

**Minutes**  
for the  
**March 4, 2019 Meeting**  
of the  
**Danville Metropolitan Planning Organization**  
Danville Regional Airport Terminal Building, Eastern Conference Room  
Airport Drive, Danville, VA  
at 5:30 p.m.

Attendees

Lee Vogler, City of Danville  
Ken Gillie, City of Danville  
Brian Dunevant, City of Danville  
Ron Scearce, Pittsylvania County  
Joe Davis, Pittsylvania County  
Greg Sides, Pittsylvania County  
Chris Winstead, VDOT  
Kevin Jones, FHWA  
Becca Askey, DRPT  
Dave Hoback, Danville MPO Administrator  
Joseph Bonanno, Danville MPO Staff

1. Call to Order

Mr. Hoback called the meeting to order.

2. Election of MPO Chairman for 2019

Mr. Hoback stated that under the MPO bylaws, an election must be held each year to elect a Chair and Vice-Chair for the MPO Policy Board. He added that each position rotated annually between the City and the County, and noted that in 2018, Mr. Vogler was Chair and Mr. Scearce was Vice Chair. The floor was opened for nominations, and Mr. Davis nominated Mr. Scearce as Chair, and Mr. Vogler seconded this motion. The motion was voted upon and was approved unanimously.

3. Election of MPO Vice-Chairman for 2019

Mr. Hoback turned the meeting over to the Chairman-elect, Mr. Scearce, who in turn opened the floor to nominations for Vice-Chair. Mr. Dunevant nominated Mr. Vogler for position of Vice-Chair, and Mr. Sides seconded this nomination. The motion was voted upon and was approved unanimously.

4. Approval of minutes from December 19, 2018 MPO Meeting

Mr. Scearce asked for a motion for the approval of the minutes from the December 19, 2018 MPO Policy Board meeting. Mr. Vogler made a motion to approve the minutes, which was seconded by Mr. Davis. The motion was voted upon and approved unanimously.

5. Consideration and approval of adding Virginia Department of Rail & Public Transportation (DRPT) required Transit Asset Management (TAM) language to the Danville-Pittsylvania MPO Transportation Improvement Plan (TIP)

Mr. Hoback acknowledged the attendance of Ms. Becca Askey, of DRPT, who he noted would discuss the importance of adding Transit Asset Management language to the TIP, as well as the potential of inter-city bus service for Danville. Ms. Askey stated that she was a statewide transit planner and the DRPT representative for MPOs, and she added that if any policy board member had transit-related questions, they were encouraged to contact her. She stated that the transit asset management plan was a requirement of the Federal Transit Administration (FTA) so that the state would have the most up-to-date information on transit-related assets and to ensure that those were being replaced in an orderly and effective way. She added that the FTA required that Transit Asset Management language be added to the TIP. Ms. Askey noted that Danville Transit was covered under the state's blanket plan, and that the MPO needed to add language to the TIP to comply with this FTA requirement. She asked if there were any questions, to which Mr. Hoback inquired as to whether there was language in the plan which was geared toward the FAST Act and MAP-21 performance standards, as well as to address performance goals. Ms. Askey replied that this was a state of good repair requirement. Mr. Hoback

stated that the Board was required to vote to revise the TIP document with Transit Asset Management language. Mr. Vogler made a motion to revise the TIP in this regard, which was seconded by Mr. Dunevant. The motion was voted upon and approved unanimously. Mr. Hoback recognized Mr. Kevin Jones, of the Federal Highway Administration. Mr. Jones updated the Board by stating that the FHWA had advertised for a new planner position. He added that during the hiring freeze, the agency was unable to hire additional personnel, but the advertisement had since gone out. He noted the implication was that the Danville MPO would have a new point of contact.

Ms. Askey handed out a brochure regarding the Virginia Breeze intercity bus system, operated by the Commonwealth of Virginia. She noted that 5311F funding was available, which funded inter-city bus service targeted to rural areas; she added that this bus service was more like Greyhound than a commuter service. She stated that the Virginia Breeze was successful, and that plans were in place to extend the service elsewhere in the state. She noted that two public meetings would take place to solicit input in establishing the next route, with the first being held on March 27<sup>th</sup> in Ashland and the second taking place on March 28<sup>th</sup> in Lynchburg. Some discussion subsequently took place, and it was noted that Mr. Adelman was planning to attend the March 28<sup>th</sup> meeting in Lynchburg.

