



## DANVILLE CITY COUNCIL REGULAR MEETING AGENDA

### MUNICIPAL BUILDING

**April 15, 2025**

**7:00 PM**

**PRESIDING:** Alonzo L. Jones, Mayor

|                     |                              |                     |
|---------------------|------------------------------|---------------------|
| <b>CITY COUNCIL</b> | James B. Buckner, Vice Mayor | Dr. Gary P. Miller  |
| <b>MEMBERS:</b>     | L.G. "Larry" Campbell, Jr.   | Sherman M. Saunders |
|                     | Bryant Hood                  | J. Lee Vogler, Jr., |
|                     | Barry P. Mayo                | Madison J. Whittle  |

|               |                                            |                                         |
|---------------|--------------------------------------------|-----------------------------------------|
| <b>STAFF:</b> | Ken F. Larking, City Manager               | W. Clarke Whitfield, Jr., City Attorney |
|               | Earl B. Reynolds, Jr., Deputy City Manager | Susan M. DeMasi, City Clerk             |

The City Council is the City of Danville's legislative body and is composed of nine Council members. Council members are elected to serve a four year term of office and elects one of its own to serve as Mayor and presiding officer for a two year term.

#### Time and Place of Meeting

The public is invited and encouraged to attend and participate in the City Council meetings. The City Council meets in the City Hall, Fourth Floor, Council Chambers at 7:00 p.m. on the first and third Tuesday of each month. All meetings of the Council are open to the public.

#### Communications from Visitors

*Communication from Visitors* is an opportunity for citizens, who have signed up to speak at [www.danvilleva.gov/council](http://www.danvilleva.gov/council) or by contacting the Office of the City Clerk, to address Council on matters not on the agenda. Citizens who desire to speak on agenda items will be heard when the agenda item is considered. Each speaker shall clearly state his or her name and address, and shall have three uninterrupted minutes. A representative of a group may have up to five uninterrupted minutes to make a presentation. The representative shall identify the group and a group may have no more than one spokesperson. Time will be kept using the electronic timer on the podium.

#### Guidelines for Public Hearings

For Public Hearings the applicant or his or her representative shall be the first speaker(s). There shall be a time limit of ten (10) minutes for the applicant's or his or her representative's presentation. The presiding officer shall then solicit comments from the public, asking those in favor of the proposal to speak first, and then those opposed to the proposal. Each speaker must clearly state his or her name and address. There shall be a time limit of three (3) minutes for each individual speaker. If the speaker represents a group, there shall be a time limit of five (5) minutes. A speaker representing a group shall identify the group at the beginning of his or her remarks. A group may have no more than one spokesperson. The presiding officer may limit or preclude comment which is repetitive, redundant, cumulative, or irrelevant to the subject of the public hearing. After public comments have been received, in a land use case, the applicant or the representative of the applicant, at his or her discretion, may respond with a rebuttal. There shall be a five (5) minute time limit for rebuttal.

## MEETING CALLED TO ORDER

## ROLL CALL

## INVOCATION - DR. GARY P. MILLER

## PLEDGE OF ALLEGIANCE TO THE FLAG

## CONSENT AGENDA

*All matters listed under the Consent Agenda are considered to be routine, have previously been discussed by City Council and/or introduced for First Reading. There will be no separate discussion on these items and they will be enacted by one motion. If discussion is desired by a Council Member or a citizen, the item(s) will be removed from the consent process and considered separately.*

## PUBLIC HEARING

- A. Consideration of Approval of Minutes from Regular Council Meeting held on March 18, 2025.  
Council Letter Number CL - 1998.  
Consideration of Approval of Minutes from Regular Council Meeting held on March 18, 2025.
- B. Consideration of Amending the Fiscal Year 2024-2025 Budget Appropriation Ordinance for Grant Funds from the US Department of Housing and Urban Development.  
Council Letter Number CL - 1919.  
An Ordinance Amending the Fiscal Year 2025 Budget Appropriation Ordinance for Projects to be or Being Undertaken to Improve the Danville Community Financed with Community Development Block Grant, Home Investment Partnership Funds from the U.S. Department of Housing and Urban Development, and Estimated Program Income for a Total Appropriation of \$1,186,687.  
**Final Adoption**

## NEW BUSINESS

- A. Review of General Fund Financials as of March 31, 2025.  
Council Letter Number CL - 1896.  
Review of General Fund Financials as of March 31, 2025. Financial Statements are included.
- B. Consideration of a Moral Obligation Agreement Between the City of Danville and the Industrial Development Authority.  
Council Letter Number CL - 1941.  
Resolution Approving Financial Assistance to the Industrial Development Authority of the City of Danville, Virginia, in Discharging Its Governmental Purposes Under Virginia Law, Including Authorizing the City Manager to Execute and Deliver a Support Agreement in Connection with a Loan to be Obtained by Such Authority to Fund Certain Economic Development Projects.
- C. Consideration of a Performance Agreement with the Virginia Tobacco Region and Revitalization Commission for the Mount Cross Road Battery Energy Storage System.  
Council Letter Number CL - 1961.  
A Resolution Approving and Authorizing the Execution of the Virginia Tobacco Region and Revitalization Commission (TRRC) Performance Agreements for the Mount Cross Road Battery Energy Storage System.
- D. Consideration of Approving the Virginia Commercial Property Assessed Clean Energy

Agreement.

Council Letter Number CL - 1962.

A Resolution of the City of Danville, Virginia Approving and Authorizing an Agreement Between the City of Danville, Virginia and the Virginia Pace Authority.

- E. Consideration of an Agreement with American Municipal Power to Participate in a Smart Thermostat Program.

Council Letter Number CL - 1954.

A Resolution Approving and Authorizing an Agreement with American Municipal Power, Inc. (AMP) for Participation in the Community Energy Savings Smart Thermostat Program.

- F. Consideration of Adopting the Safe Streets for All Safety Action Plan.

Council Letter Number CL - 1964.

A Resolution of the City Council of the City of Danville Adopting the Safe Streets for All Safety Action Plan.

- G. Consideration of Amending the Fiscal Year 2025 Budget Appropriation Ordinance for a Grant and Loan from the Virginia Tobacco Region and Revitalization Commission.

Council Letter Number CL - 1960.

An Ordinance Amending the Fiscal Year 2025 Budget Appropriation Ordinance to Provide for a Virginia Tobacco Region and Revitalization Commission \$750,000 Grant and \$750,000 Loan to Assist with the City's Mount Cross Road Battery Energy Storage System.

**First Reading**

- H. Consideration of Amending the Fiscal Year 2025 Budget Appropriation Ordinance to Provide Support to the Neighbors Helping Neighbors Program.

Council Letter Number CL - 1986.

An Ordinance Amending the Fiscal Year 2025 Budget Appropriation Ordinance by Increasing Revenues from the Casino Gaming Taxes to Provide Support to Neighbors Helping Neighbors in the Amount of \$200,000 and Appropriating the Same.

**First Reading**

- I. Consideration of Amending the Fiscal Year 2025 Budget Appropriation Ordinance to Fund a One-Year Utility Customer Credit.

Council Letter Number CL - 1987.

An Ordinance Amending the Fiscal Year 2025 Budget Appropriation Ordinance to Fund a One-Year Utility Customer Credit Using Excess Casino Gaming Taxes in an Amount Not to Exceed \$2,400,000 and Appropriating Same.

**First Reading**

- J. Consideration of Amending the Fiscal Year 2025 Budget Appropriation Ordinance to Fund the City Residential HVAC/Insulation Project.

Council Letter Number CL - 1988.

An Ordinance Amending the Fiscal Year 2025 Budget Appropriation Ordinance by Increasing Revenues from Casino Gaming Taxes to Fund a City Residential HVAC/Insulation Project in the Amount of \$500,000 and Appropriating Same.

**First Reading**

## **COMMUNICATIONS FROM VISITORS**

*Communication from Visitors is an opportunity for citizens, who have signed up to speak at [www.danvilleva.gov/council](http://www.danvilleva.gov/council) or by contacting the Office of the City Clerk, to address Council on matters not on the agenda. Citizens who desire to speak on agenda items will be heard when the agenda item*

*is considered. Each speaker shall clearly state his or her name and address. Each individual speaker shall have three uninterrupted minutes. A representative of a group may have up to five uninterrupted minutes to make a presentation. The representative shall identify the group and a group may have no more than one spokesperson. Time will be kept using the electronic timer on the podium.*

## **COMMUNICATIONS**

*A. City Manager*

*B. Deputy City Manager*

*C. City Attorney*

*D. City Clerk*

*E. Roll Call*

## **ADJOURNMENT**



**Council Letter**  
**City of Danville, Virginia**



**CL - 1998**

**CONSENT AGENDA    A.**

**City Council REGULAR MEETING**

**Meeting Date:** April 15, 2025

**Subject:**        Approval of Minutes from March 18, 2025 Meeting.

**From:**           Susan DeMasi, City Clerk

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**COUNCIL ACTION**

Consideration of Approval of Minutes from Regular Council Meeting held on March 18, 2025.

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**Attachments**

1.    Meeting Minutes
-

March 18, 2025

The Second March meeting of the Danville City Council was held on March 18, 2025, at 7:00 p.m. in the Council Chambers located on the Fourth Floor of the Municipal Building. The following Council Members were present: Vice Mayor James B. Buckner, L.G. "Larry" Campbell, Jr., Bryant Hood, Mayor Alonzo L. Jones, Barry P. Mayo, Dr. Gary P. Miller, Sherman M. Saunders, J. Lee Vogler, Jr., and Madison J.R. Whittle (9) *Mr. Vogler entered the meeting at 7:05 p.m.*

Staff Members present were: City Manager Ken F. Larking, Deputy City Manager Earl B. Reynolds, Jr., City Attorney W. Clarke Whitfield, Jr., and City Clerk Susan M. DeMasi.

Mayor Jones presided.

### **INVOCATION AND PLEDGE OF ALLEGIANCE**

Council Member Campbell gave the Invocation followed by the Pledge of Allegiance.

### **ANNOUNCEMENTS AND PRESENTATIONS**

Presentation of the City Manager's Proposed Fiscal Year 2026 Budget

Presented by: Ken Larking, City Manager

City Manager Ken Larking reviewed his PowerPoint, presenting the recommended budget for the upcoming fiscal year to the Council and the public, explaining the budget was a plan for the upcoming year; it covers all the City services ranging from general government services, utilities and others that the City provides to the community. It funds education, public safety, economic development and core City services that people have grown accustomed to receiving. The budget comes from resources provided by taxpayers or ratepayers, but it all goes toward providing services to the community. Every dollar brought in goes to provide a service.

Mr. Larking noted there was a priority on public education, making sure the young people have what they need to be successful in their life. They want to build and maintain great quality of life amenities; they were in a global competition for residents, workforce and people that would be hired by the companies they were trying to recruit. If there was not a great quality of life in the community, they won't have the people necessary to fill those jobs. They want to retain young people, existing residents, and attract new residents, new businesses and entrepreneurs, and support existing businesses.

Mr. Larking stated this was a balanced budget of \$379M with no tax rate increases. Current year revenues were paying for ongoing expenses. In the General Fund, the real estate tax rate was the fifth lowest for cities in this state; Danville had a low tax rate. Under General Fund Highlights, the total budget recommended was \$184M, that was \$19.4M higher than the current year and the major revenue increases that make that up include the largest which was the \$10M increase the City expected to receive from casino gaming revenue from Caesars now that they were fully open. Expenditure highlights show less than \$5M of casino gaming revenues going toward ongoing expenses; that was because that money was guaranteed, the City can use that for operations and it enables the City to not have to adjust services or raise rates. Other increases in the General Fund include \$5M for a variety of things, a lot was attributed to inflation in providing services; \$2.2M for pay for performance and the cost of retirement has gone up.

Utility highlights include a budget of \$190M which was an \$11.5M increase from the current year. What drives those increases was for utilities, especially gas and electric, the City does not make

natural gas, so they have to buy it on the market. They hedge that by buying long-term natural gas hedges which help to keep the rate stable as much as possible, and they also do that for electric. The City does own some electric production facilities, it was not their entire portfolio so they have to go out on the market and buy blocks of electricity. When the City has more customers using more power, the City has to buy more power. The City anticipated that happening this year because Tyson's was up and running and using more electricity. Aerofarms uses a significant amount of electricity, as does the casino. Danville's electric rates were average when compared to others in the state; gas, water, and sewer rates were well below average and Danville residents benefit from reliable services with quick local responses. Funds were included in this year's budget to improve reliability of infrastructure.

Mr. Larking explained every two years, Danville Utilities conducts a rate study. These studies were done to ensure that the cost of services were appropriately assigned to the correct customer classes. When adjustments were needed, they were typically very modest, like this year, and the City wants to make sure adequate funding was available to run and maintain the system. Fund balances need to be at the policy minimums, currently they weren't, so there needs to be a rate adjustment to accommodate that need. It ensures that adequate funding was available to make investments which help with growth, keep rates stable, and investments have been made in substation infrastructure to handle more capacity. There was a modest rate adjustment recommended for electric, gas, water and wastewater, a total of \$10 per month for the typical residential customer. The amount of revenue generated from this was about \$6.2M for the year. Mr. Larking discussed the importance of the utilities in Economic Development and prospects, reviewed and explained comparative rates with other communities, and individual utilization. The transfer from the Utility Funds to the General Fund helps pay for projects that wouldn't otherwise be able to be paid for in the General Fund. That has helped with projects related to Economic Development, the River District, creating more businesses, creating housing density and affordability. The transfer that was recommended in this year's budget was \$15.6M; looking at what a penny brings in on the tax rate, that was equivalent to \$.52 on the tax rate, and also equivalent to the entire cost for economic development, parks and recreation and public works in the General Fund, combined. A fifty-two cent increase wouldn't make Danville the highest tax rate for cities in Virginia, but it would be up near the top.

Mr. Larking discussed energy efficiency in homes, explaining during the pandemic the City received ARPA funds, allocated \$1M of those funds into a program for energy efficiency and were able to assist sixty four home owners with improvements to insulation, and heating and cooling infrastructure that resulted in an average reduction of 4,500 kilowatts per year per customer, saving them \$615 per year per customer. The City offers HVAC tune up rebates so people can get their HVAC systems tuned up by a private individual and then turn that cost into Danville Utilities and receive a \$75 rebate. They have done customer outreach and identified over 3,000 residential customers who use over 3,000 kilowatts of electric per month, which was higher than any resident should be using.

The City does provide assistance to needy families. There was high poverty in the community, and they want to offer help. That includes the Neighbors Helping Neighbors program, they get grants from the Community Foundation, and every customer in Danville can round up their bill to the next dollar; that rounded up amount goes to the Neighbors Helping Neighbors fund. The City also provided assistance during the pandemic using ARPA Funds, to provide assistance for delinquent bills so that people could keep their utilities on. There were also energy assistance programs, a heating program in the winter and cooling during the summer. If the Council was able to approve the utility rate increases as proposed, staff was suggesting about \$3.1M of unanticipated casino gaming revenue to go toward three programs. One was to offer a credit of

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up to \$10 per month on City customer utility bills at a cost of \$2.4M and \$500,000 to have a City run energy efficiency program similar to the one that was created with ARPA. Staff would like to contribute an additional \$200,000 to the Neighbors Helping Neighbors program which will enable the neediest customers to get help with their bill. That would take that amount of money from about \$35,000 - \$40,000 to \$240,000; it was a significant increase to that program that will help the most vulnerable citizens. These would be offered as budget amendments at the same time Council would be considering the utility rate increases.

Mr. Larking noted people want to know about how the City was investing in education; education was City Council's number one priority. The budget that was recommended included funding that was requested by the School Board. \$2.2M of the request was to pay for increases resulting from a pay study; it has been identified that especially the teachers, but also other positions within the school system, were underpaid as compared with the City's competitors. Mr. Larking discussed the local match to the schools, \$170,000 for the increased cost of health insurance, and the projects and programs that help create a safe learning environment for the children, which will foster better outcomes.

Mr. Larking noted Council has the recommended budget that he has provided; at this point, they can discuss it and make changes they deem necessary based on what they have seen between now and April 30<sup>th</sup>. After that, there will be a public hearing and adoption of the utility rates and school budget. Mr. Larking thanked Council and recognized the Budget Team.

Director of Utilities, Jason Grey, explained a couple of years ago they created an energy advisor position and they looked back at this past winter, December through February, at how many households consumed over 3,000 kw hours in any one of those three months; it was over 3,600. They have sent out letters and received an outstanding response, with over 150 calls; they were reaching out to each one of them. They were finding out that a lot of people did not know how their emergency heat was supposed to be set; they were running their emergency heat when they shouldn't which drives up their consumption. They were passing along a lot of education and that will hopefully translate into lower bills going forward. They will continue that campaign.

Mayor Jones commented on the importance of raising morale among the staff and community, who don't understand what Council and the City were doing. Council members thanked the budget team for putting together a balanced budget to present to the Council, praised the great work and transparency that went into this budget and the outstanding team behind it. Dr. Hairston thanked Council for their support and their investment in the schools.

### **CONSENT AGENDA**

Vice Mayor Buckner **moved** for adoption of the following Consent Agenda items:

Consideration of Approval of Minutes from Regular Council Meeting held on February 18, 2025.  
Draft copies of the minutes had been distributed prior to the meeting.

Consideration of Amending the Fiscal Year 2025 Budget Appropriation Ordinance for Erosion Mitigation Airport Engineering Services

Ordinance No. 2025-03.07, an Ordinance Amending the Fiscal Year 2025 Budget Appropriation Ordinance to Provide for Additional State Aviation Funding for the Purpose of Completing Engineering Services in the Amount of \$71,744 plus Local Share in the Amount of \$7,972 to be Provided by a Transfer from Undesignated Capital Improvement Funds and Appropriating Same.

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The Motion was **seconded** by Council Member Mayo and carried by the following vote:

VOTE: 9-0  
AYE: Buckner, Campbell, Hood, Jones, Mayo, Miller,  
Saunders, Vogler, and Whittle (9)  
NAY: None (0)

## **NEW BUSINESS**

### **Review of General Fund Financials as of February 28, 2025**

Chief Financial Officer, Michael Adkins, gave an overview of the General Fund financials as of February 28, 2025, which was eight months into the current fiscal year or 67% of budget. Total budgeted revenues for this current year were approximately \$164M, and they have received nearly \$97M, or about 60% of the budget which was where they expect to be at this time during the year. Real Estate tax collections were at 53% of budget, the second billing cycle was set to begin the first week of May. Delinquent real estate collections were 68%; they were planning another auction of abandoned parcels in the spring and that usually boosts real estate tax collections. Consumer driven taxes were still performing well; sales tax for February, which included December retail activity was not the highest ever, but the second highest for one month at \$1.3M, or 74% of the budget. Meals tax at the end of February show the City collected \$8.5M, 71%, and about 4% ahead of budget. Lodging tax collected was about \$2.4M, or 67% of the budget; the City had about 150 to 155 additional nightly stays for December and January, for both months, compared to last December and January. The City receives most of their Business License revenue in the months of February and March; at this point they have collected \$5.2M, or 68% of budget. The City has issued 1,813 business licenses, about 33 more than last year at this time. Another area that was doing well was the interest and investment earnings. As they develop budgets early, they base their interest rate on what was going on with the Federal Reserve at that time; they had expected consistent decreases in the interest rates. A lot of that did not materialize and interest rates stayed higher this year, so the City saw some surplus collected, about \$2.5M, which was nearly 90% of budget with four more months to go. They do expect that line item to finish above budget, about \$750,000 to \$900,000. State and federal revenues were performing on target with no delays in those collections. Departmental spending was about 60% to 61% of the budget. Non-Departmental spending, which was primarily Group health, was about 60% of the budget. Council Members thanked Mr. Adkins for the work that he does in keeping the City's financials in order.

### **CONSIDERATION OF APPROVING AND AUTHORIZING A LEASE AGREEMENT WITH DANVILLE VA BESS 2 LLC**

Mayor Jones opened the floor for a Public Hearing regarding a Lease agreement with Danville VA BESS. Notice of the Public Hearing was published in the *Danville Register & Bee* on March 11, 2025. No one present desired to be heard and the Public Hearing was closed.

Vice Mayor Buckner **moved** for adoption of a Resolution entitled:

#### **RESOLUTION NO. 2025-03.03**

A RESOLUTION APPROVING AND AUTHORIZING A NEGOTIATED LEASE AGREEMENT WITH DANVILLE VA BESS 2, LLC FOR THE INSTALLATION AND OPERATION OF COMMERCIAL ENERGY STORAGE FACILITIES AT 900 MOUNT CROSS ROAD.

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The Motion was **seconded** by Council Member Miller and carried by the following vote:

VOTE: 9-0  
AYE: Buckner, Campbell, Hood, Jones, Mayo, Miller,  
Saunders, Vogler, and Whittle (9)  
NAY: None (0)

**CONSIDERATION OF A RESOLUTION AUTHORIZING THE ABANDONMENT OF AN ELECTRIC UTILITY EASEMENT IN PITTSYLVANIA COUNTY**

Council Member Vogler **moved** for adoption of a Resolution entitled:

**RESOLUTION NO. 2025-03.04**

A RESOLUTION AUTHORIZING THE ABANDONMENT OF A CITY EASEMENT ACROSS PROPERTY LOCATED IN PITTSYLVANIA COUNTY.

The Motion was **seconded** by Council Member Mayo and carried by the following vote:

VOTE: 9-0  
AYE: Buckner, Campbell, Hood, Jones, Mayo, Miller,  
Saunders, Vogler, and Whittle (9)  
NAY: None (0)

**CONSIDERATION OF AMENDING THE FISCAL YEAR 2025 BUDGET APPROPRIATION ORDINANCE TO FUND A BONUS PAYMENT TO CITY RETIREES**

Upon **Motion** by Vice Mayor Buckner and **second** by Council Member Whittle, an Ordinance entitled:

**ORDINANCE NO. 2025-03.08**

AN ORDINANCE AMENDING THE FISCAL YEAR 2025 BUDGET APPROPRIATION ORDINANCE BY INCREASING REVENUES FROM INTEREST INCOME TO FUND A BONUS FOR CITY RETIREES IN AN AMOUNT NOT TO EXCEED \$725,000 AND APPROPRIATING THE SAME.

was presented by its **First Reading**, as required by City Charter, to lie over before final adoption.

**COMMUNICATIONS FROM VISITORS**

David Weslowksi with Danville Best Friends, gave Council a brief overview of the work that has been done in the community over the past few months. Mr. Weslowski noted Homeward Trails will be back in the community to provide spay and neuter services.

**COMMUNICATIONS**

There were no communications from the City Manager, Deputy City Manager, City Clerk, or City Attorney.

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Council Member Mayo thanked staff for the budget that was presented and commended the City Manager and his team for their work. Mr. Mayo noted that Council Member Miller attended his church on Sunday, it was good to see him there. Mr. Mayo thanked Jason Grey for explaining how utility rates worked.

Council Member Miller stated it was always good to see the various department heads at the meeting and to recognize them for the work they do. Dr. Miller noted he attended Council Member Mayo's church, it was a good sermon and good music, and with a lecture by the Pastor's wife.

Council Member Saunders thanked City staff and school board staff for the work that they do. It was important to keep the children in school, and questioned if a child drops out of school do they have to be reported to the state and Dr. Hairston noted they did and they lose the funds for that child.

Council Member Vogler commented on the casino revenue website, how citizens can find that information on the City's website, and thanked the City Manager and staff for putting that together.

Council Member Whittle thanked staff for putting together a proposal for a bonus for retirees, noted Delegate Danny Marshall had surgery and was doing well; they were glad to see that.

Mr. Whittle **moved** to put a **Motion** on the floor to reduce real estate taxes \$0.10 on \$100.

**ORDINANCE NO. 2025-03.09**  
(No written Ordinance).

The Motion was **seconded** by Council Member Vogler.

Following Mr. Buckner's vote, Council Member Campbell made a **motion** that Council study this.

Mayor Jones noted there was an alternative motion on the floor, **seconded** by Council Member Mayo.

Mr. Vogler questioned once Council started voting, could an alternative motion be put forward and City Attorney Clarke Whitfield noted they cannot, but if Mr. Whittle's motion failed, Mr. Campbell could come back and make that alternative motion, once this motion was disposed of. Once a motion was put on the floor, it has to be disposed of. Mr. Campbell's motion DIED.

Mr. Saunders noted a point of order questioning that a substitute motion cannot be made when a motion on the floor has been made and Mr. Whitfield noted, not once the voting has begun.

Mr. Whittle's Motion **FAILED** with the following vote:

VOTE: 4-4-1  
AYE: Buckner, Hood, Vogler, and Whittle (4)  
NAY: Jones, Mayo, Miller, and Saunders (4)  
ABSTAIN: Campbell (1)

Council Member Campbell noted he appreciated Mr. Whittle making the comment but it disturbed him to make a comment like that with the sensitivity of Council talking about the utility rates, then coming behind and saying ten cents for property. It was irrational to make a statement to Council, to put pressure to make a decision like that. It has be balanced, what Council tries to do, it was

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not a game, this was something where they were dealing with people's lives. Rev Campbell noted he was for lowest tax rate that they can give, they did reduce the property tax, but the appreciation of property went up. Council can't do both, looking at ten cents for utilities and then come behind with that.

Council Member Whittle noted he asked back in December and Council has not taken any action.

Council Member Miller asked if they could make a motion once the business session was over and Mr. Whitfield noted City Council does not have a rule against that, a motion can be made at any time; Dr. Miller noted there should be.

Vice Mayor Buckner asked for continued prayers for Delegate Danny Marshall for a speedy recovery.

Council Member Campbell noted they were praying for Delegate Danny Marshall.

Council Member Hood prayed for a speedy recovery for Delegate Marshall, and gave a shout out to the Danville Chapter of the Health Collaborative who had a luncheon this week. It was amazing to be among so many different organizations looking to help and serve citizens.

Mayor Jones sent continued prayers to Delegate Marshall and his family, and thanked Mr. Larking and Dr. Hairston for the wonderful presentations given for budget. Mayor Jones asked for a moment of silence for Delegate Danny Marshall and prayed for him and his family.

The meeting was adjourned at 8:34 p.m.

APPROVED:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK



# Council Letter City of Danville, Virginia



**CL - 1919**

**CONSENT AGENDA B.**

## **City Council REGULAR MEETING**

**Meeting Date:** April 15, 2025

**Subject:** Amending the Fiscal Year 2024-2025 Budget Appropriation Ordinance for Grant Funds from the US Department of Housing and Urban Development.

**From:** Susan McCulloch, Division Director of Housing & Development

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## **COUNCIL ACTION**

An Ordinance Amending the Fiscal Year 2025 Budget Appropriation Ordinance for Projects to be or Being Undertaken to Improve the Danville Community Financed with Community Development Block Grant, Home Investment Partnership Funds from the U.S. Department of Housing and Urban Development, and Estimated Program Income for a Total Appropriation of \$1,186,687.

### **Final Adoption**

#### **SUMMARY**

The City of Danville is a participating jurisdiction under the U.S. Department of Housing and Urban Development (HUD). Under this designation, the City receives Community Development Block Grant (CDBG) and HOME Investments Partnership Program (HOME) funds annually. The City has received its funding agreement from HUD in the amount of \$1,141,687 and needs to appropriate the money to be used for housing-related programs.

#### **BACKGROUND**

A large majority of the CDBG funds have historically been used for neighborhood revitalization efforts, and it is proposed to continue focusing on this effort in the 2024-25 Action Plan. In addition, there is a public service category which can be funded with up to 15% of the annual allocation. It provides funding to assist non-profit organizations to carry out programs that benefit low- to moderate-income individuals and/or households. The City has received the program agreement from HUD for a total budget of \$1,186,687 for Fiscal Year 2024-25, comprised of \$857,190 in CDBG funds, \$284,497 in HOME funds, and \$45,000 estimated program income generated from loan repayments and the sale of houses currently under city programs.

#### **RECOMMENDATION**

It is recommended that City Council adopt the attached Budget Appropriation Ordinance appropriating \$1,186,687 from HUD for Fiscal Year 2024-25 for use in housing-related programs.

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### **Attachments**

1. Ordinance
-

PRESENTED: \_\_\_\_\_

ADOPTED: \_\_\_\_\_

ORDINANCE NO. 2025-\_\_\_\_.\_\_\_\_

AN ORDINANCE AMENDING THE FISCAL YEAR 2025 BUDGET APPROPRIATION ORDINANCE FOR PROJECTS TO BE OR BEING UNDERTAKEN TO IMPROVE THE DANVILLE COMMUNITY FINANCED WITH COMMUNITY DEVELOPMENT BLOCK GRANT, HOME INVESTMENT PARTNERSHIP FUNDS FROM THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, AND ESTIMATED PROGRAM INCOME FOR A TOTAL APPROPRIATION OF \$1,186,687.

