



AGENDA

**August 30, 2023
3:00 PM**

Via Zoom at:

[https://us06web.zoom.us/j/85440789441?
pwd=NlZBTkd2cHY1YVduSk00bWl4dE8rQT](https://us06web.zoom.us/j/85440789441?pwd=NlZBTkd2cHY1YVduSk00bWl4dE8rQT)

09

Passcode: 940813

Telephone: 301-715-8592

1. Call to Order
2. Approval of minutes from the April 19, 2023 meeting
3. Approval of Danville MPO Transportation Analysis Zone (TAZ) preliminary Land Use data, Joe Bonanno, Senior Planner
4. FHWA Safe Streets and Roads for All (SS4A) grant-funded Safety Action Plan draft scope review, Joe Bonanno, Senior Planner
5. Smart Scale Round 6 proposed changes, Joe Bonanno, Senior Planner
6. Comments/Updates from VDOT/DRPT/FHWA
7. Other Business
8. Adjourn

Minutes
for the
April 19, 2023 Meeting
of the
Danville Metropolitan Planning Organization
Virtual Meeting at 5:30 p.m.

Attendees

Lee Vogler, City of Danville, Chairman
Brian Dunevant, City of Danville
Emily Ragsdale, Pittsylvania County
Ron Searce, Pittsylvania County
Rick Youngblood, VDOT
Chris Winstead, VDOT
Tiffany Dubinsky, DRPT
Michael Armbrister, Danville MPO Administrator
Joseph Bonanno, Danville MPO Staff

1. Call to Order

Mr. Vogler called the meeting to order at 5:31 p.m.

2. Approval of Minutes from the March 1, 2023 meeting

Mr. Vogler asked for a motion to approve the minutes from the March 1, 2023 meeting. Mr. Youngblood made a motion to adopt the minutes, which was seconded by Mr. Dunevant. The motion was voted upon and was approved unanimously.

3. Adoption of FY 24 MPO Unified Transportation Planning Work Program (UPWP), Michael Armbrister

Mr. Armbrister stated that the MPO was responsible for the annual adoption of the UPWP, which served as a blueprint for the MPO's activities over the course of a year. He added that for Fiscal Year (FY) 2024, the MPO would be funded in the amount of \$163,280, 80 percent of which would be federal funding, 10 percent of which would be from the State of Virginia, and 10 percent of which would be split evenly between the City of Danville and Pittsylvania County. Mr. Armbrister further added that the MPO typically carried funds over to the next fiscal year, but uncertainty regarding the viability of the South Ridge Street Study caused that to be questionable. Therefore, Mr. Armbrister stated that the carryover would be held off until FY 25, given that the MPO would begin updating the Long-Range Transportation Plan that fiscal year. Mr. Armbrister stated that \$86,797 would be available for consultant-led studies, and that the MPO was presently under contract to fund the South Ridge Street study.

Mr. Armbrister stated that the WPPDC would serve as the administrator for the MPO, adding that the MPO would be working on the Safe Streets and Roads for All (SS4A) grant-funded program, providing administration for that study without any additional fees. He concluded by stating that MPO staff recommended the adoption of the FY 2024 UPWP, and Mr. Vogler asked if there were any questions, but none were forthcoming. Mr. Vogler asked for a motion to adopt the FY 2024 UPWP, to which Mr. Dunevant made a motion, which was seconded by Mr. Searce. The motion was voted upon and approved unanimously.

4. Approval of FY 2024 – 2027 Transportation Improvement Program (TIP), Michael Armbrister

Mr. Armbrister stated that in recent months, MPO staff had been working to develop the FY 24 – 27 Transportation Improvement Program (TIP), and he described some of the background of this document. He stated that the TIP was a four-year document adopted every three years, and added that two TIPs would be in effect over the coming fiscal year. Mr. Armbrister noted that the heart of the FY 24 – 27 TIP could be found within pages 15 through 21, while the remainder of the document was similar to the previous TIP. He added that a 30-day public comment period had taken place, followed by a public hearing, though no members of the public were present. He further added that the public comment period as well as the public meeting were advertised on the MPO website, on social media, in newspapers, and via mailings to entities within the MPO area. Mr. Vogler asked if there were any questions, but none were forthcoming. Mr. Dunevant made a motion to adopt the FY 2024 – 2027 TIP, which was seconded by Mr. Searce. The motion was voted upon and approved unanimously.

5. Approval of FY 2021 – 2024 Transportation Improvement Program (TIP) amendments to incorporate new statewide / districtwide maintenance project funding, Michael Armbrister

Mr. Armbrister acknowledged periodic administrative or other updates to the TIP, adding that the MPO received such updates from VDOT to incorporate into the TIP. He brought the Board's attention to Page 17 of the TIP, which was an amendment that would incorporate additional funding to facilitate preventative maintenance for bridges, preventative maintenance and system preservation, and traffic and safety operations. Mr. Armbrister added that no public notice or comment was required, given that this update was administrative in nature. He then stated that staff recommended adopting this amendment. Mr. Dunevant made a motion to approve the amendment, which was seconded by Mr. Searce. The motion was voted upon and approved unanimously.

6. Project Update – South Ridge Street Study & SS4A Grant, Michael Armbrister

Mr. Armbrister initiated discussion of the South Ridge Street study, noting that the study team was attempting to formulate a strategy to link South Ridge Street with Industrial Avenue, though many constraints were present. He added that the study team evaluated the Monument Street corridor as a connector option, but doubt persisted as to whether the study would be feasible because of a potentially prohibitively high cost. Mr. Armbrister stated that EPR was drafting its thoughts, and it had provided the MPO with a parcel layout that could potentially facilitate a connection between the existing terminus of South Ridge Street and Goodyear Boulevard. He added that once EPR had the opportunity to review a potential alignment, given the latest information, they would provide their thoughts to the MPO. He further added that if the decision was made to not proceed with this study, the MPO would convene its technical advisory committee to select the next study.

