

**Transportation Technical Advisory Committee  
of the  
New River Valley Planning District Commission**

Minutes of the Meeting  
Held on **January 20, 2004**, at the  
New River Valley Competitiveness Center  
Fairlawn  
1:30 p.m.

**CALL TO ORDER AND ATTENDANCE**

Chairman James Hurt called the meeting to order.

**Members Present:** James Hurt, Chairman, City of Radford; Ron Coake, Vice-Chairman, Pulaski County; Kelly Duty, Montgomery County; Gary Heinline, NRV Senior Services; Bill Pedigo, Town of Pulaski; Roy Saville, Radford University; Dail Stancill, VDOT-Christiansburg; J.B. Sutphin, Citizen Rep.; Ken Vittum, Town of Pearisburg.

**Others Present:** Paul Dellinger, Roanoke Times; Leo Rutledge, VDOT-Richmond.

**Staff Present:** Patrick Burton, New River Valley PDC.

**APPROVAL OF OCTOBER MINUTES**

Chairman Hurt asked if there were any comments or corrections concerning the minutes of the October meeting. J.B. Sutphin moved that the minutes be approved as presented. The motion was seconded by Ken Vittum and carried.

**PUBLIC COMMENTS**

No members of the public addressed the Committee at this time.

**OLD BUSINESS**

Staff Report

New Member - Patrick welcomed Gary Heinline of New River Valley Senior Services as a member of the Transportation Technical Advisory Committee. Patrick noted that NRV Senior Services provides transportation service to the elderly and disabled in the New River Valley and the agency is currently working with the Town of Pulaski to develop public transit service within the Town.

## I-81 PPTA

The draft I-81 PPTA comments, modified and adopted by TAC at its October 14, 2003, meeting were e-mailed to TAC members following the meeting with modifications incorporated. The modified draft was forwarded to the Planning District Commission for consideration at its October meeting. The Commission discussed, modified, and approved the comments at the October 23, 2003, meeting. The comments approved by the Commission were also e-mailed to TAC members.

Patrick reported that information about VDOT's staff review of the I-81 PPTA detailed proposals was posted on the VDOT web-site. He noted that the VDOT staff reviews seemed to raise serious concerns about the traffic projections and assumptions used by the Fluor and Star PPTA teams.

An opportunity for public comment on the I-81 PPTA proposals was held by VDOT on January 15, 2004.

Patrick noted that VDOT has chosen a consultant for the I-81 Environmental Review study. He noted that it is this study that will determine the number of additional lanes to be constructed, road configuration, and the need for rail improvements in the I-81 corridor.

## I-81 Rail Diversion Study

Patrick reported that the Virginia Department of Rail and Public Transportation's (DRPT) study of the potential for diverting I-81 truck traffic to rail intermodal movement was posted on the DRPT web-site. Among the findings was that an investment of about \$500 million in Norfolk Southern infrastructure in the corridor would result in approximately 500,000 truckloads per year being diverted from I-81.

Several other scenarios, including a multi-state alternative, were reviewed in the report. Two weaknesses of the report appear to be that: the report authors do not make a case for any one scenario being the strongest option or most worthy investment; and little attention is paid to capacity needs for passenger rail service in the I-81 corridor, especially in light of the fact that DRPT funded a passenger rail feasibility study in recent years that focused on passenger service along a portion of the I-81 corridor.

## VTrans 2025

Patrick reported that this long-range transportation planning effort has been on-going for some time. VDOT will likely have a draft plan out some time in the spring of 2004. One focus of the effort has been development of a highway needs assessment tool and a method for prioritizing major transportation improvement projects in order to efficiently use the limited funding that is available for improvements. Patrick noted that the effort seems to point out and draw attention to a need for additional transportation funds.

Patrick asked the Committee if there was a desire to have a presentation by someone from the State concerning VTrans 2025 or the I-81 Rail Diversion Study. Consensus response from the group was that such presentations could be beneficial.

#### New CTB Representative

Patrick reported that a new representative for the Salem District had been appointed to the Commonwealth Transportation Board by Governor Warner. The new representative is Mr. Dana Martin of Roanoke.

