

MORGANTOWN MONONGALIA MPO

February 18, 2010

Minutes

City Council Chambers

MEMBERS PRESENT: Mike Kelly, Bob Bell, Asel Kennedy, Bill Byrne, Patty Lewis, Don Spencer, Dave Bruffy, Perry Keller, Charles Byrer

MEMBERS ABSENT: Mayor Konchesky, Janice Goodwin, Joe Fisher

STAFF PRESENT-Bill Austin, MPO Director

I. Call to Order.

Mike Kelly called the meeting to order at 7:00 PM.

II. Approval of Minutes.

Mayor Byrne moved approval of the Minutes seconded by Mr. Spencer.

III. Public Comment – None

IV. Correspondence/Director's Report

1. Mr. Austin reported that information on a grant application to upgrade the Rail Trails Facility has been sent to the MPO office. This is an enhancement grant through the DOH and DOT.

2. The MPO is currently working with the City and the DOH on the Monongahela Blvd Bike Lane. A meeting will be set up sometime in the near future to discuss the bike lane facility;

3. Results of the audit have been received from the State. Mr. Kennedy reported that the MPO has been out of compliance on a number of items:

1. Accrual system;
2. Advance purchase orders;
3. Standard segregation of duties;
4. Written personnel policy which not in place; (Mr. Austin is in the process of establishing a personnel policy).
5. Revenue codes for the City, County and State were needed in order to determine how much money was spent by each entity;

6. Need better organization of records;
7. Problem with the by laws; Although the MPO voted to allow a WVU Representative to be on the Board, the by laws were not changed noting that addition. This issue has been taken care of with the adoption of the new Bylaws.
8. A cash basis instead of accrual basis was used.

All issues noted by the State Auditor's office have been, or are in the process of being, corrected.

There was a portion of time for which the County was not being reimbursed for the director's salary. With the help of Mr. Keller, this has also been taken care of. Mr. Austin and Mike Paugh are now county employees and are provided with retirement benefits and health insurance. Mr. Byrne asked why these employees were not managed through the City as was once discussed. Mr. Kennedy advised that Dan Boroff and the City's Finance Department determined because the City is self insured, they cannot allow a non-city employee to be a part of their pool. Mr. Bryne asked if Mr. Austin could be made a City Employee and pay him through a grant. Mr. Kennedy stated this was discussed with Mr. Boroff and he was told this could also not be done, although if Mr. Byrne wanted to revisit this issue with the City, he may contact Mr. Boroff.

Mr. Austin stated it was necessary to purchase a separate insurance policy to cover MPO liability issues and office equipment that runs approximately \$3,000 per year. Mr. Byrne stated a contract for Mr. Austin was needed; Mr. Austin will begin developing a contract before working on a personnel policy.

V. TIP AMENDMENTS

Two sets of TIP amendments need to be reviewed for inclusion into the TIP.

A. Highway Project TIPS

1. **Resurfacing 857 from US 119 to I-68**; 1.18 miles. Total cost \$825,000, 80% Federal 20% State. ADT is 27,100.
2. **Resurfacing 119 from the Taylor County Line to County Road 83**; 2.75 miles. Total cost \$805,000, 80% Federal/20% State. ADT is 2,700
3. **(Informational Only)** The installation of tolling equipment on the West Virginia portion of the Mon Fayette Expressway. 100% State Funding.

Gary Clayton with District 4 was present to speak to how the resurfacing projects were determined to be priorities for the area. Mr. Clayton explained that the selection of resurfacing projects was based on the recommendation of County Supervisors to their Maintenance Assistants. They then generate a list of proposed projects each year which are recommended to the Design Division. The list is prioritized based on the need and average daily traffic. A paving list is generated for either spring, summer or fall paving

projects. Mr. Clayton also advised the DOH is in the process of implementing a pavement management system in which each paved road is run by a video equipped vehicle. Readings are taken from this vehicle that also photographs the specific road. A list of project is generated from this information as well. The program has proved successful in other states.

Mr. Bruffy asked if the system takes into account drainage and gutters; Mr. Clayton stated it does assess that information.

Mr. Spencer questioned the problem of brush and weeds. Mr. Clayton stated they are working on cleaning up the areas in which brush and weeds are a problem. This work will be handled in house with herbicides and boom movers with brush heads.

Mr. Bryne moved to include items 1 and 2 into the TIP; Mr. Kennedy seconded it. The motion carried unanimously.

B. PRT TIPS.

1. **System facility repair at 99 8th Street.** Total cost of the project is \$100,000; 80% federal monies and 20% state (WVU);

2. **Replacement of the uninterruptible power supply at Walnut Street.** Total cost of the project is \$90,000; \$72,000 would be federal funds and \$18,000 from WVU;

3. **Pipes that carry both water and glycol to keep the tracks warm are in need of repair.** Forty segments of pipe need to be replaced. Total cost of the project is \$215,000; \$172,000 would be federal funds and \$43,000 local funds.

The TTAC has reviewed these projects and recommended approving them to the Policy Board. Due to the inclement weather the CAC has not been able to meet but this information has been provided to them.

Mr. Austin stated that WVU is still working to develop funding but it would be acceptable for the TIP to be put in at the local level and then incorporated into the State TIP. Mr. Bruffy questioned if these are part of ARRA or ARRA 2 or regular project funding. Mr. Keller stated that none of these projects fall into that category, but it is being done in some TIP amendments in order to hit the ground running. It is important that these projects are in the appropriate TIPS and STIPS. If the funds then become available and all necessary steps have been gone through, they may be rolled into the program and ready to go. In order to get on the TIP and STIPS, action needs to be taken. There would be no fiscal constraint on the TIP end of it, although he would check with Mr. Terone in Philadelphia.

