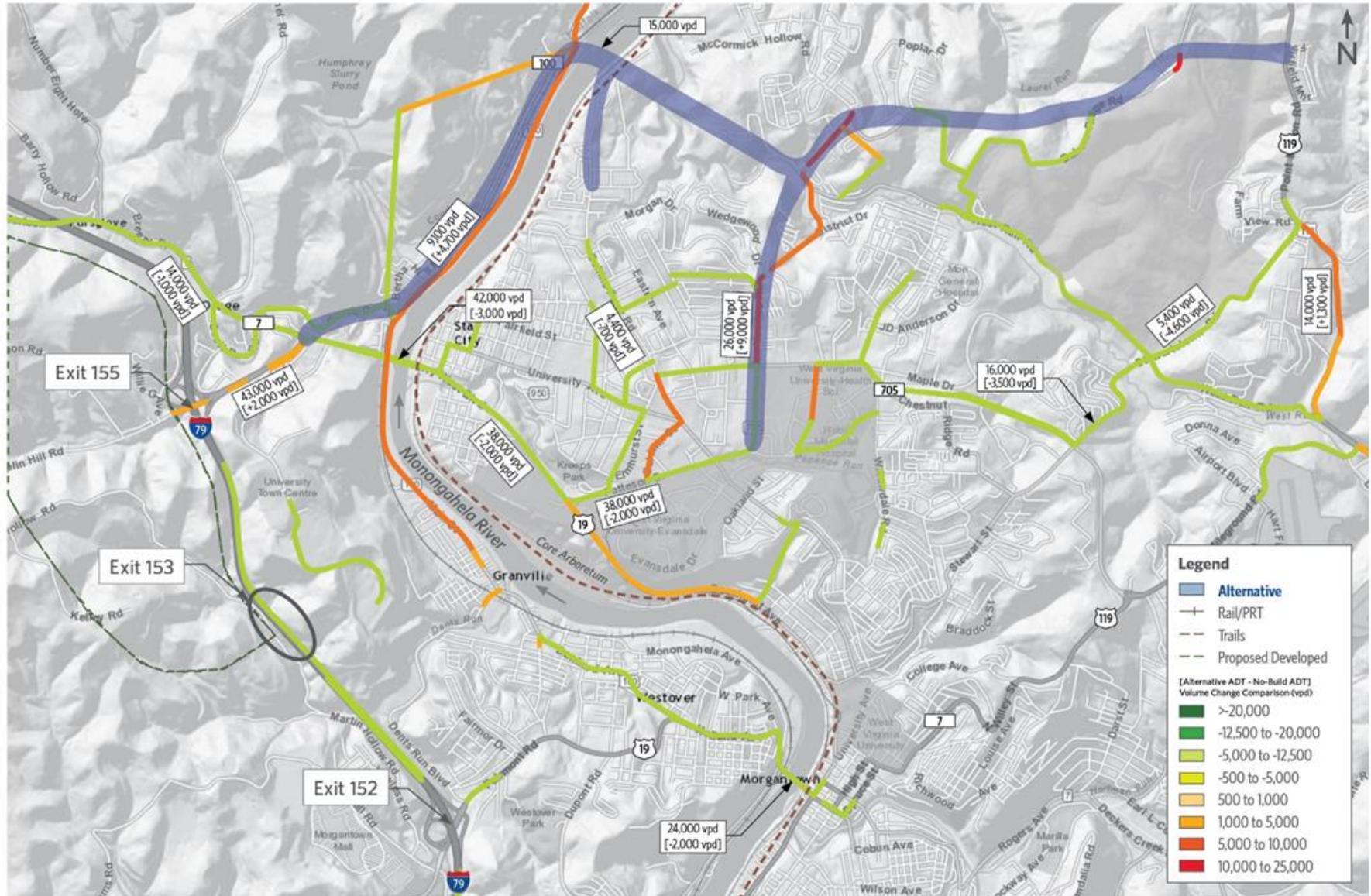
MMMPO - WVDOT Coordination Meeting #2 - December 2016

- Summary of alternatives studied and evaluation matrix.
- Presentation of recommended alternative.

Public Meeting #3 - January 2017

- Recommended alternative presented
- Evaluation matrix presented.

