

POLICY COMMITTEE WORKSHOP SUMMARY

WVDOT'S LONG-RANGE MULTI-MODAL TRANSPORTATION PLAN

Submitted to:



**West Virginia Department of Transportation
Division of Highways**

By:

WilburSmith
ASSOCIATES
Geary Plaza, Suite 210
700 Washington Street, East
Charleston, WV 25301

October 10, 2008



1. INTRODUCTION

1.1 Purpose of Policy Committee Workshop

A special meeting of the Policy Committee was held to kick-off the study process. The purpose was to identify what this transportation plan must address to be a meaningful guide for future transportation investments. The Policy Committee met in a workshop setting to engage in dialogue on the critical issues shaping transportation needs in West Virginia.

1.2 Workshop Content

The workshop was held on Tuesday, September 30, 2008, from 9 a.m. to 1 p.m. It began with a presentation about the Transportation Plan by Wes Stafford, Wilbur Smith Associates Project Manager for this effort. The presentation included an overview of what is to be included, the planning process to be followed, the stakeholder involvement, the role of the Policy Committee and a general project timetable. The presentation was followed by a breakout session where participants were divided into two groups to respond to six specific questions, as well as identify the top three responses to each question. The questions presented to the Committee Members included:

1. What are the most important issues facing West Virginia citizens and businesses?
2. What role can transportation play in addressing those issues?
3. What critical transportation issues are facing West Virginia?
4. What changes in the future could significantly impact West Virginia's transportation needs?
5. What should be the prominent features of West Virginia's future transportation system?
6. What should be the main criteria for prioritizing needs?

There is intentional overlap in the questions. It is important to make sure that the ever-changing environment that shapes transportation needs and defines available transportation resources be examined from varying perspectives. Therefore, questions were reformatted to ensure that the Policy Committee considers both a wide and narrow view of the role of transportation in West Virginia.

1.3 Workshop Participants

The Policy Committee is comprised of agencies and organizations, other than the West Virginia Department of Transportation (WVDOT), that have a role in transportation. Table 1 lists the Policy Committee members.

Also in attendance were two WVDOT representatives, Perry Keller, Unit Leader, Statewide and Urban Planning, and Rob Pennington, Director of Program Planning and Administration. Supporting Wes Stafford in the facilitation were Suzann Rhodes and Linda Carpenter, both senior transportation planners from Wilbur Smith Associates.



Table 1: POLICY COMMITTEE MEMBERS

Name	Organization	Attended Workshop (Y or N, Substitute)
Jeff Blanton	Federal Highway Administration 700 Washington St., E. Suite 200 Charleston, WV 25301	N – Kevin Burgess
Ed Compton	Federal Highway Administration 700 Washington St., E. Suite 200 Charleston, WV 25301	N – Kevin Burgess
Joe Martin	Governors Office State Capitol Complex 1900 Kanawha Boulevard East Charleston, WV 25305	N
Richard Thompson	State Capitol Complex 1900 Kanawha Boulevard East Charleston, WV 25305	N
Earl Ray Tombin	State Capitol Complex 1900 Kanawha Boulevard East Charleston, WV 25305	N
Michael Clowser	Contractor’s Association of WV 2114 Kanawha Blvd. E Charleston, WV 25311	Y
Steve Roberts	Chamber of Commerce 1624 Kanawha Blvd., E. Charleston, WV 25311	N – Larry Malone
Lisa Dooley	WV Municipal League 2020 Kanawha Blvd. E Charleston, WV 25311	N
Patricia Hamilton	WV Association of Counties 2211 Washington Street East Charleston, WV 25311	Y
Michele Craig	KYOVA Interstate Planning Comm. 720 4 th Ave Huntington, WV 25701	N – Saleem Salameh
William Phipps	Belomar Regional Council PO Box 2086 Wheeling, WV 26003	N
Bob Muransky	Belomar Regional Council PO Box 2086 Wheeling, WV 26003	N
Mark Felton	Regional Intergovern.Council 315 D Street South Charleston, WV 25303	N – Chris Callahan
James Mylott	Wood-Washington-Wirt IPC 531 Market Street Parkersburg, WV 26101	N
Fred Rader	Wood-Washington-Wirt IPC 531 Market Street Parkersburg, WV 26101	Y
Randy Durst	Wood-Washington-Wirt IPC 531 Market Street Parkersburg, WV 26101	N
John Brown	BHJ Regional Council 124 North Fourth Street, 2 nd Flr. Steubenville, OH 43952	N