#### Transportation Enhancement Application Deadline

Patrick noted that the application deadline for the next round of Transportation Enhancement funding awards is March 1, 2004.

### **NEW BUSINESS**

#### Draft Work Program for FY 2005

Chairman Hurt asked Patrick Burton to review the draft work program summary included in the mailing for the meeting. Patrick went through the draft and briefly described the projects and elements of the proposed work program. He noted that the projects included in the "New River Valley Regional Projects" category were based on input received from localities and Committee members. He asked for questions, comments, or modifications concerning the proposed work program.

Chairman Hurt asked for a motion to approve the draft work program and forward it to the Planning District Commission for consideration. Ron Coake moved that the draft transportation planning work program for FY 2005 be approved and forwarded to the Planning District Commission for consideration. The motion was seconded by Ken Vittum and carried unanimously.

#### Other Business

Chairman Hurt set the next TAC meeting for March 16, 2004, 1:30 p.m., at the New River Valley Competitiveness Center in Fairlawn.

Chairman Hurt asked if there was any further business to be brought before the Committee.

Dail Stancill reported that a public scoping meeting, as part of the I-81 Environmental Study, was scheduled for February 11, 2004, at the Montgomery County Government Center. He indicated that the exact hours of the meeting would be included in a formal announcement that would be forthcoming from VDOT.

## **ADJOURNMENT**

There being no further business, Chairman Hurt adjourned the meeting.

**Transportation Technical Advisory Committee  
of the  
New River Valley Planning District Commission**

Minutes of the Meeting  
Held on **May 11, 2004**, at the  
New River Valley Competitiveness Center  
Fairlawn  
1:30 p.m.

**CALL TO ORDER AND ATTENDANCE**

Chairman James Hurt called the meeting to order.

**Members Present:** James Hurt, Chairman, City of Radford; Ron Coake, Vice-Chairman, Pulaski County; Kelly Duty, Montgomery County; Gary Heinline, NRV Senior Services; Barry Helms, Town of Christiansburg; Terry Nester, Town of Pulaski; Jessica Parsell, Town of Narrows; John Shelburne, VDOT-Richmond; Ken Vittum, Town of Pearisburg.

**Others Present:** Dan Brugh, BCM MPO; Paul Dellinger, Roanoke Times; Leo Rutledge, VDOT-Richmond.

**Staff Present:** Patrick Burton, New River Valley PDC.

**APPROVAL OF JANUARY MINUTES**

Chairman Hurt asked if there were any comments or corrections concerning the minutes of the January meeting. Ron Coake moved that the minutes be approved as presented. The motion was seconded by Gary Heinline and carried.

**PUBLIC COMMENTS**

No members of the public addressed the Committee at this time.

**OLD BUSINESS**

Staff Report

Revision of Subdivision Street Requirements (SSR) - Patrick reported that the proposed revised SSR was released by VDOT and that a 60-day public comment period for the document began on May 3. During the public comment period, VDOT will hold five public hearings around the state, including one scheduled for Salem on May 19 at 10:00 a.m. at VDOT's Salem Residency

office. Comments may also be submitted via e-mail and through the SSR web-site. The SSR web-site includes downloadable files for the following: the proposed new SSR document; a revision summary document; the 1996 SSR document annotated (legal black line) to show changes; and a draft subdivision street design guide (new) that will become an appendix to the Road Design Manual. The SSR web-site address is [www.virginiadot.org/projects/ssr-rev.asp](http://www.virginiadot.org/projects/ssr-rev.asp). Patrick indicated that the creation of the design guide as a companion document to the SSR is among the notable changes. Specific design criteria were removed from the SSR and placed in the companion design guide.

Bicycle and Pedestrian Accommodations Policy - The Commonwealth Transportation Board adopted a new *Policy for Integrating Bicycle and Pedestrian Accommodations* at the Board's March meeting. The policy document can be viewed or downloaded via the internet at [www.virginiadot.org/infoservice/bk-policyinfo.asp](http://www.virginiadot.org/infoservice/bk-policyinfo.asp). Among the changes: local match requirement removed for secondary road system projects (this does not exempt transportation enhancement-funded projects from local match requirements); and the inclusion of bicycle/pedestrian accommodations in the project-scoping process.

