

**HAGERSTOWN/EASTERN PANHANDLE MPO
REGULAR MEETING – MAY 22, 2003**

The Hagerstown/Eastern Panhandle MPO held its regular meeting on Thursday, May 22, 2003 in the Jefferson County Commissioner's Meeting Room, 100 East Washington Street, First Floor, Charles Town, West Virginia.

Present were: Jim Knode, Jefferson County Commissioner, Vice-Chairman; Mike Nixon, MD DOT; Donald C. Bailey and Richard Warner, WV DOT-Urban Study Section; Howard Strauss, President, Berkeley County Board of County Commissioners; Jim Kercheval, Washington County Commissioner; William Breichner, Mayor, City of Hagerstown; Robert Gordon, Region 9- Planning and Development Council; Robert C. Arch, MPO Coordinator and Washington County Planning Director; Jill Baker, Associate Planner, and Sandy Coffman, Office Associate, Washington County Planning Commission. Also present were Lewis Grimm, Project Manager, and Adam Horsley of Cambridge Systematics, Inc.

CALL TO ORDER

The meeting was called to order by the Vice-Chairman, Jim Knode, at 7:00 p.m.

MINUTES

Mr. Strauss made a motion to accept the minutes of December 19, 2002, as presented. Seconded by Mr. Breichner. So ordered.

Before proceeding with the meeting, Mr. Arch stated that the Long-Range Transportation Update would be presented at the end of the meeting.

OLD BUSINESS

- T.I.P Amendments – West Virginia

Mr. Bailey provided an overview of the T.I.P. amendments for West Virginia. The first T.I.P. amendment presented was for the Charles Town Gateway Revitalization Project (WV-TCSP(004)). The project will be 100% funded by federal funds at \$250,000. The second T.I.P. amendment presented was for a building demolition in conjunction with the upgrade of West Virginia Route 9 to four lanes (DPC-0042 (069)C). The project will be funded at an 80/20 match, utilizing \$56,000 of federal funds. Mr. Strauss made a motion to approve the West Virginia T.I.P. amendments, as submitted. Seconded by Mr. Gordon. Vote was unanimous. So ordered.

- T.I.P Amendments – Maryland

Mr. Arch presented the Maryland T.I.P. amendments. The first amendment (W2000-4) presented was for bridge replacement and rehabilitation area wide, to included a bridge inspection (PE '03); small structure inspections (PE '03); various bridges engineering (PE '03); 6 bridges-cleaned and painted; and U.S. 40 McDale Road Bridge (CO FY 03). The second amendment (W2000-6) was for safety and spot improvements needed area wide. The projects will include various geometric improvements (CO '03 & '04); Maryland 66 South of San Mar to north of Little Beaver (CO '03); U.S. 40 at the Maryland 63 intersection modifications (CO '03); Maryland 65 at Taylors Landing Road (CO FY '03); and Maryland 63 At W&W R/R (CO FY '03). Mr. Breichner made a motion to approve the T.I.P. amendments for Maryland, as submitted. Seconded by Mr. Kercheval. Unanimously approved. So ordered.

NEW BUSINESS

- UPWP – 2004

Mr. Arch provided an overview of the draft Unified Planning Work Program document. The bulk of the work is related to the Long-Range Transportation Plan, which is the primary recipient of funding for the 2004 year. The 2004 overall budget is less than the previous year's budget. Penn-DOT had requested that the task of Scenic Byways be included within the UPWP and a task was added for the Mass Transit Planning for the PanTran Transit Systems. Mr. Arch stated, for the record, that the MPO, via a phone survey, submitted Resolution 2203-1, which recommended the designation of the Eastern Panhandle Transit Authority as the "grant recipient" for the Federal Transit Administration funding allocated to the West Virginia portion of the MPO. No Special Studies projects were identified for the 2004 UPWP. A decrease of \$40,000 in the State of Maryland's allocation was noted due to cutbacks in the funds available for the program. Maryland's portion of the LRTP for Washington County will be funded by the carryover amount from last year and the funds anticipated. West Virginia's portion of the LRTP will be funded by carryover funds, new funds, and will require the use of approximately \$285,536.00 in discretionary funds. Mr. Gordon referred to Page 31, Table B – Estimated Person Hours by Task and explained that Region 9 is currently going through a reorganization and there may be a redistribution of man hours, but not an increase in the number of hours. Mr. Strauss made a motion to approve the draft 2004-UPWP, subject to approval, and if no significant changes were made within thirty (30) days, it would become the final UPWP for 2004. Mr. Gordon seconded the motion. So ordered.