ALTERNATIVE 6 VOLUME CHANGE COMPARISON

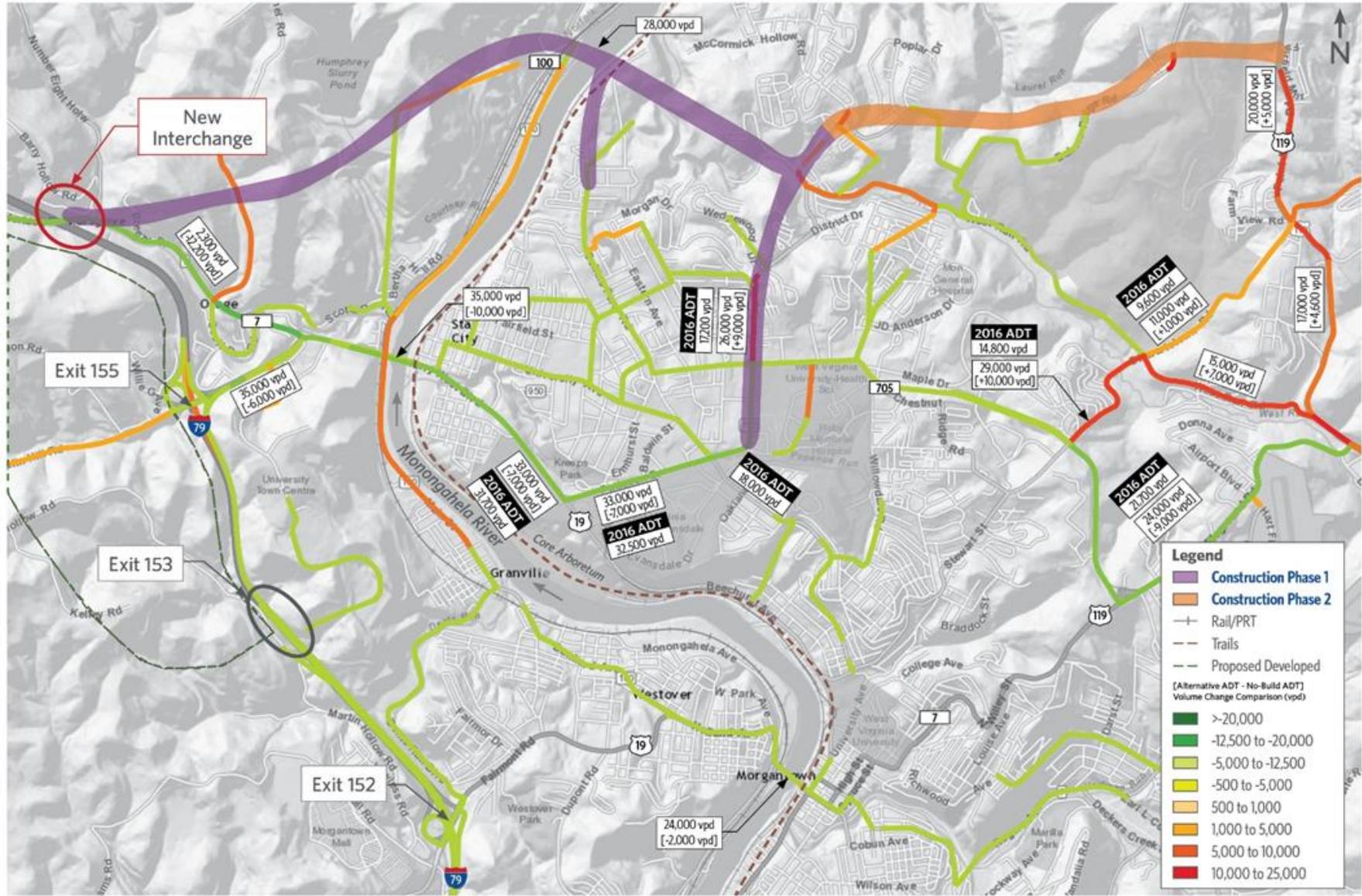


February 9, 2017



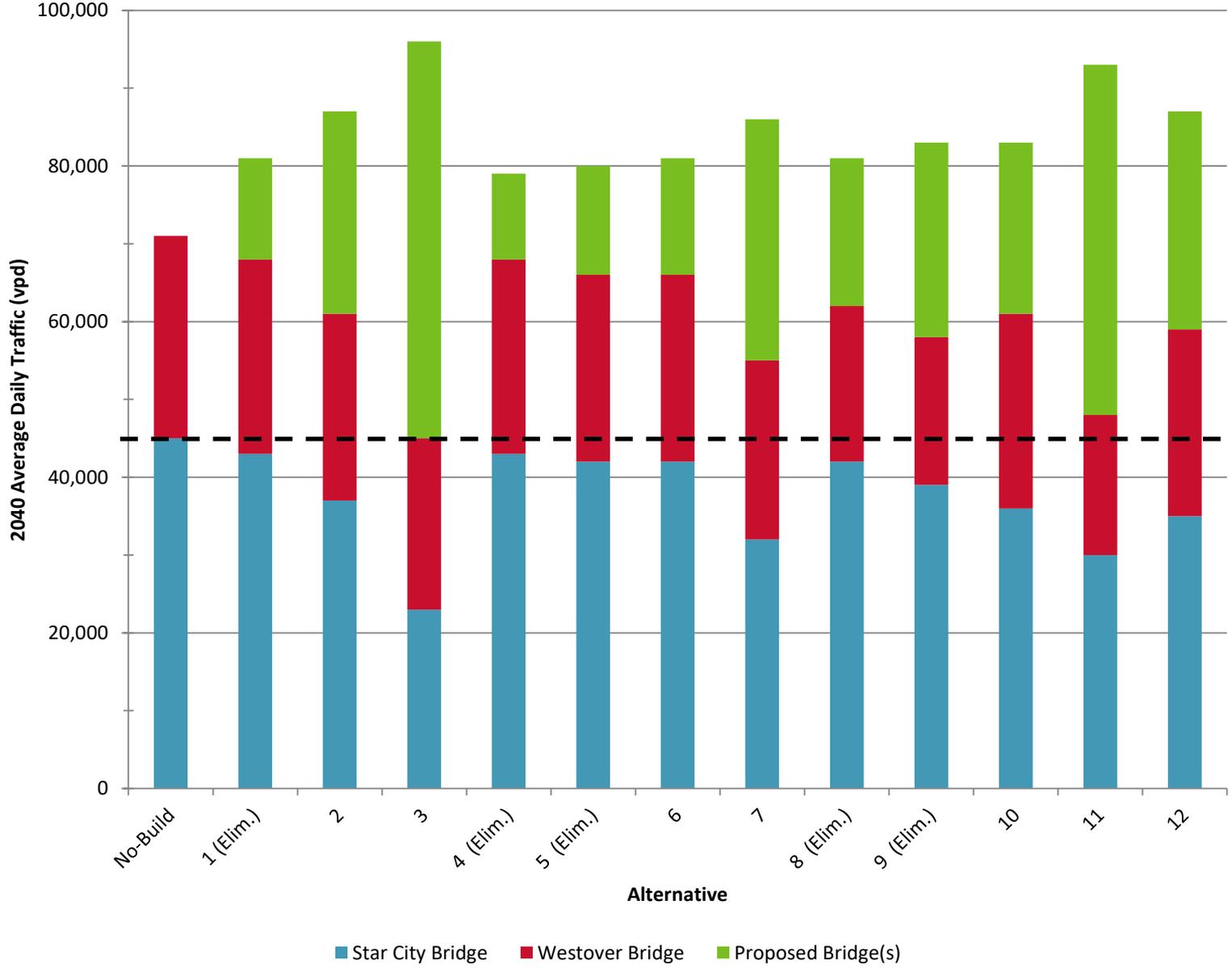
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ALTERNATIVE 12 - Recommended Alternative VOLUME CHANGE COMPARISON



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Shift in Bridge Traffic Volumes