VTrans 2025 - Development of a new statewide multimodal long-range plan continues to move forward. VTrans staff indicated that one public meeting is planned for each VDOT district this summer. The meeting for the Salem District is tentatively planned for late July or mid-August at the Salem Civic Center. A draft VTrans plan (phase 3) has not yet been released (*as of May 2004*). VTrans phase 1 and phase 2 reports are available on the web at [www.Vtrans.org](http://www.Vtrans.org).

PDC Resolution Opposing Tolls on I-81 - Patrick reported that the Commission, at its April meeting, adopted a resolution urging that other funding sources and transportation options be fully explored and exhausted prior to settling on toll-based financing for the I-81 improvements. The resolution also urges that a study be done on the economic impact of tolls on localities along the I-81 corridor.

Committee to Advance TransDominion Express - Patrick circulated a copy of the Committee's most recent newsletter, dated March 2004. He noted that the Committee tends to make things sound a little more positive than they are sometimes. The Rail Authority Bill, discussed in the newsletter, was allowed to die in the 2004 General Assembly session. Patrick said that he would follow-up with Alan Tobias of the Virginia Department of Rail and Public Transportation to confirm the status of passenger rail service development efforts.

Highway Sign Program - New Fees and Criteria - Patrick reported that he had received an e-mail message earlier in the day from VDOT Resident Engineer David Clarke about VDOT's proposed program criteria and fees for its highway sign programs, which are being referred to collectively as the Integrated Directional Signing Program (IDSP). Dan Brugh noted that the proposed annual maintenance fees could hit schools and government entities hard. Patrick suggested that, once more information is obtained, the issue would likely be placed on the Commission's agenda for discussion/comment.

## I-81 Rail Diversion Study

Patrick discussed the I-81 Rail Diversion Study undertaken by the Virginia Department of Rail and Public Transportation (DRPT) through its consultant, Reebie Associates. This study was done to follow-up on two previous studies requested by the General Assembly (i.e., SJR 55 and HJR 704). The study was designed to focus on the following questions: is there market place demand for improved intermodal service?; what type of service offering will generate the greatest diversion benefit to the corridor?; and what level of public investment in rail intermodal will affect the level/volume of I-81 truck traffic?

Current freight characteristics of the corridor include: 40% of vehicles on I-81 are trucks vs. 19% on other Interstates in Virginia; 60% of truck traffic passing through Virginia uses I-81; 5% of I-81 corridor freight traffic moves by rail intermodal; northward freight flow in corridor is nearly twice the southward flow.

Issues/limitations/risks of the study noted in the report include: two types of public sector involvement (corridor-wide, multi-state [New York to New Orleans] vs. Virginia only) were assessed; financing of capital investments is not assured; benefits include reduced congestion, increased motorist safety, improved fuel efficiency, lower emissions, and greater competitiveness in transportation and logistics productivity; local resistance could come from businesses that depend on truck traffic and from localities/citizens that experience more delays at rail grade crossings due to additional train traffic; the percentage of trucks in the I-81 traffic stream can be reduced, but over time the raw number of trucks will grow; the Commonwealth would want performance commitments from rail partners in return for the State's investments; increasing traffic congestion/highway delays over time will provide an incentive for rail use.

Through surveys of transportation industry representatives, the study found that the market place demands rail intermodal service offerings that are not currently available. These include: a type of rail car that is less restrictive to the current mix of highway truck trailers; single-driver truck competitive service that includes frequent departures and 95-98% on-time delivery, door-to-door; and a significant economic incentive to offset the added complexity/coordination of rail intermodal operations.

Patrick noted that the DRPT study, like the New River Valley Intermodal Facility Study a few years ago, found that railroads prefer to carry high volumes for long distances (at least 500-600 miles) and motor carriers find "line haul routes" (i.e., routes between major metropolitan hubs) to be the most attractive to offload to rail intermodal, due to lower costs and time-competitive rail service offered along those routes.

A 2020 scenario, with no I-81 corridor improvements, discussed in the report has the following characteristics: truck traffic will increase by 90%; rail share (currently 5%) of freight traffic cannot increase without improvements and, without additional investment, rail share will decrease; and freight traffic in the I-81 corridor is expected to increase by 79-90%.