Mr. Kennedy stated the MPO had always been told that unless funds are already in place, a project cannot be added into the TIP. Mr. Austin stated a separate PRT funding category will be created. Mr. Keller moved to add these three PRT projects into the TIP; Mr. Byrne seconded it. The motion unanimously passed.

VI. Dynamic Signalization Status

Mr. Austin met with the DOH and it was determined the dynamic signalization project would be implemented in three separate corridors; one in Osage at University Mall; one at 705 from the Coliseum to the Mileground; and one on the University Avenue/Beechurst Corridor. The first two corridors are on the fast track. The DOH is unsure if the firm they are working with on the project are capable of handling the downtown circulation study in downtown Morgantown. Information should be forthcoming from the DOH. The study team for this corridor may be made up of a different consulting team depending on the results of a meeting between DOH and the consultants. This results of this meeting will be passed on to the MPO as soon as it is available. The consulting team is already collecting information for the Osage and 705 corridors.

Mr. Spencer questioned the requested study of the downtown area and the traffic flows of Spruce and Fayette Streets in terms of one way corridors. The MPO also requested crossings at the Westover Bridge and lane assignments. These requests were done at least two years ago.

Mr. Austin advised that the DOH is looking at alternatives for University Avenue/Westover Bridge area and what would happen with any lane configurations. Mr. Keller stated this work has just been completed although he has not yet seen the results. He will provide that information to the MPO as soon as it is available. Mr. Austin stated he was just recently made aware of the status of the Downtown Street Operation study.

Mr. Austin then explained the new computerized signal system, that would change the traffic lights, is similar to the Scotus System presented to the MPO last year. If the flow of the city streets changes, the signal system should be designed accordingly.

Mr. Byrne stated there is nothing actively going on within the city to change traffic patterns on city streets. He is concerned that the Dynamic Signalization System for University Avenue/Beechurst Avenue becomes third in importance; there should be an equal level of importance on all three corridors.

Don Williams explained that he has been working extensively with the Dynamic Signalization System. The system takes information at the signal and interprets the information between signals. He is working with Bruce Kenney on this project. The three corridors are being looked at independently and not in terms of priority. Many different scenarios are being looked at, but once the model is established, it is difficult to change.

The Beechurst corridor is far more complex than the other corridors. The system won't have as much effect there since there is not much extra green time in the network in that area. Mr. Williams also stated there is a massive traffic problem at the Sheetz and University Town Center causing back ups into Star City that may be effectively addressed by the dynamic signal system.

This signalization system may help improve the Beechurst situation, but there is no magic fix for that.

Mr. Keller stated it is important that the consultant chosen also be the one who will be working on the downtown study. The design of the signalization system needs to be tied into what will be proposed for the downtown study. As progress is made on the signalization system, a traffic study will need to be done. If the downtown study is done without the signalization system, all computer modeling would have to be redone. He also advised that this will be the first time a dynamic signalization system would be done in West Virginia. Mr. Austin advised the initial data collection is under way.

Mr. Bryne asked if there was a timeline involved so the success of the project may be measured. Mr. Williams advised he will contact Bruce Kinney for specific dates to be determined and that information will be given to the MPO.

VII. TDM Study

The Selection Committee (David Bruffy, Mike Kelly, Perry Keller and Bill Austin) received applications from six consulting firms. Of those six, two firms were asked to give presentations, Parsons Brinckerhoff and STV. After reviewing the proposals and the presentations the Committee felt Parson Brinkerhoff would be the best choice for the project. (Parson Brinkerhoff's presentation was included as part of the MPO packet for February). They will come up with strategies that are specific to Morgantown, and how they could be implemented. Mr. Kelly, who was a member of the selection committee, stated their presentation spoke about what doesn't work; they have no preconceived notions; they would look specifically at our needs and traffic patterns and they will move traffic with what we have to work with. Mr. Keller, who was also on the selection committee advised they did bring their entire team that would be working on the project and he is pleased with their level of expertise.

Mr. Austin stated they have determined measurable goals and objectives and are focused on development of a program specific to our community. They have given a seven month schedule, starting from the time they are given notice to proceed, at a cost of \$93,000. Mr. Byrne noted that he would like to make sure they adhere to the seven month timeline, he then moved for approval; seconded by Mr. Spencer. The motion unanimously carried.

VIII. Unified Planning Work Project

Mr. Austin is in the process of developing a program for the new fiscal year and it is important that he understands the Board's priorities. One of the initiatives he has proposed for the upcoming fiscal year is the establishment of baseline of traffic counts

for use in both computer modeling and as a resource when approval of new development is under consideration. This program would have 40 to 50 counts taken during the peak periods of the year every year. These counts would include 10 to 15 vehicle classification counts as part of the count program and 10 to 15 counts would be replicated during non peak periods of the year to help develop seasonal factors for the area.

He advised the State is very supportive of this idea and will allow the MPO to use the rates provided to the state by their consultant of \$62/per count location; \$220/per vehicle classification counts.

Mr. Austin asked for ideas from the Board so he may provide a draft budget at the March meeting.

IX. Other Business

A speaker from WVU will be asked to attend the March meeting to discuss the pedestrian bridge.

Mr. Kelly thanked everyone for coming out and thanked the DOH for their attendance.

Mr. Byrne moved to adjourn; seconded by Mr. Bell. The motion unanimously carried.