Mr. Armbrister provided an update on the Safe Streets and Roads for All (SS4A) grant the MPO received through the WPPDC. He stated that the kickoff meeting for that study had taken place, the grant agreement had been drafted, and after several revisions had been sent to FHWA; he added that once a signed agreement was in place, the project could proceed and EPR would begin work.

Mr. Armbrister stated that MPO staff participated in a kick-off meeting for the Danville MPO model development. He mentioned that this pertained to the new transportation analysis zone (TAZ) area that had been presented at a prior MPO meeting, and he added that MPO staff were working on some data pertaining to that. He further added that this would be a several month-long process, and that MPO staff would bring some items to the Board for approval.

7. Comments/Updates from VDOT/DRPT/FHWA

Mr. Youngblood stated that he had been working with the MPO on the South Ridge Street study, and that some transportation model updates were underway. He added that the Transportation Alternatives (TAP) program would be opening soon, and that VDOT would be moving forward with Smart Scale. He added that VDOT would soon be conducting interviews to replace David Cook, who accepted another position with VDOT in Richmond.

Mr. Winstead stated that the VDOT Lynchburg District's Six-Year Improvement Program public hearing had been scheduled for May 17th at the Lynchburg Grand Hotel, and added that the latest edition of the draft funding scenario for the district had been published, in the amount of \$583.5 million. He also announced National Work Zone Awareness Week, adding that the theme this year was "Work With Us."

Ms. Dubinsky, representing the Virginia Department of Rail and Public Transportation, stated that DRPT had published its draft of the Six-Year Improvement Program, available on its website. She added that DRPT was initiating the Discover Transit campaign, which would extend through the spring and into the fall. She added that DRPT had available media placements, advertisements, and promotional material that could be shared through social media. She further added that DRPT had rolled out a new rebranding effort, known as connectingva.org. She also noted that the agency was hiring new planners, but that she would likely remain the MPO's DRPT representative, despite some staff shuffling.

8. Other Business

No additional business was discussed.

9. Adjourn

The meeting was adjourned at 5:49 p.m.


Kristina Eberly
Danville MPO Administrator

Danville MPO 2023 TAZ Update Methodology

Introduction

Approximately every five years, the Danville Metropolitan Planning Organization (MPO) is tasked with updating the MPO area's transportation analysis zones (TAZ). TAZ are small geographic areas each comprising one or more Census-designated blocks. Information contained within TAZ serve as the basis for transportation modeling, a technical process imperative to understanding current and potential future traffic patterns based on present knowledge of current and anticipated (future) transportation, land use, and demographic trends and scenarios.

This TAZ update will project data to the "horizon year" 2050, utilizing "base-year" 2022 data as the basis for this projection. At this stage of the TAZ update process, base-year and horizon-year data are generic and preliminary. The following sections describe the process used to develop the various generic rates. The MPO Policy Board is asked to review this preliminary, generic data and approve it, if deemed satisfactory, as a requirement to complete the TAZ update process.

Base-Year and Horizon-Year Population

City of Danville

To establish a base-year (2022) population for the Danville MPO, MPO and VDOT staff worked together to develop a population trend for the MPO area, using both the 2010 and the 2020 Decennial Census counts as a basis. For the City of Danville, this was accomplished by simply subtracting the 2010 Census population from the 2020 Census population (42,590 – 43,055), which yielded a difference of -465. This difference was then divided by the 2010 population (43,055), resulting in a quotient of -0.0108..., which was rounded to -0.011. This figure was then divided by 10 to yield an annual rate of change, which is -0.0011 and then multiplied by 2 and applied to the 2020 census count to provide the base-year (2022) population estimate. The subsequent expressions look like this:

1. $42,590 - 43,055 = -465 / 43,055 = -0.0108$
2. $0.011 / 10$ (annual difference over the space of ten years) = $-0.00108 * 2$ (to obtain the base-year figure) = -0.00216
3. $1 - 0.00216 = 0.9978$ (rounded to 0.9978)
4. $42,590$ (2020 Decennial Census population) * $0.9978 = 42,496$
5. 0.9978 was multiplied by the 2020 population of each TAZ to establish the Base-Year population of that particular TAZ

To establish the 2050 generic population for the City of Danville, the multiplier -0.0011 (annual rate of growth) was multiplied by 30 (since 2050 – 2020 = 30), which gives us a product of -0.0324. Then, the following expression was developed: $1 - 0.0324 = 0.9676$. Then, $0.9676 * 42,590 = 41,210$.

Pittsylvania County

The City of Danville is situated entirely within the Danville MPO, easily enabling the establishment of an annual rate of change (simply subtract the 2010 Decennial Census from the 2020 Decennial Census for the entire City). However, only a portion of Pittsylvania County is within the MPO, so establishing an annual population rate of change based on the *entire* population of the County would likely produce an erroneous result. Therefore, MPO staff, working with VDOT, summed the entire populations of all census tracts within which the County TAZ were located. The process used to establish the annual rate of growth was the same as for the City of Danville.

Base-Year and Horizon-Year Households

The process to establish a generic household rate for the base-year (2022) and the horizon-year (2050) was accomplished in exactly the same manner the base-year and horizon-year populations for the City of Danville and Pittsylvania County were established. The only difference was that households were used in lieu of population.

To determine household *population* for both the base-year and the horizon-year, group quarters populations (which includes the populations of assisted living centers, detention centers, and similar group living arrangements) were simply subtracted from the population of each TAZ. Group quarters population of each TAZ has been assumed to remain the same between both the base-year and horizon-year analyses, unless plans for relevant projects are anticipated to affect these populations.