Included among the assumptions in the diversion analysis are the following: adequate financing can be obtained and multi-state cooperation can be organized; new rail car technology can be employed in the corridor; available infrastructure sufficient to accommodate identified traffic growth; and the no-build scenario for I-81 remains in place and truck tolls are not imposed.

Dan Brugh noted that financing of rail improvements is uncertain.

A Virginia-only medium-term public investment of approximately \$500 million will divert about 10% of truck traffic (about 500,000 truck loads per year). A multi-state medium-term public investment of about \$2.75 billion will divert approximately 14% of truck traffic (about 700,000 truck loads per year). A multi-state long-term investment of about \$7.5 billion will divert approximately 28% of truck traffic (about 2.8 million truck loads per year).

Patrick noted that the rail improvements discussed in the report focus on Norfolk Southern's (NS) Piedmont line along the U.S. Route 29 corridor, the NS line between Manassas and Front Royal, and the NS Shenandoah line between Front Royal and the Virginia-Maryland state line. He also pointed out that there is no mention of passenger rail service in the report.

The report projects that, with improvements, daily train traffic increases could range from 6-12 additional trains in the short-term Virginia-only scenario to 22-98 additional trains in the long-term multi-state corridor scenario, depending on the rail line segment.

## **NEW BUSINESS**

### Safety Conscious Planning

Patrick reported that Safety Conscious Planning is a current initiative of VDOT's Transportation Planning Division and the Federal Highway Administration (FHWA). He noted that VDOT and FHWA have compiled a report which documents current practices/projects from around Virginia that are good examples of incorporating safety into the transportation planning process. The report showcases projects such as a small town/community design manual, prioritizing intersection improvements using traffic accident data, and development of safe routes to school and safe pedestrian linkages. A copy of the report was circulated. Patrick offered to make a copy of the document on CD for those who are interested.

### Other Business

Chairman Hurt presented a Certificate of Appreciation for Herman Hollins to John Shelburne of VDOT in recognition of Mr. Hollins' service to the Committee. Chairman Hurt set the next TAC meeting for July 20, 2004, 1:30 p.m., at the New River Valley Competitiveness Center in Fairlawn.

## **ADJOURNMENT**

There being no further business, Chairman Hurt adjourned the meeting.

**Transportation Technical Advisory Committee  
of the  
New River Valley Planning District Commission**

Minutes of the Meeting  
Held on July 20, 2004, at the  
New River Valley Competitiveness Center  
Fairlawn  
1:30 p.m.

**CALL TO ORDER AND ATTENDANCE**

Chairman James Hurt called the meeting to order.

**Members Present:** James Hurt, Chairman, City of Radford; Kelly Duty, Montgomery County; Michael Gray, VDOT-Salem; Barry Helms, Town of Christiansburg; Terry Nester, Town of Pulaski; Walter Pribble, VDOT-Richmond; Roy Saville, Radford University; J.B. Sutphin, Citizen Rep.; Charlie White, New River Community College.

**Others Present:** Paul Dellinger, Roanoke Times; Bruce Mahin, Pathways for Radford; Leo Rutledge, VDOT-Richmond.

**Staff Present:** Patrick Burton, New River Valley PDC.

**APPROVAL OF MAY MINUTES**

Chairman Hurt asked if there were any comments or corrections concerning the minutes of the May meeting. Barry Helms moved that the minutes be approved as presented. The motion was seconded by Charlie White and carried.

**PUBLIC COMMENTS**

No members of the public addressed the Committee at this time.

**OLD BUSINESS**

Staff Report

IDSP Sign Program - Patrick distributed copies of a printout from the VDOT web-site concerning this program. In response to input received during the initial public comment period in May, VDOT developed a set of revised program recommendations for presentation at the July 15 Commonwealth Transportation Board (CTB) meeting. Among those revisions: VDOT

recommended that governmental and non-profit entities be exempt from paying annual maintenance fees for Supplemental Guide Signs. VDOT will accept comments on the revised program recommendations during the period July 20 - August 18. It is expected that the CTB will take action on the proposed program criteria, fees, and bumping policy at its September meeting.