**6. Consideration of EPR proposal for update of the US 58 Access Management Plan**

Mr. Hoback stated that the MPO had received two proposals from EPR for the Board to consider. The first proposal he noted was for a Route 58 West access management study, which was discussed at the December meeting. He noted that a number of candidate studies were evaluated, and based on a technical team discussion, it was believed this study would be best to pursue. He added that in 2008 and 2012, MPO studies were conducted on the Route 58 West corridor, with a focus on access management. He noted that since the 2012 study had taken place, several transportation-related developments had occurred, which included the adoption of Smart Scale, the embrace by VDOT of alternate intersection designs, and access management standards being adopted by the agency in 2014. Additionally, he noted, Berry Hill Industrial Park development was in its infancy. He stated that the limits of this updated study would extend 11 miles, from just west of Piedmont Drive to Long Circle. He added that EPR was the MPO's on-call consultant, that the total estimate for the study was \$61,585.30, and that the study would require six months from the notice to proceed to completion. Mr. Hoback added that VDOT staff provided substantial input, and that staff from Danville and Pittsylvania County were also heavily involved. Mr. Scarce asked for a motion for the MPO Board to accept the EPR proposal to conduct the US 58 Access Management Plan. Mr. Vogler made a motion to accept this proposal, which was seconded by Mr. Sides. The motion was voted upon and approved unanimously.

**7. Consideration of EPR proposal for update of the Danville-Pittsylvania MPO Constrained Long Range Transportation Plan (CLRP)**

Mr. Hoback stated that the second EPR proposal was the update of the MPO Long Range Plan, which was a federal and state requirement. He noted that the last update took place in 2015. Mr. Hoback added that the updated plan would have a 25-year horizon, out to 2045, and that the document was comprehensive and encompassed multimodal forms of transportation. He explained that a main feature of the plan was a constrained project list which accounted for regional priorities compiled utilizing projected funding. He noted that the FHWA and VDOT established an August 2020 deadline to complete the update of this plan. As part of this consultant-led update process, he noted that three public input meetings would take place, and that the contract would cost \$107,175. Mr. Scarce asked for a motion for the MPO Board to consider EPR's proposal to update the MPO Long-Range Plan. Mr. Davis made a motion to accept this proposal, which was seconded by Mr. Vogler. The motion was voted upon and approved unanimously.

**8. Discussion of Oak Hill Road (Berry Hill) Relocation – Ron Scarce**

Mr. Scarce stated that an issue that had presented itself with regard to development of the Berry Hill Industrial Park was that Oak Hill Road had divided one of the larger sites of the industrial park. He added that a prospective company desired to build on the entire lot, but ultimately did not follow through. He suggested relocating the road so as to render these two sites as a coherent whole, and added that he was unsure as to whether a study should be initiated. He added that positive developments were taking place in and around the

industrial park including legislation to upgrade power lines, as well as VDOT approval of a connector road; he added, however, that Oak Hill Road bisecting the site could be an impediment to future development at the industrial park.

Mr. Winstead stated that he shared Mr. Scarce's enthusiasm for the connector road project, but he clarified that funding for the connector road was recommended via a draft funding scenario, and added that the final funding decisions would be made in May or June by the Commonwealth Transportation Board; Mr. Winstead added that the connector road application was the highest-scoring in the state in terms of economic development points. Some discussion then took place regarding the limits of Oak Hill Road which was proposed to be relocated, and it was noted that the southern section of the road was proposed to be relocated, while the northern end extending to US Route 58 would remain in place. Mr. Winstead noted that such a relocation would have associated costs which were not readily apparent, and he added that round 4 of Smart Scale could serve as a possible funding source. He suggested that Board members discuss possibilities with Dewberry and VDOT.