Vehicles

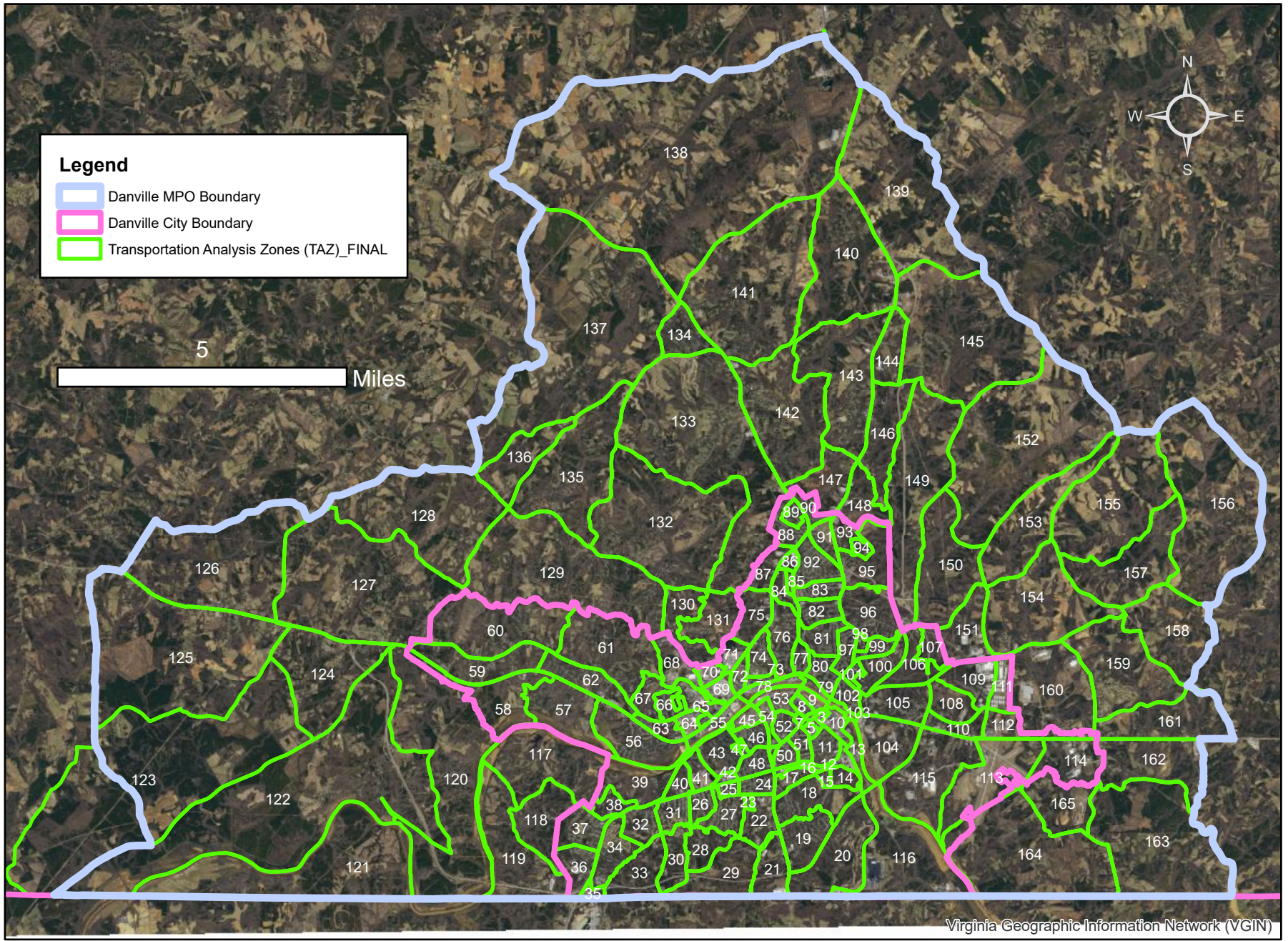
Determining the number of vehicles for both the base-year (2022) and horizon-year (2050) required some estimating and assumptions on the part of MPO staff. This process involved determining an approximate number of vehicles per household for each TAZ. This was accomplished by referencing census data by census tract, utilizing the 2017 – 2021 American Community Survey (ACS), to determine the number of households within a particular census tract underlying particular TAZ which had one, two, or three vehicles. Then, households estimated to have two vehicles were doubled, and households with three or more vehicles were multiplied by a factor of three; even though it was possible for a household in this latter category to possess more than three vehicles, it was impossible to distinguish households that had three vehicles from those that possessed five, for example. Subsequently, the sum of total vehicles was divided by the total number of households in each TAZ to determine the vehicle rate per household. Next, this quotient was multiplied by the total number of each households in a particular TAZ to ascertain the estimated number of vehicles for both the base-year and the horizon-year.

Employment

VDOT maintains a contract with InfoUSA, a data vendor which supplies the agency with employment information. VDOT was, therefore, able to directly provide employment data to the

Danville MPO, which was broken out by Total Employment, Retail Employment, and Non-Retail Employment.

