

**HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
August 18, 2021**

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization Technical Advisory Committee held a meeting on Wednesday, August 18, 2021 at 10:30 a.m. both in person [at the Eastern Panhandle Regional Airport in Martinsburg, WV] and via tele-conference call. MD and WV Open Governmental Meetings Acts and HEPMPO Bylaws permit virtual only meetings of our committees and boards provided members can hear and be heard by each other and by any media or members of the public.

**CALL TO ORDER**

Mr. Mullenax called the meeting to order at 10:30 a.m.

**ROLL CALL**

The following were in attendance: Matt Mullenax, HEPMPO Executive Director; Jill Baker, Washington County Department of Planning & Zoning; Ian Beam and Matt Baker, MDOT; Luke Benson, MTA; Jennie Brockman, Jefferson County Planning & Zoning; Amanda Sink, Eastern Panhandle Transit Authority; Kevin Sullivan, Perry Su, Evan Snyder and Brian Carr, WV DOH; Kenana Korkucovic and Steve Thomas, Franklin County Planning; Edward Erfurt, City of Ranson; Laura Hoffmaster, Berkeley County Planning; Jennifer Wishmyer, Region IX; Michelle Tarquino, PA DOT; and Debra Eckard, Washington County Planning Department / MPO. Also present were: Chris Strovel, Senator Capito's office, Nicole Katsikides, MDOT (guest presenter) and Kelsey LeRose, Martinsburg Journal.

**MINUTES**

**Motion and Vote:** Mr. Beam made a motion to approve the minutes of the May 19, 2021 meeting as presented. The motion was seconded by Ms. Baker and unanimously approved.

**NEW BUSINESS**

**-TRANSPORTATION IMPROVEMENT PROGRAM**

**FY-2021-2024 Maryland Transportation Improvement Program**

Mr. Mullenax reviewed the proposed amendments and administrative adjustments as follows:

**National Park Service**

**Adjustments – No formal action required**

- Pavement Preservation, Burnside Bridge Trail and Sherricks Run Bridge: Pavement preservation of various routes and trail work at Burnside Bridge; ENG – FY 2020 \$265,950 (\$235,950 Federal; \$30,000 NPS), FY 2021 \$95,000 (\$70,000 Federal; \$25,000 NPS); FY 2022 \$50,000 (Federal), FY 2023 \$392,700 (\$362,700 Federal; \$30,000 NPS); CON – FY 2022 \$2,288,905 (Federal)
- Repair 3 bridges: Repair/rehabilitate bridges 3100-001P, -005P and -013P. Dargan is the only bridge in Washington County; ENG – FY 2020 \$144,761 (Federal), FY 2021 \$245,000 (\$240,000 Federal; \$5,000 NPS), FY 2022 \$235,000 (Federal) FY 2023 \$20,000 (Federal); CON – FY 2022 \$1,695,000 (Federal)

**State Highway Administration**

**Adjustments – No formal action required**

- I-81 Phases 2 and 3 highway reconstruction: Widening to six lanes and reconstructing 6 miles of I-81 from north of MD 63/MD 68 (Lappans Road) to US 40 (National Pike); **Change:** Decrease amounts for ENG – FY 2020 to \$7,346,000 (\$3,737,000 Federal; \$3,609,000 State), ENG FY 2021 to \$500,000 (Federal). Increase amount for ENG FY 2022 to \$684,000 (\$616,000 Federal; \$68,000 State)
- Areawide safety and spot improvements: Program to provide localized improvements to address safety and/or operational issues on SHA highway; **Change:** Increase amounts for ENG – FY 2022 to \$500,000 (\$400,000 Federal; \$100,000 State)
- Areawide resurfacing and rehabilitation: Program to provide periodic resurfacing and upgrading or auxiliary features on SHA highways; **Change:** Increase amounts for ENG – FY 2022 to \$500,000 (\$400,000 Federal, \$100,000 State)
- Areawide bridge replacement and rehabilitation: Program to provide major upgrades to and maintenance of structures on SHA highway; **Change:** Increase amounts for ENG – FY 2022 to \$3,000,000 (\$2,400,000 Federal; \$600,000 State)

### FY-2021-2024 West Virginia Transportation Improvement Program

#### Eastern Panhandle Transit Authority

##### Adjustments

- Mobility Management Assistance – Section S5310: Mobility manager salary for service in Berkeley and Jefferson counties; **Change:** Add funding for FY 2023, FY 2024 \$30,000 (\$24,000 Federal; \$6,000 Local)

#### WVDOH – Berkeley County

##### Amendment – Formal Action Required

- I-81 Lighting: Upgrade lighting along I-81 corridor through Berkeley County; **Change:** Increase CON – FY 2021 to \$18,000,000 (Federal)

**Motion and Vote:** Ms. Brockman made a motion to recommend approval of the amendment as presented to the Interstate Council. The motion was seconded by Mr. Beam and unanimously approved.