WHEREAS, the United States Department of Housing and Urban Development has made available \$857,190 in Community Development Block Grant (CDBG) and \$284,497 in HOME Partnership Program (HOME) Entitlement funds to be used for projects to improve the Danville community; and

WHEREAS, it is projected that an aggregated amount of \$10,000 in CDBG program income and \$35,000 in HOME program income will be generated during the period from July 1, 2024 through June 30, 2025 from the Community Development Block Grant and HOME Entitlement funds which will be used to improve the Danville Community.

NOW THEREFORE, BE IT ORDAINED by the Council of the City of Danville, Virginia, that the estimated/anticipated revenues and appropriation of funds to finance the Budget of the Community Development Block and HOME Partnership Program are hereby, as follows:

**CDBG/HOME FUND  
ESTIMATED/ANTICIPATED REVENUES**

| <u>Description</u>   |        | <u>Account No.</u> | <u>Amount</u>      |
|----------------------|--------|--------------------|--------------------|
| Federal Aid-CDBG:    | FY2025 | 61979000-48025     | \$857,190          |
| Federal Aid-HOME:    | FY2025 | 61969000-48030     | \$284,497          |
| CDBG Program Income: | FY2025 | 61979000-44381     | \$ 10,000          |
| HOME Program Income: | FY2025 | 61969000-44361     | \$ 35,000          |
|                      |        | TOTAL:             | <u>\$1,186,687</u> |

**ESTIMATED/ANTICIPATED EXPENDITURES**

| <u>Description</u>                      | <u>Account No.</u> | <u>Amount</u>    |
|-----------------------------------------|--------------------|------------------|
| H & D ADMIN                      FY2025 |                    |                  |
| Salaries & Wages                        | 61970000-51100     | \$112,133        |
| FICA                                    | 61970000-51450     | \$9,610          |
| Retirement                              | 61970000-51525     | \$6,410          |
| Group Hospital                          | 61970000-51600     | \$12,815         |
| Group Life Insurance                    | 61970000-51630     | \$1,600          |
| HSA Contribution Expense                | 61970000-51632     | \$1,603          |
| Maintenance Service Contracts           | 61970000-52225     | \$1,600          |
| Advertising                             | 61970000-52275     | \$2,200          |
| Outside Services                        | 61970000-52349     | \$1,000          |
| Vehicles                                | 61970000-52550     | \$4,000          |
| Print Shop                              | 61970000-52650     | \$800            |
| PS – Office Supplies                    | 61970000-52655     | \$480            |
| Postal Service                          | 61970000-54050     | \$500            |
| Telephone/Internet                      | 61970000-54150     | \$350            |
| General Liability Insurance             | 61970000-54650     | \$640            |
| Travel/ Training                        | 61970000-54900     | \$2,200          |
| Bank Charges                            | 61970000-56250     | \$400            |
| Materials & Supplies                    | 61970000-55930     | \$349            |
| Dues/Membership                         | 61970000-56242     | \$1,500          |
|                                         | TOTAL:             | <u>\$160,190</u> |
| CDBG REHAB ADMIN:              FY2025   |                    |                  |
| Salaries & Wages                        | 61971000-51100     | \$205,000        |
| FICA                                    | 61971000-51450     | \$15,000         |
| Retirement                              | 61971000-51525     | \$10,000         |
| Group Hospital                          | 61971000-51600     | \$20,000         |
| Group Life Insurance                    | 61971000-51630     | \$2,500          |
| HAS Contribution Expense                | 61971000-51632     | \$2,500          |
| Legal Services                          | 61971000-52170     | \$500            |
| Maintenance Service Contracts           | 61971000-52225     | \$7,000          |
| AVL Service Contracts                   | 61971000-52226     | \$500            |
| Vehicles Radio                          | 61971000-52500     | \$5,000          |
| Vehicles                                | 61971000-52550     | \$12,000         |
| Print Shop - Supplies                   | 61971000-52655     | \$2,500          |
| Postal Service                          | 61971000-54050     | \$500            |
| Telephone                               | 61971000-54100     | \$1,500          |
| General Liability Insurance             | 61971000-54650     | \$500            |
|                                         | TOTAL:             | <u>\$285,000</u> |

REHABILITATION: FY2025

|                             |             |                  |
|-----------------------------|-------------|------------------|
| CDBG Housing Rehab Projects | 61972999-50 | \$234,000        |
|                             | TOTAL:      | <u>\$234,000</u> |

FAIR HOUSING FY2025

|                    |             |                 |
|--------------------|-------------|-----------------|
| Fair Housing Admin | 61973999-50 | \$10,000        |
|                    | TOTAL:      | <u>\$10,000</u> |

PARKS AND RECREATION FY2025

|                |             |                 |
|----------------|-------------|-----------------|
| PRT Facilities | 61974999-50 | \$50,000        |
|                | TOTAL:      | <u>\$50,000</u> |

PUBLIC SERVICE  
ACTIVITIES (PSA): FY2025

|                               |                |                  |
|-------------------------------|----------------|------------------|
| Head Start/CIC                | 61975068-55005 | \$37,000         |
| College Bound                 | 61975069-55005 | \$10,000         |
| Big Brothers/Big Sisters      | 61975122-55005 | \$11,000         |
| Neighbors Helping Neighbors   | 61975125-55005 | \$14,000         |
| Legal Aid                     | 61975415-55005 | \$18,000         |
| Temporary Shelter             | 61975135-55005 | \$14,000         |
| Danville Speech and Hearing   | 61975136-55005 | \$3,000          |
| House of Hope                 | 61975417-55005 | \$16,000         |
| Church and Community Tutorial | 61975418-55005 | \$5,000          |
|                               | TOTAL:         | <u>\$128,000</u> |

HOME ADMIN FY2025

|                          |                |                 |
|--------------------------|----------------|-----------------|
| Salaries & Wages         | 61976000-51100 | \$23,000        |
| FICA                     | 61976000-51450 | \$2,500         |
| Retirement               | 61976000-51525 | \$1,500         |
| Group Hospital           | 61976000-51600 | \$2,500         |
| Group Life Insurance     | 61976000-51630 | \$1,000         |
| HSA Contribution Expense | 61976000-51632 | \$500           |
|                          | TOTAL:         | <u>\$31,000</u> |

HOME REHABILITATION: FY2025

|                             |             |                  |
|-----------------------------|-------------|------------------|
| HOME Housing Rehab Projects | 61977999-50 | \$245,823        |
|                             | TOTAL:      | <u>\$245,823</u> |

HOME CHDO/HABITAT  
FOR HUMANITY FY2025

|                                          |             |                    |
|------------------------------------------|-------------|--------------------|
| CHDO Set Aside Rehab of Private Property | 61978999-50 | \$42,674           |
|                                          | TOTAL       | <u>\$42,674</u>    |
|                                          | GRAND TOTAL | <u>\$1,186,687</u> |

AND BE IT FURTHER ORDAINED that a flexible budget is hereby authorized whereby appropriations may be increased to the extent that actual revenues from Interest and Program Incomes exceed the original budget amount;

BE IT FINALLY ORDAINED that all other accounts and provisions of the Fiscal Year 2025 Budget Appropriations Ordinance, as amended, not hereby amended, shall continue in full force and effect unless and until hereafter further amended or repealed.

Approved:

\_\_\_\_\_  
Mayor

Attest:

\_\_\_\_\_  
City Clerk

Approved as to  
Form and Legal Sufficiency:

\_\_\_\_\_  
City Attorney

**Council Letter**  
**City of Danville, Virginia**



**CL - 1896**

**NEW BUSINESS    A.**

**City Council REGULAR MEETING**

**Meeting Date:** April 15, 2025

**Subject:**        Review of General Fund Financials as of March 31, 2025.

**From:**            Michael Adkins, Chief Financial Officer

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**COUNCIL ACTION**

Review of General Fund Financials as of March 31, 2025. Financial Statements are included.

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**Attachments**

1.    Financial Reports
-



# CITY OF DANVILLE

## Department of Finance

**To:** Ken F. Larking, City Manager

**From:** Michael L. Adkins, Chief Financial Officer

**Date:** April 8, 2025

**Subject:** Summary of Preliminary General Fund Financial Results for March 31, 2025

After completing three quarters of the fiscal year, revenues are tracking well with budget and are ahead of the prior year. As of March 31, General Fund revenues were \$107,464,224, which represents 65% of the FY 2025 budget. This is an increase of \$6.4 million over March 31, 2024. Apart from small decreases in License Permits and Privilege Fees, Revenue from the Use of Money and Property, and Miscellaneous Revenue, all major revenue categories are ahead of the prior year. This increase in realized revenue is primarily from growth in local taxes.

General Property Tax collections continue to perform well with 53% of the budgeted property tax realized at the end of March. More specifically, real estate tax collections through the end of March amounted to \$11,291,160 or 53% of the budgeted real estate tax revenue. This is an increase of 979,000 over the prior year. We continue to see steady performance in the collection of delinquent real estate taxes with \$842,140 realized in the first nine months of this fiscal year. This accounts for 74% of the current year budget.

Local taxes collected through March 31, were \$36,515,772, or 75% of budget. This exceeds FY 2024 collections by nearly \$3 million. Over half, or \$1.8 million, of this increase is related to sales tax, meals tax and business license payments. The remaining increase is found in other sources of local taxes. Sales tax collections through March amounted to \$10,553,804, or 81% of budget. Meals taxes collected for the first nine months of the fiscal year amounted to \$9,616,876 or 80% of budget, an increase of \$589,000 from last year. Business Licenses realized at the end of March were \$7,517,510, or 98% of budget. Lodging taxes received as of March 31 were \$2,631,939 or 75% of budget, an increase of \$310,000 from the prior year. All other revenue categories are tracking well with budget at this point.

Expenditures through March 31 were \$136,212,728 or 77% of budget. This is an overall increase of \$32 million when compared to March 31, 2024. Departmental spending for the first nine months of the fiscal year amounted to \$69 million or 68% of budget, an increase of \$7.7 million over the prior year. The increase in departmental spending is primarily attributed to an increase in salaries and benefits over the prior year along with the debt service for the police

## **DANVILLE, VA**

headquarters. This increase in departmental spending is coupled with an increase in transfers to Danville Public Schools of \$11 million primarily for cash advances made for capital related grants and an increase of \$15 million in transfers to capital projects primarily related to budgeted increases for capital projects and economic development incentives.

Fund expenditures exceeded revenues by \$28,748,505. This is typical for much of the fiscal year in the General Fund due to the timing of revenue recognition not being matched to expenditures. At this point, the General Fund is performing as expected compared to the current budget.



## CITY OF DANVILLE, VIRGINIA

## GENERAL FUND REPORT

75% OF YEAR LAPSED AS OF MARCH 31, 2025

\*\*PRE-CLOSING FIGURES - SUBJECT TO CHANGE - UNAUDITED\*\*

|                                            | Budgets &<br>Appropriations For<br>Current Year | Actual<br>Revenues & Expenditures<br>For Year-to-Date | Percent<br>Realized/Expended<br>This Year | Encumbrances        | Balance to be<br>Realized/Expended | Actual<br>Revenues & Expenditures<br>At This Date Last Year |
|--------------------------------------------|-------------------------------------------------|-------------------------------------------------------|-------------------------------------------|---------------------|------------------------------------|-------------------------------------------------------------|
| <b>REVENUES:</b>                           |                                                 |                                                       |                                           |                     |                                    |                                                             |
| Property Taxes                             | \$ 43,200,280                                   | \$ 22,792,599                                         | 52.76%                                    |                     | \$ 20,407,681                      | \$ 20,989,532                                               |
| Other Local Taxes                          | 48,927,800                                      | 36,515,772                                            | 74.63%                                    |                     | 12,412,028                         | 33,598,719                                                  |
| License Permits & Privilege Fees           | 571,060                                         | 372,805                                               | 65.28%                                    |                     | 198,255                            | 555,386                                                     |
| Fines & Forfeitures                        | 213,000                                         | 160,220                                               | 75.22%                                    |                     | 52,780                             | 146,226                                                     |
| Revenue From Use Money & Property          | 3,980,050                                       | 3,229,579                                             | 81.14%                                    |                     | 750,471                            | 4,270,238                                                   |
| Charges For Services                       | 3,478,715                                       | 2,677,761                                             | 76.98%                                    |                     | 800,954                            | 1,843,296                                                   |
| Miscellaneous Revenue                      | 25,100                                          | 173,668                                               | 691.90%                                   |                     | (148,568)                          | 193,288                                                     |
| Recovered Cost                             | 9,979,454                                       | 7,105,355                                             | 71.20%                                    |                     | 2,874,099                          | 6,708,315                                                   |
| Intergovernmental                          | 38,584,490                                      | 22,745,465                                            | 58.95%                                    |                     | 15,839,025                         | 21,031,906                                                  |
| Transfers From Utilities                   | 15,588,000                                      | 11,691,000                                            | 75.00%                                    |                     | 3,897,000                          | 11,691,000                                                  |
| <b>TOTAL REVENUES</b>                      | <b>\$ 164,547,949</b>                           | <b>\$ 107,464,224</b>                                 | <b>65.31%</b>                             |                     | <b>\$ 57,083,725</b>               | <b>\$ 101,027,906</b>                                       |
| <b>EXPENDITURES:</b>                       |                                                 |                                                       |                                           |                     |                                    |                                                             |
| General Government Administration          | \$ 16,335,556                                   | \$ 11,520,340                                         | 70.52%                                    | \$ 248,055          | \$ 4,567,161                       | \$ 10,565,566                                               |
| Judicial Administration                    | 10,112,793                                      | 6,821,599                                             | 67.46%                                    | 5,278               | 3,285,916                          | 6,137,646                                                   |
| Public Safety                              | 45,204,021                                      | 31,362,811                                            | 69.38%                                    | 631,482             | 13,209,728                         | 28,042,390                                                  |
| Public Works                               | 6,109,775                                       | 4,118,687                                             | 67.41%                                    | 96,255              | 1,894,833                          | 3,473,834                                                   |
| Health and Welfare                         | 11,234,911                                      | 7,292,217                                             | 64.91%                                    | 36,419              | 3,906,275                          | 5,556,395                                                   |
| Parks, Recreation & Cultural               | 7,593,750                                       | 4,714,444                                             | 62.08%                                    | 48,647              | 2,830,658                          | 4,190,421                                                   |
| Community Development                      | 4,842,125                                       | 3,303,014                                             | 68.21%                                    | 139,693             | 1,399,418                          | 3,509,505                                                   |
| Non-Departmental                           | 16,860,954                                      | 13,257,624                                            | 78.63%                                    | -                   | 3,603,330                          | 13,527,782                                                  |
| Education                                  | 32,703,490                                      | 27,367,361                                            | 83.68%                                    | -                   | 5,336,129                          | 16,637,454                                                  |
| Transfer to Capital Projects               | 24,434,753                                      | 24,434,751                                            | 100.00%                                   | -                   | 2                                  | 9,125,003                                                   |
| Transfer to Other Funds                    | 2,204,050                                       | 2,019,880                                             | 91.64%                                    | -                   | 184,170                            | 3,563,118                                                   |
| <b>TOTAL EXPENDITURES</b>                  | <b>\$ 177,636,176</b>                           | <b>\$ 136,212,728</b>                                 | <b>76.68%</b>                             | <b>\$ 1,205,828</b> | <b>\$ 40,217,620</b>               | <b>\$ 104,329,113</b>                                       |
| Revenue over(under) Expenditures           |                                                 | \$ (28,748,505)                                       |                                           |                     |                                    | \$ (3,301,207)                                              |
| <b>FUND BALANCE:</b>                       |                                                 |                                                       |                                           |                     |                                    |                                                             |
| Beginning Fund Balance 07/01/2024          |                                                 | \$ 63,543,749                                         |                                           |                     |                                    | \$ 55,069,404                                               |
| Revenue over(under) Expenditures           |                                                 | (28,748,505)                                          |                                           |                     |                                    | (3,301,207)                                                 |
| Ending Fund Balance 3/31/25                |                                                 | <b>\$ 34,795,244</b>                                  |                                           |                     |                                    | <b>\$ 51,768,197</b>                                        |
| Composition of Fund Balance:               |                                                 |                                                       |                                           |                     |                                    |                                                             |
| Reserved for Encumbrances/Designated Funds |                                                 | \$ 9,282,248                                          |                                           |                     |                                    | \$ 15,699,888                                               |
| Unassigned                                 |                                                 | 25,512,996                                            |                                           |                     |                                    | 36,068,309                                                  |
| <b>TOTAL FUND BALANCE 3/31/25</b>          |                                                 | <b>\$ 34,795,244</b>                                  |                                           |                     |                                    | <b>\$ 51,768,197</b>                                        |

**CITY OF DANVILLE, VIRGINIA  
GENERAL FUND  
COMPOSITION OF FUND BALANCE  
PRELIMINARY - AS OF MARCH 31, 2025**

|                                            |                             |
|--------------------------------------------|-----------------------------|
| Beginning Total Fund Balance, July 1, 2024 | 63,543,748.50               |
| Add: General Fund Revenues                 | 107,464,223.94              |
| Deduct: General Fund Expenditures          | <u>(136,212,728.46)</u>     |
| Ending Total Fund Balance, June 30, 2025   | <u><u>34,795,243.98</u></u> |

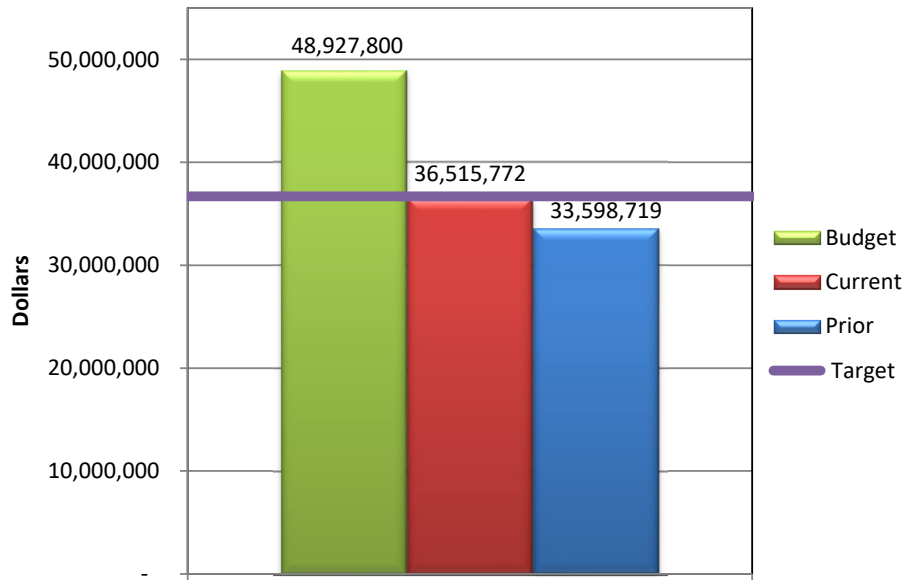
|                                       |                             |
|---------------------------------------|-----------------------------|
| <u>Composition of Fund Balance:</u>   |                             |
| Restricted for Commonwealth Attorney  | 115,900.54                  |
| Restricted for Police Department      | 97,908.76                   |
| Restricted for Fire Department        | 175,992.41                  |
| Committed for Sheriff's Department    | 13,081.70                   |
| Committed to Schools                  | -                           |
| Committed to Budget Stabilization     | 3,000,000.00                |
| Assigned to Sheriff's Department      | 15,575.55                   |
| Assigned to Community Development     | 179,183.34                  |
| Assigned for Encumbrances             | 1,205,828.38                |
| Assigned Casino Revenue               | 4,000,000.00                |
| Nonspendable (Inventory and Prepaids) | 478,777.57                  |
| <b>UNASSIGNED</b>                     | <b><u>25,512,995.73</u></b> |
| Total Fund Balance, June 30, 2025     | <u><u>34,795,243.98</u></u> |
|                                       | -                           |

|                                                                                                      |                        |
|------------------------------------------------------------------------------------------------------|------------------------|
| Unassigned fund balance from above                                                                   | 25,512,995.73          |
| Unassigned Minimum per policy<br>(25% of General Fund Operating Revenues)<br>based on FY 2025 budget | <u>41,136,987.25</u>   |
| Current surplus (deficit) over (under) minimum                                                       | <u>(15,623,991.52)</u> |

**City of Danville, Virginia**  
**Summary of Other Local Tax Revenues - PRE-CLOSING - UNAUDITED**  
**For the period ending March 31, 2025**

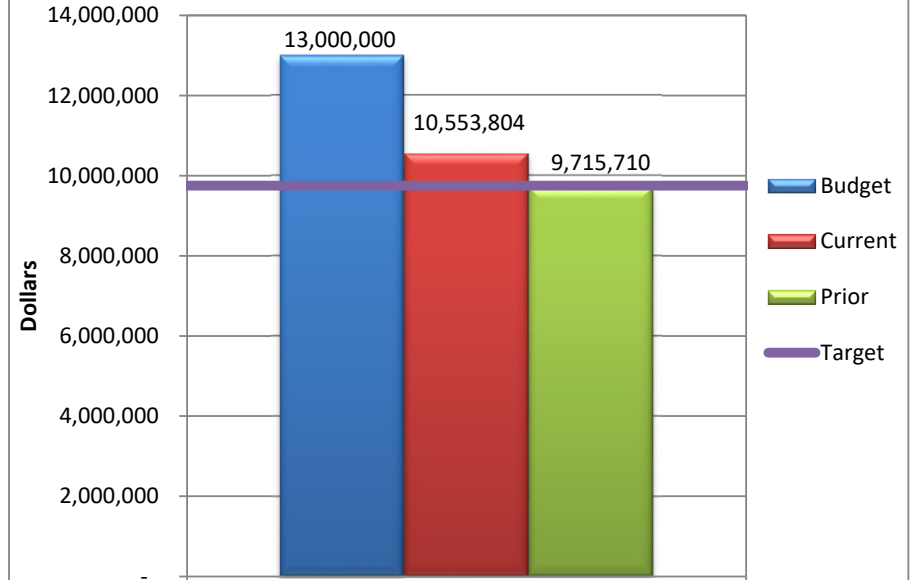
| <b>Description</b>        | <b>Current<br/>Budget</b> | <b>Revenue<br/>Realized</b> | <b>Percentage<br/>Realized</b> | <b>Prior Year<br/>Budget</b> | <b>Prior Year<br/>Realized</b> | <b>Percentage<br/>Prior Year</b> |
|---------------------------|---------------------------|-----------------------------|--------------------------------|------------------------------|--------------------------------|----------------------------------|
| Sales Tax                 | \$ 13,000,000             | \$ 10,553,804               | 81.18%                         | \$ 11,900,000                | \$ 9,715,710                   | 81.64%                           |
| Business Licenses         | 7,642,000                 | 7,517,510                   | 98.37%                         | 6,800,000                    | 7,164,986                      | 105.37%                          |
| Meals Tax                 | 12,100,000                | 9,616,876                   | 79.48%                         | 11,367,220                   | 9,027,674                      | 79.42%                           |
| Utility Taxes             | 930,000                   | 636,735                     | 68.47%                         | 930,000                      | 633,923                        | 68.16%                           |
| Vehicle License Fees      | 1,025,000                 | 349,295                     | 34.08%                         | 1,000,000                    | 329,812                        | 32.98%                           |
| Bank Stock Tax            | 1,100,000                 | -                           | 0.00%                          | 1,000,000                    | 4,654                          | 0.47%                            |
| Recordation Tax           | 370,000                   | 270,046                     | 72.99%                         | 270,000                      | 278,955                        | 103.32%                          |
| Hotel Motel Tax           | 3,525,000                 | 2,631,939                   | 74.66%                         | 2,467,230                    | 2,321,297                      | 94.09%                           |
| Daily Property Rental Tax | 20,800                    | 40,520                      | 194.81%                        | 15,980                       | 16,806                         | 105.17%                          |
| Motor Vehicle Tax         | 240,000                   | 149,995                     | 62.50%                         | 200,000                      | 187,531                        | 93.77%                           |
| DMV Fees                  | 275,000                   | 159,738                     | 58.09%                         | 280,000                      | 161,285                        | 57.60%                           |
| Ceasars Min Fee           | 8,700,000                 | 4,589,315                   | 52.75%                         | 5,000,000                    | 3,756,086                      | 75.12%                           |
| <b>TOTAL</b>              | <b>\$ 48,927,800</b>      | <b>\$ 36,515,772</b>        | <b>74.63%</b>                  | <b>\$ 41,230,430</b>         | <b>\$ 33,598,719</b>           | <b>81.49%</b>                    |