Table 1: POLICY COMMITTEE MEMBERS

Name	Organization	Attended Workshop (Y or N, Substitute)
Robert Gordon	HEPMPO 33 West Washington Street 4 th Floor, Suite 402 Hagerstown, MD 21740	Y
Asel Kennedy	Morgantown-Monongalia TPO 180 Hart Field Road Morgantown, WV 26505	N
Kelley Goes	WV Development Office Building 6, Room 553 1900 Kanawha Boulevard East Charleston, WV 25305	N – John Amores
Keith Wood	WV Department of Administration Division of Aviation 502 Eagle Mountain Road Charleston, WV 25311	Y
Bill Robinson	WV Department of Transportation DOH, Bldg 5, Room A-110 1900 Kanawha Boulevard East Charleston, WV 25305	Y
Robert Plymale	Rahall Appalachian Trans Institute 1900 Third Avenue Charleston, WV 25701	N
William Raney	WV Coal Association PO Box 3923 Charleston, WV 25309	N
Fred Durham	WVDEP 601 – 57 th Street Charleston, WV 25304	Y
Joe Denault	West Virginians for Better Trans PO Box 11830 Charleston, WV 25304	Y
Amy Clendenin	ACEC of WV 2007 Quarrier Street Charleston, WV 25311	Y
Dennis Strawn	Mountain State BCBS 900 Pennsylvania Ave Charleston, WV 25325	Y



2. BREAKOUT SESSION RESULTS

2.1 Process

Policy Committee members were assigned to either the Blue or Yellow Group. They had two hours or approximately 15-20 minutes per question to identify, and then to vote for the top three responses to each question. The detailed results by group are shown in Tables 2 and 3.

After the individual group voting, the two groups reconvened for a working lunch. One representative of each group presented the results, focusing on the top 3 responses to each question.

2.2 Group Results

Each group indicated that they did not necessarily address the specific question asked, but gave responses that they thought appropriate at the time. In fact, this was the intent of having six similar questions – to make sure that all relevant perspectives were presented.

Table 4 is a synopsis of the results of the top 3 responses to each question: In general, some consistent themes emerged:

- Need to protect investment that has already occurred - this translates into making maintenance a priority;
- Need for a modern transportation system that supports economic development goals and serves the needs of West Virginia citizens, especially the aging population and others desiring more transportation choices;
- Concern about lack of funds due to decrease in driving so less motor fuel tax revenue and potentially less federal revenue with reauthorization;
- Need for efficient use of funds due to increasing needs and decreasing revenues.



Table 2: BLUE GROUP RESULTS

Participants:

Michael Clowser	Robert Gordan
Patricia Hamilton	Keith Wood
Saleem Salameh	Amy Clendenin
Fred Rader	Dennis Strawn

1. What are the most important issues facing West Virginia citizens and businesses?

VOTES	ISSUE
2	<ul style="list-style-type: none"> ▪ Funding – No fair distribution of transportation \$\$ - federal, state, local (where come from) ▪ More bang for buck
4	<ul style="list-style-type: none"> ▪ Modern transportation system to get people to move in, goods out
2	<ul style="list-style-type: none"> ▪ Want transportation options to keep quality of life, businesses vibrant ▪ Access to major markets for jobs ▪ High quality job growth efficient commercial transportation ▪ Efficient commercial transportation ▪ Congestion – time spent lost in traffic, economic & financial consequences of slow traffic ▪ Safety
3	<ul style="list-style-type: none"> ▪ Maintain existing system ▪ Health /Wellness

2. What role can transportation play in addressing those issues?

VOTES	ISSUES
1	<ul style="list-style-type: none"> ▪ Job growth > Modern transportation means <ul style="list-style-type: none"> ○ Multimodal ○ No congestion ○ Smart ITS System ○ Good updated design
3	<ul style="list-style-type: none"> ○ Access to markets ○ Efficient commercial ○ Safe and secure
1	<ul style="list-style-type: none"> ○ More connectivity, improved accessibility ○ More options
5	<ul style="list-style-type: none"> ▪ Funding recognition of thru traffic & making them pay
4	<ul style="list-style-type: none"> ▪ Health/wellness – more pedestrian/bike access to health care – transit
4	<ul style="list-style-type: none"> ▪ Maintenance for roads, ok now but cost escalates. Need more bridges
1	<ul style="list-style-type: none"> ▪ Make cost effective investments
2	<ul style="list-style-type: none"> ▪ Show cost of doing nothing ▪ Clear vision