DRPT Presentation at June 24 PDC Meeting - Alan Tobias, Passenger Rail Program Manager with the Virginia Department of Rail and Public Transportation (DRPT), gave a presentation on the status of development of the TransDominion Express (TDX), the Virginia State Rail Plan, and the I-81 Corridor Environmental Study.

He reported that DRPT is exploring development of a one-train per day starter service between Roanoke and Washington as way of getting some type of TDX service up and running. Capital improvements to the Norfolk Southern tracks between Roanoke and Bristol will be costly because that segment is largely a single track line. The Roanoke to Washington segment is already a double track line, thus the proposed TDX starter service. Several key issues remain concerning TDX development, including: governance, access to Norfolk Southern and Amtrak tracks, storage and maintenance facilities, an implementation plan for capital improvements, and operating costs.

Mr. Tobias noted that the new Virginia State Rail Plan identifies three levels of potential investment in looking at future rail system needs: Status Quo; Virginia Strategic Investment; and Fully Integrated System. The least costly of these, the Status Quo, calls for an investment of \$811 million during the period 2004-2010 and a total of \$1.9 billion during the period 2004-2025. The Plan notes that there is currently no dedicated source of funds for rail service and infrastructure in Virginia. The Plan is intended as a foundation for rail planning and action by the Commonwealth Transportation Board and the Governor's Commission on Rail Enhancement for the 21<sup>st</sup> Century.

The I-81 Environmental Study will include a focus on modal choice, traffic and transportation analysis, freight diversion analysis, and road and rail improvement concept development.

VTrans 2025 - In conjunction with development of a new statewide multimodal long-range plan, VDOT is holding a public meeting at the Salem Civic Center on July 21 from 4:00 to 8:00 p.m. A draft Phase 3 VTrans report, as well as Phase 1 and Phase 2 reports, are available on the web at [www.Vtrans.org](http://www.Vtrans.org). In cooperation with VDOT staff, the PDC has mailed letters about the Salem meeting to members of local elected governing bodies and local government administrators in the New River Valley. Meeting notice advertisements have also been placed in several local newspapers in the region.

Six-Year Improvement Program - Patrick noted that the final Six-Year Improvement Program for FY 2005 has been adopted. Overall, construction funding continues to be extremely tight and no new major projects, beyond urban system projects, were added to the Program in the region. Some additional funding was allocated to the Rt. 114 bridge replacement project for FY 2005.

Transportation Enhancement Program - New River Valley localities selected for funding from the March 1, 2004, round of applications includes: Giles County, Town of Pulaski, Christiansburg, Blacksburg, Town of Floyd, and Pearisburg. How-to-apply workshops for the next round of Enhancement funding will be held in Marion on July 29 and in Salem on July 30. The application deadline for the next round of funding will be November 1, 2004.

## **NEW BUSINESS**

### Regional Transportation Comments for FY 06

Chairman Hurt asked for suggestions and changes needed to update the FY 05 Comments. He noted that Patrick had sent an e-mail to the group about this item with a link to the existing FY 05 Regional Comments on the PDC's web-site. *Copies of the FY 05 Comments were also distributed at the meeting.* Chairman Hurt noted that the FY 06 Pre-Allocation Hearing for the Salem District would be held on September 28, 2004, at the VDOT Salem District office.

Barry Helms suggested that I-81 construction detour routes and traffic management be planned for the region. He noted the significant impact on local roads and highways in the region at times when accidents block or constrict the flow of traffic on I-81. He also noted the widening of Rt. 114 (Peppers Ferry Road) within the Town of Christiansburg had been divided into two projects and suggested that this change be reflected in the FY 06 Comments.

Terry Nester suggested that item 2.c (Primary Highway Study) be modified to include specific reference to Bob White Boulevard in the Town of Pulaski.

Walter Pribble suggested that the I-81 Improvement Study text be updated to reflect more recent developments and current efforts concerning I-81, such as the PPTA process and the I-81 Environmental Study.

Bruce Mahin suggested that, in item 3.b, the Radford Riverway be added to the list of examples of completed Transportation Enhancement projects in the New River Valley.

