Welcome and Introductions

- Doug Pixler, Executive Director
  - Eastern Panhandle Transit Authority (d/b/a EPTA)

- Steve Thomas, AICP
  - Hagerstown/Eastern Panhandle MPO

- Troy D. Truax, AICP
  - Michael Baker International, Inc.
Learning Objectives

- Multi-agency approach to solving EPTA’s public transportation service needs and challenges
- Strategic planning process to evaluate transit facility needs
- Alternative funding strategies for capital improvements
About the Eastern Panhandle

- WV’s other Panhandle
- West Virginia's fastest growing region
- Growth predominant in Berkeley and Jefferson counties
- Baltimore-Washington Metro Area influence
Multimodal Transportation Access

- Interstate 81 Corridor
- Global logistics, warehousing, international trade, imports, exports, cargo
- E-commerce, just-in-time supply chains and overnight delivery
About Berkeley and Jefferson Counties

Population Growth (Absolute)

Berkeley
- 2000: 75,905
- 2010: 104,169
- 2016: 113,525

Jefferson
- 2000: 35,926
- 2010: 42,190
- 2016: 53,498

Population Growth (Percent)

Berkeley
- 2000: 28
- 2010: 9
- 2016: 5.4

Jefferson
- 2000: 37.2
- 2010: 17.4
- 2016: 5.4

WV
- 2000: 0.8
- 2010: 2.5
- 2016: -1.2
HEPMPO Multimodal Transportation

Direction 2040: HEPMPO Long Range Transportation Plan

- Highway
- Public Transit
- Bicycle and Pedestrian
- Freight
- Long Range Transportation Plan Update
About EPTA

Downtown Martinsburg, 2.5 Miles
About EPTA

- Urbanized Area Transit Service Provider
- 5th largest urban transit system in WV (ridership)
- Operates 10 transit routes in Berkeley and Jefferson counties (weekday and Saturday service)
- 26 Revenue Vehicles
- 31 full time employees
- 17 part time operators
About EPTA

- 446 Novak Drive facility constructed in 2000; expansion in 2010
- Annual ridership increased by 35% between FY2013-14 and FY 2016-17
- Current facility poses severe constraints on current operating conditions
- Location costs EPTA $100,000 annually in deadhead travel time
Existing Conditions

- Gas Line Marker
- Stormwater Retention Basin
- Pad Mounted Transformer
- Telephone Box
- Fiber Optic Cable Marker
- Fire Hydrant
- Water Line
- Sanitary Line
- Fueling Station
- EPTA Property Boundary
- Existing Right-of-Way

2.0 acre parcel site
EPTA Facility Design Constraints

Administration Space
• Interior Design Constraint

Maintenance and Wash Bay
• Interior Design Constraint
EPTA Facility Design Constraints

- Maintenance Supply Storage
  - Interior Design Constraint

- Combined Meeting and Driver Breakroom Area
  - Interior Design Constraint
EPTA Facility Design Constraints

Storm Water Management
  • Site Design Constraint

Highway Access
  • Site Design Constraint
EPTA Facility Needs

Fuel Island
• Exterior Design Deficiencies

Circulation and Parking
• Exterior Design Deficiencies
# EPTA Facility Needs

<table>
<thead>
<tr>
<th>Category</th>
<th>Existing</th>
<th>Need</th>
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<tbody>
<tr>
<td>Administration</td>
<td>3,340 SF</td>
<td>5,300 SF</td>
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<tr>
<td>Maintenance</td>
<td>3,760 SF</td>
<td>5,200 SF</td>
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<tr>
<td>Vehicle Storage</td>
<td>3,400 SF</td>
<td>14,000 SF</td>
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<tr>
<td><strong>TOTAL BUILDING AREA</strong></td>
<td><strong>10,500 SF</strong></td>
<td><strong>21,500 SF</strong></td>
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<td>Bus Circulation</td>
<td>27,700 SF</td>
<td>50,000 SF</td>
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<tr>
<td>Vehicle Parking</td>
<td>21 spaces</td>
<td>33 spaces</td>
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<tr>
<td>Fuel Island</td>
<td>300 SF</td>
<td>1,500 SF</td>
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<tr>
<td>Stormwater Management</td>
<td>4,845 SF</td>
<td>~8,500 SF</td>
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<td><strong>TOTAL BUILDING + SITE</strong></td>
<td><strong>46,400 SF</strong></td>
<td><strong>82,600 SF</strong></td>
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**Five-Year TDP**

**Facility Expansion**

**Facility Needs Assessment**
EPTA Facility Expansion Study

Phased Approach:

- **Phase 1** – Facility Space Needs Assessment and Conceptual Design

- **Phase 2** – Preliminary and Final Design

- **Phase 3** – Bid Package, Vendor Selection, and Construction Management
Phase 1 Objectives:

- **Objective #1** – Confirm E.P.T.A.’s facility space needs to the year 2030
- **Objective #2** – Inventory existing environmental site conditions
- **Objective #3** – Prepare conceptual facility design and site layout alternatives
- **Objective #4** – Determine a probable cost estimate facility design and site layout
- **Objective #5** – Identify critical next steps
Phase 1 Facility Expansion Study

Options Analysis:

- Option 1: Expansion within Current Property Footprint
- Option 2: Expansion beyond Current Property Footprint
Option 1: Expansion within Current Property Footprint

- **Approach**
  - Reconfigure existing admin space (demolition considerations?)
  - Maintenance - relocate wash bay into new space
  - Storage (open-air canopied covered spaces)
  - Reconfigure parking spaces
  - Improved bus circulation and relocation of fuel island
  - Storm Water facility reconfiguration