##### Adjustments – No formal action required

- WV 9 at WV 901 LTL/Traffic Signal: Construct left turn lane and traffic signal renovation in Town of Hedgesville; ENG – FY 2021 \$25,000 (\$20,000 Federal; \$5,000 State), ROW – FY 2022 \$75,000 (\$60,000 Federal; \$15,000 State), CON – FY 2022 \$825,000 (\$660,000 Federal; \$165,000 State)
- WV 45 Apple Harvest Drive Widening: Widen and add additional lanes; project will include adding extra through lanes and creating shared turn/through lanes; **Change:** Adjust funding distribution for CON – FY 2021 to \$10,800,000 (\$1,580,000 RR/HWY; \$9,220,000 Federal)
- Tabler Station I/C Improvements: Widen northbound and southbound ramps; **Change:** Move ROW – FY 2021 to FY 2022 with same amounts of \$100,000 (Federal); Move CON – FY 2021 to FY 2022 and change funding to \$4,000,000 (\$3,455,748 Federal; \$544,252 Federal)
- I-81 Exit 23 SB Exit Improve: Install signal, widen ramp for turn lanes; **Change:** Increase CON – FY 2021 to \$691,286 (\$566,286 Federal; \$125,000 State)
- Rest Area – Inwood: Resurfacing; **Change:** Change CON – FY 2022 funding to \$2,750,000 (Federal)
- US 11 TWLTL Extension: Extend existing two-way left turn lane extension; **Change:** Increase ROW – FY 2022 funding to \$850,000 (\$725,000 Federal; \$125,000 State)
- Glengary to Buck Hill: Resurfacing; **Change:** CON – FY 2022 funding to \$395,000 (State)

- Back Creek to Hedgesville: Resurfacing; **Change:** Change CON – FY 2023 funding to \$430,000 (State)

#### WVDOH - Jefferson County

##### Adjustments - No formal action required

- Maddex Square Signal Modification: Ttraffic signal renovation; CON – FY 2021 \$257,000 \$151,500 Federal; \$105,500 State)
- US 340 Rock Slide Investigation: Investigation and repair of land slide; **Change:** Change CON – FY 2023 to \$14,000,000 (Federal)
- Daniel Road: Roadway realignment; **Change:** Change ENG – FY 2021 to \$300,000 (Federal)
- Charles Town to Halltown: Resurfacing; **Change:** Change CON – FY 2022 to \$1,004,000 (Federal)
- VA State Line to Mountain Mission: Resurfacing; **Change:** Change CON – FY 2022 to \$525,000 (State)
- Boliver to Harpers Ferry +2: Design/build ADA ramps; **Change:** Change CON – FY 2022 to \$1,314,000 (Federal)
- Shepherdstown ADA Ramps +2: Design/build ADA ramps; **Change:** Increase CON – FY 2021 to \$600,030 (Federal)

#### Maryland Transit Administration (Addendum)

##### Adjustment

- Section 5310 Capital and Operating Assistance: Capital and Operating Assistance for local non-profit agencies; FY 2022 (Capital Assistance) \$1,126,380 (Federal); (Operating Assistance) \$1,035,400 (Federal); FY 2024 (Capital Assistance) \$1,020,553 (Federal) \$255,138 (State), (Operating Assistance) \$659,254 (Federal) \$659,254 (Local)

#### -LONG RANGE TRANSPORTATION PLAN

##### Maryland Critical Freight Corridor Presentation

Mr. Mullenax stated that in August 2017, the MPO approved five miles of Critical Urban Freight Corridor in consultation with MDOT under the FAST Act. MDOT is updating its State Freight Plan and the MPO wants to enhance future INFRA grant applications on I-81/Halfway Boulevard. Staff is proposing the reallocation of mileage to designate all built and unbuilt portions of Halfway Boulevard Extended. Mr. Mullenax introduced Dr. Nicole Katsikides representing the Maryland Department of Transportation, State Highway Administration.