## Local Taxes



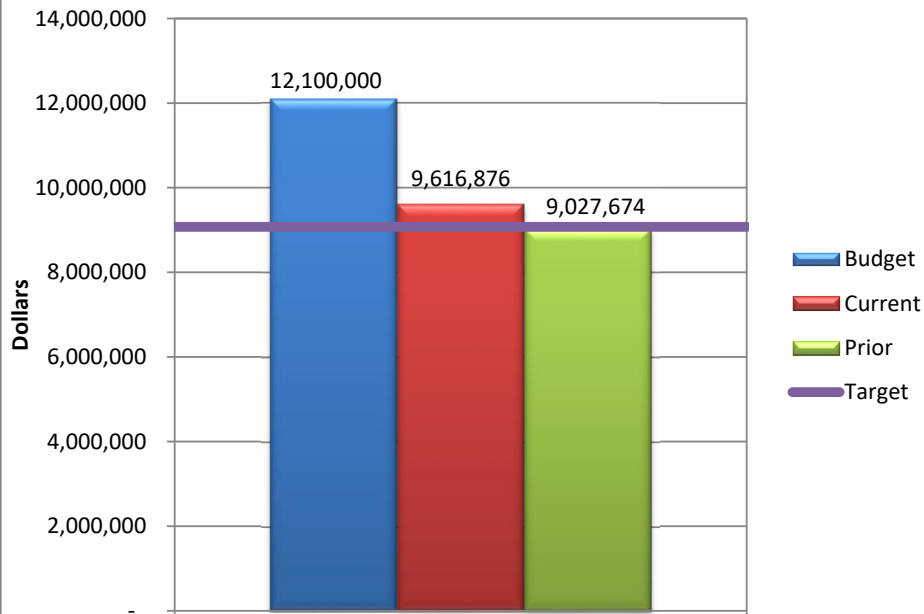
As of March 31, 2025

## Sales Tax



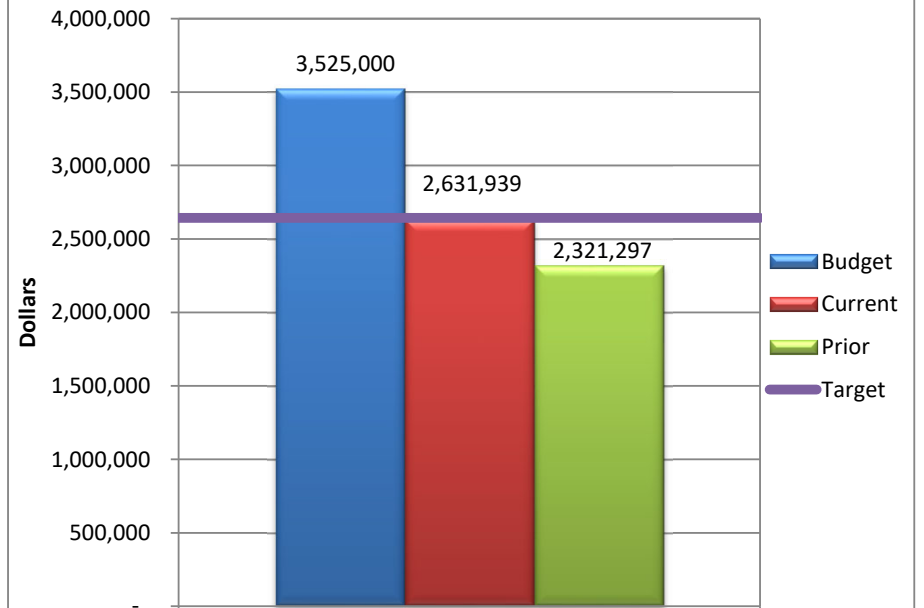
As of March 31, 2025

## Meals Tax

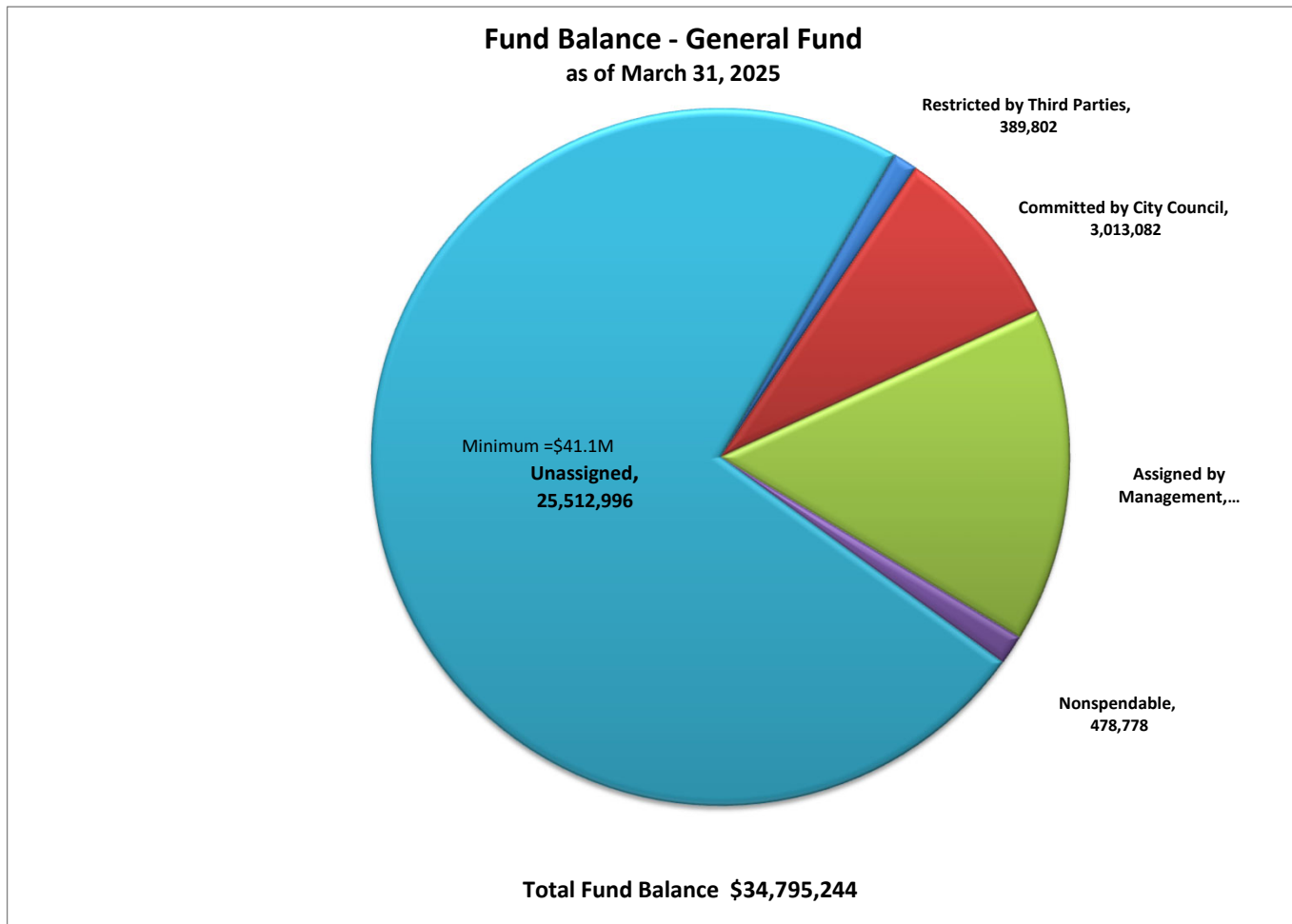
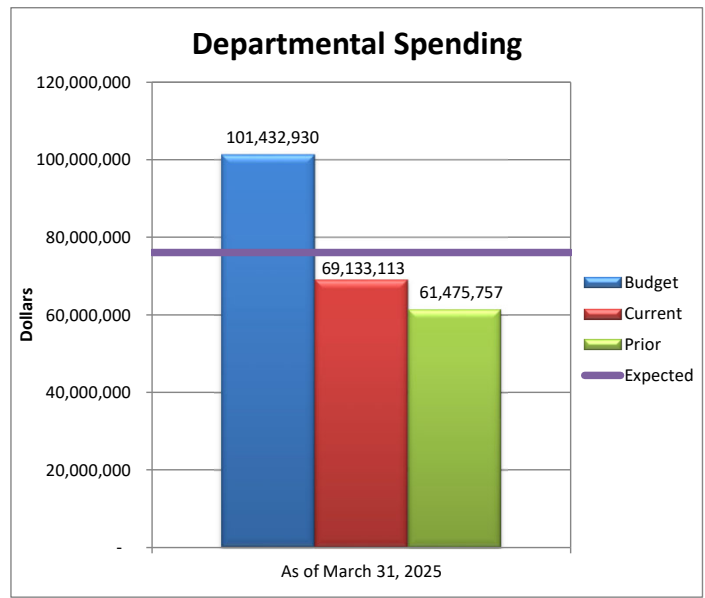
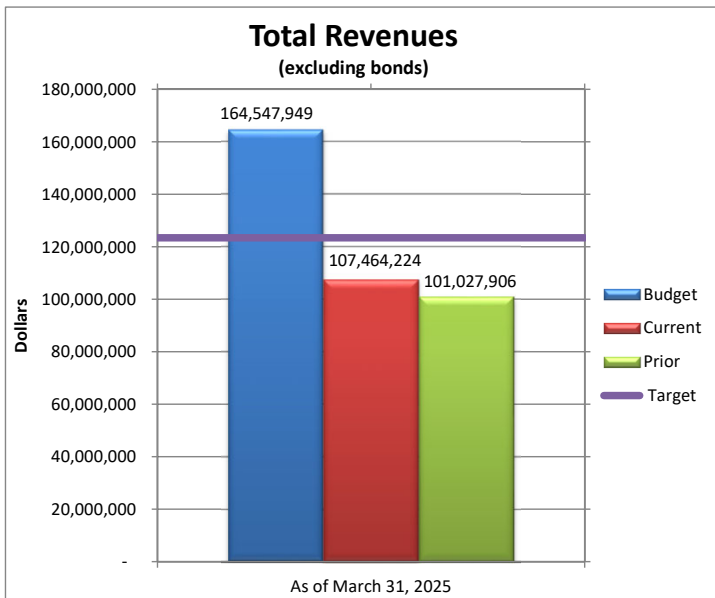


As of March 31, 2025

## Lodging Tax



As of March 31, 2025



# Council Letter City of Danville, Virginia



**CL - 1941**

**NEW BUSINESS B.**

## **City Council REGULAR MEETING**

**Meeting Date:** April 15, 2025

**Subject:** Moral Obligation Agreement Between the City and the Industrial Development Authority.

**From:** Kelvin Perry, Assistant Director of Economic Development and Tourism

---

## **COUNCIL ACTION**

Resolution Approving Financial Assistance to the Industrial Development Authority of the City of Danville, Virginia, in Discharging Its Governmental Purposes Under Virginia Law, Including Authorizing the City Manager to Execute and Deliver a Support Agreement in Connection with a Loan to be Obtained by Such Authority to Fund Certain Economic Development Projects.

## **SUMMARY**

The Industrial Development Authority of the City of Danville, Virginia, has secured financing from Huntington Bank for up to \$2,600,000 to purchase various parcels of real estate located within the City of Danville, Virginia. The loan features a ten-year amortization schedule with a fixed rate of interest of 5.95%. Interest is due semi-annually on the loan with an annual required principal reduction. There is no prepayment penalty and the note may be paid off at any time. The bank will hold a first lien position on the properties being purchased with proceeds from this loan.

## **BACKGROUND**

The Industrial Development Authority of the City of Danville, Virginia secured funding through Huntington Bank, Columbus, Ohio, to acquire various parcels of real estate located within the City of Danville, Virginia. Specifically, proceeds from the loan will be used to purchase the following parcels of real estate: Parcel Number 20204 (Patton Street), Parcel Number 22131 (Patton Street), Parcel Number 20219 (118-132 South Union Street), Parcel Number 21768 (508 Memorial Drive), and Parcel Numbers 20218 and 20215 (530 Patton Street). The bank will hold a first lien position on the properties being acquired.

## **RECOMMENDATION**

Staff recommends approval of the Support Agreement between the City of Danville, Virginia and the Industrial Development Authority of the City of Danville, Virginia.

---

## **Attachments**

1. Resolution
  2. Support Agreement
-

PRESENTED: \_\_\_\_\_

ADOPTED: \_\_\_\_\_

RESOLUTION NO. 2025-\_\_\_\_.\_\_\_\_

RESOLUTION APPROVING FINANCIAL ASSISTANCE TO THE INDUSTRIAL DEVELOPMENT AUTHORITY OF THE CITY OF DANVILLE, VIRGINIA, IN DISCHARGING ITS GOVERNMENTAL PURPOSES UNDER VIRGINIA LAW, INCLUDING AUTHORIZING THE CITY MANAGER TO EXECUTE AND DELIVER A SUPPORT AGREEMENT IN CONNECTION WITH A LOAN TO BE OBTAINED BY SUCH AUTHORITY TO FUND CERTAIN ECONOMIC DEVELOPMENT PROJECTS.

WHEREAS, the City of Danville, Virginia (the “City”), has created the Industrial Development Authority of the City of Danville, a political subdivision of the Commonwealth of Virginia (the “Authority”), pursuant to the provisions of the Industrial Development and Revenue Bond Act (the “Act”), Chapter 49, Title 15.2, Code of Virginia of 1950, as amended (the “Virginia Code”), and has empowered the Authority with all of the public and corporate powers set forth in the Act, including, among other things, the power to enter into financing arrangements by which (a) the Authority may accept contributions, grants and other financial assistance from any political subdivision of the Commonwealth of Virginia, including the City, and (b) the Authority may purchase real property in furtherance of the purposes of promoting economic development; and

WHEREAS, pursuant to the provisions of Section 15.2-953 of the Virginia Code, the City is authorized to make gifts, donations, and appropriations of money to the Authority for the purposes of promoting economic development; and

WHEREAS, the Authority has proposed to acquire the following parcels located within the City: Parcel Number 20204 (Patton Street), Parcel Number 22131 (Patton Street), Parcel Number 20219 (118-132 South Union Street), Parcel Number 21768 (508 Memorial Drive), Parcel Numbers 20218 and 20215 (530 Patton Street) (collectively, the “Property”) for the purposes of increasing or enhancing the commercial economic base, providing additional public parking and providing parks and recreational facilities; and

WHEREAS, the Authority has proposed to obtain a loan from a banking or other financial institution, to issue a revenue bond (the "Bond") as evidence of its repayment obligations under such loan, and to use the proceeds of such loan to pay or reimburse itself for the costs incurred in connection with acquiring the Property; and

WHEREAS, to provide security for the Bond, the Authority has requested the City to provide financial assistance to the Authority pursuant to the terms of a Support Agreement (the "Support Agreement"), by which the City Council of the City (the "Council"), subject to annual appropriation, would undertake to authorize payments to or for the credit of the Authority in amounts that will enable the Authority to pay scheduled debt service due on the Bond and other related amounts due to the lender; and

WHEREAS, a draft form of the Support Agreement has been made available at this meeting.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DANVILLE, VIRGINIA:

1. It is hereby found and determined that providing financial assistance from the City to the Authority in support of its efforts to promote economic development within the City (including the Authority's intention to obtain a loan and use the proceeds thereof to purchase real estate) (a) will be in the public interest of the City and its residents and (b) will be in furtherance of powers of the City under applicable Virginia law.

2. The Council hereby states its support for the following financing plan to be undertaken by the Authority. The Authority shall obtain a loan from a banking or other financial institution selected by the Authority (such institution herein referred to as the "Bank"), issue and deliver the Bond to the Bank, and agree to repay the loan evidenced thereby pursuant to the terms of a bond purchase and loan agreement (the "Loan Agreement"). The Loan Agreement shall provide for a loan from the Bank to the Authority (a) in an aggregate amount not to exceed \$2,750,000, (b) with a final maturity date no later than December 31, 2050, (c) at a fixed interest rate not to exceed 7.25% per year, subject to adjustment, if any, pursuant to the terms of the Loan Agreement, and (d) with prepayment terms in accordance with the bid submitted by the Bank. The City shall enter into a Support Agreement by which the Council, subject to annual appropriation, undertakes to authorize payments to or for the credit of the Authority in amounts that will allow the Authority to pay scheduled debt service due on the Bond and related amounts owed by the Authority under the Loan Agreement. The payments by the City under the Support Agreement may be assigned by the Authority to the Bank. The Authority may additionally secure the Bond by placing a lien on all or a portion of the Property through a deed of trust or other collateral security instrument in favor of the Bank. The above-described financing plan may contain such additional requirements and provisions as the City



Manager (which term for purposes of this Resolution shall include the City's Finance Director) may approve and determine, in collaboration with the appropriate officers of the Authority, to be in the best interests of the City and the Authority.

3. In consideration of the Authority's undertakings with respect to the Bond, the City Manager is hereby authorized and directed to execute and deliver the Support Agreement. The Support Agreement shall be in substantially the form made available at this meeting, which is hereby approved, with such completions, omissions, insertions, or changes not inconsistent with this Resolution as may be approved by the City Manager, whose approval shall be evidenced conclusively by the execution and delivery thereof.

4. As provided by the Support Agreement, the Council hereby undertakes a non-binding commitment to appropriate annually to the Authority such amounts as are necessary to pay scheduled debt service due on the Bond and related amounts owed by the Authority under the Loan Agreement, to the fullest degree and in such manner as is consistent with the Constitution and laws of the Commonwealth of Virginia. The Council, while recognizing that it is not empowered to make any binding commitment to make such appropriations in future fiscal years, hereby states its intent to make such appropriations in future fiscal years, and hereby recommends that future Councils do likewise during the term of the Support Agreement.

5. All other actions of City officers in conformity with the purposes and intent of this Resolution and in furtherance of the plan of financing are hereby ratified, approved, and confirmed. City officers are hereby authorized and directed to execute and deliver all certificates and instruments and to take all such further action as may be considered necessary or desirable in connection with the completion of the plan of financing.

6. This Resolution shall take effect immediately.

Approved:

\_\_\_\_\_  
Mayor

Attest:

\_\_\_\_\_  
City Clerk

Approved as to  
Form and Legal Sufficiency:

\_\_\_\_\_  
City Attorney

**SUPPORT AGREEMENT**

**THIS SUPPORT AGREEMENT**, made as of \_\_\_\_\_, 2025, between the **CITY OF DANVILLE, VIRGINIA** (the “City”), and the **INDUSTRIAL DEVELOPMENT AUTHORITY OF THE CITY OF DANVILLE, VIRGINIA** (the “Authority”), a political subdivision of the Commonwealth of Virginia;

**WITNESSETH:**

**WHEREAS**, the City has created the Authority pursuant to the provisions of the Industrial Development and Revenue Bond Act (the “Act”), Chapter 49, Title 15.2, Code of Virginia of 1950, as amended (the “Virginia Code”), and has empowered the Authority with all of the public and corporate powers set forth in the Act, including, among other things, the power to enter into financing arrangements by which (a) the Authority may accept contributions, grants and other financial assistance from any political subdivision of the Commonwealth of Virginia, including the City, and (b) the Authority may purchase real property in furtherance of the purposes of promoting economic development;

**WHEREAS**, pursuant to the provisions of Section 15.2-953 of the Virginia Code, the City is authorized to make gifts, donations, and appropriations of money to the Authority for the purposes of promoting economic development;

**WHEREAS**, the Authority has proposed to acquire the following parcels located within the City: Parcel Number 20204 (Patton Street), Parcel Number 22131 (Patton Street), Parcel Number 20219 (118-132 South Union Street), Parcel Number 21768 (508 Memorial Drive), Parcel Numbers 20218 and 20215 (530 Patton Street) (collectively, the “Property”) to [*describe economic development purposes*];

**WHEREAS**, the Authority has proposed to obtain a loan from \_\_\_\_\_ (the “Lender”), to issue a revenue bond (as further described herein, the “Bond”) as evidence of its repayment obligations under such loan, and to use the proceeds of such loan (i) to pay or reimburse itself for the costs incurred in connection with acquiring the Property and (ii) to pay related issuance and financing costs (collectively, the “Project”);

**WHEREAS**, at the request of the Authority, the City Council of the City of Danville (the “Council”) adopted on \_\_\_\_\_, 2025, a resolution approving financial assistance in connection with the Authority’s issuance of the Bond in an original aggregate principal amount not to exceed [\$\_\_\_\_\_] and authorizing the execution of an agreement providing for a non-binding undertaking of the Council to consider certain appropriations to the Authority in connection with payments due from the Authority on the Bond and related bond purchase and loan agreement (the “Loan Agreement”);

**NOW, THEREFORE**, for and in consideration of the foregoing and of the mutual covenants herein set forth, the parties hereto agree as follows:

1. The Authority agrees to issue the Bond (the repayment terms of which are set forth on Schedule A attached hereto) and use the proceeds thereof, together with other available funds, to finance the Project.

2. In the annual budget and appropriation authorizations submitted to the Council for the City's fiscal year commencing [July 1, 2025,] and continuing for each fiscal year thereafter during which the Bond is outstanding, the City Manager is directed to request for Council consideration an appropriation to the Authority of an amount at least equal to the scheduled amount of debt service due on the Bond during such fiscal year, as set forth on Schedule A attached hereto, to be used by or for the benefit of the Authority for such purpose. Payment of such appropriation shall be subject to the provisions of paragraph 4. Within ten (10) days after the adoption of each such budget and related appropriation authorizations, but not later than July 15 of each year, the City Manager or the City's Finance Director shall inform the Authority in writing if the Council has failed to budget and authorize such appropriation.

3. If at any time during a City fiscal year, the Authority is required to make a payment under the Loan Agreement that exceeds the sum of (a) the amount budgeted and appropriated by the City under paragraph 2 above for such fiscal year [and (b) the amount of other revenues available to the Authority in respect of the Project for such fiscal year], the Chairman of the Authority shall notify the City Manager of the amount of the insufficiency and shall request a supplemental appropriation from the Council in an amount necessary to allow the Authority to make such payment. Upon receipt of a request from the Chairman of the Authority pursuant to this paragraph 3, the City Manager shall promptly present such request to the Council, and the Council shall consider such request, at its next regularly scheduled meeting at which it is possible to satisfy any applicable notification requirement. Promptly after such meeting, the City Manager shall notify the Authority whether the amount so requested was appropriated. Payment of such appropriation shall be subject to the provisions of paragraph 4. If the Council shall fail to make any such appropriation, the Authority shall add the amount of such requested appropriation to the scheduled amount of debt service requested for the City Manager's budget submission (as described in paragraph 2 above) for the City's next fiscal year.

4. The Council hereby undertakes a non-binding obligation to budget and appropriate to the Authority the amounts referenced in paragraphs 2 and 3 above, to the fullest degree and in such manner as is consistent with the Constitution and laws of the Commonwealth of Virginia. The Council, while recognizing that it is not empowered to make any binding commitment to make such appropriations in future fiscal years, hereby states its intent to make such appropriations in future fiscal years, and hereby recommends that future Councils do likewise.

5. NOTHING HEREIN CONTAINED IS OR SHALL BE DEEMED TO BE A LENDING OF THE CREDIT OF THE CITY TO THE AUTHORITY, THE LENDER, OR ANY OTHER PERSON; AND NOTHING HEREIN CONTAINED IS OR SHALL BE DEEMED TO BE A PLEDGE OF THE FAITH AND CREDIT OR THE TAXING POWER OF THE CITY. NOTHING HEREIN CONTAINED SHALL BIND OR OBLIGATE THE COUNCIL TO APPROPRIATE FUNDS TO THE AUTHORITY FOR THE PURPOSES DESCRIBED HEREIN.

6. The Council acknowledges that it is entering into this Agreement on behalf of the City in consideration for the Authority's undertaking the Project. The Council acknowledges that the Project provides for the public welfare of the City citizens and assists with the economic development of the City. Annual appropriations by the Council pursuant to this Agreement will be essential to enable the Authority to pay scheduled debt service due on the Bond.

7. Any notices or requests required to be given hereunder shall be deemed given if sent by registered or certified mail, postage prepaid, addressed (a) if to the Authority, to P.O. Box 3300, Danville, Virginia 23543 (Attention: Chairman); and (b) if to the City, to 427 Patton Street, Municipal Building, Danville, Virginia 24541 (Attention: City Manager), with a copy to the City Attorney at 427 Patton Street, Municipal Building, Danville, Virginia 24541. Any party may designate any other address for receiving notices and requests by giving written notice to the other parties under this Agreement.

8. This Agreement shall be governed by the laws of the Commonwealth of Virginia.

9. If any clause, provision, or section of this Agreement shall be held illegal or invalid by any court, the illegality or invalidity of such clause, provision or section shall not affect the remainder of this Agreement which shall be construed and enforced as if such illegal or invalid clause, provision or section had not been contained in this Agreement.

10. While the Bond is outstanding, this Agreement shall not be supplemented or amended without the prior written consent of the holder of the Bond.

11. This Agreement shall remain in full force and effect until the Bond has been paid in full.

12. All capitalized terms used herein and not otherwise defined shall have the meanings ascribed thereto in the Loan Agreement.

13. This Agreement may be executed in several counterparts each of which shall be an original and all of which together shall constitute but one and the same instrument.

**IN WITNESS WHEREOF**, the parties hereto have each caused this Agreement to be executed in their respective names as of the date first above written.

**CITY OF DANVILLE, VIRGINIA**

By \_\_\_\_\_  
City Manager

**INDUSTRIAL DEVELOPMENT AUTHORITY  
OF THE CITY OF DANVILLE, VIRGINIA**

By \_\_\_\_\_  
Chairman

**Schedule A**

**[Bond Payment Schedule]**

# Council Letter

## City of Danville, Virginia



**CL - 1961**

**NEW BUSINESS C.**

### **City Council REGULAR MEETING**

**Meeting Date:** April 15, 2025

**Subject:** Performance Agreement with the Tobacco Commission.

**From:** Jason Grey, Director of Utilities

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### **COUNCIL ACTION**

A Resolution Approving and Authorizing the Execution of the Virginia Tobacco Region and Revitalization Commission (TRRC) Performance Agreements for the Mount Cross Road Battery Energy Storage System.

#### **SUMMARY**

The City was awarded a \$750,000 grant and \$750,000 loan to assist with the development of a proposed 11-megawatt battery storage facility at 900 Mount Cross Road. This project is expected to help keep Danville Electric utility rates low.

#### **BACKGROUND**

Danville Utilities is evaluating various cost-saving measures to lower rising electric demand costs. The 864 Monument Street battery energy storage system (BESS) has been used to discharge stored energy during winter and summer peak hours and help lower Danville Utilities electric ratepayers' costs. The proposed 11-megawatt BESS at 900 Mount Cross Road project is intended to provide the same benefit as the 864 Monument Street BESS. City staff became aware of Virginia TRRC's Energy Ingenuity Fund, which aligned with the Commission's energy goals. In September 2024, the City was awarded a \$750,000 grant and \$750,000 loan to assist with the development of the 900 Mount Cross Road 11-megawatt BESS.

#### **RECOMMENDATION**

Staff recommends Council approve the Resolution authorizing the execution of the Tobacco Commission Performance Agreements for the Mount Cross Road Battery Energy Storage System.

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### **Attachments**

1. Resolution
  2. Performance Agreement - Grant
  3. Performance Agreement - Loan
-

PRESENTED: \_\_\_\_\_

ADOPTED: \_\_\_\_\_

RESOLUTION NO. 2025-\_\_\_\_.\_\_\_\_

A RESOLUTION APPROVING AND AUTHORIZING THE EXECUTION OF THE VIRGINIA TOBACCO REGION AND REVITALIZATION COMMISSION (TRRC) PERFORMANCE AGREEMENTS FOR THE MOUNT CROSS ROAD BATTERY ENERGY STORAGE SYSTEM.

WHEREAS, the City of Danville, Virginia (“Municipality”) owns and operates an electric utility system for the sale of electric power and associated energy for the benefit of its citizens and taxpayers; and

WHEREAS, Danville Utilities is actively seeking ways to lower electric demand costs by lowering the City’s energy demand during summer and winter peak hours; and

WHEREAS, the Virginia Tobacco Region and Revitalization Commission desires to enter into an agreement with the City of Danville, Virginia to provide a \$750,000 grant and a \$750,000 loan to assist with lowering the cost of the battery energy storage system located at 900 Mount Cross Road in Danville, Virginia.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Danville, Virginia that the City of Danville hereby approves and authorizes entering into two performance agreements with the Virginia Tobacco Region and Revitalization Commission for the Mount Cross Road Battery Energy Storage System; and

BE IT Further RESOLVED, by the Council of the City of Danville, Virginia, that the City Manager, Kenneth F. Larking, be, and is hereby, authorized and directed to execute the Performance Agreements and to any other documents necessary to be executed or signed to complete this transaction.



Approved:

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Mayor

Attest:

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City Clerk

Approved as to  
Form and Legal Sufficiency:

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City Attorney

## PERFORMANCE AGREEMENT

This Performance Agreement (this “Agreement”) is made and entered into this 26th day of September, 2024, by and among the TOBACCO REGION REVITALIZATION COMMISSION, a body corporate and political subdivision of the Commonwealth of Virginia (the “Commission”), and Danville, City of (the “Grantee”), a political subdivision of the Commonwealth, and , a \_ (the “Company”) whose Federal Employer Identification Number is .

### WITNESSETH:

**WHEREAS**, the Grantee has been selected to receive a grant in the amount of \$750,000.00 (the “Grant”) from the Commission for the Grantee’s use in inducing the Company to construct or locate taxable assets and employ persons in County (the “Locality”); and

**WHEREAS**, the Grantee has indicated its desire to tender the Grant to the Company for its use and benefit, provided that the Company commits to the achievement of certain goals relating to employment and the construction or location of taxable assets in compliance with the terms hereof; and

**WHEREAS**, the Commission, the Grantee and the Company desire to set forth their understanding and agreement as to the use of the Grant, the obligations of each party hereto, the conditions under which the Grant must be repaid, and the obligations of each party hereto in the Event of Default (as defined herein); and

**WHEREAS**, the Commission has determined that the approval and funding of the Grant constitutes a valid public purpose for the expenditure of public funds and is consistent with and in furtherance of the Commission’s public purposes as outlined in Section 3.2-3100, *et. seq.* of the *Code of Virginia* of 1950, as amended;

**NOW, THEREFORE**, in consideration of the foregoing, the mutual benefits, promises, and undertakings of the parties to this Agreement, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto hereby represent, warrant, covenant, and agree as follows:

### **Section 1.     Disbursement of the Grant**

After receipt by the Commission of this Agreement fully executed by all parties hereto, and provided that the Grantee is not in default on its obligations to the Commission as of the date first written above, the Commission shall disburse the Grant to the Grantee on one of the following schedules to be selected by the Grantee:

*Schedule 1 – In Arrears.* Not more than two (2) installments as requested by the Grantee in writing at such times as the Grantee may elect, subject to the reasonable approval of the Commission. The amount of each disbursement shall be limited to that portion of the Grant which has been earned

by the Company based upon information described in Section 5 or 6 of this Agreement, as applicable, when the same is delivered to and approved by the Commission in its sole discretion.

*Schedule 2 – In Advance.* Not more than two (2) installments as requested by the Grantee in writing at such times as the Grantee may elect, subject to the reasonable approval of the Commission. The amount of each disbursement shall **not** be limited to that portion of the Grant which has been earned by the Company; however, each such disbursement shall only be made after the Grantee Certification attached hereto as **Exhibit B** has been completed by the Grantee and delivered to and approved by the Commission in its sole discretion.

Fifty percent (50%) of the Grant is allocated for the Company's taxable asset obligation set forth in Section 4 of this Agreement and fifty percent (50%) of the Grant is allocated for the Company's employment obligation set forth in Section 3 of this Agreement. Unless otherwise agreed to in writing by all parties to this Agreement, Grantee shall disburse all Grant proceeds to the Company or for the Company's benefit within 30 days of receipt of Grant proceeds from the Commission or return the undisbursed proceeds to the Commission.

## **Section 2. Grant Restrictions and Conditions**

Under this Agreement, the Commission places no restriction on the use of the Grant proceeds by the Company, and imposes no conditions beyond those described herein. Should any such restrictions or conditions be imposed by the Grantee, the same shall be described in **Exhibit A**, which shall be attached hereto and made a part hereof, but which shall be binding upon the Company only if signed thereon by an authorized representative of the Company. The Grantee shall be responsible for enforcement of any restrictions or conditions described in said **Exhibit A**.

## **Section 3. Employment Obligation**

The Company shall employ\* at least persons in the Locality with a quarterly aggregate payroll of at least \$0.00. Said employment and payroll will be in addition to those already employed in the Locality by the Company and paid during the calendar quarter ending on *<the last day of the quarter immediately prior to the date of this agreement>*, hereinafter called the "Base Quarter." Persons employed by the Company in the Locality shall be counted as employed hereunder only to the extent that they (a) exceed the aggregate number of employees at all Company locations within the Commonwealth of Virginia during the Base Quarter, and (b) are not counted as fulfillment of any other employment obligation made to the Commission by the Company under any other agreement.