- **Advantages**
  - Lower cost option

- **Challenges**
  - Pre-engineered truss construction
  - Property size limitations
  - Utility relocations
  - Stormwater facility reconfigurations
  - Possible ephemeral stream
  - Impacts to FTA funding repayment
Option 2a: Expansion beyond Current Property Footprint

- **Approach**
  - Expansion of facility into adjacent property
  - New admin space w/parking relocated and accessed by a new driveway entrance from Novak Drive
  - Repurpose/partial demo of existing admin space for driver operations and maintenance/parts storage
  - Improved bus circulation and relocation of fuel island
  - Reconfigure existing parking spaces if needed

- **Advantages**
  - Keeps all transit functions in close proximity
  - Allows for building expansion with new construction

- **Challenges**
  - Property acquisition
  - Pre-engineered truss construction
  - Impacts to FTA funding repayment
Option 2: Site Proposal 1

- Gas Line Marker
- Stormwater Retention Basin
- Pad Mounted Transformer
- Telephone Box
- Fire Hydrant
- Water Line
- Sanitary Line
- Fueling Station
- Fiber Optic Cable Marker
- EPTA Property Boundary
- Existing Right-of-Way
- Proposed Property Boundary
- Proposed Right-of-Way

1.5 acre parcel addition
Option 2: Site Proposal 2

- Gas Line Marker
- Water Line
- Fire Hydrant
- Telephone Box
- Sanitary Line
- Fueling Station
- Fiber Optic Cable Marker
- Stormwater Retention Basin
- Pad Mounted Transformer

2 acre parcel addition

EPTA Property Boundary
Existing Right-of-Way
Proposed Property Boundary
Proposed Right-of-Way
Optional Site Plan Layout
Optional Site Plan Layout
Option 2b: Separate functions with new property

**Approach**
- Move administration to new building in another area (i.e. downtown Martinsburg)
- Repurpose/partial demo of existing admin space for driver operations and maintenance/parts storage
- Improved bus circulation and relocation of fuel island
- Construction of indoor or covered bus storage
- Relocated and expanded fuel island

**Advantages**
- Allows for building expansion with new construction
- Relocates some functions into more populated areas for customer service and bus transfer
- Minimizes bus/civilian conflicts

**Challenges**
- Property acquisition
- Likely most expensive option
- Impacts to FTA funding repayment
- Political support
Options Analysis Results

Option 1: Expansion within Current Property Footprint

Option 2a/2b: Expansion beyond Current Property Footprint
Critical Feasibility Decision Factors

- Novak Drive property constraints
- $100,000 annual deadhead travel costs
- Real estate demand
- Bus Transfer Point Study

**Ultimately, EPTA determined that it would be preferable to relocate and be closer to Downtown Martinsburg**
Bus Transfer Center Needs

- New facility requires at least 6 bays (40-foot buses)
- Connection to sidewalk and bicycle network
- Location on or near existing fixed routes
- Driver center (for operator layovers)
- Employee parking
- Public parking
- Kiss and ride
- Covered waiting area
- Bicycle racks
Site Selection

EPTA Bus Transfer Point Study

Winchester Ave. Site

412 Race St. Site
Site Selection

**Advantages**

- Ability to consolidate operations to one site
- Reduce deadhead costs system wide
- Along existing EPTA routes
- Location at edge of Downtown but outside designated historic district
- Location on new WVDOH Raleigh Street Extension
- Adjacent to dedicated bicycle pathway
- Potential catalyst for development

**Challenges**

- Irregular site geometry
- Nearby historic district considerations
- Potential impact on traffic flow through Race/Raleigh intersection
Race St. Site Context

- Located adjacent to but not within the City of Martinsburg Historic Preservation District

Race St. Site Context

- Located within the belt of industrial complexes surrounding downtown
- Across Raleigh Street Extension from developable “Thom Lumber and Potomac Industries Complex”

Race St. Site Context

Race & Raleigh Site Location

Slide darkened for site reference. Advance slide for full color map.
Race St. Site Context

Race St. Conceptual Site Massing
Layout 1 - Perspective
Race St. Conceptual Site Massing
Layout 2 - Plan

- Fuel Station (2 pumps 1600 sq ft)
- Vehicle Storage (16 lanes, 32-48 bays 24,000 sq ft)
- Maintenance (6400 sq ft)
- Bus Wash
- Parking (~70 spaces ~17500 sq ft)
- Admin (~6700 sq ft)
- Transit Center (6-8 bays)
- Vehicle Storage (16 lanes, 32 bays 24,000 sq ft)
- Admin (~6700 sq ft)
- Cafeteria (~1500 sq ft)
- Lighting (~20 spaces ~1500 sq ft)
- Race
- Raleigh
Race St. Conceptual Site Massing
Layout 3 - Plan

Maintenance (5400 sq ft)

Vehicle Storage (16 lanes, 32-48 bays, 24,000 sq ft)

Admin (~8600 sq ft)

Parking (~50 spaces, ~12665 sq ft)

Raleigh

Transit Center (6-8 bays)

Race
Next Steps

- **Race St. Site Due Diligence**
  - Appraisal and Appraisal Review
  - Traffic Impact Study
  - Environmental Studies
    - Phase I Environmental Site Assessment (ESA)
    - Cultural Resources
    - Categorical Exclusion Evaluation (CEE)

- **Funding Strategy**
  - ROM Costs $11.4M - $14.3M
Funding Strategy

- Sale of 446 Novak Drive real estate
- FTA 5339 Bus and Bus Facilities Grant
- USDA Community Facilities Loan
- West Virginia Economic Infrastructure Bond Fund
- West Virginia Community Empowerment Transportation Act
- West Virginia Community Infrastructure Authority
- West Virginia Governor's Community Participation Grants
QUESTIONS?

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