- T.I.P. – 2004 - 2006

Mr. Arch stated that the T.I.P. was a rewrite for the next three years. The draft T.I.P. of May 23, 2003 outlined the T.I.P. projects and also included the West Virginia Transit projects. Mr. Bailey stated that the West Virginia T.I.P. projects were primarily associated with the construction of the four-lane upgrade to West Virginia Route 9, the I-81 widening project, and the possibility of future improvements to U.S. 340. Mr. Bailey stated that the Shepherdstown Bridge project should begin next week. The bridge project was not included in the 2004-2006 T.I.P., because it was already authorized and funds are available for the project. Mr. Strauss questioned if the Berkeley Station Bridge replacement project over the Winchester RR would increase the width of the bridge to a two-lane bridge. Mr. Bailey stated he would obtain more information on the width of the bridge. Members discussed the continuation and status of the I-81 widening project in West Virginia. Mr. Arch stated that MD-DOT had recently finished the I-81 widening study and the final alternatives will be presented next week. The Potomac River Bridge would be addressed by adding a lane to each side of the existing bridge crossing. However, one abutment is located in the C & O Canal National Park, which will present additional issues to address. Mr. Strauss stated that, approximately three months ago, the Highway Department held a public meeting in Martinsburg regarding bypasses and he was curious if Mr. Bailey had heard anything further on the bypass project since that meeting. He further stated that the City of Martinsburg's priority would be a bypass for Raleigh Street. Mr. Bailey stated that he would check with Jim Slone, the Project Engineer, on the status of the bypass project. Mr. Nixon stated that most of the T.I.P. projects for Maryland were carried over from last year and have already been reviewed and acted upon. The Maryland projects are essentially carried over from the last T.I.P., and Maryland's amendments would be submitted in August or September. Mr. Arch stated that, in the future, he hopes to create a map for each of the T.I.P. projects by using the new TELUS software combined with GIS software. Mr. Gordon made a motion to adopt the draft 2004-2006 Transportation Improvement Program, as presented, and subject to approval, if no significant comments were made within thirty (30) days, the document would be considered adopted at the end of thirty (30) days. Seconded by Mr. Briechner. Unanimously approved. So ordered.

- LRTP Update – Cambridge Systematics, Inc.

Mr. Grimm, Project Manager for Cambridge Systematics, Inc., presented an update on the Multimodal Long-Range Transportation Plan. He began the presentation by providing to those in attendance a corresponding handout of the PowerPoint presentation.

Project Objectives

The project objectives were reviewed and summarized as follows:

- Year 2030 planning horizon
- Multimodal facility needs - highways, transit, bicycle/pedestrian, and goods movement
- TEA-21 planning regulations
- Consistent with local comprehensive plans
- Implementation/funding
- Consensus on recommendations and strategies

Study Process

The study process for the Multimodal Long-Range Transportation Plan was reviewed. Mr. Grimm stated that in about a year, he anticipates a recommendation of a fundable Long Range Multimodal Transportation Plan, which would be adopted by the MPO, and then become an element of the Comprehensive Plans for the three counties involved with the MPO. Projects identified in the Long-Range Plan would move into the T.I.P. process with any significant projects commencing as a specific project planning study.

Mr. Grimm stated that the survey information collected has been good, consistent information. They have received a higher rate of return at approximately 25% more than what they would have needed and believes they have a good solid database.

Historical and Projected Population Change (1970-2030)

Mr. Grimm reviewed the historical trends and population changes for the region from 1970 to 2025/2030. From 1970 to 2000, Washington County's population increased approximately 30%. The combined populations for Berkeley and Jefferson Counties have dramatically changed and doubled. The net population increase from 1990 to 2000 was more than the entire net population change for the State of West Virginia. The preliminary projections assembled by the Census Bureau and worked through the Comprehensive Planning process for the three counties predicts that increases will continue to 2025/2030, with Washington County's population projected at 159,000, Berkeley County at 112,000, and Jefferson County at 59,000. Therefore, the region as a whole would increase from 250,000 in the year 2000 to the projected population of 330,000 in year 2025/2030, which averages a 10% change per decade. Mr. Grimm stated, as the study process continues into the fall season, they will continue to reform the future population projections.

Study Area Population Relative to State Populations (1970-2030)

A comparison was made of the study area population relative to the State populations from 1970 to the projected population in 2030. Mr. Grimm emphasized that the State population projected in 20 to 25 years indicates that Berkeley and Jefferson Counties could represent a little less than 10% of the total population for the entire State of West Virginia.

Activities Completed and Ongoing Activities

Mr. Grimm reviewed the activities completed as a part of the Multimodal Long-Range Transportation Plan. The activities include an external travel survey, creation of updated and expanded base-year traffic analysis zone system, creation of updated base-year highway network, initial round of agency stakeholder meetings and analysis of the early information from the 2000 U.S. Census "Journey to Work" data. He also reviewed the current ongoing activities. The activities include the internal home-interview telephone survey, obtaining small area traffic allocations of base-year population and employment data; obtaining more in-depth examination of future year population and employment forecasts and assembling the information and assessing what are the current issues, concerns, and actual deficiencies.