Danville MPO Transportation Analysis Zones, 2023 Update



Data Sources:
Virginia Department of Transportation (VDOT)
Office of Intermodal Planning and Investment (OIPI)
Created by West Piedmont Planning District Commission, JB

		2022 (Base Year) Estimates								2050 (Horizon Year) Estimates							
TAZ	COUNTY	2022 POPULATION	2022 HOUSEHOLD	2022 GROUP QUARTERS	2022 HOUSEHOLD POPULATION	TOTAL EMPLOYMENT 2022	RETAIL EMPLOYMENT 2022	NON-RETAIL EMPLOYMENT 2022	2022 VEHICLE ESTIMATE	2050 POPULATION	2050 HOUSEHOLD	2050 GROUP QUARTERS POPULATION	2050 HOUSEHOLD POPULATION	TOTAL EMPLOYMENT 2050	RETAIL EMPLOYMENT 2050	NON-RETAIL EMPLOYMENT 2050	VEHICLES 2050
1	Danville City	0	0	0	0	163	6	157	0	0	0	0	0	184	7	177	0
10	Danville City	518	348	0	518	714	5	709	348	502	341	0	502	805	6	799	341
100	Danville City	352	120	0	352	10	6	4	132	342	117	0	342	11	7	5	129
101	Danville City	286	117	0	286	10	0	10	129	278	114	0	278	11	0	11	125
102	Danville City	370	152	0	370	72	17	55	167	359	148	0	359	81	19	62	163
103	Danville City	0	0	0	0	33	6	27	0	0	0	0	0	37	7	30	0
104	Danville City	257	58	107	150	494	5	489	87	250	57	107	143	557	6	551	86
105	Danville City	495	235	0	495	21	5	16	353	480	229	0	480	24	6	18	344
106	Danville City	14	3	0	14	0	0	0	5	14	3	0	14	0	0	0	5
107	Danville City	50	17	0	50	0	0	0	26	48	17	0	48	0	0	0	26
108	Danville City	119	71	0	119	18	0	18	107	115	69	0	115	20	0	20	104
109	Danville City	214	95	0	214	272	13	259	143	207	93	0	207	307	15	292	140
11	Danville City	563	214	21	542	254	8	246	214	546	209	21	525	286	9	277	209
110	Danville City	411	228	0	411	208	27	181	342	399	223	0	399	235	30	204	335
111	Danville City	0	0	0	0	50	0	50	0	0	0	0	0	56	0	56	0
112	Danville City	394	200	0	394	274	99	175	300	382	195	0	382	309	112	197	293
113	Danville City	83	41	0	83	38	11	27	62	80	40	0	80	43	12	30	60
114	Danville City	77	33	0	77	720	12	708	50	75	32	0	75	812	14	798	48
115	Danville City	219	106	0	219	775	53	722	159	212	103	0	212	874	60	814	155
116	Danville City	14	3	0	14	2436	8	2428	5	14	3	0	14	2747	9	2738	5
12	Danville City	5	4	0	5	70	13	57	4	5	4	0	5	79	15	64	4
13	Danville City	14	10	0	14	303	0	303	10	14	10	0	14	342	0	342	10
14	Danville City	91	53	0	91	11	0	11	74	88	52	0	88	12	0	12	73
15	Danville City	153	74	0	153	11	0	11	104	148	72	0	148	12	0	12	101
16	Danville City	14	8	0	14	33	20	13	11	14	8	0	14	37	23	15	11
17	Danville City	170	103	0	170	170	0	170	144	164	101	0	164	192	0	192	141
18	Danville City	814	349	0	814	65	3	62	489	790	342	0	790	73	3	70	479
19	Danville City	523	239	0	523	140	51	89	406	507	233	0	507	158	58	100	396
2	Danville City	33	22	0	33	464	20	444	22	32	21	0	32	523	23	501	21
20	Danville City	119	55	0	119	28	0	28	94	115	54	0	115	32	0	32	92
21	Danville City	344	152	0	344	16	8	8	258	334	148	0	334	18	9	9	252
22	Danville City	440	206	0	440	146	0	146	268	427	201	0	427	165	0	165	261
23	Danville City	320	135	0	320	54	0	54	176	311	132	0	311	61	0	61	172
24	Danville City	803	368	0	803	48	8	40	478	779	360	0	779	54	9	45	468
25	Danville City	331	162	0	331	0	0	0	211	321	158	0	321	0	0	0	205
26	Danville City	655	315	0	655	16	0	16	410	635	308	0	635	18	0	18	400
27	Danville City	984	384	0	984	29	0	29	499	954	376	0	954	33	0	33	489
28	Danville City	141	64	0	141	3	0	3	109	136	62	0	136	3	0	3	105
29	Danville City	410	178	0	410	15	0	15	303	398	174	0	398	17	0	17	296
3	Danville City	254	50	201	53	617	3	614	50	247	49	196	51	696	3	692	49
30	Danville City	171	70	0	171	15	0	15	119	165	68	0	165	17	0	17	116
31	Danville City	544	280	0	544	5	0	5	504	527	274	0	527	6	0	6	493
32	Danville City	338	159	0	338	13	2	11	286	328	155	0	328	15	2	12	279
33	Danville City	106	56	0	106	0	0	0	95	103	55	0	103	0	0	0	94
34	Danville City	229	88	0	229	66	0	66	158	222	86	0	222	74	0	74	155
35	Danville City	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	0
36	Danville City	542	231	0	542	211	21	190	416	525	225	0	525	238	24	214	405
37	Danville City	1259	501	0	1259	106	65	41	902	1221	490	0	1221	120	73	46	882
38	Danville City	287	127	0	287	69	3	66	229	279	124	0	279	78	3	74	223
39	Danville City	372	210	0	372	16	0	16	378	361	205	0	361	18	0	18	369
4	Danville City	103	96	0	103	101	20	81	96	100	94	0	100	114	23	91	94
40	Danville City	169	107	0	169	107	8	99	182	164	104	0	164	121	9	112	177