Dr. Katsikides provided a power point presentation entitled "Designating Critical Urban and Critical Rural Freight Corridors". The latest FAST Act provision focuses on freight and contains freight formula funds called National Highway Freight Program formula funds. In order to spend these funds or to be eligible for an INFRA grant, a freight network must be designated. Dr. Katsikides briefly discussed requirements needed by the State for a freight network and the various components of the National Highway Freight Network.

Dr. Katsikides presented a map of the MPO's current area designation. Currently, the MPO is proposing changes to the designation area as follows: Swap the critical urban freight corridor (CUFC) from South Pointe Drive to circle for Halfway Boulevard (Hopewell Road to Blake Road) and swap the critical rural

freight corridor (CRFC) from US 340 at Valley Road to the Frederick County line. The unbuilt portion of Halfway Boulevard would be added, which would help when applying for the next INFRA grant. Dr. Katsikides briefly reviewed the process for making these changes.

**Motion and Vote:** Ms. Baker made a motion to recommend that MDOT reallocate the critical rural freight corridor mileage on US 340 to all undesignated rural portions of Halfway Boulevard Extended as well as the undesignated urban portion of Halfway Boulevard in the urban area pulling on Oak Ridge Drive to Village Drive. The motion was seconded by Ms. Sink and unanimously approved.

#### **Long Range Transportation Plan Update**

Mr. Mullenax reported that the LRTP update should be completed by July 1, 2022. We anticipate the Plan (Direction 2050) being presented to the TAC in May 2022. The first phase of public outreach was completed in June which included a 30-day on-line MetroQuest survey and three public meetings held in Ranson, Hagerstown, and Martinsburg. The consultant also conducted intercept surveys, which focused on traditionally underserved population areas.

Mr. Mullenax briefly reviewed results of the MetroQuest survey. He noted there were a total of 647 total participants for both surveys. Traffic safety and roadway congestion were the most important issues cited by participants. Other topics covered in the surveys included commuting miles, employment status, modes of transportation, etc. Many topics covered pre- and post- pandemic questions.

Mr. Mullenax reviewed results of the intercept surveys and explained that survey teams were deployed in Hagerstown, Martinsburg and Charles Town to conduct the surveys. These surveys also showed concerns regarding traffic congestion and safety as well as the need for higher paying employment opportunities. Higher commuting miles were noted as well as the use of public transit services among those surveyed.

Mr. Mullenax explained that the next step will be developing a future conditions analysis. This will include meetings with local planning departments and economic development staff. We are also developing a data repository.

#### **Martinsburg Pike Corridor Vision Plan**

Mr. Mullenax stated this is a corridor study on Martinsburg Pike between University Drive and Alternate 45 west of Shepherdstown. The overall goals were to: improve accessibility to downtown Shepherdstown, businesses, residential neighborhoods, Shepherd University and adjacent amenities; improve vehicle, pedestrian and bicycle safety; and to enhance economic development along the corridor. Staff conducted a public meeting at the War Memorial Building in June. A 30 day public comment period was also held. Mr. Mullenax showed a map of the proposed corridor and the proposed improvements which include: a roundabout, multi-modal path (the existing one being extended to Alt. 45), sidewalks, enhanced crosswalks and pedestrian facilities, etc. The Plan has been completed; however, staff continues to work with the Corporation of Shepherdstown on TAP grants.

#### **Dual Highway Speed Management Study**

Mr. Mullenax reported that the MPO is partnering with the City of Hagerstown and MDOT SHA on evaluating speed management and a mid-block pedestrian crossing feasibility on the Dual Highway in Hagerstown between Cannon and Cleveland Avenues. MDOT SHA's Context Driven Guide will be utilized and data collection efforts will take place the first week of September. Crash data from SHA and the City of Hagerstown Police Department has been received and mapped. The draft study should be completed and a public meeting held in January 2022 for this Study.

### **EPTA Commuter Bus Service Implementation Plan**

Mr. Mullenax announced that the MPO is partnering with EPTA and WV DPT to develop a commuter bus service implementation plan from the Eastern Panhandle to the new Metro Silver Line Extension, specifically the Ashburn Station. This line will start in Martinsburg with a stop in Ranson on the way to the Metro station. The Silver Line Extension is expected to open by March 2022. The State of West Virginia has provided funding for two new medium-duty commuter buses. Staff anticipates the draft plan to be completed in January with a public meeting to be held in February. Staff continues to support EPTA on its Transit Center, wayfinding and GTFS projects.

