

Transportation Technical Advisory Committee

MINUTES

Tuesday, November 24, 2015
1:30 p.m.
VDOT Residency Conference Room
Accomac, Virginia

A-NPDC Transportation Technical Advisory Committee met September, 2015 in VDOT's Accomack Residency conference room in Accomac, Virginia.

MEMBERS PRESENT:

Richard Hubbard, A-NPDC
Abra Jacobs, Eastern Shore Center for Independent Living
Robert Johnson, CBBT
Larry LeMond, A-NTDC
John Maher, STAR Transit
Rich Morrison, Accomack County
Robert Ritter, Town of Chincoteague
Peter Stith, Northampton County

MEMBERS ABSENT:

Vacant, Bay Coast Railroad
Larry DiRe, Town of Cape Charles
Vanessa Cousineau, ESAAA/CAA/Head Start
Chris Isdell, VDOT
Cabell Lawton, Town of Onancock
Mike Leahy, ESCSB
Ivar Rucker, FHWA
Jerry Pauley, VDOT
Eric Stringfield, VDOT
Keisha Wilkins, VDOT

OTHERS:

Connie Morrison, A-NPDC
Curt Smith, A-NPDC

1. Call to Order

Vice Chairman/Acting Chairman Peter Stith called the meeting to order at 1:36 pm.

2. Approval of Minutes

Transportation Technical Advisory Committee

Robert Ritter moved approval of the minutes of the September 22 meeting, seconded by Rich Morrison. Minutes were approved unanimously.

3. Staff Report

Ms. Morrison reviewed the staff reported included with the November meeting packets. She pointed out that two new members had been appointed by the ANTDC: Larry LeMond as a voting member representing ANTDC, and Alex Parry as a non-voting member representing railroads.

Ms. Morrison also said she hopes to improve communication between the ANTDC and the TTAC groups, and asked for the Committee's recommendations for how they would like that to happen. The group decided it would like to have the minutes of the ANTC meetings forwarded for the months it does not meet, and included in packets the months it does meet.

VDOT held its annual fall open house on Nov. 10, and the public was invite to review all of the projects submitted under the HB2 program, and vote for the projects they believed were most important. Ms. Morrison said she did not know how this input would be used in the prioritization process. She also mentioned a conversation she had with Secretary of Transportation Aubrey Lane, and distributed a follow-up email she sent outlining concerns about the future of transportation funding on the Eastern Shore.

Ms. Morrison reported that a "request to administer" the Southern TIP Phase III FLAP grant was submitted to VDOT, and A-NPDC is awaiting a response.

4. Unfinished Business

FLAP Grant Applications

Mr. Ritter and Ms. Morrison reported that they had received notification that the FLAP grants submitted by Town of Chincoteague and by the County for the Chincoteague Wildlife Refuge were not approved.

Sidewalk Gap Analysis

Ms. Morrison advised that the photographs made by Sue Simon for the sidewalk gap study had been obtained, but they did not contain identifying information other than the towns, and that the number of locations photographed exceeds the original work request from VDOT, as she understands it. The TAC suggested contacting VDOT for direction before proceeding to find out if VDOT simply wants field verification of its report, or something more. Because the photos do not contain identifying information, it was suggested that perhaps it might be faster to revisit some locations. Mr. Smith suggested asking how VDOT plans to use the information – that might help staff tailor the report to their needs.

Rural Road Additions

Ms. Morrison reported that she checked minutes from a former meeting, and for the "rural road additions" work item, the Committee suggested that A-NPDC create a process to identify the roads that should be nominated for consideration by VDOT.

Transportation Technical Advisory Committee

Rich Morrison said that Accomack County already has a policy in place for nominating roads for VDOT consideration. Citizens nominate, a staff-level committee evaluates the road. There is a funding formula for how to pay for it, and staff makes a recommendation.

There are two components: private roads and how they get paved, and when private roads can be accepted into VDOT system. Mr. Morrison said both are part of Accomack County's policy.