		2022 (Base Year) Estimates								2050 (Horizon Year) Estimates							
TAZ	COUNTY	2022	2022	2022 GROUP	2022 HOUSEHOLD	TOTAL	RETAIL	NON-RETAIL	2022	2050	2050	2050 GROUP	2050 HOUSEHOLD	TOTAL	RETAIL	NON-RETAIL	VEHICLES
		POPULATION	HOUSEHOLD	QUARTERS	POPULATION	EMPLOYMENT	EMPLOYMENT	EMPLOYMENT	VEHICLE ESTIMATE	POPULATION	HOUSEHOLD	QUARTERS POPULATION	POPULATION	EMPLOYMENT	EMPLOYMENT	EMPLOYMENT	2050
41	Danville City	164	76	0	164	138	31	107	129	159	74	0	159	156	35	121	126
42	Danville City	4	2	0	4	599	100	499	3	4	2	0	4	675	113	563	3
43	Danville City	667	269	0	667	101	7	94	457	646	264	0	646	114	8	106	449
45	Danville City	0	0	0	0	250	0	250	0	0	0	0	0	282	0	282	0
46	Danville City	995	376	250	745	48	9	39	639	965	368	250	715	54	10	44	626
47	Danville City	214	12	190	24	257	0	257	20	207	12	190	17	290	0	290	20
48	Danville City	1058	517	0	1058	57	1	56	879	1026	506	0	1026	64	1	63	860
49	Danville City	9	2	0	9	1692	13	1679	3	9	2	0	9	1908	15	1893	3
5	Danville City	55	18	21	34	254	2	252	18	53	18	21	32	286	2	284	18
50	Danville City	436	180	88	348	408	42	366	198	423	176	88	335	460	47	413	194
51	Danville City	583	276	7	576	61	8	53	304	565	270	7	558	69	9	60	297
52	Danville City	521	243	0	521	338	19	319	267	505	237	0	505	381	21	360	261
53	Danville City	579	226	0	579	551	28	523	249	561	221	0	561	621	32	590	243
54	Danville City	87	51	0	87	162	0	162	87	84	50	0	84	183	0	183	85
55	Danville City	0	0	0	0	584	77	507	0	0	0	0	0	658	87	572	0
56	Danville City	699	289	0	699	602	82	520	462	677	283	0	677	679	92	586	453
57	Danville City	324	162	0	324	84	0	84	292	314	158	0	314	95	0	95	284
58	Danville City	112	49	0	112	48	0	48	88	108	48	0	108	54	0	54	86
59	Danville City	502	255	0	502	62	3	59	459	487	250	0	487	70	3	67	450
6	Danville City	1	1	0	1	206	6	200	1	1	1	0	1	232	7	225	1
60	Danville City	689	320	0	689	26	2	24	576	668	313	0	668	29	2	27	563
61	Danville City	719	331	0	719	40	8	32	596	697	324	0	697	45	9	36	583
62	Danville City	776	336	0	776	210	88	122	605	753	329	0	753	237	99	138	592
63	Danville City	298	161	0	298	139	71	68	258	289	157	0	289	157	80	77	251
64	Danville City	55	18	0	55	616	256	360	29	53	18	0	53	695	289	406	29
65	Danville City	0	0	0	0	248	56	192	0	0	0	0	0	280	63	216	0
66	Danville City	1105	478	47	1058	104	90	14	765	1071	468	47	1024	117	101	16	749
67	Danville City	256	110	3	253	1001	53	948	176	249	107	3	246	1129	60	1069	171
68	Danville City	100	52	7	93	702	136	566	83	97	51	7	90	791	153	638	82
69	Danville City	5	2	0	5	684	306	378	3	5	2	0	5	771	345	426	3
7	Danville City	24	17	0	24	307	2	305	17	23	17	0	23	346	2	344	17
70	Danville City	0	0	0	0	698	279	419	0	0	0	0	0	787	315	472	0
71	Danville City	37	25	0	37	673	412	261	40	36	24	0	36	759	465	294	38
72	Danville City	63	24	0	63	1105	37	1068	38	61	23	0	61	1246	42	1204	37
73	Danville City	334	183	119	215	438	24	414	238	324	179	119	205	494	27	467	233
74	Danville City	816	335	100	716	501	0	501	436	791	328	100	691	565	0	565	426
75	Danville City	357	150	0	357	851	165	686	195	346	146	0	346	959	186	773	190
76	Danville City	1301	615	0	1301	375	40	335	800	1262	601	0	1262	423	45	378	781
77	Danville City	358	176	0	358	54	27	27	246	347	172	0	347	61	30	30	241
78	Danville City	0	0	0	0	484	195	289	0	0	0	0	0	546	220	326	0
79	Danville City	26	6	0	26	41	0	41	8	25	6	0	25	46	0	46	8
8	Danville City	211	163	0	211	622	35	587	163	204	159	0	204	701	39	662	159
80	Danville City	790	275	69	721	43	2	41	385	766	269	69	697	48	2	46	377
81	Danville City	1122	488	0	1122	51	0	51	683	1088	477	0	1088	58	0	58	668
82	Danville City	961	443	0	961	40	16	24	620	932	433	0	932	45	18	27	606
83	Danville City	650	310	0	650	155	1	154	496	630	304	0	630	175	1	174	486
84	Danville City	354	179	0	354	94	9	85	233	343	175	0	343	106	10	96	228
85	Danville City	405	146	0	405	54	0	54	190	393	142	0	393	61	0	61	185
86	Danville City	178	73	8	170	254	114	140	95	172	71	8	164	286	129	158	92
87	Danville City	385	238	0	385	275	31	244	309	373	232	0	373	310	35	275	302
88	Danville City	1502	655	0	1502	249	32	217	1048	1456	640	0	1456	281	36	245	1024
89	Danville City	319	124	0	319	40	0	40	198	310	121	0	310	45	0	45	194

