

Minutes
for the
February 26, 2018 Meeting
of the
Danville Metropolitan Planning Organization
Danville Regional Airport Terminal Building, Eastern Conference Room
Airport Drive, Danville, VA
at 6:30 p.m.

Attendees

Ron Scearce, Pittsylvania County
Lee Vogler, City of Danville
Brian Dunevant, City of Danville
Marc Adelman, City of Danville
Greg Sides, Pittsylvania County
Chris Winstead, VDOT
Dave Hoback, Danville MPO Administrator
Joseph Bonanno, Danville MPO Staff

1. Call to Order

Mr. Scearce called the meeting to order. Mr. Hoback stated that the MPO bylaws required that the chairperson of the MPO must be rotated between the City and County annually, and he added that this year, the chairperson must be from the City. Mr. Hoback subsequently opened the floor to nominations. Mr. Scearce nominated Mr. Vogler for Chair, and this nomination was seconded by Mr. Dunevant. The nomination was voted upon and approved unanimously. It was then stated that a vice-chair would also be required to be voted on, and that this position must be from the County this year. Mr. Dunevant nominated Mr. Scearce, and this was seconded by Mr. Sides. The nomination was voted upon and approved unanimously. At this point, Chairman-elect Vogler presided over the meeting.

2. Approval of minutes from December 18, 2017 MPO Meeting

A motion was made by Mr. Scearce to approve the minutes from the December 18, 2017 MPO Policy Board meeting, and this motion was seconded by Mr. Sides. The motion was voted upon and approved unanimously.

3. Review and consideration of MAP 21 Safety Performance Measures/Targets for MPO

Mr. Hoback brought the Board's attention to a document pertaining to MAP 21 safety performance targets. He provided a brief background on safety performance targets, noting that they were federal transportation requirements as part of MAP 21. He stated that all states and localities (MPOs) were being required to review and adopt performance measures which would take into consideration safety, environment, freight, congestion, infrastructure condition, and the reduction of project completion delays; he added that the first performance measure being required for adoption was safety-related. He added that the State had been through a process of developing a long-range safety plan, an element of which he pointed out in the provided paperwork. Mr. Hoback noted that a long-term safety goal was to reduce deaths and serious injuries 50 percent by 2030, and he added that the State's annual goal was a fatality reduction of 2 percent, a serious injury reduction of 5 percent, and a non-motorized fatality/serious injury reduction of 4 percent. He noted that the State was projecting a 1.5 percent annual growth in vehicle miles traveled (VMT) in Virginia. Mr. Hoback further discussed targets for fatalities and serious injuries. He then stated that the option the MPO had was to formulate its own safety targets or adopt the State's targets, and he added that only three other MPOs in the state had planned to formulate their own targets. Mr. Scearce asked what the penalty would be if the MPO did not meet its targets, to which Mr. Winstead replied that there were no repercussions for MPOs; he added that the targets would help to inform some of the future projects and that there were many factors outside of our control. Some discussion took place, and Mr. Hoback stated that the Board was required to take action on whether to adopt the State's target or formulate its own. Mr. Scearce made a motion to adopt the State's targets, which was seconded by Mr. Dunevant. The motion was voted upon and approved unanimously.

4. Update on Berry Hill Connector Road Study

Mr. Hoback stated that Dewberry was commissioned by the MPO with compiling a study with regard to a potential connector road to serve the Berry Hill Industrial Park. He added that an MPO project team meeting took place on January 30, where it was noted by Dewberry that three potential connector road alignments were being considered. He briefly described benefits of some of the alignments, and noted that a draft plan would be provided by Dewberry to the MPO within the week, after which an MPO project team meeting would take place which would be followed by a Policy Board meeting, and then a public review process. Mr. Vogler asked if the Board would be shown the options and costs, to which Mr. Hoback replied in the affirmative. Mr. Scarce asked if the study would go to the MPO, RIFA, or the localities, to which Mr. Hoback replied that the Board could take whichever approach it deemed appropriate, and that perhaps we could take it to the locals prior to the general public. Some discussion took place regarding the preferred alignment, and Mr. Winstead stated that because federal funds would be used, the NEPA process would need to take place prior to a route being selected, and a public input component would be involved, which would aid in that process. He added that the NEPA process would be a big hurdle, as it would be costly, and that once the product was complete, it would have a three-year shelf life, so a decision would have to be made regarding how to pay for that, and that would have to begin at the local level. Mr. Winstead added that with regard to Smart Scale funding, the locality would have additional flexibility to apply for funds, as the MPO would only qualify for High Priority funding. Mr. Hoback asked how a Smart Scale application would be fashioned, given the NEPA process, to which Mr. Winstead replied that this would be a discussion the MPO should have with Dewberry. Mr. Winstead stated that if it was acknowledged in the Smart Scale guide that if a funding source for the NEPA process was identified, the application could move forward. He stated that an entity could apply for a project, via Smart Scale, if the NEPA process was not complete, however, he added that a project could potentially be screened out if no funding mechanism for the NEPA process had been identified. Mr. Sides stated that this was likely the situation local officials would be faced with, and he added that Mr. Youngblood, of VDOT, noted the importance of Tobacco Commission funding to possibly help fund the study. Mr. Sides added that if Tobacco Commission funds were earmarked, that would hopefully assist with the application.

