

**Minutes**  
for the  
**July 25, 2016 Meeting**  
of the  
**Danville Metropolitan Planning Organization**  
Danville Regional Airport Terminal Building, Eastern Conference Room  
Airport Drive, Danville, VA  
at 6:35 p.m.  
Attendees

Fred Shanks, City of Danville, Chairman  
Ron Scearce, Pittsylvania County  
Kent Shelton, City of Danville  
Brian Dunevant, City of Danville  
Greg Sides, Pittsylvania County

Rick Youngblood, VDOT  
Chris Winstead, VDOT  
Dave Hoback, Danville MPO Administrator  
Joseph Bonanno, Danville MPO Staff

**1. Call to Order.**

Mr. Shanks called the meeting to order.

**2. Approval of minutes from May 25, 2016 MPO Meeting.**

A motion was requested to approve the minutes of the May 25, 2016 MPO Meeting, and Mr. Winstead made a motion, which was seconded by Mr. Scearce. Upon vote, the motion passed unanimously.

**3. Approval of any additional agenda items.**

Mr. Shanks asked if there were any additional agenda items, to which Mr. Hoback acknowledged there were not. Mr. Shanks asked for a motion to approve the agenda as presented. Mr. Winstead made a motion to approve the agenda, which was seconded by Mr. Scearce. Upon vote, the motion passed unanimously.

**4. Discussion/Consideration on submitting a 2016 Smart Scale (HB 2) Transportation Project Application by the Danville-Pittsylvania County MPO.**

Mr. Hoback briefly mentioned the two project applications the Danville MPO submitted in 2015, noting that the Berry Hill Road widening project scored well, as did the Berry Hill Road/U.S. Route 58 Business intersection project, with the latter being funded. Mr. Shanks asked for clarification regarding the intersection project funding. Mr. Youngblood stated that Preliminary Engineering (PE) was scheduled to take place during spring 2017 and that construction funding was scheduled to be available in 2019. He noted that pre-scoping funds had been set aside in the spring for surveying for this project; following this, determinations would be made regarding whether the project could be expedited any further.

Mr. Shanks asked if the project was able to get moved ahead of VDOT's and Berry Hill Industrial Park's development schedules and whether there are other ways to expedite the project, to which Mr. Youngblood replied that having knowledge of site plans, contracts, planned square footage of a development, etc., would have a very positive impact on the Smart Scale scoring process.

Mr. Youngblood stated that the safety factor of Smart Scale would involve a broader definition of injuries than last year; the economic development factor would be tiered, awarding points based on a project's proximity to an economic development project; and adjustments would be made to the environmental factor. He stated that the funding available for projects was about half that of last year. He noted that the MPO would only be eligible to apply for projects via the Statewide High Priority program, and that a four-step funding process took place last year in which the third step involved co-mingling of funds which enabled the Berry Hill intersection project to be funded. He noted that it was no guarantee that co-mingling of funds would again take place this year. Mr. Youngblood stated that in contrast to the MPO, Pittsylvania County would be eligible for the Statewide High Priority and the District Grant programs, and he recommended that the County apply for the Berry Hill Road improvements for this purpose. He stated that phase I of the Berry Hill roadway improvement project consisted of the intersection project which was funded, Phase II would be widening of Berry Hill Road, and Phase III had yet to be determined. He stated that at a prior meeting, he suggested to Mr. Sides and Mr. Hoback to include the Berry Hill Connector Road, mainly as a wish list item for now; he noted that, compared to the interchange, the connector road would be a justifiably better option for which to apply. He noted that the MPO could explore past studies and choose a project from one of those to apply for such as Route 58 access

management or a project near the industrial park in the vicinity of Kentuck Road. Mr. Hoback stated that he believed Pittsylvania County officials were made aware of the priorities, based on the discussion, and had enough information to determine whether to move forward.

Mr. Sides stated that he spoke with county officials and learned that Berry Hill was a top priority, and that the Board Vice-Chair wanted to ensure that projects in the northern section of the county would not fall out. He noted that it was likely the County would apply for multiple projects including one on Wards Road, the Gretna project, and the Berry Hill widening. Mr. Youngblood stated that the City of Danville may have some projects outside of the Phase II of Mount Cross Road. Mr. Shanks asked about a study, and Mr. Youngblood mentioned that Kentuck Road had some viable projects on it and that it would be beneficial to develop industrial areas in addition to Berry Hill, an initiative which had buy-in from both the County and City. He noted that the bike/ped study would result in a good tie-in to the area. He noted, however, that the more applications there were, the greater the competition, and, subsequently, less money available this year to fund projects. Some discussion took place. Mr. Youngblood stated that he wanted to objectively provide all the information to the MPO to enable all parties to make the decision that best suits the MPO. Mr. Hoback stated that if there was a project that benefitted both Danville and Pittsylvania County, the MPO would not hesitate to apply for that. Mr. Youngblood stated that he encouraged the City of Lynchburg to apply for a project, in much the same way as he was encouraging the County to submit a project which would be eligible for both pots of money; he told the Central Virginia MPO to submit another. Mr. Youngblood stated that it would be a good idea for the MPO to submit the connector road to see how it would score, and that if the money was co-mingled again, the project might be funded. Mr. Sides stated that he saw value in the MPO applying for the connector road, and stated that he did not see that application eliminating another of the county's projects during the application process. Some discussion took place. Mr. Youngblood stated to Mr. Sides that he would have to ensure that his Board, the IDA, and other local groups supported the project application, and that a project like that could be phased in over time.