Hearing no further comments, Chairman Hurt asked for a motion to recommend the draft Regional Transportation Comments, as amended, to the Planning District Commission for consideration. He asked that, once the discussed changes have been incorporated, Patrick send the revised draft to Committee members by e-mail for review. Patrick agreed to e-mail the revised draft to the Committee.

Barry Helms moved that the draft Regional Transportation Comments, as amended, be forwarded to the Planning District Commission for consideration. The motion was seconded by Charlie White and carried.

### Work Program Update

Patrick discussed the Pearisburg parking study (04) which includes an assessment of usage of on-street parking and public parking lots in downtown Pearisburg. He noted that peak demand for on-street parking spaces seems to occur when Court is in session in the nearby County Courthouse building. Recommendations related to that issue involve increased enforcement.

Patrick also discussed the bicycle/trail connection concept plan project (05), which will involve development of a long-term concept plan for connecting the Huckleberry Trail to the New River Trail via Radford. The effort will include public meetings and will build on previous issue-scoping activities.

Bruce Mahin noted that the Pathways for Radford organization is very supportive of such regional connections for bicycle and pedestrian facilities.

### Other Business

Chairman Hurt asked that Patrick e-mail to the Committee the link to VDOT's Subdivision Street Requirements web-site. Patrick indicated that he would e-mail the link to the group.

Chairman Hurt set the next TAC meeting for September 21, 2004, 1:30 p.m., at the New River Valley Competitiveness Center in Fairlawn.

### **ADJOURNMENT**

There being no further business, Chairman Hurt adjourned the meeting.

**Transportation Technical Advisory Committee  
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New River Valley Competitiveness Center  
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1:30 p.m.

**CALL TO ORDER AND ATTENDANCE**

Chairman James Hurt called the meeting to order.

**Members Present:** James Hurt, Chairman, City of Radford; Ron Coake, Vice-Chairman, Pulaski County; Kelly Duty, Montgomery County; Gary Heinline, NRV Senior Services/Pulaski Area Transit; Barry Helms, Town of Christiansburg; Dale Huff, Va. Tech; Bill Pedigo, Town of Pulaski; Dail Stancill, VDOT-Christiansburg; Ken Vittum, Town of Pearisburg; Charlie White, New River Community College.

**Staff Present:** Patrick Burton, New River Valley PDC.

**APPROVAL OF JULY MINUTES**

Chairman Hurt asked if there were any comments or corrections concerning the minutes of the July meeting. Gary Heinline moved that the minutes be approved as presented. The motion was seconded by Ken Vittum and carried.

**PUBLIC COMMENTS**

No members of the public addressed the Committee at this time.

**COMMITTEE MEMBER CONCERNS**

Gary Heinline gave an update on “Pulaski Area Transit” (PAT), the new transit service that will begin operating in the Town of Pulaski on October 1, 2004. He reported that routes and fares have been set. The standard route will provide service along the Town’s main thoroughfares, connecting many of Pulaski’s residential areas to retail/commercial, business, and service destinations around town. The standard route’s 26 designated stops include locations such as downtown, the Pulaski Municipal

Building and Post Office, the shopping centers along East Main Street, Food City, the Wal-Mart shopping center, and Pulaski Community Hospital.

Transit service on the standard route will operate Monday through Friday, 8 a.m. to 4 p.m. Transit vehicles will run at 30 minute intervals along the route. The fare is 75 cents per one-way trip.

The PAT system will also operate a demand-response service for Town residents who live away from the standard transit route. The demand-response service (curb to curb), which has a fare of \$2 per one-way trip and requires a 24-hour notice, will operate three days per week (i.e., Monday, Wednesday, Friday) from 9 a.m. to 1 p.m.

The Virginia Department of Rail and Public Transportation (DRPT) provided a 95% demonstration grant for the first year of transit operation, with the Town of Pulaski providing the 5% local match.

Mr. Heinline noted that the PAT system provides a good foundation for potential future service connections to the Dublin and Fairlawn areas.

Chairman Hurt thanked Mr. Heinline for sharing information about the development and start-up of the PAT service.