3. What critical transportation issues are facing West Virginia?

VOTES	ISSUES
4	▪ Funding shortfall but someone else needs to pay
3	▪ Cost of fuel
2	▪ There is a knowledge void about cost of transportation/funding. Lack of innovative finance/project delivery
1	▪ Allowing more local participation in transportation needs. Locals responsible for local roads
	▪ Must overcome “what’s in it for me” attitude
4	▪ Have to provide incentives for local areas to do more
	▪ Educating people on funding process – not all past promises can be kept

4. What changes in the future could significantly impact WV’s transportation needs?

VOTES	ISSUES
	▪ Surge from DC area – in case of “event”
4	▪ Cost of fuel > Demand for more PT (Alternate Transportation)
	▪ Just-In-Time economy – Demands modern system
1	▪ Aging population – more PT
	▪ Potential increase in general aviation
	▪ Need more rural public transportation
1	▪ Spot growth – VMT
1	▪ Change in attitude – if change status quo to overcome cost of fuel > less revenue
4	▪ Federal reauthorization
2	▪ Aging infrastructure

5. What should be the prominent features of WV’s future transportation system?

VOTES	ISSUES
5	▪ Well maintained existing system
2	▪ Partnered with private sector
4	▪ Complete streets – accommodates all users
2	▪ Safe
3	▪ Rapid response to changing needs and growth – institutional issues associated with time between planning and construction

6. What should be the main criteria for prioritizing needs?

VOTES	ISSUES
4	▪ Safety
3	▪ Economic Development
1	▪ Connections Globally (not just internal state)
3	▪ Demand/Usage
	▪ Funding potential
2	▪ Clear Vision



Table 3: YELLOW GROUP RESULTS

Participants

Rob Pennington	John Amores
Kevin Burgess	Bill Robinson
Larry Malone	Fred Durham
Chris Callahan	Joe Denault

1. What are the most important issues facing West Virginia citizens and businesses?

VOTES	ISSUE
5	▪ Business investments
1	▪ Improve business climate
1	▪ Job creating/Living wages
	▪ Older population/Brain – drain – lack of jobs
	▪ Shifting jobs – type and locations
	▪ Rate of job growth lagging behind other states
6	▪ Need both good Infrastructure plus:
	○ Good internet/Good quality
	○ Good sewers/infrastructure/water
	○ Good environment
	○ Need more than just a ROAD but can't do without a good ROAD
	○ Livable community
	○ Land use planning
	○ Educated available workforce
3	▪ Need political & Grass roots leadership

2. What role can transportation play in addressing those issues?

VOTES	ISSUES
3	▪ Integrate Land Use and Transportation Planning
2	▪ Provide Amenities – Bike/Pedestrian (Generational Issue)
5	▪ Provide a well maintained – infrastructure transportation system
3	▪ Access to move goods in and out of state (all modes – truck rail ports)
	▪ Intermodal Access/Connectivity
1	▪ Access for people to get to jobs
1	▪ Be a component of site development (industrial access – all size sites)
	▪ Focus on making sites developable (look for simple improvements of left turn lane)
	▪ Preserve what we have
1	▪ Link transportation investments to business development opportunities/realities
	▪ Look to innovative financing – e.g. SIB or PPPs



3. What critical transportation issues are facing West Virginia?

VOTES	ISSUES
7	▪ Not enough money
3	▪ Ability/Legal mechanism to be flexible in how we fund small projects
2	▪ Aging Infrastructure
	▪ Ability to protect/preserve infrastructure
	▪ Public perception – of cost to construct & what they pay
3	▪ Need for new local funding sources
	▪ Need for integration of modes
	▪ Elected officials buy-in
	▪ Public support (need more “say”/want fair share)
	▪ Regional Parochialism – people only show up for their “pet” projects
1	▪ Public Apathy
	▪ Not clear/open process for project selection (not understood by public)
	○ Need to educate the public on how fund transportation and select projects.
	▪ Inflation and stagnant source of funds
	○ Cost of materials
	○ Less driving=less fuel tax