Comments from Stakeholder Meetings

The consensus comments obtained from the stakeholder meetings were reviewed and broken down into regional transportation issues and local transportation issues.

Regional Issues - Between the Three Counties

- Adequacy of the existing Potomac River Crossings
 - Timing of I-81 corridor improvements
 - US Route 340 corridor
 - Shepherdstown Bridge
- Route 9 Corridor between Berkeley and Jefferson Counties
- Potential need for public transportation linkages between the major communities
- Potential need for improved bicycle/pedestrian linkages between the counties

Regional Issues - Connections to Adjacent Jurisdictions

I-81 Corridor improvements

I-70 corridor from I-68 to Frederick County

Potomac River crossings at US Route 340 and US Route 522

Route 9 corridor

MARC/MTA /park and ride lots

The Local Issues of Berkeley County

- Route 9 issues
 - Martinsburg Bypass (location and connections to local street system)
 - I-81 west to Hedgesville and Berkeley Springs.
- Raleigh Street Extension and related downtown traffic congestion and safety issues
- Foxcroft West development, west of I-81
- Improved access to expanding Martinsburg Airport
- Route 51 corridor, near the Inwood area
- Improved local transit services

The Local Issues of Jefferson County

- Route 9 corridor
- Route 340 corridor
- Merging issues on the secondary routes – Route 17, Route 51, Route 230, etc.
- Need for improvement on local circulation system in the Charles Town and Ranson areas, particular to the access to the Charles Town Racetrack
- Railroad grade crossing conflicts/delays
- Need for improved MARC station parking and expanded park and ride lots
- Need for improved bicycle/pedestrian linkages to recreational areas

The Local Issues of Washington County

- US Route 40 corridor from Hagerstown to I-70
- Robinwood/Edgewood/Southern Boulevard
- I-70/I-81/US 40/MD 63/Halfway Boulevard area
- US Route 11 corridor N/S of Hagerstown
- Development issues along Route 65
- Railroad grade crossings in the City of Hagerstown and south to Williamsport
- Limitation on local transit service coverage and frequency

Traffic Flows (Internal vs. External)

Mr. Grimm stated that they are currently going through some of the early information and analysis from the 2000 U.S. Census information. The census data focused on the home-based work trips by deriving the percentage of daily work trips that had their origin and destination internally and also on

external trips. Washington County's data reflects a little less than 75% of the work trips have both their origin and destination within the County, and approximately 25% leaves the County on their work trips. In Berkeley County, there was approximately 60% of internal trips and approximately 40% of the trip leaving the County. In Jefferson County, over ½ are leaving the County on daily work trips. The presentation also provided a review of the interaction between the three counties on daily County to County work trips.

InBound/Outbound Traffic Flows (2000) and Journey-to-Work Mode (1990-2000)

The presentation also reflected the breakdown of the outbound and inbound traffic flows for the three counties and the analysis of the "journey- to- work" mode of transportation used from 1990 to 2000 for each county.

Question/Answers on the Long Range Transportation Plan:

Q - Mr. Kercheval: Did the travel to work data just include trips by car?

A - Mr. Grimm: No. The total work trips included all modes of transportation. The U.S. Census should be releasing some more detailed breakdowns of the County to County flows within their numbers.

Q – Mr. Knode: Despite the size of commuter trains and the number of people utilizing them, it's virtually insignificant in problem solving at this point?

A – Mr. Grimm: Yes. It is a very small percentage, but it is an important percentage to take the peak volumes off. It shows that the percentage of the people using public transportation remained about the same. He believes that there could be some potential actions that could be taken to get more people to use those services, but there is still the situation where most people want to drive, and want to drive by themselves when they go to work.

Q- Mr. Gordon: What is the status of putting the information compiled so far on the website?

A – Mr. Grimm: He will check with Mary Means & Associates on the status of the website.

Q – Mr. Strauss: When would the public meetings be held in the different counties?

A – Mr. Grimm: The first round of meetings should start by early summer before people go on their vacations, and then have another round of meetings in the fall. A third round of meetings would be held in early 2004 to present the alternatives and what those alternatives can do to help resolve some concerns. As soon as the dates have been established, the meeting information will be provided.

Q- Mr. Knode: Any reason why the information presented cannot be disseminated out since some of this information is fascinating?

A- Mr. Grimm: No.

There being no further questions, Mr. Knode thanked Mr. Grimm for his presentation.

OTHER BUSINESS

- Information Notification

Mr. Arch stated that he received information from the Charles Town Commerce Corridor Revitalization Committee that they will be holding a public workshop on June 3 and June 4, 2003. Additional information can be provided on the public workshop meetings to those who did not receive notification.

- Future Meeting(s)

Mr. Arch stated that the next MPO regular meeting would be held in September 2003.

ADJOURMENT

There being no further business, a motion by Mr. Briechner, seconded by Mr. Gordon, to adjourn the meeting at 8:50 p.m.

Greg I. Snook, MPO Chairman