Mr. Ritter said the problem is Chincoteague is that owners of private roads are not paying taxes on the private roads, and there is not a financial means for getting them up to standard so that VDOT can accept them.

Acting Chairman Stith said Northampton County does not have a policy for nominating roads for inclusion into the rural roads system.

The Accomack will be shared and discussion continued at the next meeting.

Amendments to ByLaws

After a diligent search of files, Ms. Morrison said she was unable to locate the A-NPDC's original resolution creating the TTAC. Mr. Ritter had asked to review the resolution before proceeding with additional bylaw amendments, but he did bring some proposed changes for future consideration.

Ms. Morrison said that a byproduct of her research was that there were other things that influenced the make-up of direction of the Committee other than the establishing resolution. USDOT, through VDOT, funds staff to the TTAC, and to some extent the work on the last long range plan influenced who is on the TTAC as a voting member, because it reflected who was able to vote on the last long range plan.

Acting Chairman Stith volunteered to check with Northampton County Clerk Janice Williams to see if she had a copy of the resolution that established the TTAC. The Committee asked Ms. Morrison to continue to seek the resolution.

US-13 Safety Study

Mr. Stith updated the Committee on a public meeting that was held on Nov. 17. Ms. Morrison shared information from that meeting, including locations that were being examined. The comment form was shared with the Committee and members were encouraged to send comments to VDOT.

Committee members brought up a memorandum containing approved crossover closures that was issued a few years ago. Ms. Morrison suggested perhaps they could use that as a basis for comparing locations with locations that were being examined under the current study. They asked for that memorandum to be placed on the agenda of the next meeting as a discussion item.

5. New Business

Possible Study of Transit Stops

Abra Jacobs wanted to study possible bus shelter locations for possible future Transportation Alternatives applications.

John Maher said that the 5311 program is pretty generous for capital expenditures. Shelters run about \$6,000. By the time state and federal funding is there, local match can be as little as \$300 - \$600, but finding the match is the challenge. So far, the local match has been in-kind from those who have sought the shelter (WalMart, the community college, etc.). He reminded the group, however, that the past doesn't necessarily predict how the programs will function in the future, but he thought it would be helpful to identify possible locations ahead of time.

Other items to be addressed would be safe access to the shelters, shelter design standards (such as ADA requirements), sources of match, and recommendations for maintenance. Mr. Maher said he gets requests for shelters, so in addition to the locations, the plan could serve as a guidebook that could be shared with individuals who seek to have a shelter installed.

Ms. Morrison said that she would like to begin this work before the next funding period, but she also has work that she has not completed on the existing work plan, so VDOT needs to weigh in on it. If not this year, then she can approach VDOT about adding it to next year's work program.

It was the sense of the Committee to pursue the study, subject to approval by VDOT, and then seek funding for shelters and/or safe access for Transportation Alternatives funding and/or transit 5311 funds.

Future of Transportation Funding

Ms. Morrison shared her concerns about the future of transportation funding given the changes that were made by HB2 and HB1887. She is concerned that the narrow definition of needs along US 13 in the Corridors of Statewide Significance Needs Assessment will not provide opportunities to tap into HB2 funding, which is where 55% of transportation funding will be funneled. She also believes that the other HB2 categories limit transportation funding opportunities for Eastern Shore counties.

State of Good Repair program is for keeping pavements in good repair, but on their existing footprints, but it doesn't get projects like Horntown Road. The concern, she said, was how projects like Horntown Road would get done in the future.

Counties would still receive their telecommunications fees (about \$38,000 per year for Northampton County, and \$94,000 per year for Accomack County).

6. Public Participation

There was no public participation.

Transportation Technical Advisory Committee

7. Adjournment

Vice Chairman Stith adjourned the meeting at 3:25 p.m..

Next meeting: January 26, 2016 at 1:30 p.m..

Copy teste:

Chairman	Date

Secretary	Date