		2022 (Base Year) Estimates								2050 (Horizon Year) Estimates							
TAZ	COUNTY	2022	2022	2022 GROUP	2022 HOUSEHOLD	TOTAL	RETAIL	NON-RETAIL	2022	2050	2050	2050 GROUP	2050 HOUSEHOLD	TOTAL	RETAIL	NON-RETAIL	VEHICLES
		POPULATION	HOUSEHOLD	QUARTERS	POPULATION	EMPLOYMENT	EMPLOYMENT	EMPLOYMENT	VEHICLE ESTIMATE	POPULATION	HOUSEHOLD	QUARTERS POPULATION	POPULATION	EMPLOYMENT	EMPLOYMENT	EMPLOYMENT	2050
9	Danville City	25	9	0	25	98	7	91	9	24	9	0	24	110	8	103	9
90	Danville City	539	256	0	539	63	17	46	410	523	251	0	523	71	19	52	402
91	Danville City	431	217	0	431	35	23	12	347	418	212	0	418	39	26	14	339
92	Danville City	1403	630	0	1403	177	19	158	1008	1360	616	0	1360	200	21	178	986
93	Danville City	348	156	0	348	26	0	26	250	338	152	0	338	29	0	29	243
94	Danville City	344	163	0	344	0	0	0	261	334	159	0	334	0	0	0	254
95	Danville City	668	191	262	406	434	3	431	210	647	186	262	385	489	3	486	205
96	Danville City	738	301	8	730	191	46	145	331	715	295	8	707	215	52	163	325
97	Danville City	652	279	0	652	49	0	49	307	632	273	0	632	55	0	55	300
98	Danville City	86	66	0	86	2	2	0	73	83	64	0	83	2	2	0	70
99	Danville City	879	385	0	879	16	7	9	424	852	377	0	852	18	8	10	415
117	Pittsylvania County	186	81	0	186	47	0	47	170	170	74	0	170	53	0	53	155
118	Pittsylvania County	324	139	0	324	28	0	28	292	296	128	0	296	32	0	32	269
119	Pittsylvania County	84	36	0	84	45	0	45	76	77	33	0	77	51	0	51	69
120	Pittsylvania County	283	124	0	283	2	0	2	260	259	114	0	259	2	0	2	239
121	Pittsylvania County	9	2	0	9	0	0	0	4	8	2	0	8	0	0	0	4
122	Pittsylvania County	402	150	0	402	82	0	82	315	367	138	0	367	92	0	92	290
123	Pittsylvania County	143	67	0	143	0	0	0	141	131	61	0	131	0	0	0	128
124	Pittsylvania County	346	178	0	346	16	2	14	374	316	163	0	316	18	2	16	342
125	Pittsylvania County	881	358	0	881	92	19	73	752	804	328	0	804	104	21	82	689
126	Pittsylvania County	466	212	0	466	171	23	148	403	426	194	0	426	193	26	167	369
127	Pittsylvania County	761	295	0	761	136	14	122	561	696	271	0	696	153	16	138	515
128	Pittsylvania County	270	119	0	270	2	0	2	226	247	109	0	247	2	0	2	207
129	Pittsylvania County	550	241	0	550	117	0	117	506	502	221	0	502	132	0	132	464
130	Pittsylvania County	3	1	0	3	65	0	65	2	3	1	0	3	73	0	73	2
131	Pittsylvania County	268	121	0	268	1	0	1	254	245	111	0	245	1	0	1	233
132	Pittsylvania County	1152	468	0	1152	30	9	21	936	1052	430	0	1052	34	10	24	860
133	Pittsylvania County	2724	1084	50	2674	538	75	463	2168	2488	995	50	2438	607	85	522	1990
134	Pittsylvania County	409	155	0	409	24	0	24	310	373	142	0	373	27	0	27	284
135	Pittsylvania County	667	254	0	667	19	13	6	508	609	233	0	609	21	15	7	466
136	Pittsylvania County	70	36	0	70	0	0	0	72	64	33	0	64	0	0	0	66
137	Pittsylvania County	455	208	0	455	1	0	1	416	416	191	0	416	1	0	1	382
138	Pittsylvania County	895	388	0	895	149	22	127	854	817	356	0	817	168	25	143	783
139	Pittsylvania County	320	101	0	320	131	21	110	222	292	93	0	292	148	24	124	205
140	Pittsylvania County	529	229	0	529	169	1	168	504	483	210	0	483	191	1	189	462
141	Pittsylvania County	1005	399	0	1005	186	14	172	798	918	366	0	918	210	16	194	732
142	Pittsylvania County	1332	557	0	1332	213	82	131	1114	1217	511	0	1217	240	92	148	1022
143	Pittsylvania County	867	387	0	867	142	22	120	735	792	355	0	792	160	25	135	675
144	Pittsylvania County	82	17	0	82	57	10	47	32	74	16	0	74	64	11	53	30
145	Pittsylvania County	716	290	0	716	56	11	45	638	654	266	0	654	63	12	51	585
146	Pittsylvania County	260	98	0	260	114	4	110	186	238	90	0	238	129	5	124	171
147	Pittsylvania County	158	73	0	158	101	53	48	146	144	67	0	144	114	60	54	134
148	Pittsylvania County	426	181	0	426	41	0	41	362	390	166	0	390	46	0	46	332
149	Pittsylvania County	303	127	0	303	128	0	128	241	277	117	0	277	144	0	144	222
150	Pittsylvania County	320	137	0	320	19	0	19	260	292	126	0	292	21	0	21	239
151	Pittsylvania County	173	72	0	173	364	8	356	137	158	66	0	158	410	9	401	125
152	Pittsylvania County	698	275	0	698	291	13	278	523	637	253	0	637	328	15	313	481
153	Pittsylvania County	268	101	0	268	60	6	54	192	245	93	0	245	68	7	61	177
154	Pittsylvania County	332	152	0	332	8	0	8	289	303	140	0	303	9	0	9	266
155	Pittsylvania County	136	51	0	136	5	0	5	107	124	47	0	124	6	0	6	99
156	Pittsylvania County	414	161	0	414	9	2	7	338	379	148	0	379	10	2	8	311
157	Pittsylvania County	216	97	0	216	0	0	0	204	197	89	0	197	0	0	0	187