Mr. Winstead cautioned that a relocation project of this magnitude would have a sizeable environmental impact, and would likely cost several million dollars when design, development, and construction were accounted for. He added that a goal would be to minimize the construction of new roadway alignment, while maximizing the potential for development. In addition to Smart Scale, Mr. Winstead stated that another revenue source which could be explored included the Revenue Sharing program; business interests financing the improvements could serve as another possible source. Mr. Scarce articulated that it would be imperative to have a plan in place so that if Oak Hill Road needed to be relocated, the process would be ready to take place. Mr. Winstead gave an example of how partnerships could result in effective projects, citing a partnership between VDOT and Pittsylvania County which involved the use of County safety and operational funds used to widen a roadway in the county.

Mr. Sides stated that the Board passed a resolution to abandon or relocate Oak Hill Road, however, he noted that the Board explored this as a willingness based on a future prospect, and the decision was made to have a study conducted. He asked whether the MPO had any identified funding remaining, to which Mr. Hoback replied that there was no flexibility with regard to extracting funds from the Long Range Plan update, as that update was a requirement. He added that the US 58 West study could be deferred until Fiscal Year 2021 for the purpose of using those funds to perform a study for the relocation of Oak Hill Road. Mr. Winstead added that a firm scope would have to be in place for such a study, and a public hearing would be required to take place, given the use of public monies. He also noted that an environmental study would need to take place, and such studies had only a about a three-year shelf life. He added that it would be a Board of Supervisors action to move or abandon the road, and that the process would be involved, unless it was done by private enterprise, which would enable construction to be done much more quickly. Some discussion took place. Mr. Hoback asked if there were options aside from a full-blown study, to which Mr. Winstead affirmed there were, but he noted that the stream crossings presented possible environmental intricacies. He added that if it was the wish of the Board, he could get a VDOT team together to generate some options, and he noted that the Tobacco Commission could be another funding source. Mr. Sides added that Dewberry would have plentiful information to begin this process, and noted that much progress could likely be made working with that consultant. Mr. Scarce asked if this should be added to RIFA's agenda, to which Mr. Sides replied that getting together with Dewberry and VDOT first would be better, and then RIFA could be reported back to. Mr. Winstead stated that it would be a good idea for the team to learn what the hurdles were regarding the last prospective business. Mr. Hoback asked if the Board desired that the decision to proceed on the 58 West study be delayed so as to consider a study on the relocation of Oak Hill Road. Mr. Sides asked whether delaying the notice to proceed on the 58 West study about a month would be a problem, to which Mr. Hoback replied that it would not be. Mr. Sides concluded by stating that if it would be a large study, it could be done next fiscal year when the money would be available.

#### 9. VDOT Comments/Updates

Mr. Winstead stated that he did not yet have a date set for the spring public hearing in Lynchburg, however he noted that the Berry Hill Connector Road would be a major focus of the meeting. He added that as soon as a date was set, he would share it with the MPO Board. He strongly encouraged MPO Board members to attend this meeting so as to emphasize the importance of funding.

Mr. Winstead reported progress with the intense storm recovery work, but he noted that the Dan River had backed up several times due to flooding. He noted that work on US 29 was anticipated to be completed in May,

and VDOT was cleaning debris from alongside US 29 bridges. He added that work on US 58 east of Danville would be completed in the following four or five weeks, and he thanked the Board and staff for their patience with this work. He noted that progress was also being made on the secondary road system, and 19 emergency contracts were currently in place. He thanked the City staff for its great work as it pertained to the US 29 detour, and added that he sent the Danville city manager a letter of thanks.

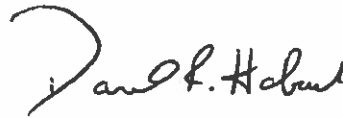
Mr. Sides stated that in terms of VDOT activities, at the end of the month, the City and County, through RIFA, were funding a NEPA study for the connector road, and he added that VDOT staff came down to Dewberry's office to discuss the scope of work, and that VDOT staff were very helpful and great team members. Mr. Hoback stated that the connector road project exemplified an excellent team spirit, and he elaborated on work done by each of the team members.

**10. Other Business**

Mr. Davis thanked VDOT for all of the work the agency had done, especially in his district, and he noted a great deal of support for the agency on Facebook. Mr. Vogler also took the opportunity to thank VDOT for their efforts.

**11. Adjourn**

Mr. Scearce adjourned the meeting at 6:34 p.m.



David R. Hoback  
Danville MPO Administrator