## **Section 4. Obligations Regarding Taxable Assets**

The Company shall locate or construct taxable assets in the Locality having an assessed value of at least , as determined by the Locality's Commissioner of Revenue ("COR"). If the Locality elects to arrange for reimbursement to the Company of all, or any portion of, the tax paid by the Company on said taxable assets, or elects to waive all or any portion of such tax liability, the Company's aforementioned obligation to locate or construct taxable assets in the Locality shall not be waived or reduced. The Company shall receive credit for the value of all taxable assets so determined by the

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*\*For purposes of this Agreement the number of persons "employed" means the number of persons who received pay in any given quarter and is calculated by adding together the number of persons who received pay in each month of the quarter and dividing that sum by three (3).*

COR, notwithstanding the local taxing authority's election to waive or refund the taxes so levied. Said taxable assets will be in addition to those counted in fulfillment of any other taxable asset or capital investment obligation made to the Commission by the Company under any other agreement. If the Company is exempt from the payment of property taxes on certain assets by state law, the Company shall not be entitled to receive or keep any portion of the Grant allocated to its investment in those certain assets.

## **Section 5. Determination of Performance - Employment**

In order to earn the Grant, the Company must meet its employment obligations hereunder not later than thirty-six (36) months after the end of the Base Quarter. The Company's employment obligations will be deemed to have been fully met when it can document any three (3) consecutive calendar quarters after the Base Quarter in which:

- (i) the average number of employees who received pay from the Company during each of those three (3) consecutive quarters\* exceeds the average number of employees who received pay in the Base Quarter by at least the number promised in Section 3 above, AND
- (ii) the total wages paid by the Company to employees in each of those three quarters exceed the wages paid by the Company to employees in the Base Quarter by at least the amount promised in Section 3 above, AND
- (iii) all such employees worked in the Locality, AND
- (iv) all Company employees in Virginia have been reported to the Virginia Employment Commission ("VEC") in accordance with VEC regulations. The Company's failure to satisfy such requirements shall be a breach hereof, and shall constitute an Event of Default hereunder by the Company. Employment gains by the Company in the Locality that are offset by employment losses elsewhere in Virginia shall not be counted as employment hereunder.

All determinations of performance made under this Section 5 shall be based upon reports made by, or on behalf of, the Company to the VEC including but not limited to *VEC Form FC-20 Employer's Quarterly Tax Report* and *O.M.B. Form No 1220-0134 Multiple Worksite Report – BLS 3020* (or any successor forms designated by VEC, or accepted by VEC in lieu thereof). If such tax filings include Company employees who did not work in the Locality, it shall be the duty of the Company to provide additional information sufficient to identify those employees who did work in the Locality. Employees of control affiliates (e.g., subsidiary companies, parent companies, entities under common ownership or control) or employees of independent contractors hired by the Company shall not be counted as employees of the Company in fulfillment of its promise hereunder UNLESS such entities and their relationship to the Company are disclosed to and approved by the Commission in writing, AND such entities supply the Commission with the same employment documentation as described herein. Employees of temporary employment agencies ("temps") who are assigned to work for the Company in the Locality shall not be counted UNLESS evidenced by letter from the temporary

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\*The number of persons who received pay in any given quarter is calculated by adding together the number of persons who received pay in each month of the quarter and dividing that sum by three (3).

employment agency setting forth the number of man-hours so assigned during the Base Quarter and the 36 months immediately following the Base Quarter. Such man hours shall be credited to the Company's job-creation obligation at the rate of one job for one quarter for every 520 man hours evidenced by such letter.

## **Section 6. Determination of Performance – Taxable Assets**

In order to earn the Grant, the Company must meet its taxable asset obligations hereunder not later than thirty-six (36) months after the Base Year. For purposes of this Agreement, the calendar year that includes the Base Quarter shall be called the "Base Year." The Company agrees that only those assets owned or leased by the Company, located in the Locality, subject to taxation, and on record with the COR in the name of the Company, all during the 36-month period following the Base Year shall be counted in fulfillment of the Company's taxable asset obligation. Company assets located, constructed, or leased in the Locality prior to or during the Base Year will not be counted in fulfillment of the Company's taxable asset obligation.

Leased assets not on record with the COR in the name of the Company will be counted in fulfillment of the Company's taxable asset obligation only if a copy of the lease is submitted to the Commission indicating that the asset(s) under lease meet the other requirements listed above and were not leased from the Locality or its control affiliates at a substantial discount from market rates.

The Company's achievement toward meeting its taxable asset obligation shall be based on asset values assessed by the COR for the Locality and shall be the sum of the following:

- a. the highest real property assessed value of record for any one of the three years following the Base Year, less and except the assessed value for the Base Year, PLUS
- b. the first personal property assessed value for each asset first appearing of record during the three calendar years following the Base Year.

The Commission shall rely upon the information described above as the same is reported to the Commission by the COR in writing, without exception.

Taxable assets owned by subsidiary companies, related entities, or entities under common ownership or control shall not be counted as taxable assets of the Company in fulfillment of its taxable asset obligation hereunder UNLESS such entities and their relationships to the Company are disclosed to and approved by the Commission in writing, AND such entities supply the Commission with the same taxable assets documentation as described herein.

## **Section 7. Verification of Performance**

The Company hereby expressly grants its consent for (a) the COR for the Locality to release to the Tobacco Commission or the Grantee records necessary to disclose the information required in this Section, and (b) the Virginia Employment Commission to release to the Tobacco Commission all Company employment records of any kind held by the Virginia Employment Commission.

If any of the taxable assets described in Section 4 have been acquired or improved on behalf of the Company by a lessor, the Company shall be responsible for gathering and reporting to the

Commission information regarding the taxable assets acquired or improved by the lessor on behalf of the Company.

## **Section 8. Events of Default**

If any of the following should occur within the thirty-six (36) month period after the end of the Base Quarter, it shall constitute an “Event of Default” and the Commission may, at its election, accelerate the Company’s obligation to repay the portion of the Grant that has not been earned as of the date of the Event of Default:

- a. The Company applies for or consents to the appointment of a receiver, trustee or liquidator of all or a substantial part of its assets, files a voluntary petition of bankruptcy, makes a general assignment for the benefit of creditors, files a petition or an answer seeking reorganization or arrangement with creditors, or if an order, judgment or decree shall be entered by any court of competent jurisdiction, on the application of a creditor, adjudicating the Company as bankrupt or insolvent or approving a petition seeking reorganization of the Company or appointing a receiver, trustee or liquidator of the Company or of all or a substantial part of its assets which remains undismissed, undischarged or unstayed for a period of forty-five (45) days;
- b. The Company ceases to be of record and in good standing with the Virginia State Corporation Commission, and such failure is not cured within sixty (60) days from notice thereof, unless Company obligations hereunder have been assumed by another entity and that assumption was approved by the Commission and the Grantee;
- c. The Company fails, for reasons other than an Event of Force Majeure (as defined herein), to fulfill at least twenty-five percent (25%) of either its employment obligation described in Section 3 above or its taxable asset obligation described in Section 4 above within eighteen (18) months after the end of the Base Quarter;
- d. The Company’s employment level is less than 75% of that found in the Base Quarter in more than 2 calendar quarters following the Base Quarter;
- e. The Company fails to provide verification to the Commission as described in Section 7, within sixty (60) days from a written request from the Commission; or
- f. The Company closes its business in the Locality for a period of more than thirty (30) days during the thirty-six (36) months following the Base Quarter.

## **Section 9. Repayment Obligation**

In the event that the Company does not meet its obligations hereunder within thirty-six (36) months after the end of the Base Quarter, or an Event of Default occurs, the Company shall repay to the Grantee the unearned portion of the Grant that has been received by the Company, which is calculated as follows:

- a. A minimum increase in taxable assets is required before **any** portion of the Grant is earned by the Company, hereinafter called the Minimum Investment Requirement. The

Minimum Investment Requirement is the greater of (a) \$1.0 million or (b) one-half of the taxable asset obligation described in Section 4 hereof.

- b. Subject to the terms of Section 9.d. below, after exceeding the Minimum Investment Requirement, the fraction of the Grant allocated to employment that is earned by the Company is determined by dividing the average number of employees receiving pay during the three consecutive quarters as determined in Section 5 above with the highest employee count by the number of jobs promised in Section 3.
- c. The method of computation set forth in Paragraph 9.b. above will be used only if the quarterly aggregate payroll for the three consecutive quarters described in Section 5 equals or exceeds that promised in Section 3. If that quarterly aggregate payroll is less than that promised in Section 3, the number of qualifying employees shall be reduced in proportion to the shortfall in quarterly aggregate payroll and the reduced number of employees shall be used to determine whether Company has satisfied its employment obligation hereunder.
- d. After exceeding the Minimum Investment Requirement, the fraction of the Grant allocated to taxable assets that is earned by the Company is determined by dividing the greatest value of assets attested to by the COR under Sections 6 and 7 above by the taxable assets promised in Section 4.
- e. All unearned portions of the Grant shall be repaid by the Company to the Grantee not later than thirty (30) days after the date on which the Company is notified of the unearned amount. The Grantee agrees to remit the same to the Commission. Any refund owed by the Company to the Grantee hereunder shall immediately constitute an obligation of the Grantee to repay the Commission and such Grantee's obligation shall **not** be contingent upon successful collection of any amount from the Company. **The Grantee shall be liable for repayment to the Commission that portion of the Grant determined by the Commission to be due under the terms of this Section and hereby agrees to make such repayment without regard to whether Grantee has received repayment from the Company as further certified on Exhibit B attached hereto.**
- f. Interest shall accrue on unpaid balances at the rate of three percent (3%) per annum beginning on the 31<sup>st</sup> day after the Company is notified of the amount due.
- g. Monies due to the Locality pursuant to this Agreement, if any, shall be considered to be owed to the Treasurer for the Locality and subject to the Treasurer's statutory powers provided for in the Code of Virginia.
- h. If the Company does not meet its employment obligations or taxable asset obligations hereunder by the date which is thirty-six (36) months after the end of the Base Quarter because of an Event of Force Majeure (as defined herein), the date by which a requirement to meet such commitments shall be extended day-for-day for a period equal to the time elapsed during the Event of Force Majeure. "Event of Force Majeure" means without limitation any of the following: acts of God; strikes, lockouts or other industrial disturbances; acts of public enemies; orders or any kind of the government

of the United States of America or of the Commonwealth of Virginia or any of their respective departments, agencies, political subdivisions or officials, or any civil or military authority; insurrections; riots; epidemics; landslides; lightning; earthquakes; fires; hurricanes; tornadoes; storms; floods; washouts; draughts; arrests; restraint of government and people; civil disturbances; explosions; breakage or accident to machinery, transmission pipes or canals not caused by the Company; partial or entire failure of utilities; or any other cause or event not reasonably within the control of the Company.

- i. In the event the Commission is required to take legal action under this Agreement, the Grantee and the Company, jointly and severally, shall be liable for all of the Commission's costs expended for the administration and enforcement of this Agreement, including but not limited to reasonable attorney's fees and court costs.

#### **Section 10. Acknowledgment and Notice**

The Company and the Grantee each acknowledge and agree to its respective repayment obligation in accordance with this Agreement. Any notices required or permitted under this Agreement shall be given in writing, and shall be deemed to be received upon receipt or refusal after mailing of the same in the United States Mail by certified mail, postage fully pre-paid or by overnight courier (refusal shall mean return of certified mail, undelivered) and addressed as follows:

if to the Company, to:

NAME:

ADDRESS:

Attention:

if to the Grantee, to:

NAME: Danville, City of

ADDRESS: P. O. Box 3300

Danville, VA 24543  
Attention: Ken Larking

if to the Commission, to:

NAME: Tobacco Region Revitalization Commission

ADDRESS: 701 East Franklin Street, Suite 501  
Richmond, Virginia 23219

Attention: Evan Feinman, Executive Director



This Agreement constitutes the entire agreement between the parties hereto and shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns. The Company may not assign its rights or obligations under this Agreement without the prior written consent of the Grantee and the Commission; provided that the Company shall have the right, without the consent of the Grantee or the Commission, to assign its rights (not its obligations) under this Agreement to any entity that controls, is controlled by, or is under common control with, the Company.

This Agreement is made, and intended to be performed, in the Commonwealth and shall be construed and enforced by the laws of that state. Jurisdiction and venue for any litigation arising out of or involving this Agreement shall lie in the Circuit Court of the Locality and such litigation shall be brought only in such court.

This Agreement may be executed in one or more counterparts, each of which shall be an original, and all of which together shall be one and the same instrument. If any provision of this Agreement is determined to be unenforceable, then the remaining provisions of this Agreement shall, in the sole discretion of the Commission, be voidable by the Commission or interpreted as in effect as if such unenforceable provisions were not included therein.

The Company hereby warrants that from the date of this Agreement until all obligations hereunder have been satisfied that it is, and will remain, registered and in good standing with the Virginia State Corporation Commission and that the Company is, and will remain, legally authorized to conduct business in the Commonwealth of Virginia.

The provisions of this Agreement are intended to and shall survive closing, the delivery of any deed or other instrument, and any other event. If this Agreement has not been executed by all parties hereto and returned to the Commission within 90 days from the date hereof, the Grantee's and the Company's rights to the Grant Proceeds shall automatically terminate.

[Remainder of this page intentionally left blank]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement to become effective as of the date first written above.

TOBACCO REGION REVITALIZATION  
COMMISSION

By: \_\_\_\_\_  
James E. Campos, Executive Director

Date: \_\_\_\_\_

Danville, City of

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**Grant Restrictions**

**Grantee Certification**

Danville, City of (the “Grantee”), a political subdivision of the Commonwealth, hereby certifies that (a) it unconditionally guarantees the Company’s performance under and pursuant to the Performance Agreement (this “Agreement”) dated as of this 26th day of September, 2024 by and among the TOBACCO REGION REVITALIZATION COMMISSION, a body corporate and political subdivision of the Commonwealth of Virginia (the “Commission”), Danville, City of the Grantee, and , a      the “Company”), and (b) it holds collateral security from the Company sufficient to provide a secondary source of repayment in the event that the Company cannot or will not repay the unearned portion of the Grant (as defined in the Agreement) to the Commission. Such collateral security is described as follows:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_.

The Grantee hereby acknowledges that the sufficiency of the collateral security for the Grant is the sole responsibility of the Grantee.

Danville, City of

By:\_\_\_\_\_

Title:\_\_\_\_\_

Date:\_\_\_\_\_

## PERFORMANCE AGREEMENT

This Performance Agreement (this “Agreement”) is made and entered into this 6th day of January, 2025, by and among the TOBACCO REGION REVITALIZATION COMMISSION, a body corporate and political subdivision of the Commonwealth of Virginia (the “Commission”), and Danville, City of (the “Grantee”), a political subdivision of the Commonwealth, and , a    (the “Company”) whose Federal Employer Identification Number is .

### WITNESSETH:

**WHEREAS**, the Grantee has been selected to receive a grant in the amount of \$750,000.00 (the “Grant”) from the Commission for the Grantee’s use in inducing the Company to construct or locate taxable assets and employ persons in County (the “Locality”); and

**WHEREAS**, the Grantee has indicated its desire to tender the Grant to the Company for its use and benefit, provided that the Company commits to the achievement of certain goals relating to employment and the construction or location of taxable assets in compliance with the terms hereof; and

**WHEREAS**, the Commission, the Grantee and the Company desire to set forth their understanding and agreement as to the use of the Grant, the obligations of each party hereto, the conditions under which the Grant must be repaid, and the obligations of each party hereto in the Event of Default (as defined herein); and

**WHEREAS**, the Commission has determined that the approval and funding of the Grant constitutes a valid public purpose for the expenditure of public funds and is consistent with and in furtherance of the Commission’s public purposes as outlined in Section 3.2-3100, *et. seq.* of the *Code of Virginia* of 1950, as amended;

**NOW, THEREFORE**, in consideration of the foregoing, the mutual benefits, promises, and undertakings of the parties to this Agreement, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto hereby represent, warrant, covenant, and agree as follows:

### **Section 1.     Disbursement of the Grant**

After receipt by the Commission of this Agreement fully executed by all parties hereto, and provided that the Grantee is not in default on its obligations to the Commission as of the date first written above, the Commission shall disburse the Grant to the Grantee on one of the following schedules to be selected by the Grantee:

*Schedule 1 – In Arrears.* Not more than two (2) installments as requested by the Grantee in writing at such times as the Grantee may elect, subject to the reasonable approval of the Commission. The amount of each disbursement shall be limited to that portion of the Grant which has been earned

by the Company based upon information described in Section 5 or 6 of this Agreement, as applicable, when the same is delivered to and approved by the Commission in its sole discretion.

*Schedule 2 – In Advance.* Not more than two (2) installments as requested by the Grantee in writing at such times as the Grantee may elect, subject to the reasonable approval of the Commission. The amount of each disbursement shall **not** be limited to that portion of the Grant which has been earned by the Company; however, each such disbursement shall only be made after the Grantee Certification attached hereto as **Exhibit B** has been completed by the Grantee and delivered to and approved by the Commission in its sole discretion.

Fifty percent (50%) of the Grant is allocated for the Company's taxable asset obligation set forth in Section 4 of this Agreement and fifty percent (50%) of the Grant is allocated for the Company's employment obligation set forth in Section 3 of this Agreement. Unless otherwise agreed to in writing by all parties to this Agreement, Grantee shall disburse all Grant proceeds to the Company or for the Company's benefit within 30 days of receipt of Grant proceeds from the Commission or return the undisbursed proceeds to the Commission.

## **Section 2. Grant Restrictions and Conditions**

Under this Agreement, the Commission places no restriction on the use of the Grant proceeds by the Company, and imposes no conditions beyond those described herein. Should any such restrictions or conditions be imposed by the Grantee, the same shall be described in **Exhibit A**, which shall be attached hereto and made a part hereof, but which shall be binding upon the Company only if signed thereon by an authorized representative of the Company. The Grantee shall be responsible for enforcement of any restrictions or conditions described in said **Exhibit A**.

## **Section 3. Employment Obligation**

The Company shall employ\* at least persons in the Locality with a quarterly aggregate payroll of at least \$0.00. Said employment and payroll will be in addition to those already employed in the Locality by the Company and paid during the calendar quarter ending on *<the last day of the quarter immediately prior to the date of this agreement>*, hereinafter called the "Base Quarter." Persons employed by the Company in the Locality shall be counted as employed hereunder only to the extent that they (a) exceed the aggregate number of employees at all Company locations within the Commonwealth of Virginia during the Base Quarter, and (b) are not counted as fulfillment of any other employment obligation made to the Commission by the Company under any other agreement.

## **Section 4. Obligations Regarding Taxable Assets**

The Company shall locate or construct taxable assets in the Locality having an assessed value of at least , as determined by the Locality's Commissioner of Revenue ("COR"). If the Locality elects to arrange for reimbursement to the Company of all, or any portion of, the tax paid by the Company on said taxable assets, or elects to waive all or any portion of such tax liability, the Company's aforementioned obligation to locate or construct taxable assets in the Locality shall not be waived or reduced. The Company shall receive credit for the value of all taxable assets so determined by the

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*\*For purposes of this Agreement the number of persons "employed" means the number of persons who received pay in any given quarter and is calculated by adding together the number of persons who received pay in each month of the quarter and dividing that sum by three (3).*

COR, notwithstanding the local taxing authority's election to waive or refund the taxes so levied. Said taxable assets will be in addition to those counted in fulfillment of any other taxable asset or capital investment obligation made to the Commission by the Company under any other agreement. If the Company is exempt from the payment of property taxes on certain assets by state law, the Company shall not be entitled to receive or keep any portion of the Grant allocated to its investment in those certain assets.

## **Section 5. Determination of Performance - Employment**

In order to earn the Grant, the Company must meet its employment obligations hereunder not later than thirty-six (36) months after the end of the Base Quarter. The Company's employment obligations will be deemed to have been fully met when it can document any three (3) consecutive calendar quarters after the Base Quarter in which:

- (i) the average number of employees who received pay from the Company during each of those three (3) consecutive quarters\* exceeds the average number of employees who received pay in the Base Quarter by at least the number promised in Section 3 above, AND
- (ii) the total wages paid by the Company to employees in each of those three quarters exceed the wages paid by the Company to employees in the Base Quarter by at least the amount promised in Section 3 above, AND
- (iii) all such employees worked in the Locality, AND
- (iv) all Company employees in Virginia have been reported to the Virginia Employment Commission ("VEC") in accordance with VEC regulations. The Company's failure to satisfy such requirements shall be a breach hereof, and shall constitute an Event of Default hereunder by the Company. Employment gains by the Company in the Locality that are offset by employment losses elsewhere in Virginia shall not be counted as employment hereunder.

All determinations of performance made under this Section 5 shall be based upon reports made by, or on behalf of, the Company to the VEC including but not limited to *VEC Form FC-20 Employer's Quarterly Tax Report* and *O.M.B. Form No 1220-0134 Multiple Worksite Report – BLS 3020* (or any successor forms designated by VEC, or accepted by VEC in lieu thereof). If such tax filings include Company employees who did not work in the Locality, it shall be the duty of the Company to provide additional information sufficient to identify those employees who did work in the Locality. Employees of control affiliates (e.g., subsidiary companies, parent companies, entities under common ownership or control) or employees of independent contractors hired by the Company shall not be counted as employees of the Company in fulfillment of its promise hereunder UNLESS such entities and their relationship to the Company are disclosed to and approved by the Commission in writing, AND such entities supply the Commission with the same employment documentation as described herein. Employees of temporary employment agencies ("temps") who are assigned to work for the Company in the Locality shall not be counted UNLESS evidenced by letter from the temporary

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\*The number of persons who received pay in any given quarter is calculated by adding together the number of persons who received pay in each month of the quarter and dividing that sum by three (3).

employment agency setting forth the number of man-hours so assigned during the Base Quarter and the 36 months immediately following the Base Quarter. Such man hours shall be credited to the Company's job-creation obligation at the rate of one job for one quarter for every 520 man hours evidenced by such letter.

## **Section 6.     Determination of Performance – Taxable Assets**

In order to earn the Grant, the Company must meet its taxable asset obligations hereunder not later than thirty-six (36) months after the Base Year. For purposes of this Agreement, the calendar year that includes the Base Quarter shall be called the "Base Year." The Company agrees that only those assets owned or leased by the Company, located in the Locality, subject to taxation, and on record with the COR in the name of the Company, all during the 36-month period following the Base Year shall be counted in fulfillment of the Company's taxable asset obligation. Company assets located, constructed, or leased in the Locality prior to or during the Base Year will not be counted in fulfillment of the Company's taxable asset obligation.

Leased assets not on record with the COR in the name of the Company will be counted in fulfillment of the Company's taxable asset obligation only if a copy of the lease is submitted to the Commission indicating that the asset(s) under lease meet the other requirements listed above and were not leased from the Locality or its control affiliates at a substantial discount from market rates.

The Company's achievement toward meeting its taxable asset obligation shall be based on asset values assessed by the COR for the Locality and shall be the sum of the following:

- a.     the highest real property assessed value of record for any one of the three years following the Base Year, less and except the assessed value for the Base Year, PLUS
- b.     the first personal property assessed value for each asset first appearing of record during the three calendar years following the Base Year.

The Commission shall rely upon the information described above as the same is reported to the Commission by the COR in writing, without exception.

Taxable assets owned by subsidiary companies, related entities, or entities under common ownership or control shall not be counted as taxable assets of the Company in fulfillment of its taxable asset obligation hereunder UNLESS such entities and their relationships to the Company are disclosed to and approved by the Commission in writing, AND such entities supply the Commission with the same taxable assets documentation as described herein.

## **Section 7.     Verification of Performance**

The Company hereby expressly grants its consent for (a) the COR for the Locality to release to the Tobacco Commission or the Grantee records necessary to disclose the information required in this Section, and (b) the Virginia Employment Commission to release to the Tobacco Commission all Company employment records of any kind held by the Virginia Employment Commission.

If any of the taxable assets described in Section 4 have been acquired or improved on behalf of the Company by a lessor, the Company shall be responsible for gathering and reporting to the



Commission information regarding the taxable assets acquired or improved by the lessor on behalf of the Company.

## **Section 8. Events of Default**

If any of the following should occur within the thirty-six (36) month period after the end of the Base Quarter, it shall constitute an “Event of Default” and the Commission may, at its election, accelerate the Company’s obligation to repay the portion of the Grant that has not been earned as of the date of the Event of Default:

- a. The Company applies for or consents to the appointment of a receiver, trustee or liquidator of all or a substantial part of its assets, files a voluntary petition of bankruptcy, makes a general assignment for the benefit of creditors, files a petition or an answer seeking reorganization or arrangement with creditors, or if an order, judgment or decree shall be entered by any court of competent jurisdiction, on the application of a creditor, adjudicating the Company as bankrupt or insolvent or approving a petition seeking reorganization of the Company or appointing a receiver, trustee or liquidator of the Company or of all or a substantial part of its assets which remains undismissed, undischarged or unstayed for a period of forty-five (45) days;
- b. The Company ceases to be of record and in good standing with the Virginia State Corporation Commission, and such failure is not cured within sixty (60) days from notice thereof, unless Company obligations hereunder have been assumed by another entity and that assumption was approved by the Commission and the Grantee;
- c. The Company fails, for reasons other than an Event of Force Majeure (as defined herein), to fulfill at least twenty-five percent (25%) of either its employment obligation described in Section 3 above or its taxable asset obligation described in Section 4 above within eighteen (18) months after the end of the Base Quarter;
- d. The Company’s employment level is less than 75% of that found in the Base Quarter in more than 2 calendar quarters following the Base Quarter;
- e. The Company fails to provide verification to the Commission as described in Section 7, within sixty (60) days from a written request from the Commission; or
- f. The Company closes its business in the Locality for a period of more than thirty (30) days during the thirty-six (36) months following the Base Quarter.

## **Section 9. Repayment Obligation**

In the event that the Company does not meet its obligations hereunder within thirty-six (36) months after the end of the Base Quarter, or an Event of Default occurs, the Company shall repay to the Grantee the unearned portion of the Grant that has been received by the Company, which is calculated as follows:

- a. A minimum increase in taxable assets is required before **any** portion of the Grant is earned by the Company, hereinafter called the Minimum Investment Requirement. The

Minimum Investment Requirement is the greater of (a) \$1.0 million or (b) one-half of the taxable asset obligation described in Section 4 hereof.

- b. Subject to the terms of Section 9.d. below, after exceeding the Minimum Investment Requirement, the fraction of the Grant allocated to employment that is earned by the Company is determined by dividing the average number of employees receiving pay during the three consecutive quarters as determined in Section 5 above with the highest employee count by the number of jobs promised in Section 3.
- c. The method of computation set forth in Paragraph 9.b. above will be used only if the quarterly aggregate payroll for the three consecutive quarters described in Section 5 equals or exceeds that promised in Section 3. If that quarterly aggregate payroll is less than that promised in Section 3, the number of qualifying employees shall be reduced in proportion to the shortfall in quarterly aggregate payroll and the reduced number of employees shall be used to determine whether Company has satisfied its employment obligation hereunder.
- d. After exceeding the Minimum Investment Requirement, the fraction of the Grant allocated to taxable assets that is earned by the Company is determined by dividing the greatest value of assets attested to by the COR under Sections 6 and 7 above by the taxable assets promised in Section 4.
- e. All unearned portions of the Grant shall be repaid by the Company to the Grantee not later than thirty (30) days after the date on which the Company is notified of the unearned amount. The Grantee agrees to remit the same to the Commission. Any refund owed by the Company to the Grantee hereunder shall immediately constitute an obligation of the Grantee to repay the Commission and such Grantee's obligation shall **not** be contingent upon successful collection of any amount from the Company. **The Grantee shall be liable for repayment to the Commission that portion of the Grant determined by the Commission to be due under the terms of this Section and hereby agrees to make such repayment without regard to whether Grantee has received repayment from the Company as further certified on Exhibit B attached hereto.**
- f. Interest shall accrue on unpaid balances at the rate of three percent (3%) per annum beginning on the 31<sup>st</sup> day after the Company is notified of the amount due.
- g. Monies due to the Locality pursuant to this Agreement, if any, shall be considered to be owed to the Treasurer for the Locality and subject to the Treasurer's statutory powers provided for in the Code of Virginia.
- h. If the Company does not meet its employment obligations or taxable asset obligations hereunder by the date which is thirty-six (36) months after the end of the Base Quarter because of an Event of Force Majeure (as defined herein), the date by which a requirement to meet such commitments shall be extended day-for-day for a period equal to the time elapsed during the Event of Force Majeure. "Event of Force Majeure" means without limitation any of the following: acts of God; strikes, lockouts or other industrial disturbances; acts of public enemies; orders or any kind of the government

of the United States of America or of the Commonwealth of Virginia or any of their respective departments, agencies, political subdivisions or officials, or any civil or military authority; insurrections; riots; epidemics; landslides; lightning; earthquakes; fires; hurricanes; tornadoes; storms; floods; washouts; draughts; arrests; restraint of government and people; civil disturbances; explosions; breakage or accident to machinery, transmission pipes or canals not caused by the Company; partial or entire failure of utilities; or any other cause or event not reasonably within the control of the Company.