		2022 (Base Year) Estimates								2050 (Horizon Year) Estimates							
TAZ	COUNTY	2022 POPULATION	2022 HOUSEHOLD	2022 GROUP QUARTERS	2022 HOUSEHOLD POPULATION	TOTAL EMPLOYMENT 2022	RETAIL EMPLOYMENT 2022	NON-RETAIL EMPLOYMENT 2022	2022 VEHICLE ESTIMATE	2050 POPULATION	2050 HOUSEHOLD	2050 GROUP QUARTERS POPULATION	2050 HOUSEHOLD POPULATION	TOTAL EMPLOYMENT 2050	RETAIL EMPLOYMENT 2050	NON-RETAIL EMPLOYMENT 2050	VEHICLES 2050
158	Pittsylvania County	188	83	0	188	123	4	119	174	172	77	0	172	139	5	134	162
159	Pittsylvania County	339	152	0	339	0	0	0	319	310	140	0	310	0	0	0	294
160	Pittsylvania County	188	96	0	188	505	0	505	182	172	88	0	172	569	0	569	167
161	Pittsylvania County	396	190	0	396	85	2	83	399	361	174	0	361	96	2	94	365
162	Pittsylvania County	97	46	0	97	29	8	21	92	89	42	0	89	33	9	24	84
163	Pittsylvania County	152	68	0	152	3	0	3	136	139	62	0	139	3	0	3	124
164	Pittsylvania County	393	162	0	393	5	0	5	324	359	149	0	359	6	0	6	298
165	Pittsylvania County	174	94	0	174	11	0	11	188	159	87	0	159	12	0	12	174

WPPDC – Pre-scoping Kick-Off Meeting

Project Understanding and Schedule:

WPPDC/Danville MPO has been awarded \$160,000 from the US Department of Transportation’s Safe Streets for All Grants to develop an SS4A Safety Action Plan. The total project budget is \$200,000.

The purpose of the Safety Action Plan is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, the personal conveyance and micro-mobility users, and commercial operators within the **Danville-Pittsylvania County MPO boundaries**.

The Safety Action Plan will align with the LRTP, RL RTP and GAP study and take into account the Virginia DOT’s Strategic Highway Safety Plan.

The comprehensive safety action plan that a Safe Streets and Roads for All grant funds includes the following key components:

- **Leadership commitment and goal setting** that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- **Planning structure** through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- **Safety analysis** of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- **Engagement and collaboration** with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- **Equity** considerations developed through a plan using inclusive and representative processes.
- **Policy and process changes** that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- **Strategy and project selections** that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- **Progress and transparency methods** that measure progress over time after an Action Plan is developed or updated, including outcome data.

Proposed length of the contract approximately 2 years with the following key milestones:

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	April 30, 2025
Planned Action Plan Completion Date:	June 30, 2025
Planned Action Plan Adoption Date:	September 30, 2025
Planned SS4A Final Report Date:	October 31, 2025

Potential Scope Items

1. Develop Project Goals
 - a. Work with project steering committee to develop Goals, Objectives, and Performance Measures that align with project objectives
 - b. Create formal documentation that outlines the commitment of the project leadership towards achieving the defined goals and objectives – need to confirm if this is required per the grant.
2. Data Collection & Analysis
 - a. Kimley-Horn to conduct preliminary data collection under separate VDOT contract to identify High Injury Crash Network
 - i. Do we know what their scope of work is? 5 year crash analysis?
 - ii. Will they perform overall analysis and detailed locality analysis?
 - b. Add'l data collection could include – local hospital/EMS records, public input on safety, near miss evaluation, FR300 review, ADT, Speed, TMC?
 - c. Document findings and analysis from the crash data, highlighting key observations and recommendations for improving safety.
3. Equity Considerations
 - a. Analyze impact of the project on various demographic groups and ensure equitable outcomes in terms of safety improvements – use Vtrans Equity Emphasis Areas, Transportation Disadvantaged Tracts, STEAP tool, others?
 - b. Document analysis to assess the impact of the project on various demographic groups
4. Policy and Process Change
 - a. Review Current Policies and Process to Address Safety – Engineering Standards or Design Guidelines, Complete Streets Policies, Subdivision Standards
 - b. Develop recommended changes to policies and processes
5. Strategies and Project Selections
 - a. Develop Project Prioritization Criteria building on LRTP and GAP projects
 - b. Identify the top 20 High Crash Locations and identify countermeasures
 - c. Develop areawide strategies and initiatives to address safety across the study area
 - d. Document project findings.
6. Public Engagement
 - a. Develop a Community Engagement Plan
 - b. Form a Project Steering Committee (PSC)
 - i. PDC/MPO staff, VDOT, others?
 - ii. Contributes to planning and decision-making
 - c. Create a Technical Committee
 - i. PSC plus local transportation planning agencies and traffic engineering staff, locality representation, law enforcement, EMS, human service agencies, insurance representations, public health, safety advocates, transit agencies, others?
 - ii. Review key deliverables and inform technical process
 - iii. Provide oversight of the Action Plan development, implementation, and monitoring.
 - d. Stakeholders

8/4/23 Scoping Discussion (EPR/WPPDC)

- i. Locality specific groups
 - e. Public
 - i. Pop-up events
 - ii. Public meetings
 - f. Website?
 - i. Scorecard for performance tracking?
- 7. Action Plan Report
 - a. Draft - encompasses all the relevant components, findings, analysis, strategies, and projects discussed and developed throughout the project
 - b. Final – incorporates changes from review bodies, clearly and concisely summarizes the project's objectives, methodologies, key findings, strategies, projects, timelines, and performance measures
- 8. Project Management & Coordination Meetings
 - a. Bi-weekly, 1 hr meetings with 2-3 consultant staff
 - b. Invoicing

Summary of Office of Intermodal Planning and Investment (OIP) Staff Recommended Changes to the SMART SCALE Program as presented to the Commonwealth Transportation Board through July 19, 2023

Disclaimer: This list was developed by CA-MPO staff as a summary of proposed changes for the purposes of organizing feedback. Full discussions informing the development of each of these recommendations can be found by viewing the discussions at the CTB meetings.