4. What changes in the future could significantly impact WV’s transportation needs?

VOTES	ISSUES
2	▪ \$700 Billion
6	▪ Rising fuel cost
	▪ Recession
	▪ Change in admin/congressional/delegation
8	▪ Reauthorization – shift in money (ex: to transit, cities, states)
	▪ Technology – Electric/Natural gas cars
	▪ Earmarks – force priorities/adequate money to complete project
	▪ Population – growth and shift within state
	▪ CAA – air quality standards – growth constraints

5. What should be the prominent features of WV’s future transportation system?

VOTES	ISSUES
1	▪ TRANSPARENT
	○ Where money comes from
	○ How money is used
	○ How is it prioritized (PM)
	○ How much
3	▪ Safe and well maintained
2	▪ It should emphasize bike/pedestrian
5	▪ Most efficient use of funds
	▪ Modernize system
1	▪ Finance/Fund – Revisit
1	▪ Commit X amount of money for small projects (low hanging fruit)



<i>VOTES</i>	<i>ISSUES</i>
	○ Create a local projects fund/special projects fund
3	▪ Land use works to support transportation system (Access management/zoning)
	▪ Consider home rule/city/county government
	▪ Give roads back to counties

6. What should be the main criteria for prioritizing needs?

<i>VOTES</i>	<i>ISSUES</i>
6	▪ Economic Development
1	▪ Safety
	▪ Worst first – preservation
1	▪ Usage – ADT – VMT/Functional Class
5	▪ ROI – Return on Investments
	▪ Federal match
	▪ Local contributions
	▪ Is it in other plans?
1	▪ Is funding in place – what has been spent?
1	▪ Focus on statewide “priorities”
1	▪ Integrate with other modes



Table 4: TOP THREE RESPONSES TO BREAKOUT QUESTIONS

Question	Blue Group	Yellow Group
1. What are the most important issues facing West Virginia citizens and businesses?	Need for a modern transportation system	Need for good infrastructure not only in transportation
	Maintain the existing transportation system	Business investments
	Funding	Political and grassroots leadership
2. What role can transportation play in addressing those issues?	Health/wellness – more bicycling and transit	Provide well-maintained infrastructure transportation system
	Maintenance for roads	Integrate land use and transportation planning
	Access to markets	Access to move goods in and out of state by all modes
3. What critical transportation issues are facing West Virginia?	Funding shortfall	Not enough money
	Providing incentives for locals areas to do more	Ability/legal mechanism to be flexible in how e fund small projects
	Cost of fuel	Need for new local funding sources
4. What changes in the future could significantly impact WV’s transportation needs?	Cost of fuel and more demand for public transportation	Reauthorization
	Federal reauthorization	Rising fuel cost
	Aging infrastructure	\$700 billion (economic crisis)
5. What should be the prominent features of WV’s future transportation system?	Well maintained existing system	More efficient use of funds
	Complete streets – accommodate all users	Safe and well maintained system
	Rapid response to changing needs and growth	Land use works to support transportation system (access management/zoning)
6. What should be the main criteria for prioritizing needs?	Safety	Economic development
	Economic development	Return on investment
	Demand/usage	(all the rest were ties with just one vote)



3. PLAN VISION AND GOALS

The purpose for the workshop was to provide direction for the development of the plan. The popular recurring themes identified in Section 2 can be translated into a vision, goals and plan processes.

3.1 Vision and Goals

The vision as it pertains to transportation in West Virginia is for:

A well-maintained and modern multi-modal transportation system

Specific goals are to:

- Preserve past investments by maintaining the existing system
- Support West Virginia's economic development goals with multi-modal access to markets in West Virginia, the United States and overseas;
- Support the health and well-being of West Virginians, as well as the environment and overall quality of life, with a range of mobility options; and
- Promote efficient use of resources, especially in light of diminishing revenues.

These goals directly address many of the planning factors required to be addressed in a statewide transportation plan, specifically economic vitality, accessibility and mobility options, environment, efficient management and operation and preservation. The remaining factors of safety, security, and modal integration and connectivity are no less important. In fact, they should be intrinsic features of a well-maintained and modern system.

3.2 Plan Development Process

Questionnaires were sent in advance to the Policy Committee to have them start pondering what was needed to make this plan a success. There were three strong consistent messages:

- Reach out to the metropolitan planning organizations (MPOs) and the public, with an emphasis on educating the public about the realities of transportation needs and revenues;
- Develop a prioritization process that gets rid of "pet projects;" and
- Incorporate today's reality of an uncertain future when developing future scenarios.

All of these are elements of this planning effort, thereby supporting the intended direction of the plan development process.