- i. In the event the Commission is required to take legal action under this Agreement, the Grantee and the Company, jointly and severally, shall be liable for all of the Commission's costs expended for the administration and enforcement of this Agreement, including but not limited to reasonable attorney's fees and court costs.

#### **Section 10. Acknowledgment and Notice**

The Company and the Grantee each acknowledge and agree to its respective repayment obligation in accordance with this Agreement. Any notices required or permitted under this Agreement shall be given in writing, and shall be deemed to be received upon receipt or refusal after mailing of the same in the United States Mail by certified mail, postage fully pre-paid or by overnight courier (refusal shall mean return of certified mail, undelivered) and addressed as follows:

if to the Company, to:

NAME:

ADDRESS:

Attention:

if to the Grantee, to:

NAME: Danville, City of

ADDRESS: P. O. Box 3300

Danville, VA 24543

Attention: Suzette Patterson

if to the Commission, to:

NAME: Tobacco Region Revitalization Commission

ADDRESS: 701 East Franklin Street, Suite 501

Richmond, Virginia 23219

Attention: Evan Feinman, Executive Director

This Agreement constitutes the entire agreement between the parties hereto and shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns. The Company may not assign its rights or obligations under this Agreement without the prior written consent of the Grantee and the Commission; provided that the Company shall have the right, without the consent of the Grantee or the Commission, to assign its rights (not its obligations) under this Agreement to any entity that controls, is controlled by, or is under common control with, the Company.

This Agreement is made, and intended to be performed, in the Commonwealth and shall be construed and enforced by the laws of that state. Jurisdiction and venue for any litigation arising out of or involving this Agreement shall lie in the Circuit Court of the Locality and such litigation shall be brought only in such court.

This Agreement may be executed in one or more counterparts, each of which shall be an original, and all of which together shall be one and the same instrument. If any provision of this Agreement is determined to be unenforceable, then the remaining provisions of this Agreement shall, in the sole discretion of the Commission, be voidable by the Commission or interpreted as in effect as if such unenforceable provisions were not included therein.

The Company hereby warrants that from the date of this Agreement until all obligations hereunder have been satisfied that it is, and will remain, registered and in good standing with the Virginia State Corporation Commission and that the Company is, and will remain, legally authorized to conduct business in the Commonwealth of Virginia.

The provisions of this Agreement are intended to and shall survive closing, the delivery of any deed or other instrument, and any other event. If this Agreement has not been executed by all parties hereto and returned to the Commission within 90 days from the date hereof, the Grantee's and the Company's rights to the Grant Proceeds shall automatically terminate.

[Remainder of this page intentionally left blank]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement to become effective as of the date first written above.

TOBACCO REGION REVITALIZATION  
COMMISSION

By: \_\_\_\_\_  
James E. Campos, Executive Director

Date: \_\_\_\_\_

Danville, City of

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**Grant Restrictions**

**Grantee Certification**

Danville, City of (the “Grantee”), a political subdivision of the Commonwealth, hereby certifies that (a) it unconditionally guarantees the Company’s performance under and pursuant to the Performance Agreement (this “Agreement”) dated as of this 6th day of January, 2025 by and among the TOBACCO REGION REVITALIZATION COMMISSION, a body corporate and political subdivision of the Commonwealth of Virginia (the “Commission”), Danville, City of the Grantee, and , a    the “Company”), and (b) it holds collateral security from the Company sufficient to provide a secondary source of repayment in the event that the Company cannot or will not repay the unearned portion of the Grant (as defined in the Agreement) to the Commission. Such collateral security is described as follows:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_.

The Grantee hereby acknowledges that the sufficiency of the collateral security for the Grant is the sole responsibility of the Grantee.

Danville, City of

By:\_\_\_\_\_

Title:\_\_\_\_\_

Date:\_\_\_\_\_

# Council Letter City of Danville, Virginia



**CL - 1962**

**NEW BUSINESS D.**

## **City Council REGULAR MEETING**

**Meeting Date:** April 15, 2025

**Subject:** Virginia Energy Locality Commercial Property Assessed Clean Energy Agreement

**From:** Kelvin Perry, Assistant Director of Economic Development and Tourism

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## **COUNCIL ACTION**

A Resolution of the City of Danville, Virginia Approving and Authorizing an Agreement Between the City of Danville, Virginia and the Virginia Pace Authority.

### **SUMMARY**

The Commercial Property Assessed Clean Energy (C-PACE) Financing Program of the Danville City Code was originally adopted in 2020 and updated in February 2025. The purpose of the program is to help facilitate more favorable lending to businesses seeking to invest in energy efficiency and weather hazard mitigation improvements to commercial buildings within the city. As originally established, the C-PACE program allows borrowers to obtain more favorable interest rates from lenders, by granting such lenders collateralized security against the funded improvements on par with the security the City government has for real estate taxes. The failure of a borrower to repay a C-PACE loan results in the City using those debt collection tools that it has to collect delinquent taxes, on behalf of the lender, to collect the C-PACE loan. This encourages lenders to offer lower interest rates, which in turn encourages more businesses to seek these C-PACE loans.

### **BACKGROUND**

Recently, Virginia has amended the underlying C-PACE Act in the Virginia Code to, among other changes, allow localities like Danville to enter into an agreement with a State-selected firm to administer the program on behalf of the City. Under this new model, the firm, Virginia PACE Authority, will perform all necessary administrative functions on behalf of the City, including any possible debt collection. This eliminates the need to dedicate City staff time to program enforcement and eliminates legal costs associated with the debt collection process. The Virginia PACE Authority is compensated for its services through a debt service charge on the lender and borrower, with no funding required from the City. In order to opt-in to this new model, the City Code was amended.

### **RECOMMENDATION**

Staff recommends Council authorize the Virginia Energy Locality Commercial Property Assessed Clean Energy Agreement.

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### **Attachments**

1. Resolution
  2. Agreement
-



PRESENTED: \_\_\_\_\_

ADOPTED: \_\_\_\_\_

RESOLUTION NO. 2025-\_\_\_\_\_.\_\_\_\_\_

A RESOLUTION OF THE CITY OF DANVILLE, VIRGINIA APPROVING AND AUTHORIZING AN AGREEMENT BETWEEN THE CITY OF DANVILLE, VIRGINIA AND THE VIRGINIA PACE AUTHORITY.

NOW THEREFORE, BE IT RESOLVED, by the City of Danville, Virginia hereby approves and authorizes an agreement between the City of Danville, Virginia and Virginia Pace Authority, substantially in the form attached hereto and made a part hereof, as if fully setout herein; and

BE IT FURTHER RESOLVED, by the City of Danville, Virginia that it hereby approves and authorizes the Virginia Energy Locality Commercial Property Assessed Clean Energy Agreement and

BE IT FINALLY RESOLVED, by the City of Danville, Virginia, that it hereby directs the City Manager, or in his absence any Officer, to execute the new Agreement and any other documents necessary to complete the transaction described in this resolution.

Approved:

\_\_\_\_\_  
Chairman

Attest:

\_\_\_\_\_  
Secretary

Approved as to  
Form and Legal Sufficiency:

\_\_\_\_\_  
City Attorney

**VIRGINIA ENERGY – LOCALITY  
COMMERCIAL PROPERTY ASSESSED CLEAN ENERGY AGREEMENT**

**THIS AGREEMENT** is made and entered into as of this \_\_\_\_ day of \_\_\_\_\_, 20\_\_, between [City of Danville, Virginia, a political subdivision of the Commonwealth of Virginia (the “Locality”), and the Virginia Department of Energy (“Virginia Energy”), a public agency of the Commonwealth of Virginia.

**RECITALS**

1. Pursuant to § 15.2-958.3. of the Code of Virginia, entitled “Financing clean energy, resiliency, and stormwater management programs” (“C-PACE Act”), Locality has exercised its right to authorize contracts to provide C-PACE loans through the adoption of a C-PACE ordinance (“Ordinance”), attached hereto as Exhibit 1.
2. Pursuant to the C-PACE Act and Ordinance, Locality has agreed to opt into the statewide C-PACE loan program sponsored by Virginia Energy (“Virginia C-PACE Program”) and administered by a competitively selected private program administrator (“Program Administrator”). The current Program Administrator and its contact information are set forth on Exhibit 2 attached hereto.
3. The Virginia C-PACE Program provides the Locality with a uniform process for the application, approval, closing and servicing of C-PACE loans and with outreach and training support to promote the program to property owners. A Locality participating in the Virginia C-PACE Program agrees to adopt the set of legal and administrative documents and to abide by the requirements of the statewide C-PACE Program Guidelines (“Program Guidelines”) attached hereto as Exhibit 3.

**NOW THEREFORE**, to implement the local C-PACE Ordinance, the Locality hereby opts into the Virginia C-PACE Program sponsored by Virginia Energy and managed and operated by Virginia Energy’s Program Administrator, on the terms set forth hereinbelow and in accordance with the program design detailed in the Program Guidelines.

**ARTICLE 1**

(a) Term. The term of this Agreement shall commence upon the date the last party executes the Agreement. This Agreement shall remain in full force and effect until either Virginia Energy terminates the Virginia C-PACE Program or the Locality opts out of the Virginia C-PACE Program. Either party may terminate this Agreement at any time upon ninety (90) days’ advance written notice to the other party, provided that the collection of C-PACE Lien payments for C-PACE loans made prior to the termination date shall continue until all C-PACE Lien payments (including the interest, penalties, and fees thereon) have been collected and all such C-PACE loans have been paid in full.

(b) Servicing of C-PACE Loans. C-PACE Loans shall be serviced by their respective capital provider, in accordance with the Ordinance and the Program Guidelines.

(c) Enforcement of C-PACE Liens. The Locality has agreed to delegate enforcement of the C-PACE Lien to a third party in accordance with the C-PACE Act, the obligations of which are described in the Ordinance and the Program Guidelines.

(d) Cooperation in Operating C-PACE Program. The Locality shall cooperate with the Program Administrator in the latter's operation of the C-PACE Program in the Locality. This cooperation shall include, but not be limited to the Locality:

(i) designating (A) an employee of the Locality to serve as Program Manager, and if the Program Manager wishes to delegate some or all of the duties assigned to the Program Manager, identifying the Program Manager's designee and promptly communicating the contact information for the Program Manager and any designee to the Program Administrator and (B) which employee(s) of the Locality will sign documents requiring the Locality's signature for C-PACE Loan closings;

(ii) complying with the review and other periods of time prescribed for the Locality to take a required action specified in the Program Guidelines;

(iii) taking reasonable steps to procure the timely participation of the Locality's Treasurer (or comparable official if the Locality has abolished the office of Treasurer or the Locality's Treasurer is not responsible for the collection of real property taxes) in the processes and procedures described in the Program Guidelines and the Ordinance as involving the Treasurer, it being understood that such processes and procedures are based on the collection of C-PACE Payments in the same manner as real property taxes; and

(iv) in the discretion of the Locality, providing reasonable assistance in jointly promoting the Locality's C-PACE Program to lenders, contractors and businesses located in, or considering locating in, the Locality.

## **ARTICLE 2**

### **MISCELLANEOUS PROVISIONS**

(a) Model Ordinance. The Locality represents and warrants to Virginia Energy and its Program Administrator that the Ordinance substantially conforms to model ordinance adopted by the Program Administrator for use in the Virginia C-PACE Program and furnished to the Locality.

(b) Non-Assignability. The Locality may not assign or transfer its rights or obligations under this Agreement without prior written consent of Virginia Energy; provided, however, that this paragraph shall not be construed to apply to, or restrict, the assignment of C-PACE Liens in accordance with the Locality's Ordinance and related C-PACE Documents.

(c) Locality Acknowledgments. The Locality acknowledges and agrees that: (i) Virginia Energy has employed the Program Administrator to carry out Virginia Energy's

obligations under this Agreement and the Virginia C-PACE Program generally; (ii) if Virginia Energy replaces the Program Administrator listed on Exhibit 2, then the successor Program Administrator will succeed to the rights, duties and obligations of the Program Administrator, except to the extent specified in Virginia Energy's agreements with such Program Administrators; (iii) for purposes of this Agreement and the Locality's C-PACE program, the Program Administrator shall speak and act for Virginia Energy and that any notices required under the terms of this Agreement to be sent to Virginia Energy shall also be sent to the Program Administrator; (iv) the Program Administrator is made a third party beneficiary of this Agreement, and by accepting the benefits of such status, shall be deemed to have covenanted with the Locality to adhere to and comply with its obligations under the Program Guidelines in administering the Locality's C-PACE Program; and (v) the Program Administrator is entitled to be paid by Property Owners (the Locality having no liability therefor) the Program Fees set forth from time in the Program Guidelines.

(d) Non-waiver; Amendment. Any waiver of any provision of this Agreement must be in writing and mutually agreed to by Virginia Energy and the Locality. Except for a specific provision of this Agreement which is amended, this Agreement shall remain in full force and effect after such amendment and is subject to the same laws, obligations, conditions, provisions, rules, and regulations as it was before the amendment.

(e) Severability. If any clause, provision or section of this Agreement is held to be illegal or invalid by any court, the invalidity of the clause, provision or section will not affect any of the remaining clauses, provisions or sections, and this Agreement will be construed and enforced as if the illegal or invalid clause, provision or section has not been contained in it.

(f) Counterparts; Scanned and Digital Signatures. This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original, and all of which together shall constitute but one and the same instrument. Scanned signatures (e.g., a "PDF" document) and digital signatures (e.g., DocuSign) shall have the same force, effect and validity as an original signature.

(g) Notices. All notices, requests, consents and other communications shall be in writing and shall be delivered, mailed by first class mail, postage prepaid, hand delivered, or overnight delivery service, to the parties, as follows:

If to the Locality:

City of Danville, Virginia  
427 Patton Street  
Danville, Virginia 24541  
Attention: Office of Economic Development and Tourism

If to Virginia Energy:

817 Washington Building  
1100 Bank Street  
Richmond, Virginia 23219  
Attention: Energy Efficiency and Financing Programs Manager

With a copy to the Program Administrator at the address on Exhibit 2.

Any party may change its notice address by providing the new notice address to the other parties in accordance with this paragraph (g).

(h) Jurisdiction and Venue. This Agreement shall be construed, interpreted, and enforced according to the laws of the Commonwealth of Virginia. Any claim brought in connection with this Agreement must be brought in the Circuit Court of the City of Richmond and the parties consent to its jurisdiction.

(i) Definitions and Captions. Capitalized terms not defined in this Agreement shall have the meaning ascribed to them in the Ordinance attached hereto in Exhibit A. The headings in this Agreement are solely for convenience, do not constitute a part of this Agreement, and do not affect its meaning or construction.

(j) Integration. This Agreement constitutes the entire agreement between the parties and supersedes all previous discussions, understandings and agreements between the parties relating to the subject matter of this Agreement.

(j) No Joint Venture, etc. Nothing in this Agreement, and no act of the Locality, Virginia Energy or the Program Administrator, shall be deemed to create any relationship of third-party beneficiary, principal and agent, limited or general partnership, joint venture, or any other relationship between the Locality and Virginia Energy.

*[Remainder of the page intentionally left blank]*

**IN WITNESS WHEREOF**, the Locality and Virginia Energy have each caused this Agreement to be executed and delivered as of the date set forth above:

**Danville, Virginia**

By: \_\_\_\_\_  
Name: Ken Larking  
Title : City Manager  
Date: \_\_\_\_\_

*[Remainder of the page intentionally left blank;  
Signature pages continue]*

[VIRGINIA ENERGY – LOCALITY AGREEMENT  
SIGNATURE PAGE FOR VIRGINIA DEPARTMENT OF ENERGY]

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF ENERGY**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

**EXHIBIT 1**

**COPY OF LOCALITY ORDINANCE**

**(See attached)**



**EXHIBIT 2**

**NAME AND ADDRESS OF PROGRAM ADMINISTRATOR**

Virginia PACE Authority  
Alan B. Miller Entrepreneurship Center  
249 Richmond Road  
Williamsburg, VA 23185  
Attention: Abigail C. Johnson, Executive Director  
Tel: 415-307-7777  
[abby@virginiapace.com](mailto:abby@virginiapace.com)

**EXHIBIT 3**  
**PROGRAM GUIDE**  
**(See attached)**

(100508661.7)

# Council Letter City of Danville, Virginia



**CL - 1954**

**NEW BUSINESS E.**

## **City Council REGULAR MEETING**

**Meeting Date:** April 15, 2025

**Subject:** Community Energy Savings Smart Thermostat Program Agreement.

**From:** Jason Grey, Director of Utilities

---

### **COUNCIL ACTION**

A Resolution Approving and Authorizing an Agreement with American Municipal Power, Inc. (AMP) for Participation in the Community Energy Savings Smart Thermostat Program.

#### **SUMMARY**

Danville Utilities is seeking approval from City Council to create a Community Energy Savings Smart Thermostat Program to incentivize customers in lowering demand costs during winter and summer electric peak hours.

#### **BACKGROUND**

Danville Utilities is exploring several options to help residential customers manage the rising electric demand costs driven by increasing transmission and capacity expenses on the electric grid. One such initiative is the proposed Community Energy Savings Smart Thermostat Program. This program would allow residential customers who use electricity for heating and cooling and have smart thermostats to participate in a program where a third-party partner of Danville Utilities would manage their thermostat during peak electric hours in the summer and winter months.

Participants in the program will receive a one-time \$55 rebate. By taking part, each customer's thermostat would help reduce the overall electric system demand by approximately 1 kilowatt. This voluntary program is designed to pre-cool homes during summer months before forecasted peak hours, and pre-heat homes during winter months prior to expected peak events.

#### **RECOMMENDATION**

Staff and the Danville Utility Commission recommend approval of the Community Energy Saving Smart Thermostat Program to assist in lowering electric demand costs during peak hours subject to the terms and conditions contained within the agreement.

---

#### **Attachments**

1. Resolution
  2. CES Smart Thermostat Program Overview
-

PRESENTED: \_\_\_\_\_

ADOPTED: \_\_\_\_\_

RESOLUTION NO. 2025-\_\_\_\_.\_\_\_\_

A RESOLUTION APPROVING AND AUTHORIZING AN AGREEMENT WITH AMERICAN MUNICIPAL POWER, INC. (AMP) FOR PARTICIPATION IN THE COMMUNITY ENERGY SAVINGS SMART THERMOSTAT PROGRAM.

WHEREAS, the City of Danville, Virginia (“Municipality”) owns and operates an electric utility system for the sale of electric power and associated energy for the benefit of its citizens and taxpayers; and

WHEREAS, AMP and EnergyHub, Inc. (“EnergyHub”) will enter or have entered into an agreement (the “EH Agreement”) to provide Software as a Service (“SaaS”) and program management services in order to provide a thermostat-based demand management program that has the advantages to participating AMP Members of economies of scale, mitigation of risk from local technology deployment and support, and reduced the burden of ongoing support; and

WHEREAS, AMP and the City of Danville desire to enter into an agreement for the Schedule (“Smart Thermostat Schedule”), under the AMP Master Services Agreement, which provides that AMP will obtain and sell to the City of Danville, and that the City of Danville will agree to take and pay for the services which AMP will acquire through the EH Agreement.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Danville, Virginia that the City of Danville hereby approves and authorizes entering into an agreement with American Municipal Power for participation in the Community Energy Savings Smart Thermostat Program; and

BE IT FURTHER RESOLVED, by the Council of the City of Danville, Virginia, that the City Manager, Kenneth F. Larking, be, and is hereby, authorized and directed to

execute the Agreement and any other documents necessary to be executed or signed to complete this transaction.

Approved:

---

Mayor

Attest:

---

City Clerk

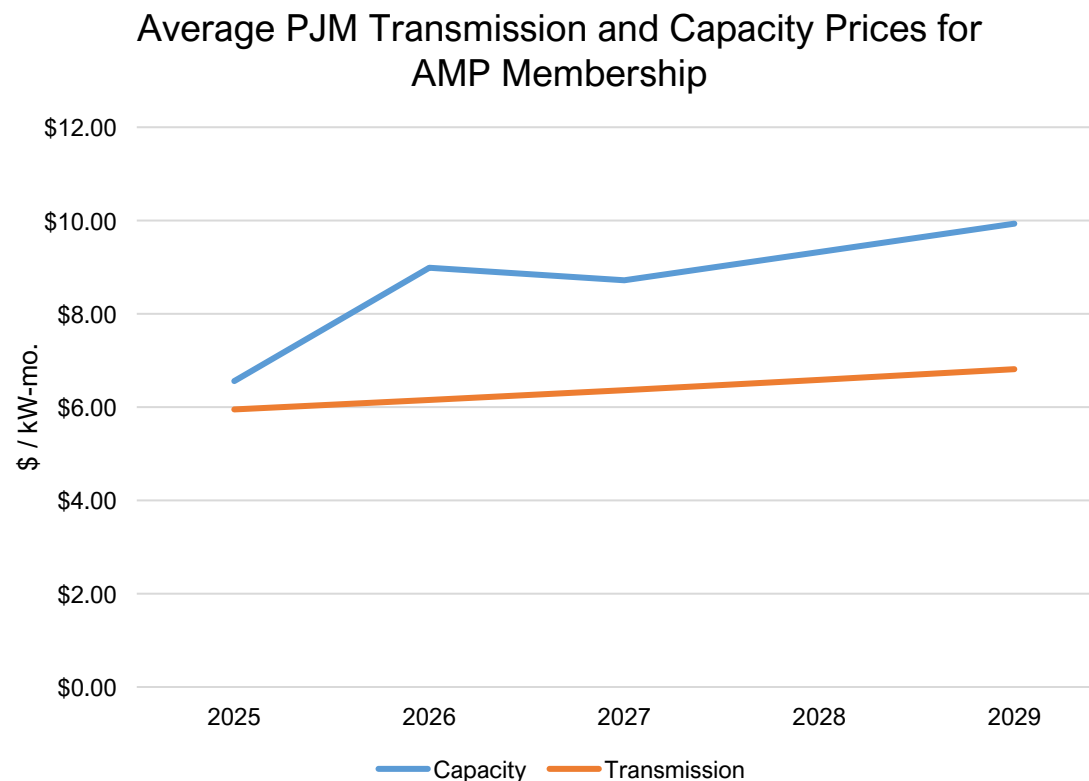
Approved as to  
Form and Legal Sufficiency:

---

City Attorney

# Smart Thermostat Program-PJM Charges

*On average, capacity charges will increase 50 percent and transmission will increase 15 percent between 2025-2029.*



# The Opportunity is Peak Shaving

*Danville can avoid transmission and capacity costs by reducing retail customer load through management of connected technologies, focused initially on connected or smart thermostats.*

*This program has the potential to connect water heaters, electric vehicles, pool pumps and more down the line on a single platform.*



Sample Event: baseline is the gray line; event duration gray block— shows one-hour precool, two-hour event; green line is the AC load. The load shed was 1.23 kW/thermostat during the CP hour (the blue box HE 18), achieved 115.4 kW total load shed for CP hour. The load spike before the event is due to precooling; the load spike after the event is from the AC load coming back online.

# Community Energy Savings Program overview

- Combats rising transmission and capacity (T&C) charges by reducing peak demand through voluntary management of Wi-Fi connected thermostats.
- Thermostats are adjusted by AMP during peak events to reduce Member system load during 5CP and 1CP events, no more than 80 hours/year.
- 2024 performance exceeded 1.0 kW / thermostat load reduction expectations – achieved 1.3 kW / thermostat.
- Currently, there are 12 AMP Members participating whom have saved over \$78,000 in T&C charges.
- Danville can enroll now to start participating this summer.
- Minimal workload for Danville:
  - upload customer list to secure online file transfer for customer enrollment validation at least once per quarter.
  - provide supplemental marketing of the program.

*“The new Community Energy Savings: Smart Thermostat program is an easy way for us to engage with our customers and reduce peak demand costs for the whole community. Customers that sign up maintain control of their thermostat and receive a financial benefit while also helping their neighbors.”*

- Brian O’Connell, director of public infrastructure/utilities director  
City of Bowling Green, Ohio



# Estimates for Danville

- Estimating 1.0 – 1.5% of Danville’s total meters to enroll thermostats in the program
- Program cost is \$80/thermostat/year, billed quarterly on Danville’s power supply bill for thermostats enrolled during the prior quarter
- Estimating net savings for Danville will range between \$26,000-\$39,000/year

|                                                                     | 1.0%     | 1.5%     |
|---------------------------------------------------------------------|----------|----------|
| Meters: 37,677                                                      | 377      | 566      |
| Total cost to Danville/year                                         | \$30,160 | \$45,280 |
| Total estimated transmission & capacity savings / year for Danville | \$56,173 | \$84,334 |
| Total estimated net savings for Danville                            | \$26,013 | \$39,054 |

# Customer experience

- Participation in the program and in the events are voluntary – easy for thermostat owners to opt out of events as needed
  - Customer survey shows that 96% are satisfied with ability to opt-out of temperature adjustments.
- Customers receive a one-time \$55 incentive for enrolling and if they stay enrolled, they are entered into a chance to win \$250 at the end of the summer
- Customer satisfaction is high (4.1/5.0)
  - 94% neutral/satisfied with impact to comfort
  - 93% expect to participate for as long as the program is offered

\*eligible thermostats include:




# Council Letter City of Danville, Virginia



**CL - 1964**

**NEW BUSINESS F.**

## **City Council REGULAR MEETING**

**Meeting Date:** April 15, 2025

**Subject:** Safe Streets for All Safety Action Plan.

**From:** Brian Dunevant, Assistant Director of Public Works | City Engineer

---

## **COUNCIL ACTION**

A Resolution of the City Council of the City of Danville Adopting the Safe Streets for All Safety Action Plan.

### **SUMMARY**

Adoption of the Safe Streets for All Safety Action Plan by City Council is necessary so the City of Danville can apply for roadway safety improvement funds from the United States Department of Transportation.

### **BACKGROUND**

The Safe Streets and Roads for All program funds local initiatives, through grants, to help reduce or prevent roadway deaths and serious injury. The Safe Streets for All Safety Action Plan was recently finalized by the Danville Metropolitan Planning Organization (MPO). This plan examines road safety issues in the Danville MPO area and identifies crash trends and factors that are highly correlated to fatal and serious injury crashes, to guide plan recommendations. Adoption of this plan is required before funding applications can be submitted to the United States Department of Transportation. The next application period is expected to open in spring 2025.

### **RECOMMENDATION**

It is recommended that City Council approve the accompanying resolution adopting the Safe Streets for All Safety Action Plan.

---

## **Attachments**

1. Resolution
  2. WPPDC Safe Street For All Plan
-

PRESENTED: \_\_\_\_\_

ADOPTED: \_\_\_\_\_

RESOLUTION NO. 2025-\_\_\_\_.\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DANVILLE  
ADOPTING THE SAFE STREETS FOR ALL SAFETY ACTION PLAN.

WHEREAS, the Danville Metropolitan Planning Organization developed the Safe Streets for All Safety Action Plan, dated February 2025, with regional collaboration through the Safe Streets for All Working Group and input from stakeholders in the Danville region; and

WHEREAS, the Plan identifies strategies to reduce serious injuries and fatalities in the Danville region; and

WHEREAS, Danville City Council's adoption of the Safe Streets for All Safety Action Plan will allow the City of Danville to submit funding applications to the United States Department of Transportation for projects and initiatives to improve roadway safety.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Danville hereby adopts the Safe Streets for All Safety Action Plan, dated February 2025, and that the City Manager, Kenneth F. Larking, be, and he is hereby, authorized and directed to submit funding applications to the United States Department of Transportation, on the forms and in the manner prescribed by the Department, for projects or initiatives, to improve roadway safety within the City of Danville.