1. The Commonwealth Transportation Board is considering reducing the application cap for all entities eligible to submit applications. For Tier 1 entities (localities under 200,000 population and MPOs under 500,000 population), for which the WPPDC/Danville MPO is classified, the application cap would be reduced from 4 applications to 2 applications.
2. To facilitate application readiness at time of submission, the Commonwealth Transportation Board is considering processes that will require final applications to be complete prior to submission. This would mean that all resolutions, approvals, reports, detailed project schedules, cost estimates, and other required attachments would need to be completed prior to the submission of the final application and could not be added later, as they have been. The CTB is also considering changing the terminology for the pre-screening conditional review from "conditional screen in" if a pre-application indicates deficiencies in application readiness at the time the pre-application is submitted to "conditional screen out."
3. To address project cost overruns and scheduling delays for locally administered projects that have received funding through SMART SCALE, the Commonwealth Transportation Board is considering tying consensus funding decisions to entity performance in project delivery.
4. To better capture the future impacts of project implementation on congestion impacts, the Commonwealth Transportation Board is considering using 10-year future growth to determine congestion benefit scores instead of current congestion conditions.
5. MPOs, PDCs, and transit agencies are only eligible to submit applications through the High Priority Program (HPP). Localities are eligible to submit applications through both the District Grant Program and the HPP. To address concerns that the High Priority Program (HPP) is being used to implement small projects (projects with cost estimates < \$10 million) that don't have meaningful impacts on the improvement of Corridors of Statewide Significance or Regional Networks, the Commonwealth Transportation Board is considering limiting projects that are eligible to receive funding through the HPP to the following types:
 - New Capacity Highway
 - Managed Lanes
 - New or Improved Interchanges
 - New or Improved Passenger Rail Stations or Service
 - Freight Rail Improvements
 - Fixed Guideway Transit

This means that smaller projects such as bike/pedestrian projects may no longer be eligible.

6. To address the concern about small projects (projects with a cost-estimate of < \$10 million) being funded through the High Priority Program (HPP), the Commonwealth Transportation

Board is considering adjustments to how HPP funding is allocated. The current funding steps are as follows:

- Step 1 allocates each VDOT construction district's grant program funding on a district-wide basis.
- Step 2 allocates HPP funding on a district-wide basis for projects that would've been funded through each district's grant program if they had been eligible to be submitted through that program.
- Step 3 allocates HPP funding on a statewide basis.

The proposed change would eliminate the current Step 2 and would move straight from Step 1 to Step 3 shown above.

7. SMART SCALE includes "land use coordination" as a scoring criteria in the evaluation of applications. The goal of the land use coordination measure, as stated in the SMART SCALE Technical Guide, is to "improve the consistency of the connection between local comprehensive plan goals for transportation-efficient land use and transportation infrastructure design, multi-modal accommodation, and system operations." Concerns raised about the current use of the land use score is that it accounts for where a project is located, not expected project outcomes. There is also concern that the land use score has disproportionately driven the types of projects that are selected for funding.

To address these concerns, the Commonwealth Transportation Board is considering a change to eliminate land use as a standalone score. Instead, the Commonwealth Transportation Board is considering an adjustment to use the land use scoring factor as a multiplier - the calculated land use benefit would be converted to a multiplier and would be multiplied against the other calculated project benefits to enhance overall project benefits determined by the other scoring factors.

8. To account for the elimination of land use as a standalone score, the weights for the other SMART SCALE scoring factors would need to be adjusted. The Commonwealth Transportation Board is considering the following revisions to the factor weighting:

Current Weighting						
Factor	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment
Type A	5%	45%	15%	20%	5%	10%
Type B	20%	15%	20%	15%	20%	Up to -5 Points 10%
Type C	25%	15%	15%	10%	25%	10%
Type D	30%	10%	10%	10%	30%	10%

Staff Recommended Weighting						
Factor	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment
Type A	20% (+15%)	50% (+5%)	15%		5%	10%
Type B	25% (+5%)	25% (+10%)	20%	Up to 100% Added	20%	Up to -5 Points 10%
Type C	30% (+5%)	20% (+5%)	15%		25%	10%
Type D	40% (+10%)	10% (+0%)	10%		30%	10%

The impacts to Round 5 SMART SCALE project selection if all changes were in effect for the past round are summarized below (the Danville MPO region is area type D):

All Solutions Scenario

Funding Scenario

Scoring

HPP Eligibility

DGP Eligibility

Steps

Consensus

Factor Weighting

Typology

Methods



- Considers modifications to Land Use and Congestion, HPP-Eligible Project Types, and Elimination of Step 2
- Total number of projects funded in urban is 49% versus 51% in rural

The average total cost of funded projects raised from \$15.1M to \$21.8M

The average total request of funded projects raised from \$10.1M to \$13.9M (removes 39 projects)

For Principal Improvement Type

- Bike & Ped - 51 to 13
- Highway - 98 to 99
- Bus Transit - 3 to 1

For Area Type

- A - 39 to 29
- B - 34 to 26
- C - 23 to 14
- D - 56 to 44

If you would like to provide comments pertaining to these changes, you may do so at http://www.smartscale.org/contact_us/default.asp.