Mr. Shelton stated that the City last year applied for two projects, which included both phases of the Mt. Cross Road improvements, but that the Phase II application did not score well enough and did not subsequently get funded. He asked Mr. Youngblood how it scored, to which Mr. Youngblood replied that it scored in the bottom portion of projects. However, Mr. Youngblood stated that the project comprised multimodal elements such as a park & ride lot, transit, and a turn-out; he noted that another study was underway which would tie into Averett University. Mr. Winstead stated that the application for Phase II of Mount Cross Road scored 29 out of 36 at the District level and 164 of 287 at the state level. Mr. Shelton stated that the City was considering updating that application and asked whether it would be a viable application, to which Mr. Youngblood said it would, as it served as a second phase to a first phase project that had been approved for funding. Mr. Shelton added that Mt. Cross Road would be used as part of the transportation network to access the Berry Hill Industrial Park. Mr. Youngblood mentioned other funding mechanisms including HSIP, and noted that any application submitted would need local support. Some further discussion ensued. Mr. Youngblood mentioned the need to look at past MPO studies for projects as well. Mr. Winstead stated that it would be very beneficial if the County could leverage resources for a project.

Mr. Hoback stated that, regarding the connector road, acquisition of property would certainly be a cost to consider, and he noted that the MPO would need the County's help to determine if this was the direction it would want to go with regard to the application process. Mr. Sides stated that the connector road represented a study that should have been refreshed, and asked how that played in. Mr. Hoback replied that the connector road was in the UWP, but that there was not enough funding for a study for FY 2018. Mr. Sides questioned the benefit of an application if a study was to be done after the fact. Mr. Hoback mentioned a study conducted by Dewberry regarding the connector road and how it would compare with other MPO studies in terms of having detail to apply for a project. Mr. Sides stated that the study was part of a traffic impact analysis, and some discussion took place. Mr. Sides stated that the study was very basic and did not include much analysis. Mr. Youngblood stated that it might be a good idea to apply for a project based on a previous MPO study, and Mr. Winstead stated that all of the local decision makers must be on the same page. Some discussion took place.

**Danville MPO Minutes**

**July 25, 2016**

**Page Three**

Mr. Sides stated that the connector road should be revisited prior to making an application, to which Mr. Shanks agreed. Mr. Sides noted that a corridor study (for the connector road) would involve public hearings, and that had not happened. It was mentioned that other applications which could be pursued could pertain to the past MPO studies which included Kentuck Road, Moorefield Bridge Road, Mt. Cross Road, and access management on U.S. Route 58. Mr. Shanks asked if the second phase of Mt. Cross Road could be resubmitted, and Mr. Shelton stated that it was being considered. The Mt. Cross Road study about to be conducted by EPR was mentioned.

Mr. Hoback stated that preliminary information had to be entered into the Smart Scale applications by August 15<sup>th</sup>, and applications must be submitted by the end of September. Mr. Youngblood mentioned that Mr. Bonanno could look at a compendium of past MPO studies he had compiled, and a proxy vote could be taken on which study to select. Mr. Sides stated that Pittsylvania County would submit the application for the widening of Berry Hill Road.

**5. Update on Mt. Cross Road/Averett North Campus and Downtown Bike/Ped Studies.**

Mr. Hoback stated that the MPO Project Management Team had met with EPR several weeks prior, and that a scoping procedure was reviewed and a contract was due to be signed with EPR in conjunction with McCormick-Taylor. He stated that both studies would require about six months to be completed, and he briefly discussed the nature of both projects.

Mr. Shanks stated that the City of Danville had a wayfinding sign contract which was being implemented, and that some information could be shared with the consultants for the bike/ped study. Mr. Shelton stated that a parking study had also been provided to the consultants as well, and that a traffic signal at the intersection of Craghead and Loyal streets had been removed. Mr. Dunevant stated that he had met with Mr. Wuensch, of EPR recently to look at the area, and Mr. Wuensch noted that Mr. Dunevant was asking for study items of greater detail than those in the MPO agreement. Mr. Dunevant stated that what he would like EPR to analyze was Craghead Street from Patton Street to the community market, as well as Main Street from Jefferson to just past Roslyn Street; he stated that the City would cover anything over the original cost given to the MPO.

Mr. Shanks asked whether the next time the connector project could be applied for was 2018, to which Mr. Hoback stated that it would be FY 2018. Mr. Shanks asked whether the County and City could do something to submit the project this year, to which Mr. Sides replied that the process could not be executed quickly enough this year. Mr. Hoback stated that the MPO had about \$13,000 available, and that it would be willing to fund a connector road study three ways with the City and County. Mr. Youngblood stated that the next Smart Scale application round would be in 2019, and that if there was interest in Berry Hill, there would be a good deal of support, especially if the application demonstrated multi-jurisdictional support; Mr. Winstead stated that due diligence (planning) could make a big difference in the outcome of the application. Some discussion took place. Mr. Youngblood stated that the inland port study should be completed in November, and he stated that the study was included in traffic mobility planning at Berry Hill. Some discussion took place on this topic, and Mr. Youngblood stated that this report could influence the connector road.

**6. Other Business**

It was acknowledged that there was no other business. Mr. Youngblood and Mr. Winstead were asked if there was any other VDOT business, to which Mr. Winstead stated that the CTB would be meeting later in the week, and that surveying activity had been completed on the Berry Hill Road/U.S. Route 58 intersection. Mr. Dunevant asked whether revenue share applications would be submitted in alternate years, to which it was noted that these dates would be in fall of 2017 and 2019.

**7. Adjourn.**

Mr. Shanks adjourned the meeting at 7:38 p.m.

David R. Hoback  
Danville MPO Administrator