Approved:

\_\_\_\_\_  
Mayor

Attest:

---

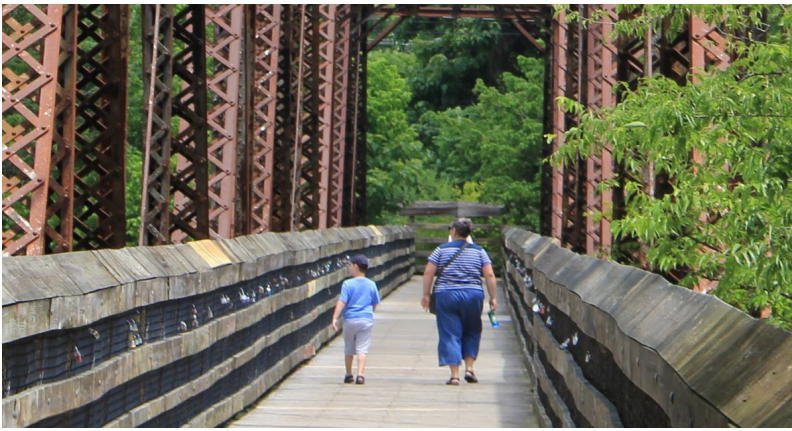
City Clerk

Approved as to  
Form and Legal Sufficiency:

---

City Attorney





# Safe Streets and Roads for All Safety Action Plan

Danville Metropolitan Planning Organization

Final

February 2025

## Acknowledgments

The Danville Metropolitan Planning Organization developed this plan with regional collaboration through the SS4A Working Group and input from the people who live, work, and play in the Danville region.

### **Danville MPO Staff Team**

- Kristie Eberly, Executive Director
- Joe Bonanno, Senior Planner

### **SS4A Working Group**

- Lee Vogler, City of Danville
- Vic Ingram, Pittsylvania County
- Marc Adelman, Danville Transit
- Maggie Richardson, The Health Collaborative
- Diana Schwartz, River District Association
- Chris Wiles, City of Danville Police Department
- Chris Key, Pittsylvania County Public Safety
- Carol Tuning, Disability Rights and Resource Center
- Winfred Fallen, Ballou Recreation Center
- Chris Winstead, VDOT
- Carson Eckhardt, VDOT
- Rick Youngblood, VDOT
- Brian Dunevant, City of Danville
- Johnny Mills, Danville Life Saving Crew
- David Whitley, City of Danville Police Department
- Bryan Price, Virginia Rural Health

**Prepared by:**

**EPR**PC

## List of Acronyms

AADT: Average Annual Daily Traffic

ADA: Americans with Disabilities Act

DRCC: Disability Rights and Resource Center

DRPT: Virginia Department of Rail and Public Transportation

CEJ: Climate and Economic Justice

EMT: Emergency Medical Technician

ETC: Equitable Transportation Community

FHWA: Federal Highway Administration

GIS: Geographic Information Systems

HIN: High Injury Network

HSIP: Highway Safety Improvement Program

K&A: Fatality (K) and serious injury (A) (referring to crash severity)

MPH: Miles per Hour

MPO: Metropolitan Planning Organization

PBSAP: Pedestrian and Bicycle Safety Action Plan

PSI: Potential for Safety Improvement

RCUT: Restricted Crossing U-Turn

SMART SCALE: System Management and Allocation of Resources for Transportation: Safety, Congestion, Accessibility, Land Use, Economic Development, and Environment.

SS4A: Safe Streets and Roads for All

STEM: Science, Technology, Engineering, and Math

USDOT: United States Department of Transportation

VA: Virginia

VDOT: Virginia Department of Transportation



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Safety Summit Summary

Safety Project Recommendations from Prior Studies

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## Introduction

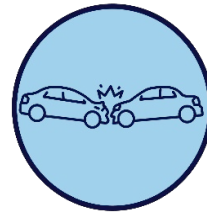
Every year, 12 people are killed, and 95 people are seriously injured in traffic crashes in the Danville urbanized area. Traffic fatalities and serious injuries are a major concern in the region, with the Danville Metropolitan Planning Organization (MPO) ranking second among Virginia MPOs in both crash rate and fatal crash rate.<sup>1</sup>

On July 11, 2024, the Danville MPO adopted a goal to reduce the number of traffic-related fatalities and serious injuries by 50 percent by 2045. This document - the Safe Streets and Roads for All Safety Action Plan – prepares a path to achieving this goal.

### About this Plan

The Safe Streets and Roads for All (SS4A) grant program was introduced in the Bipartisan Infrastructure Law (BIL) to fund regional and local initiatives to prevent roadway fatalities and serious injuries. This program supports the U.S. Department of Transportation's (USDOT) National Roadway Safety Strategy which is working toward a goal of zero roadway fatalities using a Safe System Approach.

This Safety Action Plan closely examines road safety issues in the Danville region and identifies crash trends and emphasis areas – factors that are highly correlated to fatal and serious injury crashes – to guide plan recommendations. It also identifies a High Injury Network (HIN) – a small proportion of the region's road network that accounts for the majority of the region's fatal and serious injury



Every year **12** people in the Danville area die in traffic crashes, and **95** people are seriously injured.



DANVILLE - WEDNESDAY EVENING MOTOR VEHICLE CRASH: At around 7:30 p.m. on Wednesday evening, May 29, Danville's Emergency Services...

### Woman dead, driver injured after fatal crash in Danville



PITTSYLVANIA COUNTY

### 27-year-old killed, multiple injured in crash on Rt. 41 in Pittsylvania County

<sup>1</sup> VDOT, 2021. "Virginia's 2022-2026 Strategic Highway Safety Plan (SHSP)." Accessed December 3, 2024 from <https://www.vdot.virginia.gov/about/safety-plan/>.

crashes – and examines demographic considerations to identify areas that experience disproportionate burdens related to transportation safety. Additionally, the plan documents input gathered from public engagement efforts.

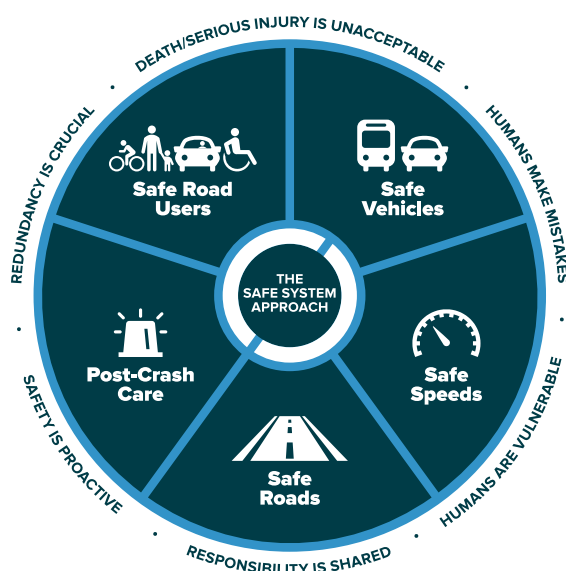
The recommendations presented in this plan are based on a deep understanding of traffic safety issues and acknowledge roadway improvement projects already underway. Countermeasures are recommended for priority safety corridors to address each corridor's unique safety needs, as well as systemic safety recommendations based on the presence of risk factors and the potential for future crashes.

This plan also recommends strategies, including programs, tactics, and collaboration efforts needed beyond infrastructure changes. Finally, the plan identifies the highest priority actions with concrete next steps. It assigns responsibilities for moving forward with planners and engineers working collaboratively with elected officials, law enforcement, emergency responders, community groups, public health organizations, schools, and many others. These recommendations should be implemented together as part of the Safe System Approach to reduce deaths and serious injuries on the Danville region's roads.

## Safe System Approach

The Safe System approach is a holistic, proactive framework for road safety that emphasizes designing transportation systems to prevent serious injuries and fatalities, regardless of human error.

It shifts the focus from reducing crashes to minimizing the risk of fatal and severe injuries by addressing all elements of the transportation system. This approach recognizes that humans make mistakes, but those mistakes should not result in death or serious harm.



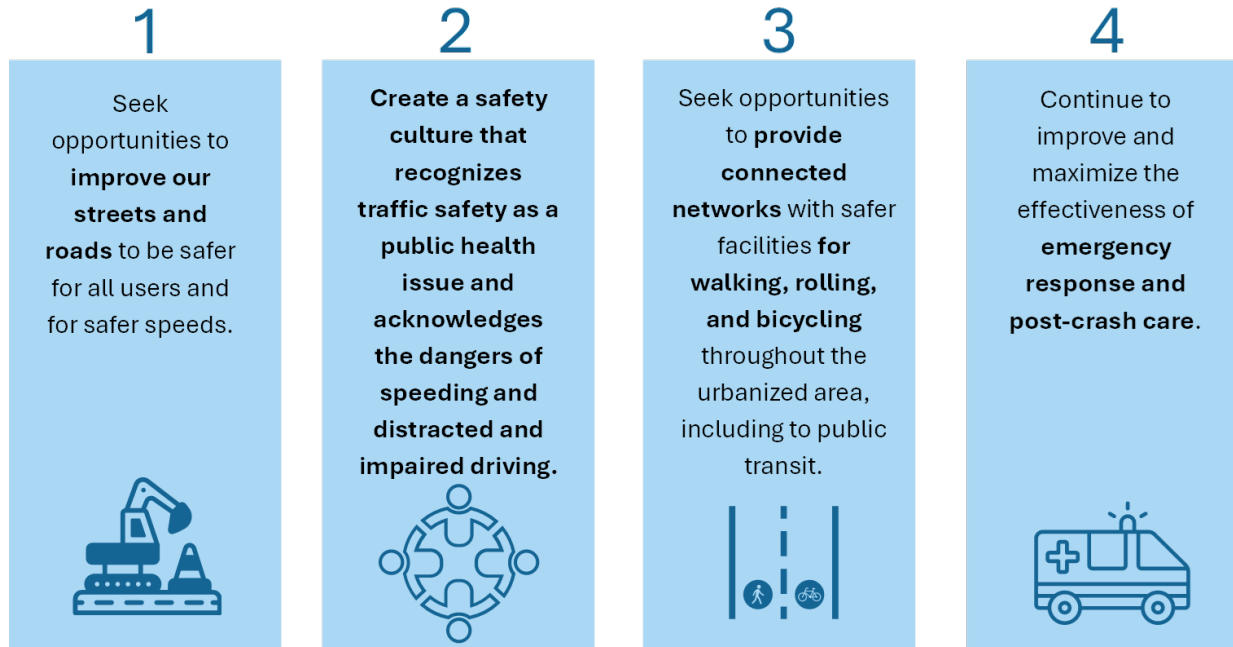


**Figure 1: The Safe System Approach (FHWA)**

By incorporating these principles and elements, the Safe System approach aims to create a transportation network where road users are protected, and serious injuries or fatalities are significantly reduced.

## Safety Action Plan Goals

Four primary goals were developed to realize the vision of reducing roadway deaths within the Danville urbanized area, reflecting the Safe System Approach.



*Figure 2: Safety Action Plan Goals*



# Community Engagement

The project kicked off in January 2024, with a presentation and discussion with the Danville MPO Policy Board. Wider community engagement efforts began in March of 2024 and will continue through 2025 and beyond to assist with implementation and monitoring of the plan.

## Safety Partners and Stakeholders

The Project Working Group consists of members selected from various local agencies and organizations working on different roadway safety elements with representation from:

- Danville MPO
- Danville Public Schools
- Virginia Department of Transportation (VDOT)
- Health Collaborative
- Virginia Rural Health
- Danville Transit
- Danville River District Association
- Danville Lifesaving Crew
- Pittsylvania Public Safety
- Disability Rights and Resources Center (DRRC)
- Other local organizations

The Working Group provided input on the outreach strategy and key stakeholders served as project ambassadors and reviewed crash data.

## Public Outreach

To better understand issues and concerns around traffic safety in the region, the project team conducted a public engagement process that included:

- An areawide public survey with over 100 respondents
- One-on-one discussions with more than 150 residents at community events:
  - City of Danville Employee and Retiree Health and Wellness Fair
  - Danville Farmers' Market
  - Bridge Street Food Truck Rodeo



**Figure 3: Stakeholders at the Safety Summit**



- Health Collaborative -  
Pittsylvania County Chapter  
Meeting
- Juneteenth Block Party
- Latino Health Fair
- Stakeholder Interviews
  - Danville River District
  - Disability Rights and Resources  
Center
  - Danville Transit
  - Virginia Department of  
Transportation
- Safety Summit to prioritize corridors  
and discuss draft actions

The team heard valuable feedback from vulnerable populations, including older adults, young adults, people living with disabilities, and people who walk, bike, and use transit. Key takeaways from the public engagement process, including the survey, individual discussions, and stakeholder interviews are detailed below:

### *Speeding*

Speeding emerged as a primary concern with routine speeding cited on roads such as Piney Forest Road, Halifax Road, Westover Drive, Main Street, Craghead Street, Piedmont Drive, and Riverside Drive. Additionally, speeding in work zones was raised as a significant safety concern, with Public Works employees highlighting risks they face during roadway projects.

### *Traffic Control*

Red light running was a critical safety concern, particularly at intersections along Riverside Drive, S. Boston Road, Kentucky Road, Memorial Drive, and Piney Forest Road. Many of these intersections also faced speeding issues, as people tried to avoid waiting at red lights or felt the signal timing was too short. Concerns were raised about stop sign compliance in



**Figure 4: Conversation with Community Member at Juneteenth Block Party**



**Figure 5: Resident Gives Input on Traffic Safety Issues**

downtown areas and the lack of stop signs in residential neighborhoods. Busy roads, such as Route 29, were criticized for having insufficient traffic control beyond major intersections.

### *Pedestrian Safety*

Several locations were identified as unsafe for pedestrians, including Main Street, school zones, shopping centers, Piney Forest Road, Halifax Road, and Piedmont Drive. Concerns included narrow sidewalks, a lack of crosswalks, high-speed traffic, poor nighttime visibility, and drivers failing to yield to pedestrians. Many drivers reported difficulty seeing pedestrians at night.



**Figure 6: SS4A Team Gathers Input at Food Truck Rodeo**

### *Distracted Driving*

Distracted driving was a recurring concern. Community members often linked distracted driving to speeding issues, suggesting a need for greater attention to driver behavior and improved enforcement.

### *Roadway Maintenance*

Road conditions, particularly potholes, were cited as safety concerns contributing to hazardous driving conditions and pedestrian safety risks.

## **Safety Summit**

On September 20, 2024, the Danville MPO held a Safety Summit to gather input from stakeholders and residents to help develop the Safety Action Plan recommendations. The participants reviewed the findings from the crash and demographic data analysis, and public input. Attendees participated in several facilitated activities to gather input on the priority corridors and action planning.

A full summary of the engagement activities can be found in the Appendix.

## **Summary of Crash and Demographic Data Analysis**

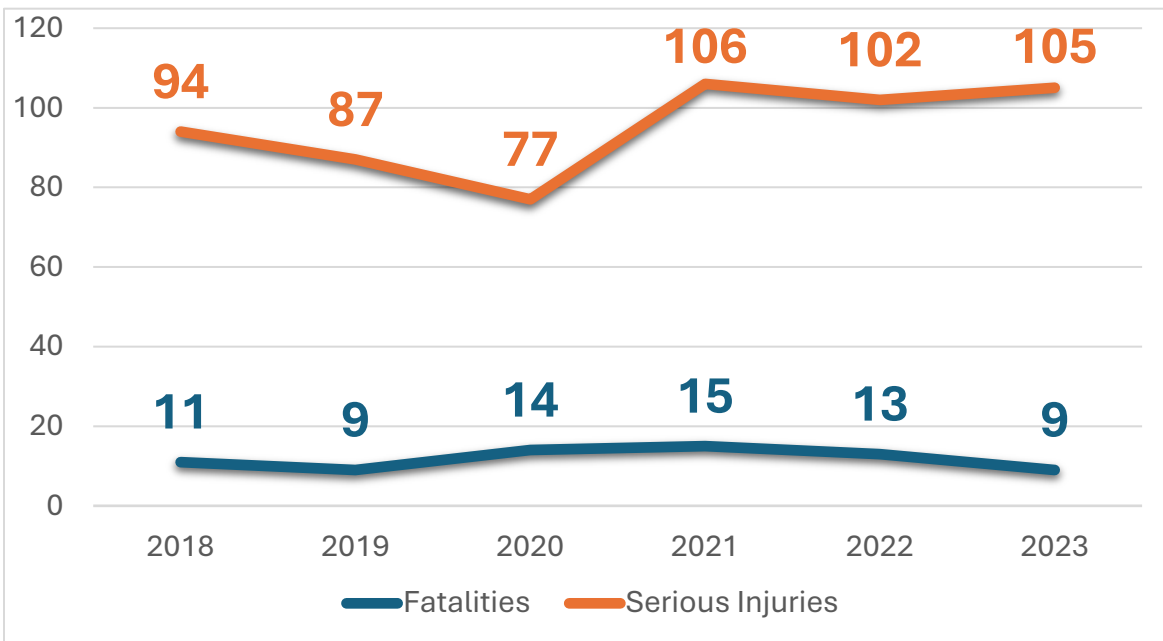
A **Safety Considerations Report** was compiled to help identify projects and strategies to improve roadway safety. In conformance with USDOT SS4A guidance, the safety analysis includes:

- Crash data analysis,
- High Injury Network (HIN) identification, and
- demographic considerations.

## Crash Data

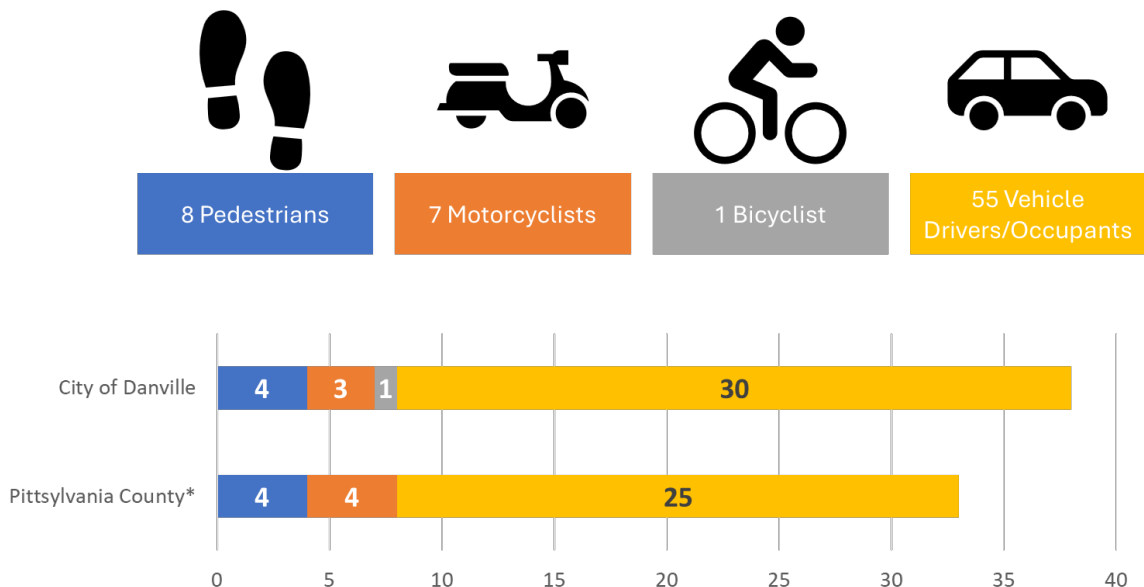
This plan emphasizes reducing and eliminating deaths and serious injuries. Therefore, the crash analysis explored crash trends and contributing factors with a focus on fatal (K) and serious injury (A) crashes; VDOT crash data within the Danville MPO study area over a six-year period (2018-2023) was used, totaling 7,433 crashes including 562 K+A crashes and 642 people injured or killed due to these crashes. 397 K+A crashes occurred in the City of Danville, and 165 K+A crashes occurred in the Pittsylvania County portion of the MPO area.

**Figure 7** summarizes the total number of **people** who were killed or seriously injured each year within the Danville MPO area between 2018 and 2023. Serious injuries declined from 2018-2020 but have risen in recent years. Fatalities have remained relatively consistent over the six-year period.



**Figure 7: Yearly Fatalities and Serious Injuries (# of people) Danville MPO Area, 2018-2023**

Seventy-one (71) **people** were killed, and 571 **people** were seriously injured as a result of motor vehicle crashes between 2018 and 2023. The 71 fatalities include eight pedestrians, seven motorcyclists, one bicyclist, and 55 vehicle drivers or occupants. **Figure 8** summarizes the types of roadway users killed over the six-year period and the distribution of between the City of Danville and Pittsylvania County. These numbers differ slightly from the number of crashes because more than one person may be killed or seriously injured in one crash.



**Figure 8: Fatalities by Road User Type, Danville MPO, 2018-2023**

The most common crash type among the fatal and serious injury crashes reported in the six-year analysis period was **Fixed Object–Off Road crashes, which account for approximately 31 percent (31%) of all fatal and serious injury crashes in the Danville MPO study area.** Angle crashes, at 24%, were the next most common crash type. **Table 1** summarizes the fatal and serious injury crashes reported during the six-year analysis period by crash type.

**Table 1: Fatal and Serious Injury Crash Type by Year, 2018-2023**

| Crash Type                     | 2018      | 2019      | 2020      | 2021       | 2022       | 2023       | Total      |
|--------------------------------|-----------|-----------|-----------|------------|------------|------------|------------|
| Fixed Object – Off Road        | 25        | 24        | 32        | 41         | 29         | 23         | 174        |
| Angle                          | 27        | 14        | 19        | 24         | 26         | 24         | 134        |
| Rear End                       | 13        | 14        | 11        | 14         | 14         | 16         | 82         |
| Other                          | 5         | 11        | 4         | 12         | 10         | 10         | 52         |
| Head On                        | 9         | 6         | 7         | 10         | 6          | 9          | 47         |
| Ped                            | 4         | 4         | 1         | 6          | 7          | 7          | 29         |
| Non-Collision                  | 4         | 3         | 4         | 2          | 2          | 3          | 18         |
| Sideswipe – Same Direction     | 0         | 1         | 3         | 0          | 5          | 3          | 12         |
| Sideswipe – Opposite Direction | 0         | 3         | 0         | 0          | 0          | 4          | 7          |
| Fixed Object in Road           | 1         | 2         | 0         | 0          | 1          | 1          | 5          |
| Deer                           | 1         | 0         | 0         | 0          | 0          | 0          | 1          |
| Other Animal                   | 0         | 0         | 0         | 1          | 0          | 0          | 1          |
| <b>Total</b>                   | <b>89</b> | <b>82</b> | <b>81</b> | <b>110</b> | <b>100</b> | <b>100</b> | <b>562</b> |

## Environmental Factors

Understanding the environmental factors that contribute to crashes can help determine countermeasure selection to improve safety and better accommodate the traveling public. For the 562 fatal and serious injury crashes reported in the Danville MPO study area, environmental factors such as lighting, weather, and surface conditions were also evaluated to identify trends. **Table 2** summarizes the contributing factors as reported during the six-year analysis period.

**Table 2** summarizes the environmental conditions that may have contributed to the crashes during the six-year analysis period.

**Table 2: Fatal and Serious Injury Crash Contributing Factors**

| <b>Light Conditions</b>            | <b>2018</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>Total</b> |
|------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| <b>Daylight</b>                    | 64          | 52          | 47          | 66          | 56          | 66          | 351          |
| <b>Darkness – Road Lighted</b>     | 14          | 11          | 12          | 27          | 27          | 17          | 108          |
| <b>Darkness – Road Not Lighted</b> | 8           | 14          | 18          | 13          | 12          | 14          | 79           |
| <b>Dusk</b>                        | 3           | 3           | 3           | 2           | 4           | 1           | 16           |
| <b>Dawn</b>                        | 0           | 2           | 1           | 2           | 1           | 2           | 8            |
| <b>Total</b>                       | 89          | 82          | 81          | 110         | 100         | 100         | 562          |
| <b>Surface Conditions</b>          | <b>2018</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>Total</b> |
| <b>Dry</b>                         | 78          | 76          | 69          | 98          | 88          | 88          | 497          |
| <b>Wet</b>                         | 9           | 6           | 11          | 11          | 10          | 12          | 59           |
| <b>Snowy</b>                       | 0           | 0           | 0           | 0           | 2           | 0           | 2            |
| <b>Icy</b>                         | 1           | 0           | 1           | 0           | 0           | 0           | 2            |
| <b>Other<sup>1</sup></b>           | 1           | 0           | 0           | 1           | 0           | 0           | 2            |
| <b>Total</b>                       | 89          | 82          | 81          | 110         | 100         | 100         | 562          |
| <b>Weather Conditions</b>          | <b>2018</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>Total</b> |
| <b>No Adverse Conditions</b>       | 81          | 77          | 69          | 101         | 91          | 88          | 507          |
| <b>Rain</b>                        | 6           | 4           | 11          | 6           | 5           | 7           | 39           |
| <b>Mist</b>                        | 1           | 1           | 0           | 3           | 1           | 3           | 9            |
| <b>Fog</b>                         | 1           | 0           | 1           | 0           | 0           | 1           | 3            |
| <b>Snow</b>                        | 0           | 0           | 0           | 0           | 2           | 0           | 2            |
| <b>Sleet/Hail</b>                  | 0           | 0           | 0           | 0           | 1           | 0           | 1            |
| <b>Other<sup>1</sup></b>           | 0           | 0           | 0           | 0           | 0           | 1           | 1            |
| <b>Total</b>                       | 89          | 82          | 81          | 110         | 100         | 100         | 562          |

### *Lighting Conditions*

Between 2018 and 2023, one in four crashes, nearly half of all fatal crashes and half of all pedestrian crashes, occurred at night.

Nearly 10% of all crashes in the Danville MPO occurred during darkness where the road was not lit, and this percentage increased to 14% for fatal and serious injury crashes, 19% for fatal and serious pedestrian injuries, and 29% for all fatal crashes. Of the 29 pedestrian crashes, 24% of those were at intersections in darkness and 45% occurred in darkness at non intersections.

Between 2018 and 2023, 87% of fatal and injury crashes in the Danville MPO that occurred in darkness where the road was not lighted were not at an intersection. Roadway lighting can reduce nighttime injury crashes on rural and urban highways up to 28%, and even more so at intersections.



FHWA's Lighting Handbook was recently updated in 2023 and provides recommendations for the design and application of roadway lighting, identifying potential needs, benefits, and applicable references. The 2023 FHWA Lighting Handbook is available at <https://highways.dot.gov/safety/other/fhwa-lighting-handbook-2023>.

### Surface Conditions

Approximately 10% of fatal and serious injury crashes reported in the Danville MPO study area during the six-year analysis period occurred during wet surface conditions, and approximately 7% occurred during rainy weather conditions.

### Demographic Patterns

The 562 fatal and serious injury crashes were evaluated for patterns related to certain at-risk populations including aging drivers (age 65 or older), teenage drivers, and drivers under the influence of alcohol or drugs. **Table 3** summarizes the proportion of crashes that involved each of these demographic characteristics. Note that the crashes quantified in **Table 3** are not mutually exclusive; two or more of the demographic categories included in the table could be involved in any one crash.

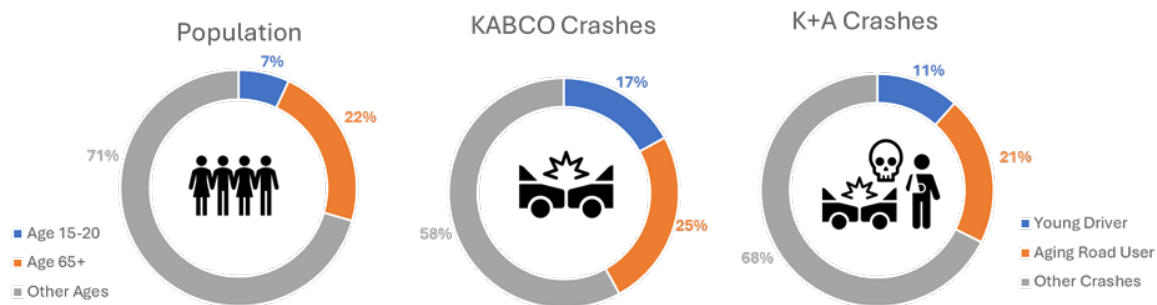
**Table 3: Demographic Characteristics in Fatal and Serious Injury Crashes, 2018-2023**

| Demographic Information     | No. of K+A Crashes | Percentage of Crashes that are K+A |
|-----------------------------|--------------------|------------------------------------|
| Aging Driver                | 117                | 20.8%                              |
| Young Driver Crashes        | 65                 | 11.6%                              |
| Alcohol Involvement         | 80                 | 14.2%                              |
| Drug Involvement            | 13                 | 2.3%                               |
| Distraction-Related Crashes | 77                 | 13.7%                              |
| Drowsy-Related Crashes      | 45                 | 8.0%                               |
| <b>All Crashes</b>          | <b>562</b>         |                                    |

**Approximately 14% of fatal and serious injury crashes reported in the Danville MPO study area during the six-year analysis period involved alcohol use** by one or more of the individuals involved in the crash, and approximately 2% involved drug use.

