

**Minutes  
for the  
April 12, 2017 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**

Ron Searce, Pittsylvania County, Chairman  
Fred Shanks, City of Danville  
Lee Vogler, City of Danville, Vice-Chairman  
Brian Dunevant, City of Danville  
Ken Gillie, City of Danville  
Greg Sides, Pittsylvania County  
Jessie Barksdale, Pittsylvania County  
Rick Youngblood, VDOT  
Chris Winstead, VDOT  
Dave Hoback, Danville MPO Administrator  
Leah Manning, Danville MPO Staff  
Joseph Bonanno, Danville MPO Staff

**1. Call to Order.**

Mr. Searce called the meeting to order.

**2. Recognize Guests/Public Comments.**

Following a question as to whether any guests were present, Mr. Hoback stated that there were none.

**3. Old Business.**

Mr. Hoback offered clarification regarding communications and action which occurred following the January 18<sup>th</sup> 2017 MPO Policy Board meeting regarding the need to amend the FY 15-18 TIP. He stated that contrary to his previous incorrect understanding, the MPO was not required to amend the previous Transportation Improvement Program (TIP) document and was only required to develop and approve the new FY 2018 – 2021 TIP. Mr. Youngblood stated that the State was in the process of updating the State Transportation Improvement Program (STIP) document, transitioning from the 2015 – 2018 STIP to the 2018 – 2021 STIP, and he clarified the miscommunication.

**4. Approval of minutes from January 18, 2017 MPO Meeting.**

Mr. Searce asked for a motion to approve the January 18, 2017 MPO minutes, to which Mr. Barksdale made a motion, which was seconded by Mr. Shanks. The motion was voted upon and approved unanimously.

**5. Review of Draft FY 2018 – 2021 Transportation Improvement Program (TIP).**

Mr. Hoback stated that he provided all MPO Policy Board members with an electronic copy of the TIP document, and noted that he would discuss the TIP at a high level and address any questions that may be raised. He stated that the TIP was a mandatory document required to be updated by the MPO every three years, with required solicitation of public input. He noted that the document anticipated all federal and state transportation dollars for highway construction, improvements to existing facilities, bridge construction and maintenance, general road maintenance, and trails for a four-year fiscal year period between July 2017 and June 2021.

Mr. Hoback stated that the projects in this updated TIP were sourced from the Virginia Six-Year Improvement Program (SYIP) and included a total anticipated funding amount of \$61.4 million. He stated that Appendix 4, titled "MPO Report," was the most important section of this document, as it listed the SYIP projects included therein. He described some of the contents of this appendix which included the Mount Cross Road Phase I improvements, Kentuck Road improvements, the Franklin Turnpike, transportation enhancement for the trail projects, and the intersection project at Berry Hill Road and U.S. Route 58 Business.

Mr. Hoback asked if there were any comments, to which Mr. Youngblood stated that the list was relatively exhaustive, and some projects had been completed but were not yet closed out. Mr. Hoback stated that the TIP could be viewed as a transitional mechanism between the project's planning phase and its implementation phase, and he discussed how a project would typically flow from study to implementation. He also described public involvement of the TIP as a major element in its development, and noted that involvement emphasized disadvantaged and underserved groups. He stated that even though there were no attendees at the public hearing, he believed the MPO did a robust job at making the public aware of the hearing. Mr. Hoback discussed the public engagement process to the MPO Policy Board. Mr. Youngblood stated that the MPO does not get funds unless the TIP is up to date. He added that if Garvee bonds were utilized or funding streams changed, the TIP must be revised. Mr. Sides asked if there were any drastic changes in the updated TIP, to which Mr. Youngblood replied that there were not, and that much of the financial data found within the TIP was from VDOT's central office. He noted that the State had begun to update the STIP, and that the 2015 – 2018 TIP was looked at because the State had begun to utilize Garvee Bonds, and that the Federal Highway Administration (FHWA) now required an accountability system to track Garvee bond utilizations. Mr. Youngblood discussed the TIP development process, with emphasis on the grouping of projects. Mr. Shanks asked if the \$25 million bridge project had been done but not closed out, to which Mr. Youngblood stated that was correct. Mr. Hoback stated that for the record, the MPO conducted public outreach, held a public hearing, but did not receive any public comments.