System Performance Results

2040 Scenario	Daily VMT	Daily VHT	Avg System Speed (mph)	% Difference from No-Build			Daily Difference		Annual Difference	
				VMT (mi)	VHT (hr)	Speed (mph)	VMT (mi)	VHT (hr)	VMT (mi)	VHT (hr)
No-Build	3,547,145	91,100	38.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1 (Elim.)	3,565,077	90,397	39.4	0.51%	-0.77%	1.29%	17,932	-703	6,545,151	-256,595
2	3,552,252	89,291	39.8	0.14%	-1.99%	2.17%	5,107	-1,809	1,863,977	-660,357
3	3,541,324	88,985	39.8	-0.16%	-2.32%	2.21%	-5,821	-2,115	-2,124,542	-771,805
4 (Elim.)	3,555,510	90,685	39.2	0.24%	-0.46%	0.69%	8,365	-415	3,053,196	-151,522
5 (Elim.)	3,558,099	90,350	39.4	0.31%	-0.82%	1.14%	10,954	-750	3,998,148	-273,854
6	3,568,668	89,883	39.7	0.61%	-1.34%	1.97%	21,523	-1,217	7,855,845	-444,378
7	3,547,806	90,337	39.3	0.02%	-0.84%	0.86%	661	-763	241,371	-278,577
8 (Elim.)	3,545,515	90,378	39.2	-0.05%	-0.79%	0.75%	-1,630	-722	-595,095	-263,521
9 (Elim.)	3,538,765	90,412	39.1	-0.24%	-0.76%	0.52%	-8,380	-688	-3,058,729	-251,234
10	3,560,025	89,557	39.8	0.36%	-1.69%	2.09%	12,880	-1,543	4,701,181	-563,088
11	3,536,156	88,813	39.8	-0.31%	-2.51%	2.26%	-10,989	-2,287	-4,011,082	-834,916
12	3,551,468	89,185	39.8	0.12%	-2.10%	2.27%	4,323	-1,915	1,577,914	-699,121
Phased Option A	3,547,177	90,418	39.2	0.00%	-0.75%	0.76%	32	-682	11,765	-249,105
Phased Option B	3,548,465	90,361	39.2	0.00%	-0.75%	0.76%	1,320	-739	481,850	-269,831

 Decrease in VMT or VHT or increase in speed

 No change in VMT, VHT, or speed

 Increase in VMT or VHT or decrease in speed

Legend:

VMT – Vehicle Miles Traveled

VHT – Vehicle Hours Traveled

Alternative Evaluation Matrix

Evaluation Criteria		Weighted Value	No-Build	TSM	Build Alternative															
					1	2	3	4	5	6	7	8	9	10	11	12				
Operations	Reduces travel times to I-79	30%	5	4	Eliminated from further consideration	2	1	Eliminated from further consideration	Eliminated from further consideration	Eliminated from further consideration	3	4	Eliminated from further consideration	Eliminated from further consideration	2	1	1			
	Improves bottlenecks, reduces traffic, enhances safety		5	4		3	4				2	4			2	3	1			
	Supports transit opportunities		5	2		2	2				1	2			1	4	1			
	Supports bicycle/pedestrian opportunities		5	5		3	3				2	4			2	3	2			
Connectivity	Improves mobility to key destinations	25%	5	4		4	4				2	5			2	5	2	3	1	
	Improves access in northern Morgantown		5	5		3	3				2	5			3	3	1			
	Encourages smart growth principles		5	5		3	3				2	4			3	3	3			
Community/ Environmental	Property/neighborhood impacts	15%	5	3		3	4				4	4			4	4	4	3	4	3
	Public facility impacts		1	1		3	3				1	1			3	4	3			
	Farmland impacts		1	1		3	3				3	1			2	3	3			
	Floodplain/wetland impacts		1	1		2	4				3	2			3	4	3			
	Cumulative and secondary impacts		4	4		4	5				3	4			4	5	4			
Regulatory Environmental	Section 4(f) and 6(f) - Parks, recreation impacts	20%	1	1	3	5	3	5	3	5	2	3	3							
	Section 106 - Cultural resource impacts		1	1	2	2	2	2	2	4	2									
	Environmental Justice impacts		1	1	3	4	3	4	3	5	3									
	Noise impacts		1	1	3	3	5	2	4	5	5									
Financial	Future maintenance cost	10%	1	2	3	5	3	2	3	2	3	5	3							
	Funding potential		1	1	2	4	2	4	3	4	3									
	Project cost		1	1	3	5	4	4	3	5	4									
Weighted Score			3.4	2.9		2.9	3.3			2.5	3.6			2.5	3.5	2.3				

1 to 2	Lowest likely impacts, addresses elements with good conformance to project goals, presents low construction/maintenance cost.
3	Mid-range of impacts, addresses elements to somewhat conform to project goals, medium construction/maintenance cost
4 to 5	High likely impacts, does not address elements or conform with project goals, high construction/maintenance cost