**Figure 9** shows the percentage of crashes involving young and aging drivers in comparison to the rest of the driving population. Young drivers and aging road users account for a disproportionate share of crashes compared to their share of the overall population. Although crashes involving these populations occur more often, they tend to result in less severe injuries. Note that the crashes quantified in **Figure 9** and **Table 4** are not mutually exclusive: two or more of the demographic categories included in the table could be involved in any one crash.

**Figure 9: Population Emphasis Areas and Crash Severity, Danville MPO, 2018-2023.**



Aging drivers (over 65) were involved in approximately 21% of fatal and serious injury crashes reported during the six-year analysis period, and young (age 15-20) drivers were involved in approximately 11% of fatal and serious injury crashes.

## Vulnerable Road Users

Between 2018-2023, there were 32 K+A crashes involving pedestrians, 5 involving bicycles and 44 involving motorcyclists. These crashes are more likely to result in death or serious injury.

Half of the pedestrian crashes, 20% of the bicycle crashes, and 39% of the motorcycle crashes occurred at night. **Table 4** summarizes the pedestrian, bicycle, and motorcycle crashes.

**Table 4: Fatal (K) and Serious Injury (A) Night Crashes Involving Vulnerable Road Users, 2018-2023**

|                                                 | K+A Crashes Involving Pedestrians | K+A Crashes Involving Bicycles | K+A Crashes Involving Motorcycles | All K+A Crashes |
|-------------------------------------------------|-----------------------------------|--------------------------------|-----------------------------------|-----------------|
| <b>Night Crashes</b>                            | 16                                | 1                              | 17                                | 187             |
| <b>All Crashes</b>                              | 32                                | 5                              | 44                                | 562             |
| <b>Percentage of Crashes Occurring at Night</b> | 50.0%                             | 20.0%                          | 38.6%                             | 33.3%           |



## Emphasis Areas

In addition to collision types, the analysis evaluated the crash data by emphasis areas. The [Virginia 2022-2026 Strategic Highway Safety Plan \(SHSP\)](#) identifies emphasis areas as predominant factors that contribute to or result in roadway fatalities and serious injuries. The study team used this approach to organize data analysis to understand what behaviors or roadway conditions contribute to crashes and identify solutions geared towards addressing those behaviors or conditions. The safety analysis revealed that **speeding, roadway departure, intersection concerns, occupant protection, and impaired driving** were the top emphasis areas present in fatal and serious injury crashes in the Danville region. **Table 5** summarizes the fatal and serious injury crashes by Emphasis area. Note one crash can fall under multiple emphasis areas.



Figure 10: Danville Region Emphasis Areas

Table 5: Fatal and Serious Injury Crashes by Emphasis Area and Locality, 2018-2023

| Emphasis Areas      | City of Danville |                  | Pittsylvania County |                  | Danville MPO |                  |
|---------------------|------------------|------------------|---------------------|------------------|--------------|------------------|
|                     | Fatalities       | Serious Injuries | Fatalities          | Serious Injuries | Fatalities   | Serious Injuries |
| Motorcyclists       | 4                | 27               | 3                   | 14               | 7            | 41               |
| Pedestrians         | 4                | 16               | 4                   | 13               | 8            | 29               |
| Bicyclists          | 1                | 4                | 0                   | 0                | 1            | 4                |
| Young Drivers       | 5                | 42               | 6                   | 26               | 11           | 68               |
| Aging Road Users    | 7                | 87               | 7                   | 30               | 14           | 117              |
| Occupant Protection | 17               | 79               | 22                  | 47               | 39           | 126              |
| Impaired Driving    | 17               | 108              | 13                  | 38               | 30           | 146              |
| Speeding            | 19               | 98               | 23                  | 46               | 42           | 144              |
| Heavy Vehicles      | 2                | 18               | 5                   | 17               | 7            | 35               |
| Intersections       | 14               | 216              | 10                  | 56               | 24           | 272              |
| Hit-and-Run         | 2                | 31               | 1                   | 6                | 3            | 37               |
| Roadway Departures  | 15               | 130              | 19                  | 71               | 34           | 201              |

**Speeding was the leading cause of fatal crashes among all emphasis areas.** Other significant factors in fatal and serious injury crashes include not wearing a seatbelt and impaired driving. These behaviors contribute most to deaths and serious injuries from traffic crashes in the Danville MPO. The most common types of driver impairments are alcohol and distracted driving.

## High Injury Network and High Crash Intersections

The crash data analysis identified a High Injury Network (HIN) – a selection of roads and streets in the study area where most of the fatal and serious injury crashes occurred. The HIN for the Danville MPO includes 68.3 miles of roads, about 8% of the area’s road network, yet it accounts for 63% of the area’s fatal and serious injury crashes, based on crash data from 2018 to 2022. The High Injury Network is shown in **Figure 11**.

**Table 6: High Injury Network Crashes, Danville MPO**

| Crash Severity     | Crashes on the HIN | All Crashes  | Percentage of Crashes that Occurred on the HIN |
|--------------------|--------------------|--------------|------------------------------------------------|
| K                  | 36                 | 59           | 61.0%                                          |
| A                  | 254                | 403          | 63.0%                                          |
| B                  | 374                | 621          | 60.2%                                          |
| C                  | 692                | 1,265        | 54.7%                                          |
| O                  | 1,751              | 3,736        | 46.9%                                          |
| K+A                | 290                | 462          | 62.8%                                          |
| <b>All (KABCO)</b> | <b>3,107</b>       | <b>6,084</b> | <b>51.1%</b>                                   |

For a further analysis of the HIN, please refer to the **Safety Analysis Report**.

# High Injury Network Segments and High Crash Intersections 2018-2022

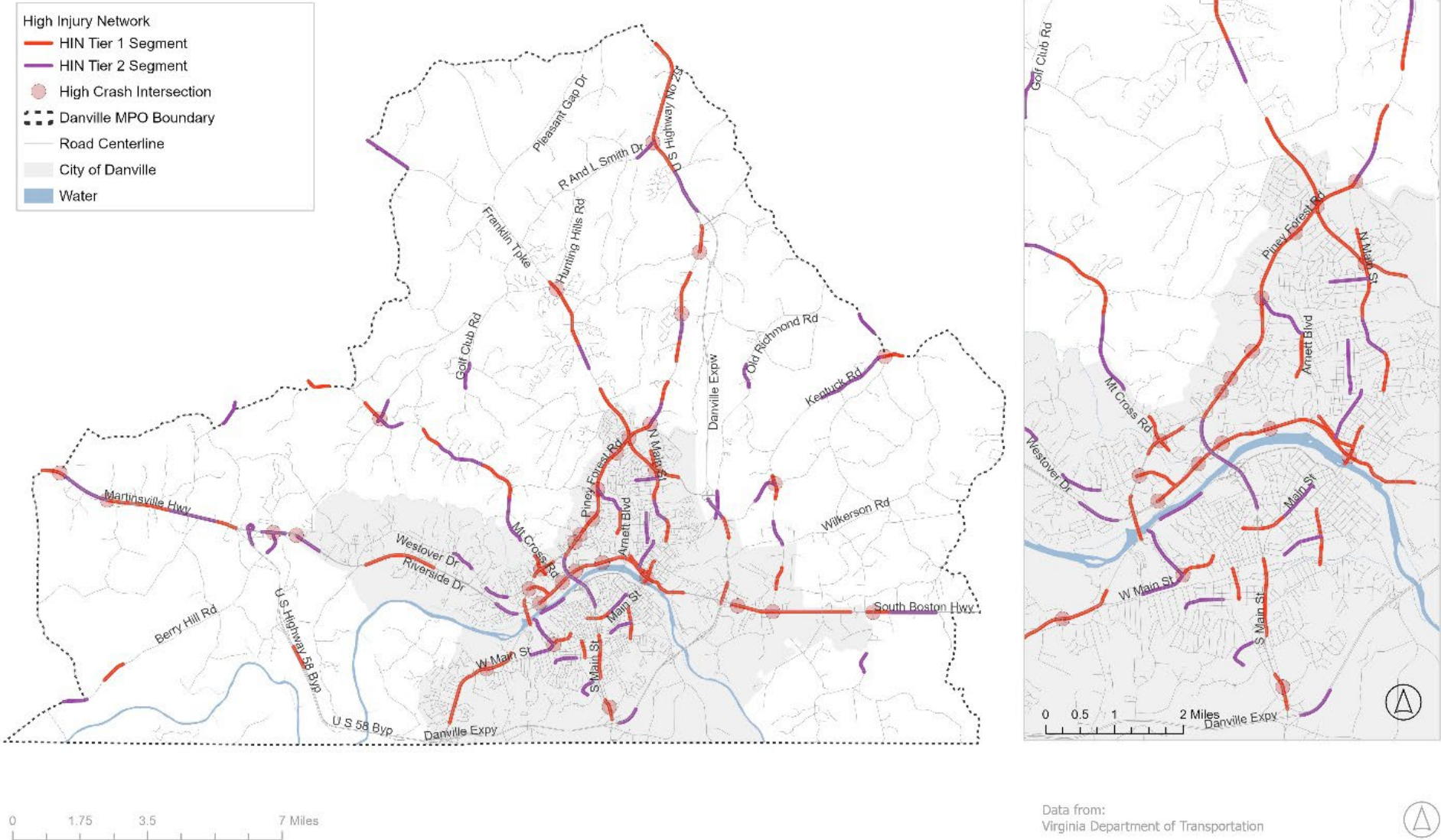


Figure 11: Danville MPO High Injury Network and High Crash Intersections

## Demographic Considerations

While improving safety for all roadway users is a primary objective of this plan, it is important to consider demographics by assessing how safety impacts may vary amongst socioeconomic groups as well as to ensure countermeasures proposed are well-rounded in project type and location. Socioeconomic factors were a part of informing the High Injury Network (HIN), conducting engagement, and prioritizing projects. The demographic analysis used data sets provided by USDOT's Equitable Transportation Community (ETC) Explorer.

This tool uses various metrics to identify disadvantaged areas based on transportation insecurity, environmental burden, social vulnerability, health vulnerability, as well as climate and disaster risk burden components. The ETC Explorer uses census tract boundaries from 2020.

**Figure 12** shows the areas within the Danville MPO that qualify as disadvantaged according to the ETC methodology, and the location of the High Injury Network.

The demographic analysis showed differences across the Danville MPO area. Overall, 81% of the High Injury Network is in a disadvantaged area.

The Safety and Demographic Data Analysis results helped inform priority safety corridors and corridor recommendations identified during the Safety Summit, as well as the strategies and countermeasures sections of this action plan.



## Disadvantaged Census Tracts - ETC Explorer & High Injury Network

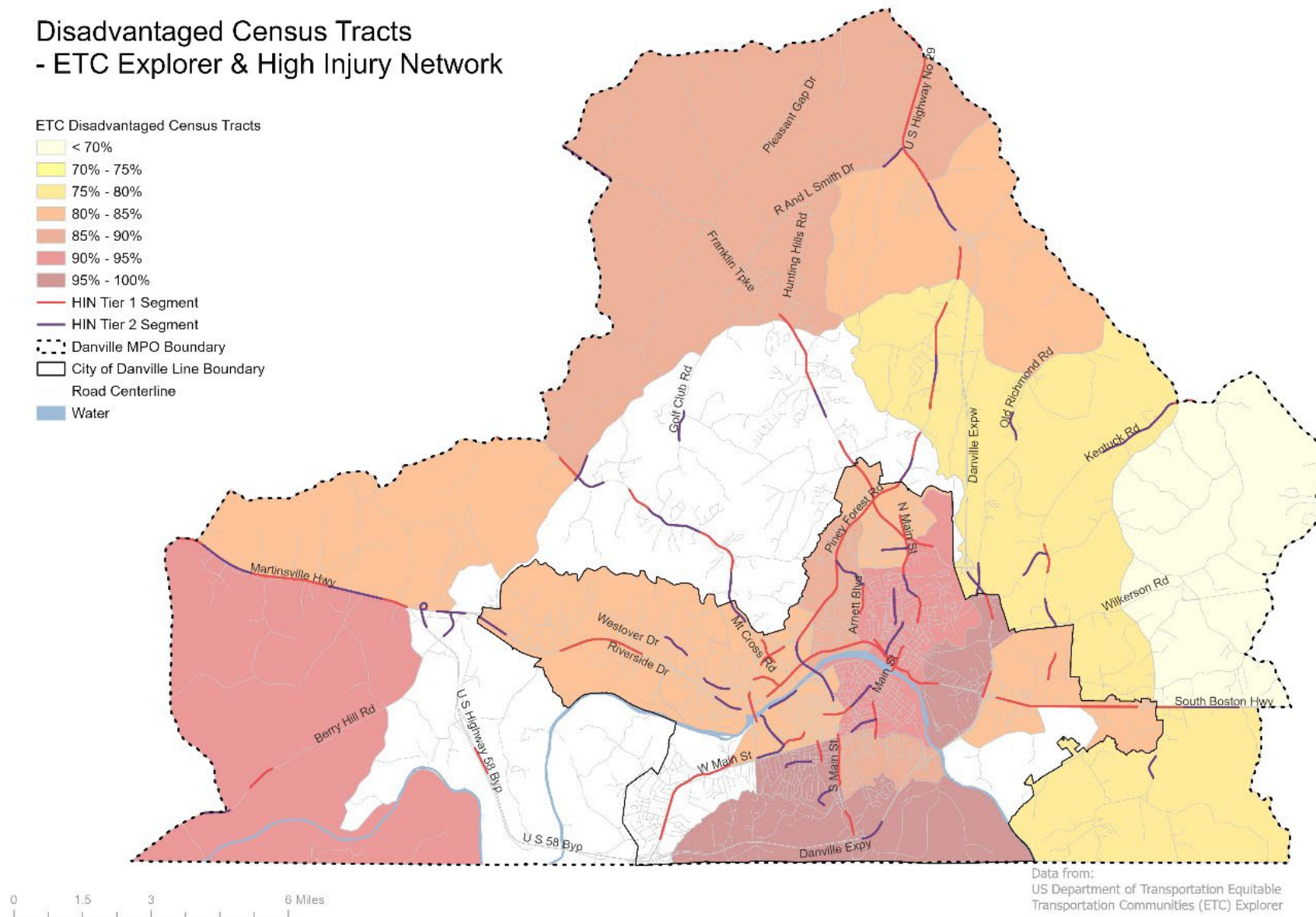


Figure 12: High Injury Network and ETC Explorer Disadvantaged Areas, Danville MPO

# Project Prioritization and Countermeasure Recommendations

The existing environment plays a major role in roadway safety. Improper design, lack of bicycle and pedestrian facilities, and deferred maintenance are just a few of the infrastructure-related factors that can contribute to deadly crashes. This plan has developed a prioritized list of critical local projects to address these issues. The identified countermeasures have also been prioritized to aid in funding prioritization.

Utilizing a data-driven approach, criteria related specifically to safety and demographic data were weighted more highly, serving to bring projects to the top of the list that were located along the HIN. Safety countermeasures were identified through data-driven safety analyses and collaboration with stakeholders and community members during the plan development. The countermeasures identified are intended to support the goals and objectives of this plan and reduce the frequency of fatal and serious injury crashes.

## Project Safety Corridor Recommendations

In addition to the priority segments and high crash intersections shown in **Figure 11**, seven priority safety corridors were identified based on the results of the safety and demographic analysis data and with input from stakeholders and community residents in the Safety Summit.

The priority safety corridors are the roads with the most significant safety needs. While there are other safety needs and issues on roads beyond these seven corridors, the priority safety corridors represent the top corridors for focusing energy and resources on safety improvements in the near term.

The seven priority safety corridors are:

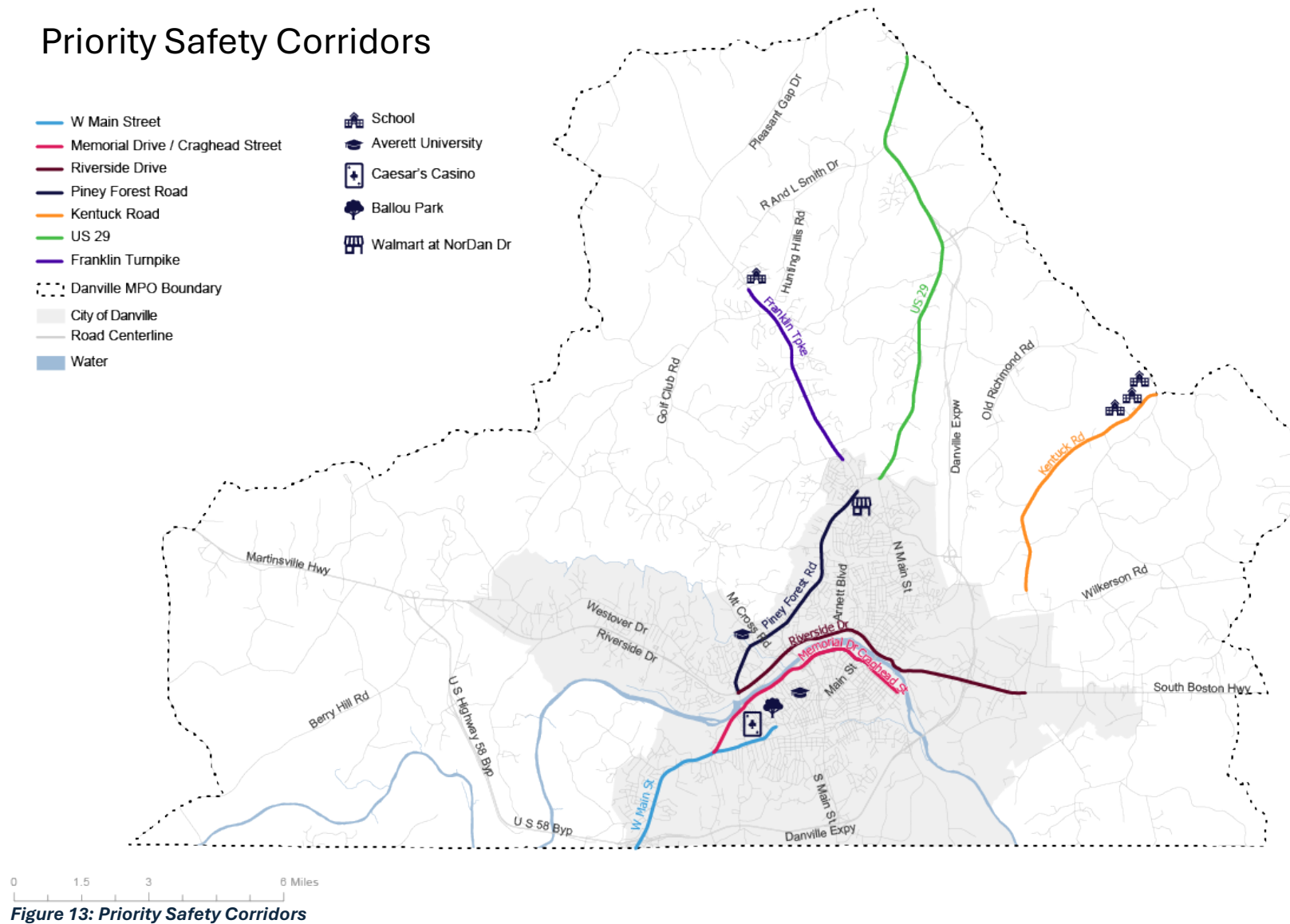
- A. West Main Street** from the North Carolina State Line to Ballou Park
- B. Memorial Drive/Craghead Street** from West Main Street to Industrial Avenue
- C. Riverside Drive/River Street (US 58 Business)** from Piedmont Drive/Robertson Bridge to Kentuck Road
- D. Piedmont Drive/Piney Forest Road** from Riverside Drive to North Main Street
- E. US 29** from North Main Street to the Northern MPO Boundary
- F. Franklin Turnpike** from Vicar Place to Twin Springs Lane

**G. Kentuck Road** from Eagle Springs Road/Wilkerson Road to Kentuck Church Rd/Ringgold Church Rd

**Figure 13** shows the locations of the priority safety corridors within the Danville MPO area.

The following sections provide information about each priority safety corridor, including specific safety issues, prior projects and studies, upcoming improvements, potential countermeasures, and specific strategies.

# Priority Safety Corridors





## A. West Main Street

### *North Carolina State Line to Ballou Park*

West Main Street is a key connector roadway on the south side of Danville. Adjacent land uses include a few commercial properties, some of which are vacant.

East of Memorial Drive, West Main Street is a minor arterial connecting city neighborhoods and providing access to several key commercial establishments, including the Ceasars Casino, Ballou Park and Recreation Center, and Averett University.

Sidewalk exists on the west side of West Main Street from just north of the Danville Expressway interchange to Old Greensboro Road with no buffer between the back of curb and the sidewalk. Along much of this segment, utility poles are located within the sidewalk, some within two feet of the face of curb. There is one at-grade railroad crossing south of Gatewood Avenue.

**Table 7** and **Figure 14** summarize the roadway characteristics and crash metrics for West Main Street.

*Table 7: West Main Street Corridor Characteristics*

| Segment                             | Lanes | Speed Limit (mph) | Divided/Undivided | Daily Traffic Volume (2023) |
|-------------------------------------|-------|-------------------|-------------------|-----------------------------|
| West Main Street (west of Memorial) | 4     | 40-45 MPH         | Divided           | 11000-15000 AADT            |
| West Main Street (east of Memorial) | 2     | 25 MPH            | Undivided         | 4000-5000 AADT              |

## Safety Issues and Concerns

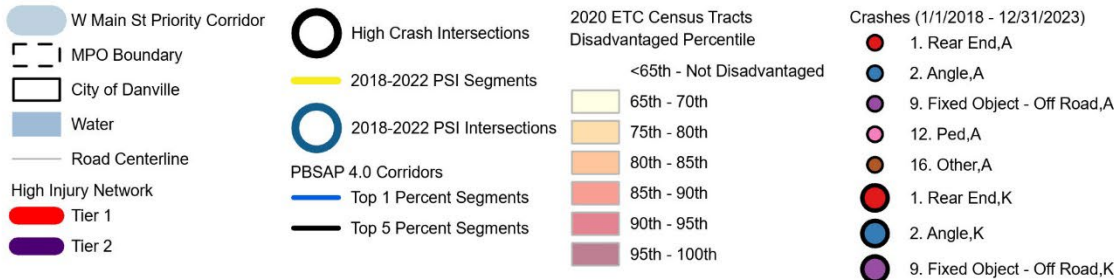
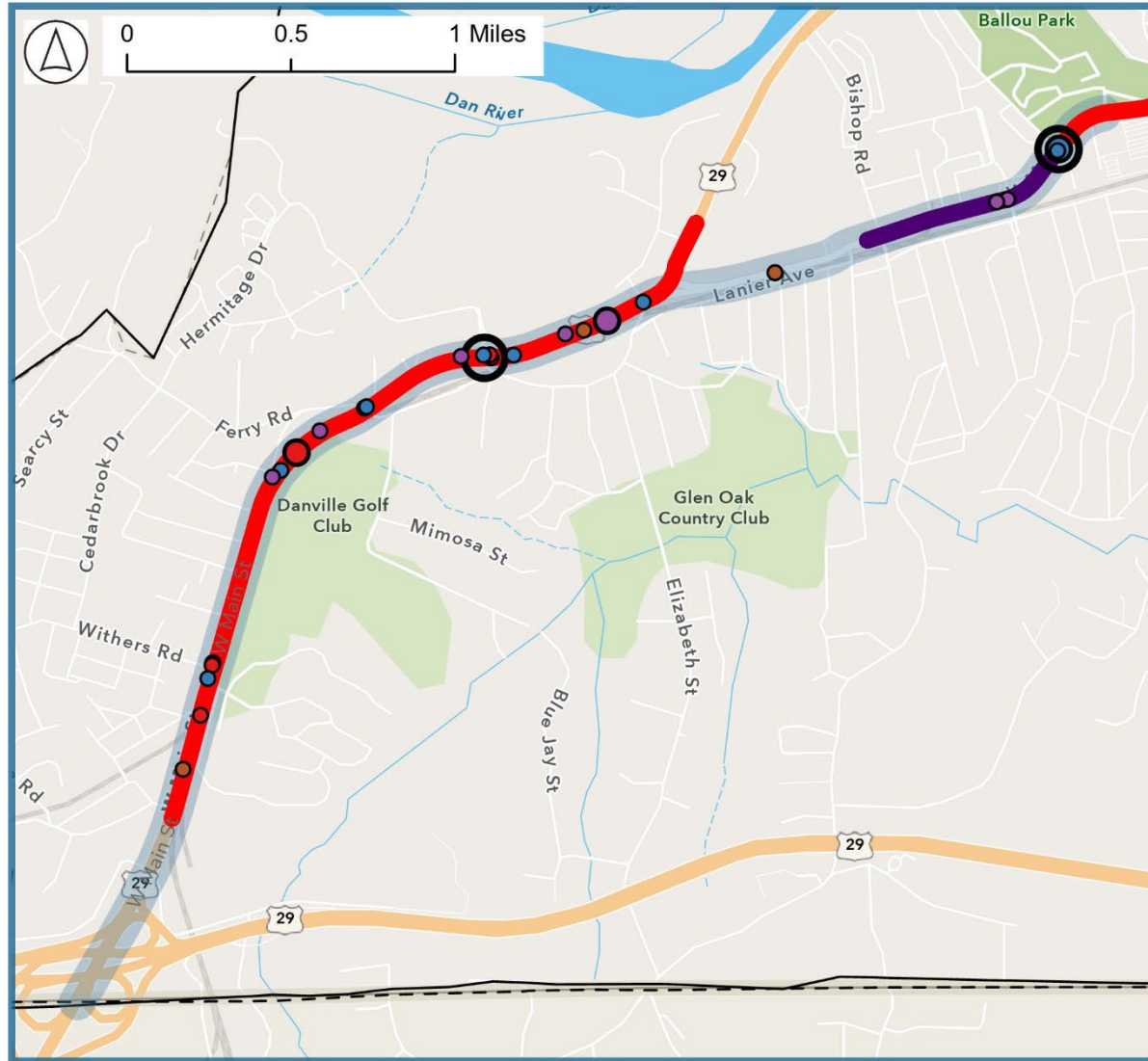
The crash history shown in **Table 8** shows this corridor experienced three fatalities and 25 serious injury crashes over the six-year crash analysis period.

*Table 8: Fatal (K) and Serious Injury (A) Crashes on West Main Street, 2018-2023*

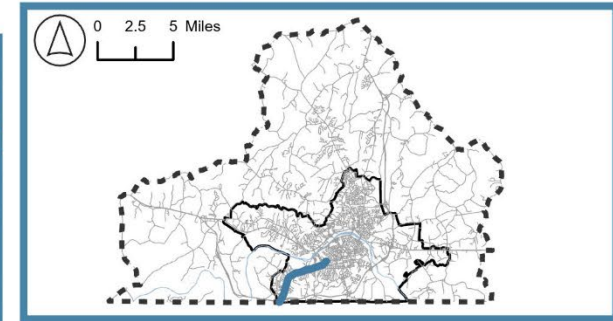
| Collision Type             | West Main Street from Danville Expressway to Memorial Drive |           | West Main Street from Memorial Drive to Ballou Park |          |
|----------------------------|-------------------------------------------------------------|-----------|-----------------------------------------------------|----------|
|                            | K                                                           | A         | K                                                   | A        |
| Rear-End                   | 1                                                           | 5         | 0                                                   | 0        |
| Angle                      | 0                                                           | 8         | 1                                                   | 2        |
| Head On                    | 0                                                           | 0         | 0                                                   | 0        |
| Fixed Object – Off Road    | 1                                                           | 4         | 0                                                   | 2        |
| Other                      | 0                                                           | 3         | 0                                                   | 1        |
| <b>All Collision Types</b> | <b>2</b>                                                    | <b>20</b> | <b>1</b>                                            | <b>5</b> |

# Priority Corridor: W Main Street

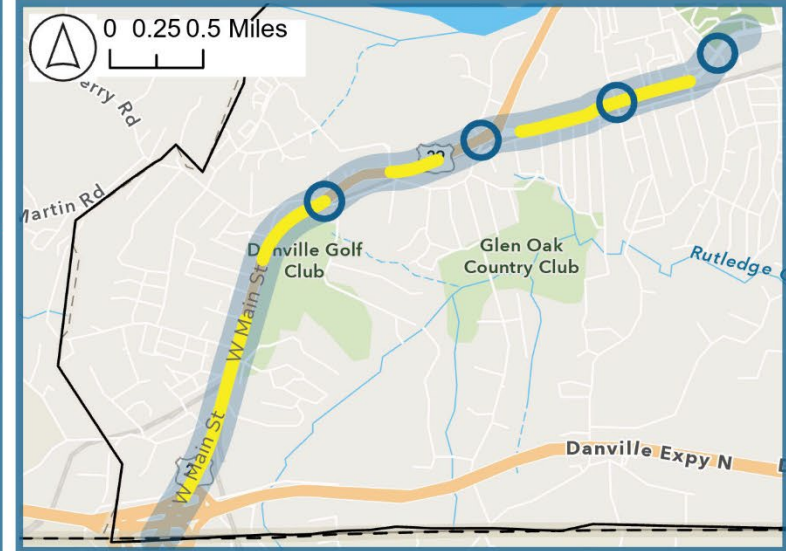
High Injury Network and Fatal and Severe Crashes



Corridor Location within Danville MPO



Potential for Safety Improvement (PSI) Segments & Intersections



ETC Census Tracts & Pedestrian/Bicycle Safety Action Corridors

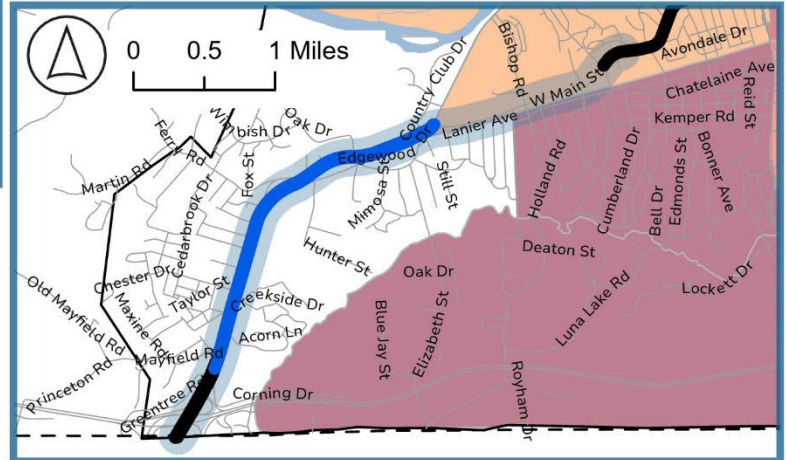


Figure 14: West Main Street Crash Characteristics

The section of West Main Street from the Danville Expressway to Memorial Drive is on the High Injury Network, and the intersection with Edgewood Drive is a high crash intersection. Portions of West Main Street east of Memorial Drive are on the High Injury Network, including the section of West Main Street in front of the Caesar's Casino. The intersection of West Main Street and Park Avenue is a high-crash intersection.