**6. Approval of FY 2018 – 2021 TIP, Resolution 2017-1**

Mr. Scarce asked for a motion to approve Resolution 2017-1. Mr. Vogler made a motion to approve, which was seconded by Mr. Barksdale. The motion was voted upon and approved unanimously.

**7. Approval of Public Involvement Outreach for FY 2018 – 2021 TIP, Resolution 2017-2**

Mr. Scarce asked for a motion to approve Resolution 2017-2. Mr. Shanks made a motion to approve, which was seconded by Mr. Vogler. The motion was voted upon and approved unanimously.

**8. Certification of Public Participation Involvement Plan and Notification Procedures Manual Policies, Resolution 2017-3**

Mr. Scarce asked for a motion to approve Resolution 2017-3. Mr. Vogler made a motion, which was seconded by Mr. Barksdale. The motion was voted upon and approved unanimously.

**9. Approval of Danville MPO 2017 Statement of Certification, Resolution 2017-4**

Mr. Scarce asked for a motion to approve Resolution 2017-4. Mr. Barksdale made a motion to approve, which was seconded by Mr. Vogler. The motion was voted upon and approved unanimously.

**10. Update on Mt. Cross/Averett and River District Bike/Ped studies**

Mr. Hoback stated that on April 11<sup>th</sup>, the MPO held its second and final public input meeting regarding the River District Bike/Pedestrian Study at the Pepsi Building. He noted that participation was not as strong as at the November meeting, that targeted stakeholder groups were invited to the November meeting, and that 20 to 25 individuals attended the meeting on April 11<sup>th</sup>. Mr. Hoback stated that a positive takeaway from this latest meeting was that attendees generally approved of the plan, and that there were no particular concerns raised. He stated that the next step would be to present this study and the Mount Cross Road Study to the Danville City Council, and he asked if both studies could be presented at the same council meeting or if they should both be presented at different council meetings. Mr. Vogler and Mr. Shanks replied that one council meeting would be sufficient to present both studies, but Mr. Shanks added that it would depend on the week. Mr. Hoback stated that the presentations would need to get on the agenda, as the studies must be completed before the end of June.

Mr. Shanks asked if the MPO staff could clarify a recommendation made for Memorial Drive and Main Street, and Mr. Bonanno described the recommended configuration to Mr. Shanks, which was a road diet. A discussion ensued regarding the City losing transportation funding because of a reduction in lane miles. Mr. Youngblood confirmed that this currently was the case, but stated that a road diet was flexible because unlike a major

reconstruction, the lanes could simply be repainted to enable the road to revert back to the full lanes. Discussion took place with regard to a road diet on Memorial Drive and concerns about how such implementation could impact traffic with the continuing redevelopment of the River District. Mr. Youngblood stated that, based on projected annual average daily traffic (AADT) and the consultant's experience, he was comfortable that the recommendations would result in a functional transportation system. Mr. Gillie stated that traffic cones could be placed on local streets to temporarily eliminate travel lanes to determine the effects of possible road diets and drivers' reactions; Mr. Youngblood replied that this would be a good strategy. Mr. Youngblood stated that Danville had become a tourist destination for bicyclists, and that tying bicycle infrastructure into the city's transportation system would enhance that even more. He asked how many condos were in the River District, to which Mr. Gillie replied that there were 1,000 or 1,200, with 300 more proposed. Mr. Youngblood stated that there would be more bicyclists and pedestrians in the River District as more residents moved to the area, and associated discussion took place.

Mr. Hoback stated that the MPO would host a public open house on April 19<sup>th</sup> at Averett University's North Campus to obtain public input on the Mount Cross Road Study, which was being prepared by EPR consultants, and he stated that views of a VDOT Twitter indicated that participation could be strong. Mr. Hoback stated that the primary improvement proposed on Mount Cross Road was a roundabout, but that other enhancements to the corridor would include an intersection improvement at Mount Cross and Lowes Drive, a trail, and a transit system expansion to serve the corridor.