## **OLD BUSINESS**

### Staff Report

Report on PDC Meeting/Actions - Patrick Burton reported on the following items:

- *Rail Resolution* - As a follow-up to a presentation by Alan Tobias, of the Va. Dept. of Rail and Public Transportation, at the June PDC meeting, the Commission adopted a resolution at its August meeting urging the State to develop a dedicated source of funds for investment in the Commonwealth's rail programs. Copies of the approved resolution were distributed to those in attendance.
- *VTrans 2025 Comment Letter* - At its August meeting, the PDC authorized the Executive Director to send a letter of comment on the VTrans 2025 Phase 3 Report, stressing the need to address transportation funding issues. Copies of the comment letter were distributed to those in attendance.
- *Presentation of TAC's Draft Regional Transportation Comments for FY 06* - TAC adopted a set of comments, as amended, at its July meeting. Approved changes were incorporated and the revised document was e-mailed to the Committee. In response, an additional change was suggested by a Committee member. This revision, concerning Rt. 100 in

Giles County, was incorporated into the document, which was e-mailed to Committee members again for review. The TAC draft was finalized a few days before the August PDC meeting. The draft document was presented to the Commission on August 26, 2004. Patrick indicated that the Commission would take action on the comments at its September 23, 2004, meeting.

Transportation Enhancement Applications - Patrick noted that the application deadline for the next round Enhancement funding (FY 06) is November 1, 2004. He noted that PDC staff are providing technical and grant-writing assistance to four localities in the Planning District for this round of Enhancement applications.

Six-Year Improvement Program Update Hearing - The FY 06 pre-allocation hearing/meeting for the Salem District will be held on Tuesday, September 28, 2004, at the VDOT Salem District Office in Salem. Beginning at 5:00 p.m., the public will have an opportunity to review materials and talk with VDOT staff. The formal hearing portion of the program will begin at 6:00 p.m. with State transportation officials participating via teleconference from Richmond.

MPO - Patrick briefly discussed the mission, function, and structure of the Metropolitan Planning Organization (MPO) that has been established for Blacksburg, Christiansburg, and a portion of Montgomery County, as a result of the 2000 Census. He reported that the PDC is a non-voting member of the MPO. Dan Brugh is the Executive Director of the MPO. Patrick noted that there have been and will likely continue to be opportunities for the MPO and PDC to work cooperatively. Copies of a brochure on the MPO were distributed to those in attendance.

## **NEW BUSINESS**

### Work Program Update

Bicycle/Trail Connection Concept Plan - This project follows up a scoping effort with local planners and some citizen group representatives over a year ago. The focus of that effort and this project is planning linkage between the communities of Pulaski, Radford, and Christiansburg. Other ways to view such linkages include: connecting the Huckleberry Trail and the New River Trail; and connecting the two Universities (i.e., Va. Tech and Radford) to each other. The purpose of this long-term planning effort is to identify potential connections among existing bicycle plan routes, Bike Route 76 segments, linear corridors, County secondary road 6-year plan projects, and recreational facilities that could link the specified communities.

A series of community meetings is tentatively planned for late January through February of 2005. Staff will coordinate with the MPO to identify and help address issues of mutual concern.

Eastern Montgomery County Transportation Needs Assessment - Working with a group of social service providers focusing on eastern Montgomery County, staff have developed a survey to gather

information concerning need for and interest in transit service. Staff will be working to circulate and publicize the survey through early 2005.

Gary Heinline commented that Valley Metro may be willing to consider some route/service modifications to the Smartway bus service to provide better accessibility for the Shawsville/Elliston/Lafayette area.

Other Business

Chairman Hurt set the next TAC meeting for November 16, 2004, 1:30 p.m., at the New River Valley Competitiveness Center in Fairlawn.

**ADJOURNMENT**

There being no further business, Chairman Hurt adjourned the meeting.

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**Members Present:** James Hurt, Chairman, City of Radford; Ron Coake, Vice-Chairman, Pulaski County; Dan Brugh, Blacksburg-Christiansburg-Montgomery MPO; David Clarke, VDOT-Christiansburg; Kelly Duty, Montgomery County; Barry Helms, Town of Christiansburg; Bill Pedigo, Town of Pulaski; Roy Saville, Radford University; J.B. Sutphin, Citizen Rep.; Ken Vittum, Town of Pearisburg.