### **-ORGANIZATIONAL ADMINISTRATION**

#### **Title VI Plan Update**

Mr. Mullenax stated that MPOs, as a sub-recipient of federal funds, are required to have a Title VI Plan. Title VI means that MPOs consider environmental justice in the transportation planning process, hold all public meetings at disabled-accessible locations, and assist any LEP persons to participate. Title VI Plans are to be updated every three years; our current plan is dated January 2019. Our consultant, Michael Baker International, has begun acquiring updated data and anticipates a draft to be ready in November. Following the public comment period, staff will bring the draft plan for Interstate Council approval at the January meeting

#### **Public Participation Plan (PPP) Update**

Mr. Mullenax reported that the PPP outlines the process for involving the public in the MPO's transportation planning and programming activities. Our current PPP was approved in May 2019 and recommends review of our procedures every three years. Staff will begin preparing updates and present the Plan to the Interstate Council for approval following the public comment period in March 2022.

#### **FY 2021 Self-Certification**

Mr. Mullenax stated that the self-certification is required for the MPO in order to certify our metropolitan transportation planning process conforms to all applicable federal regulations. Staff recommends approval by the Interstate Council.

**Motion and Vote:** Ms. Baker made a motion to recommend approval of the Self-Certification to the Interstate Council. The motion was seconded by Ms. Wishmyer and unanimously approved.

#### **Financial Status Update**

Ms. Baker reported that during the 4<sup>th</sup> quarter of FY 2021, we spent approximately \$217,000. The majority of these funds were spent for consulting services and administrative costs. We are approximately \$125,000 below our targeted budget. Our consultant did not invoice as much money as projected for the LRTP. The unused funds for the LRTP will be carried forward for next year so the consultant does not have to reduce the Scope of the Work.

#### **Director's Report**

Mr. Mullenax gave a brief update on the following:

- Monitoring of the Federal authorization of the new surface transportation bill
- FY 2022 UPWP was approved by FHWA and FTA

- WV DOT Planning Conference will be held May 10-12, 2022 at Cacapon Resort State Park in Morgan County
- MDOT Tour is tentatively scheduled for October 7, 2021 at 10 am at the library in Hagerstown. The draft CTP is expected by September 1<sup>st</sup>.
- MPO has been assisting Region 9 in securing a Chesapeake Bay Implementation Grant (CBIG) for the Green Infrastructure storm water management solutions on the Fifth Avenue Streetscape project.
- The MPO joined the City of Charles Town and its consultants on a presentation of the WV 51 Feasibility Study to the WV DOH management. This project will now move forward to the design study level to further review all alternatives
- The WV 9 Planning and Environmental Linkages Study has been finalized with all 8 alternatives recommended for moving on to the NEPA review phase. Currently, there is no funding identified in the WVDOT's STIP for the next 6 years for the new alignment. WVDOT continues to program and make improvements along existing Route 9.
- A new TIP (FY 2023-FY 2026) will be developed and presented in draft form at the March 2022 meeting.

Mr. Steve Thomas gave a brief update of projects in Franklin County, Pennsylvania:

- Update of the two-year UPWP
- Update of the four-year TIP next year
- Update of the LRTP began on July 1<sup>st</sup> with Michael Baker International. This will be an 18 month process.
- Update of the Coordinated Human Services Plan
- Monitoring the infrastructure investment bill

**-OTHER BUSINESS**

**Public Comment**

There were no citizens present.

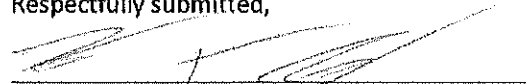
**Future Meetings**

The next scheduled meeting of the Technical Advisory Committee is Wednesday, October 20, 2021 at 10:30 a.m. This meeting will be held in person, with a call-in option, at the Eastern West Virginia Regional Airport in Martinsburg, WV.

**-ADJOURNMENT**

Ms. Baker made a motion to adjourn the meeting at 11:40 a.m. The motion was seconded by Ms. Wishmyer and so ordered by Mr. Mullenax.

Respectfully submitted,



Matthew Mullenax, Executive Director