**11. Consideration of study projects to include in the FY 18 Unified Transportation Work Program (UWP)**

Mr. Hoback briefly reiterated the two MPO studies currently underway, but noted that a project for next year would possibly be a study on a potential connector road between Oak Hill Farms Road and Berry Hill Road. He added that with impending improvements of the Berry Hill Industrial Park, it would make sense to look at that area. Mr. Hoback also stated that the Constrained Long-Range Plan (CLRP) may have to be updated to account for incorporating performance standards. Mr. Youngblood replied that a release of performance measures had occurred, that the Transportation Mobility Planning Division (TMPD) was reviewing those, and that a CLRP amendment would possibly have to take place to incorporate those performance measures. Mr. Hoback asked when we would know for certain, to which Mr. Youngblood replied that it could be by early summer; Mr. Youngblood added that there could be a rural component of performance measures as well.

Mr. Hoback stated that he thought about the possibility of leveraging funds with the Danville-Pittsylvania Regional Industrial Facility Authority (RIFA), and that he had a brief conversation with Mr. Stauber of the Danville Regional Foundation to obtain additional funding from that organization to supplement MPO funds for a connector road study. Mr. Scarce asked if a study could include Vandola Church Road, as there had been an increase in traffic on that road, and that residents were saying that it had been getting dangerous. Mr. Hoback stated that it could be included if the Board was in favor of it, and Mr. Sides stated that feeder roads associated with the connector road should be studied. Mr. Shanks asked what the difference between this study of the connector road and the earlier study conducted by Dewberry was, and Mr. Sides replied that the Dewberry study was a "big picture" study and was dated. Mr. Youngblood added that the study included the Berry Hill Industrial Park, and that aspect of the connector road study was to take what Dewberry had done and bring it up to date. Mr. Shanks stated that there were potential projects for the Berry Hill Industrial Park, but added that he was concerned about future rail activity. He stated that, in particular, he was concerned about the need for rail upgrades as well as a need to address an existing railroad crossing on West Main Street which could impact increasing traffic, particularly if there were frequent and/or longer trains due to potential development of the Berry Hill site. Mr. Vogler added that given that the railroad crossing was so close to U.S. 29 implied there could be future traffic issues. Mr. Youngblood stated that it could be something to take a look at, and he added that our CTB member was on a rail committee, which would be helpful to that effort; Mr. Youngblood stated that CTB Member Shannon Valentine would like to come down to Danville again to look at potential projects. Some discussion took place with regard to railroad issues.

Mr. Hoback stated that the MPO Policy Board appeared to be on board with the connector road study, and he stated he would begin to develop an amendment to the CLRP to incorporate performance measurements. Mr.

Shanks asked whether future improvements to Route 311 would have any impact on the connector road study, to which Mr. Youngblood replied that the programmed Route 311 intersection improvements would enable the roadway to accommodate thousands of employees that it would only help if growth continued, and added that it could be considered as a phasing approach. Mr. Searce reiterated the traffic issues on Vandola Church Road, and Mr. Youngblood replied that VDOT could look at recent STARS data to determine what types of issues were taking place on that road. Mr. Winstead stated to Mr. Shanks that there would be some changes to the Smart Scale scoring process in the future, and that VDOT's commitment to its localities and MPOs was to assist them in getting the best scores for their submitted projects. Mr. Sides mentioned a past interchange feasibility study which was road study; he articulated the possibility of combining an updated interchange study with a connector study. Mr. Hoback stated that the MPO would have approximately \$50,000 available for a study, but he added that if other partners were willing to come on board to provide additional funding, a project with a larger scope could be funded. Mr. Sides stated that he believed the interchange figures from a previous study should be updated for the basis of comparison. Some discussion took place regarding the interchange and the connector road.