**Others Present:** Paul Dellinger, Roanoke Times; Scot Shippee, Town of Christiansburg.

**Staff Present:** Patrick Burton, New River Valley PDC.

**APPROVAL OF SEPTEMBER MINUTES**

Chairman Hurt asked if there were any comments or corrections concerning the minutes of the September meeting. Barry Helms moved that the minutes be approved as presented. The motion was seconded by J.B. Sutphin and carried.

**PUBLIC COMMENTS**

No members of the public addressed the Committee at this time.

**COMMITTEE MEMBER CONCERNS**

No Committee members spoke at this time.

## **OLD BUSINESS**

### Staff Report

Greyhound Bus Service - Patrick Burton reported that this issue had come up at a MPO meeting, due to the recent termination of Greyhound service in Christiansburg. Patrick noted that Greyhound service to Pulaski was discontinued at the end of October, while service to Radford was discontinued sometime in the last two years. He pointed out that Greyhound now serves no localities in the New River Valley Planning District. The closest Greyhound service points are Roanoke to the east and Fort Chiswell to the west. Patrick reported that the Blacksburg-Christiansburg-Montgomery MPO is undertaking an effort to explore re-establishment of Greyhound bus service to the Blacksburg-Christiansburg area.

Patrick distributed a draft resolution to the those present and asked for comments. The draft resolution expressed support for the MPO effort specifically. Committee members commented that the language should be modified to express support for all efforts to re-establish service to any of the formerly served communities in the New River Valley.

Patrick asked that the Committee approve the resolution, as amended, to be forwarded to the Planning District Commission for consideration. J.B. Sutphin moved that the resolution of support for re-establishing Greyhound bus service in the New River Valley be approved, as amended, and forwarded to the Planning District Commission for consideration. The motion was seconded by Roy Saville and carried.

Six-Year Improvement Program Update Hearing - The FY 2005-2006 pre-allocation hearing/meeting for the Salem District was held on Tuesday, October 12, 2004, at the VDOT Salem District Office in Salem. It was noted that the modified format, with State transportation officials participating via teleconference from Richmond, seemed to hold down the level of citizen interest and participation in the hearing. Peter Huber, Pulaski County Administrator, presented the Commission's comments during the hearing.

## **NEW BUSINESS**

### Work Program Update

Bicycle/Trail Connection Concept Plan - Patrick indicated that he would be speaking to the Radford Pathways group on the evening of November 17th regarding this planning effort. He also noted that he had initiated discussion with MPO staff concerning the project. Staff will coordinate with the MPO to identify and help address issues of mutual concern. A series of community meetings is tentatively

planned for late February and March of 2005.

#### Development of FY 2006 Work Program

Patrick stated that a request for input for the FY06 rural transportation planning work program would be mailed out to TAC members and localities in the next few weeks. He asked that local jurisdictions anticipating need for grant-writing assistance for Transportation Enhancement applications communicate their requests through the work program development process.

#### Election of Officers for 2005

Chairman Hurt indicated that, consistent with past Committee practice, he would step down after having served two consecutive one-year terms as chair. He then opened the floor for nominations for Committee chair and vice-chair for 2005.

J.B. Sutphin nominated Ron Coake for the office of chair. The nomination was seconded by Barry Helms and carried.

J.B. Sutphin nominated Roy Saville for the office of vice-chair. The nomination was seconded by Barry Helms and carried.

J.B. Sutphin moved that nominations be closed. The motion was seconded by Barry Helms and carried.

Chairman Hurt asked for an approval vote on the slate of candidates. The slate of candidates was approved unanimously by the Committee.

#### Other Business

Dan Brugh noted that now was a good time for localities to contact the region's legislative representatives concerning the need for transportation funding. Dan stressed the importance of stable transportation funding sources.

Chairman Hurt set the next TAC meeting for January 18, 2005, 1:30 p.m., at the New River Valley Competitiveness Center in Fairlawn.

#### **ADJOURNMENT**

There being no further business, Chairman Hurt adjourned the meeting.