Mr. Winstead stated that another important element to a Smart Scale application would be that if a company was interested in investing in the industrial park, it would be an investment demonstrated not only for Smart Scale, but to the private sector as well. Mr. Scarce asked for a potential cost figure for the NEPA process, Mr. Winstead replied that it would not be cheap, and Mr. Sides acknowledged that Mr. Youngblood noted previously that it would cost approximately \$1.5 million if VDOT performed the study, but would cost somewhat less if a consultant performed the study. Mr. Bonanno noted that Mr. Youngblood stated previously that the cost could range from \$1 to \$1.7 million. Mr. Winstead added that a great deal of work would be required to go into the process, which would range from hazardous materials to cultural resource analyses for all three roadway alignments. Mr. Sides stated that, with regard to going to RIFA, he believed we should go through this process first, and get input from property owners and the public, and that RIFA could be updated afterwards. Mr. Vogler asked whether any action would have to be taken by the Board, to which Mr. Hoback responded in the negative. Mr. Hoback stated that at the project team meeting on January 30, discussion took place about the need to involve the public as a condition of accepting federal dollars for a project and that the discussion involved the possibility of speaking one-on-one with property owners prior to a public meeting. Mr. Sides replied that he believed the recommendation to Dewberry was to engage in private meetings first – possibly the same day – and then conduct the public meeting afterwards.

5. 2018 Smart Scale Transportation Projects Application Round

Mr. Hoback brought the Board's attention to a handout he provided in order to furnish the Board with updated information pertaining to this upcoming round of Smart Scale. Mr. Winstead stated that the pre-application process would begin on March 1 and conclude on June 1, and August 1 would be the date of final submission for all applications. He pointed out that a total of \$800 million to \$1 billion would likely be available for this coming round of Smart Scale.

6. Update on Regional Bicycle Plan

Mr. Bonanno delivered a presentation about the Regional Bicycle Plan update to the Board. He stated that the WPPDC Board had recently adopted the plan. In presenting the material, he briefly discussed the process employed to update the plan and discussed the contents of the plan's chapters. He then concluded with some of the components of the plan, such as the two priority corridors and the priority zone, as well as new route connections developed as part of the plan. Mr. Vogler asked when the final report was being presented, to which Mr. Bonanno replied that it was pretty much complete, and he added that, while the WPPDC Board adopted the plan, the MPO should adopt it, and that the full plan would be sent to the MPO Policy Board either electronically or in hard copy format. Mr. Hoback added that the WPPDC also intended to bring the plan to the localities to encourage them to adopt it individually. He added that this plan served as a recommendation document only, and would not bind any locality to any of its recommendations. He concluded by noting that it should be adopted as a regional plan. Mr. Bonanno noted the difference between the priority and vision recommendations found in the plan, and he articulated to Mr. Vogler that he believed there was a recommendation within the plan to create additional bike share systems in the region. Mr. Vogler replied that the Danville Bike Share program had been very successful.

7. Comments/Updates from VDOT Staff

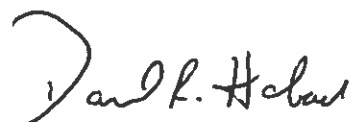
Mr. Winstead stated that VDOT would be holding a public input meeting regarding the U.S. Route 58 Business/Route 311 intersection project at the Brosville Elementary School on March 6 from 4 to 6 p.m. Regarding highway safety, he stated that he reviewed trends over the past five years in the Lynchburg District, and each year, the District experienced 69 – 72 fatalities and that about 55 percent of these involved people not using their seat belts. He noted that about 60 percent of fatalities involved roadway departures. He added that, in the Lynchburg District, crews would be implementing additional edgeline rumble strips on roadways, and that these would soon be evident on U.S. Route 58, as that work qualified under the Highway Safety Improvement Program (HSIP). He noted that trends in Pittsylvania County were similar to those in the District as a whole, and he added that these rumble strips resulted in a crash reduction figure of 30 to 40 percent.

8. Other Business

No other business was mentioned.

9. Adjourn

The meeting adjourned at approximately 7:18 p.m.



David R. Hoback
Danville MPO Administrator