## **12. Other Business**

Mr. Winstead stated that the following Thursday evening, the CTB would be visited by the Secretary of Transportation at the Lynchburg District Office, where a public hearing would take place with regard to the second round of Smart Scale projects. He stated that no new projects would be considered, but that items included in a provided handout would be discussed. Mr. Winstead brought the Board's attention to a handout which served as a reference document for the Smart Scale website and provided a high-level overview of the Smart Scale process, and he discussed the aspects of it. He stated that where a project had an economic development footprint, and especially where the other factors were addressed, the greatest benefits were generated. He stated that last year, the State had \$1.7 billion to distribute of which the Lynchburg District received \$85 million. He noted that applications were received from every entity in the Lynchburg District that could have submitted them, and that the District received the largest number of projects of any district. This year however, Mr. Winstead stated that the Commonwealth had just \$1 billion to distribute, and that the District would be allocated only \$37 or \$38 million. He stated that, though there was less money to distribute this year, there was more competition among application submittals. He directed attention to a color-coded spreadsheet which provided data on projects funded within the Lynchburg District, and illustrated whether they were funded through the District Grant program or the High-Priority Grant program; he noted that this was a draft-funding scenario.

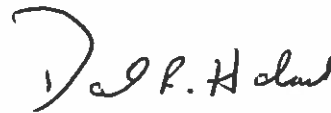
Mr. Winstead stated that CTB member Ms. Shannon Valentine had \$13.3 million in unallocated resources, in addition to \$2.6 million in unallocated federal resources, which she would be able to contribute to projects on a one-time basis. He stated that Ms. Valentine would decide where to allocate those funds, and that she would not do so prior to the public hearing, which would take place on April 20<sup>th</sup>. Mr. Winstead stated that there were two "legacy projects" within the District – one in Farmville and one in Campbell County - which previously had funding invested in them, and that these two had a very good chance of being funded for this purpose. Mr. Youngblood articulated the importance of attending the meeting to provide project input to the CTB, as Ms. Valentine had a very important decision to make. Mr. Hoback stated that he would be attending this meeting, and he asked if the MPO had any projects for which the funding could be allocated, to which Mr. Youngblood stated that the MPO had many great project possibilities which were backed up by studies. Mr. Searce asked about the nature of the proposal at Mount Cross Road and Mill Creek Road which was applied for, and Mr. Youngblood replied that the Mount Cross Road intersections found in the spreadsheet involved turn lane improvements, and that they were obtained from a study which was conducted by the MPO in 2012. He also stated that these two intersections were identified in STARS studies as intersection hot spots. Mr. Searce stated that a rezoning meeting had recently taken place in that area, and that a retail project application may have to be turned down because of a high number of crashes in the area.

Mr. Winstead stated that the CTB must decide collectively where State High Priority funding gets allocated to, whereas an individual CTB members could decide to what projects District Grant funding could be allocated. He noted that revisions would be made to the Six-Year Improvement Program in June to incorporate new projects, and directed attention to the spreadsheet to show how projects were scored. He stated that we would likely see

changes in scoring for the next round of Smart Scale projects, and that there would be a workshop to articulate these changes to the localities. Mr. Shanks asked if the project benefit score was developed by the staff, to which Mr. Youngblood replied that the score looked at each of the measures, and he added that the economic development portion of the application was the sole responsibility of the applicant. Some discussion took place regarding this topic. Mr. Youngblood stated that next year, there would be at least two workshops to provide localities with a step-by-step process to guide them with the application process. Some additional discussion took place. Mr. Sides asked about color-coded projects in the spreadsheet as well as funding Ms. Valentine had to potentially allocate to projects, and Mr. Winstead and Mr. Youngblood addressed his questions. Mr. Winstead stated that Ms. Valentine and Secretary Layne recognize regional collaboration when selecting projects. Mr. Hoback recognized Mr. Bonanno for his assistance with development of the TIP.

**13. Adjourn**

Mr. Scarce adjourned the meeting at 8:00 p.m.



David R. Hoback  
Danville MPO Administrator