West Main Street was cited in public comments, and multiple groups at the Safety Summit identified it as a priority corridor. Key issues identified include:

- Speeding, particularly in the northbound direction
- Difficulty making a left turn from Edgewood Drive (Edgewood Mart/Citgo Station) onto West Main Street
- Lack of pedestrian crosswalks
- Concern about future growth and new development

### Potential Countermeasures and Safety Improvements

The following safety improvements and countermeasures are recommended for West Main Street:

- Access Management to reduce conflict zones
- Advance intersection warning signs
- Sidewalks and pedestrian crosswalks
- Enhanced pedestrian crossings/hybrid beacons where appropriate
- High visibility signal backplates at signalized intersections
- Flashing yellow arrows where applicable
- Speed feedback signs in select locations based on evaluated speed data and engineering judgment

These countermeasures are intended to address several issues including unsignalized intersections, fixed object – off road crashes, speeding, and pedestrian safety along this corridor.

Additional strategies focused on the West Main Street corridor include:

- Impaired driving prevention with businesses that serve alcohol
- Enforcement check-points
- Speed photo enforcement at Schoolfield Elementary school

## B. Memorial Drive/Craghead Street

### *West Main Street to Industrial Avenue*

Memorial Drive from West Main Street to Central Boulevard has few roadside uses, which gives the roadway a feeling of a high-speed arterial. Commercial access is generally limited to the area around the Robertson Bridge. The intersection of Bishop Road is being converted to a signalized intersection to accommodate anticipated casino traffic.

Memorial Drive between Central Boulevard and Main Street is a minor arterial with a mix of commercial, residential, and recreational uses. As Memorial Drive approaches the downtown core, the White Mill building on the north side of Memorial Drive is leasing new apartments, and activity is expected to increase.

East of Main Street, Memorial Drive changes to Craghead Street, a street in the downtown core with on-street parking and frequent intersections and storefronts. Pedestrian activity is common along and across Craghead Street.

**Table 9** and **Figure 15** summarize the roadway characteristics and crash metrics for West Main Street.

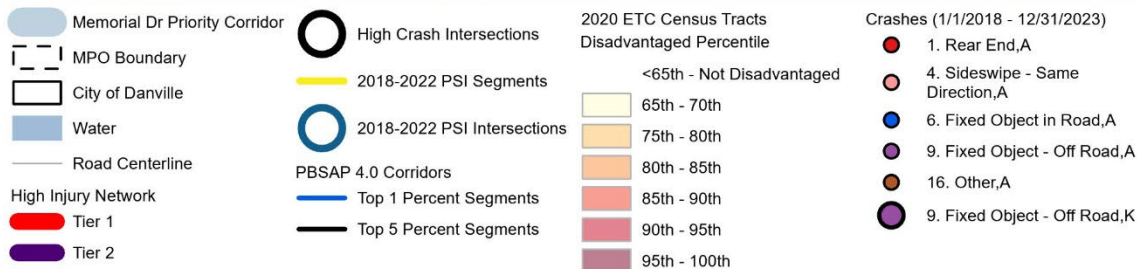
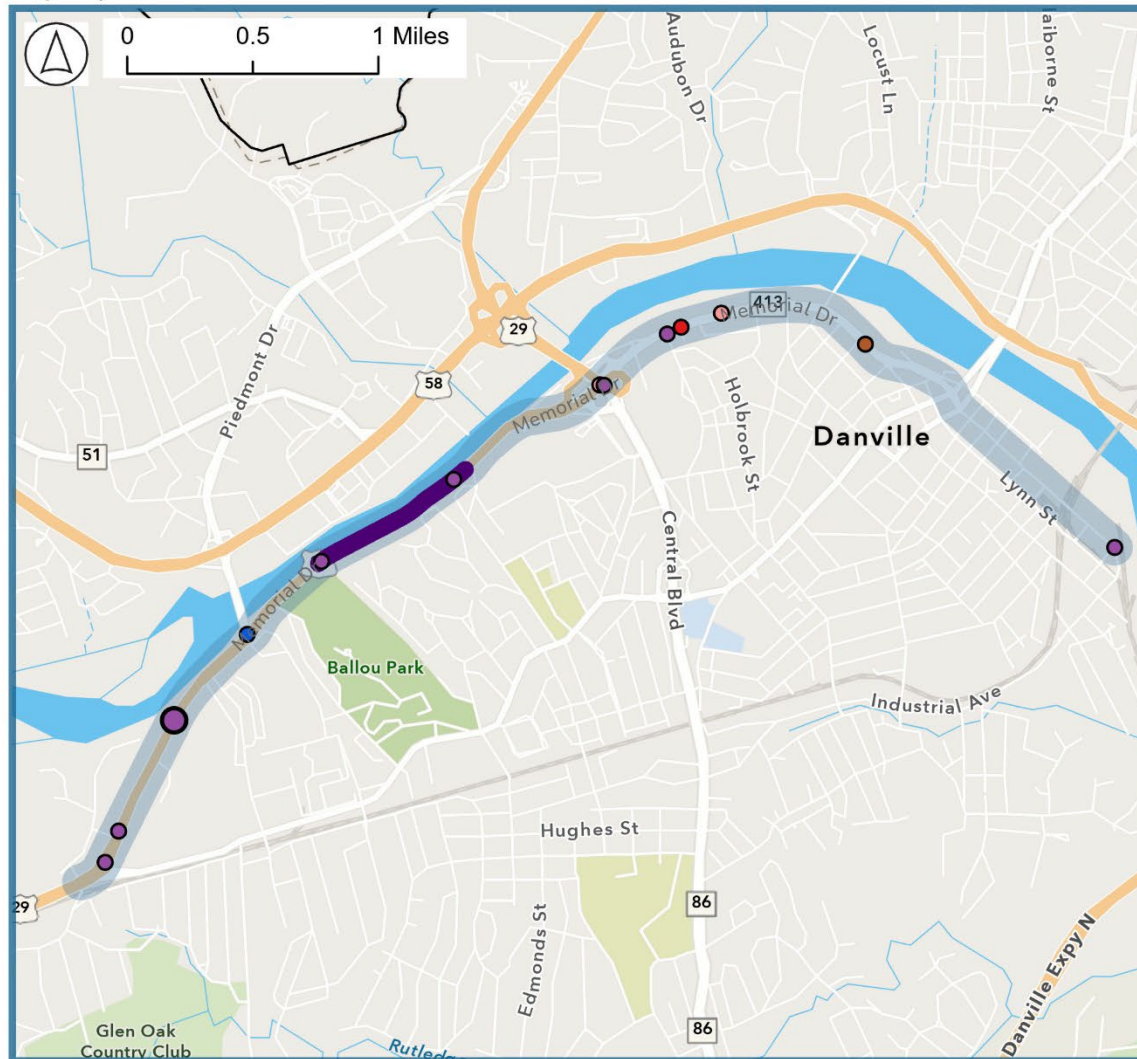
*Table 9: Memorial Drive Corridor Characteristics*

| Segment                                    | Lanes | Speed Limit (mph) | Divided/Undivided | Daily Traffic Volume (2023) |
|--------------------------------------------|-------|-------------------|-------------------|-----------------------------|
| Memorial Drive (West Main to Central Blvd) | 4     | 35 MPH            | Undivided         | 11000-14000 AADT            |
| Memorial Drive (Central Blvd to N Main)    | 4     | 35 MPH            | Divided           | 10000-13000 AADT            |
| Craghead Street (N Main to the East)       | 2     | 35 MPH            | Undivided         | under 4000 AADT             |

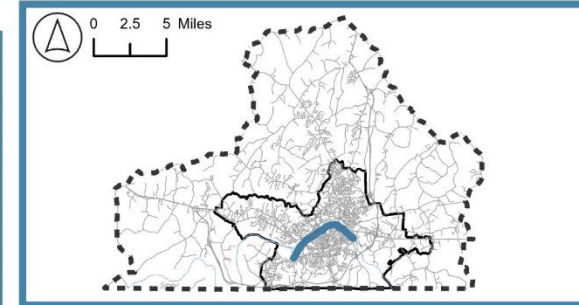


# Priority Corridor: Memorial Drive

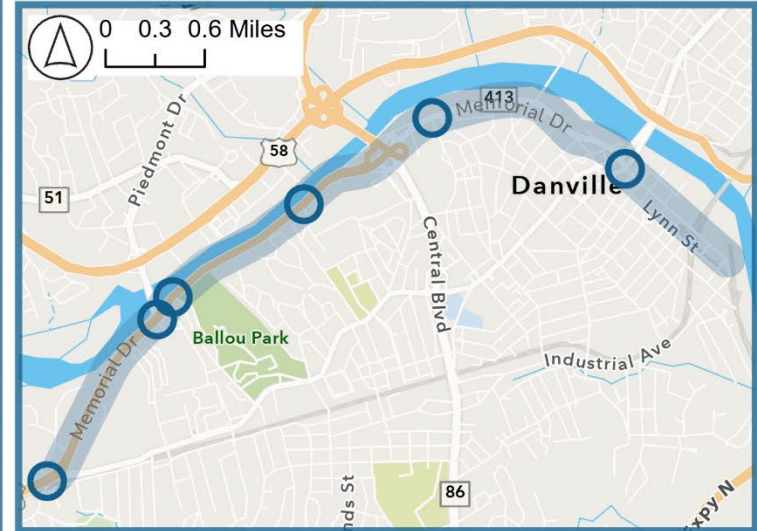
High Injury Network and Fatal and Severe Crashes



Corridor Location within Danville MPO



Potential for Safety Improvement (PSI) Segments & Intersections



ETC Census Tracts & Pedestrian/Bicycle Safety Action Corridors

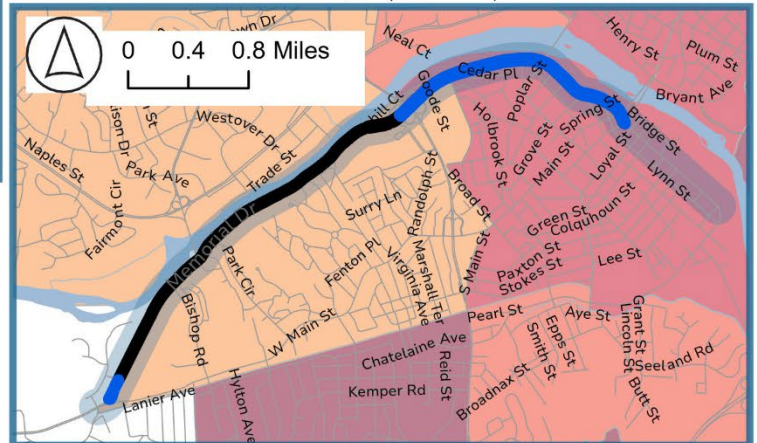


Figure 15: Memorial Drive Crash Characteristics

## Safety Issues and Concerns

As shown in **Table 10**, this corridor experienced one fatality and 12 serious injuries in the six-year analysis period.

**Table 10: Fatal (K) and Serious Injury (A) Crashes on Memorial Drive**

| Collision Type             | Memorial Drive from West Main St to Central Blvd |          | Memorial Drive from Central Blvd to Main St Bridge |          | Craghead Street from Main St Bridge to Industrial Ave |          |
|----------------------------|--------------------------------------------------|----------|----------------------------------------------------|----------|-------------------------------------------------------|----------|
|                            | K                                                | A        | K                                                  | A        | K                                                     | A        |
| Rear-End                   | 0                                                | 0        | 0                                                  | 1        | 0                                                     | 0        |
| Angle                      | 0                                                | 0        | 0                                                  | 0        | 0                                                     | 0        |
| Head On                    | 0                                                | 0        | 0                                                  | 0        | 0                                                     | 0        |
| Fixed Object – Off Road    | 1                                                | 5        | 0                                                  | 1        | 0                                                     | 0        |
| Other                      | 0                                                | 2        | 0                                                  | 2        | 0                                                     | 1        |
| <b>All Collision Types</b> | <b>1</b>                                         | <b>7</b> | <b>0</b>                                           | <b>4</b> | <b>0</b>                                              | <b>1</b> |

Craghead Street and Memorial Drive were identified in public comments and during the Safety Summit. Key issues include:

- Pedestrian crossings on Craghead Street and a portion of Memorial Drive east of Cleveland Street
- Future development and a new school will add pedestrian activity and more traffic
- Difficulty crossing at the White Mill building and Camilla Williams Park
- The intersection of Memorial Drive and Main Street at the Bridge has confusing lanes, and drivers make unsafe lane changes
- Red light running, especially at the intersection of Memorial Drive and the Robertson Bridge
- Insufficient left turn lane storage for vehicles on westbound Memorial Drive turning left onto Bishop Road
- Speeding on Memorial Drive, especially around the Robertson Bridge

## Potential Countermeasures

The following countermeasures are recommended for Memorial Drive:

- Install additional speed limit signs
- Speed feedback signs in select locations based on evaluated speed data and engineering judgment
- Replace sections of missing edge line markings

- Provide pedestrian connection between Abreu Grogan Park and Riverwalk Trail at Robertson Bridge
- Pedestrian crossings and/or enhancements at select locations such as park entrances; consider traffic calming measures
- Lane markings
- Signage improvements
- Wayfinding
- Rumble strips

## C. Riverside Drive/River Street (US 58 Business)/South Boston Road

### *Piedmont Drive/ Roberston Bridge to Kentuck Road*

The roughly three-mile portion of Riverside Drive from Piedmont Drive to North Main Street was studied extensively in the Riverside Drive Corridor Improvement Study, completed in 2019. The study and recommendations are summarized later in this section.

**Table 11** and **Figure 16** summarize the roadway characteristics and crash metrics for Riverside Drive/River Street/South Boston Road.

**Table 11: Riverside Drive/River Street/South Boston Road Corridor Characteristics**

| Segment                                     | Lanes | Speed Limit (mph) | Divided/Undivided | Daily Traffic Volume (2023) AADT |
|---------------------------------------------|-------|-------------------|-------------------|----------------------------------|
| Riverside Dr (Piedmont Drive to Arnett)     | 6     | 35-40 MPH         | Divided           | 12000-24000                      |
| Riverside Drive (Between Arnett and Locust) | 4     | 40 MPH            | Undivided         | 20000-50000                      |
| Riverside Drive (East of Locust)            | 4     | 35 MPH            | Undivided         | 20000-50000                      |
| River Street                                | 4     | 35 MPH            | Undivided/Divided | 14000-16000                      |
| South Boston Road (West of Danville Expy)   | 4     | 45 MPH            | Divided           | 20000-50000                      |
| South Boston Road (East of Danville Expy)   | 6     | 45 MPH            | Divided           | 16000-28000                      |

## Safety Issues and Concerns

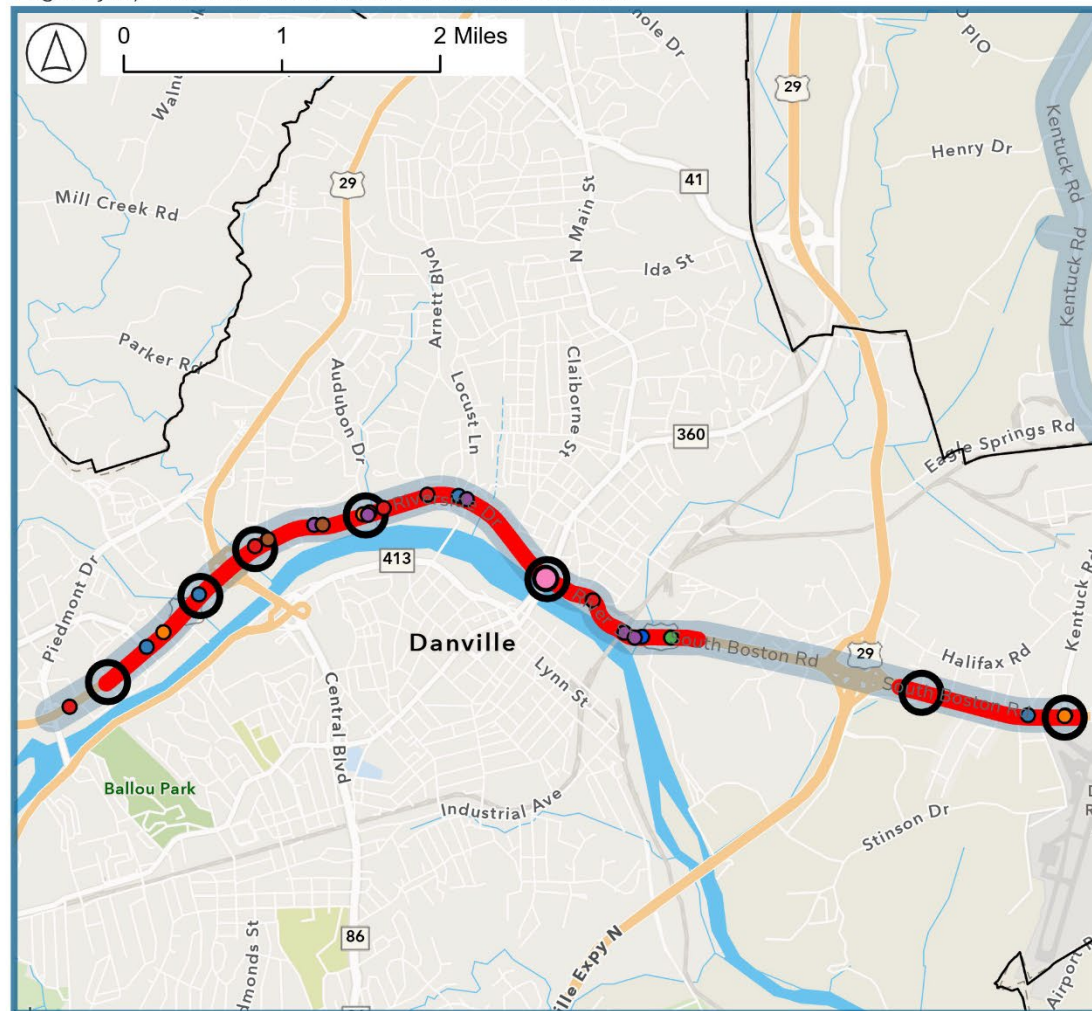
As shown in **Table 12**, this corridor experienced two fatalities and 24 serious injuries within the six-year analysis period. Most portions of the Riverside Drive/River Street/South Boston Road priority safety corridor are on the High Injury Network. Several intersections in this corridor are identified as high crash intersections, including:

- Riverside Drive at Riverview Drive/Wild Winds Lane
- Riverside Drive at Mount Cross Road
- Riverside Drive at Piney Forest Road
- Riverside Drive at Audubon Drive
- Riverside Drive at North Main Street/Main Street bridge
- South Boston Road at Riverpoint Drive/Rudder Road
- South Boston Road at Kentuck Road

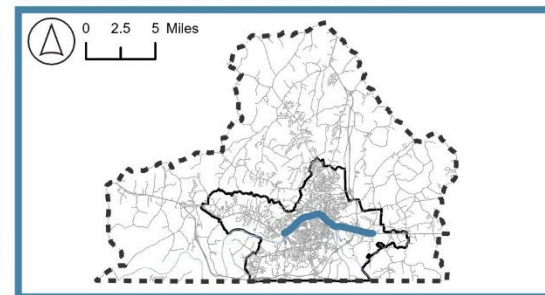


# Priority Corridor: Riverside Drive

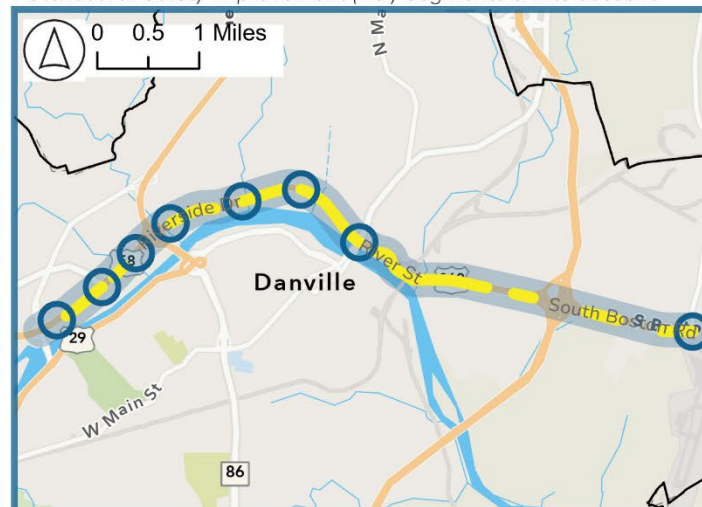
High Injury Network and Fatal and Severe Crashes



Corridor Location within Danville MPO



Potential for Safety Improvement (PSI) Segments & Intersections



ETC Census Tracts & Pedestrian/Bicycle Safety Action Corridors

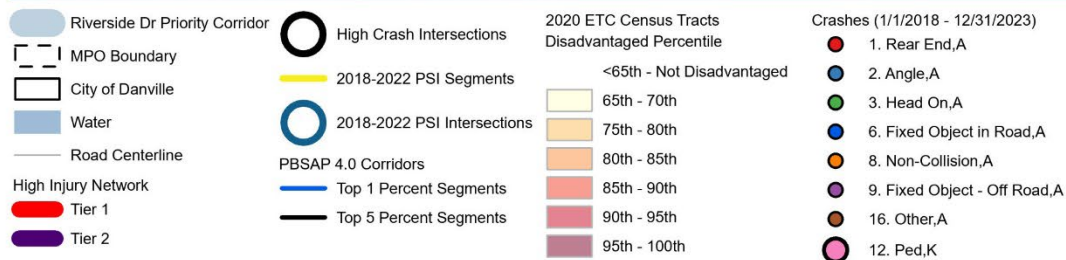
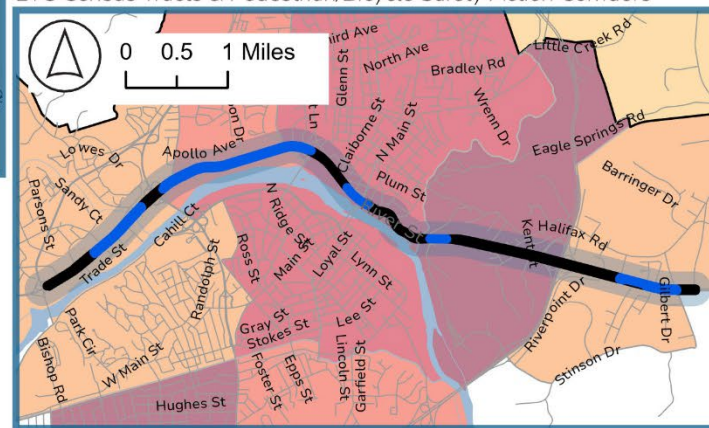


Figure 16: Riverside drive/River Street/South Boston Road Crash Characteristics

**Table 12: Fatal (K) and Serious Injury (A) Crashes on Riverside Drive Corridor**

| Collision Type                     | Riverside Drive from<br>Piedmont Drive to<br>North Main Street* |           | River Street from<br>North Main Street to<br>Old Halifax Road |          | South Boston Road<br>from Old Halifax<br>Road to Kentuck<br>Road |          |
|------------------------------------|-----------------------------------------------------------------|-----------|---------------------------------------------------------------|----------|------------------------------------------------------------------|----------|
|                                    | K                                                               | A         | K                                                             | A        | K                                                                | A        |
| <b>Rear-End</b>                    | 0                                                               | 5         | 0                                                             | 1        | 0                                                                | 0        |
| <b>Angle</b>                       | 0                                                               | 3         | 0                                                             | 0        | 0                                                                | 2        |
| <b>Head On</b>                     | 0                                                               | 0         | 0                                                             | 0        | 0                                                                | 1        |
| <b>Fixed Object – Off<br/>Road</b> | 0                                                               | 3         | 0                                                             | 3        | 0                                                                | 0        |
| <b>Other</b>                       | 2                                                               | 4         | 0                                                             | 1        | 0                                                                | 1        |
| <b>All Collision Types</b>         | <b>2</b>                                                        | <b>15</b> | <b>0</b>                                                      | <b>5</b> | <b>0</b>                                                         | <b>4</b> |

\*Crashes at the North Main Street intersection are included in this segment.

Multiple crashes on River Street involved motorcyclists. Several serious injury crashes on South Boston Road occurred at intersections and median openings.

Public comments and stakeholder input identified several issues along this corridor, including:

- Speeding on Riverside Drive, River Street, and South Boston Road
- Lots of pedestrians on Riverside Drive and discontinuous pedestrian facilities
- Merging onto Riverside Drive at the Central Boulevard ramps feels unsafe because of drivers driving too fast on Riverside Drive
- Confusing configuration, running red lights, especially at the intersection of North Main Street and Riverside Drive/River Street
- Insufficient left turn lane storage length for westbound traffic on River Street turning left onto the Main Street bridge
- Riverwalk trail has a missing link between Commerce Street and Wild Wings Lane. Pedestrians are forced to walk on Trade Street, which has no sidewalks.
- Speeding and swerving on the narrow lanes at the S-curves on River Street. Drivers drift into adjacent lanes, including over the centerline.
- Lack of sidewalks and bike lanes on South Boston Road between Old Halifax Road and the Danville Expressway
- Difficulty turning left from unsignalized side-streets on South Boston Road

## Riverside Drive Corridor Improvement Study

The Riverside Drive Corridor Improvement Study examined and developed recommendations for improving motorist and pedestrian safety, better managing access, and addressing operational issues in the 3.2-mile section of Riverside Drive between (and including) the intersection with North Main Street to the east and the unsignalized intersection at the Honda dealership entrance west of Piedmont Drive.

The study recommendations include a variety of projects, including sidewalk construction, marked pedestrian crosswalks, left turn lanes at median openings, ramp realignments, converting unsignalized intersections into Restricted Crossing U-Turn (RCUT) intersections,<sup>2</sup> pedestrian hybrid beacons, and closing select median openings, among others.

The study recommendations were grouped into seven packages of improvements. **Table 13** describes the packages of improvements. Project summary sheets from the Riverside Drive Corridor Improvement Study illustrating the recommendations are provided in the appendix.

**Table 13: Riverside Drive Corridor Improvement Study Recommendations**

| Improvement Package                                              | Description of Improvements                                                                                                                                                         | Funding Status | Construction Timeframe |
|------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|------------------------|
| <b>Riverside Drive from Westover Drive to Mount Cross Road</b>   | New sidewalks, including pedestrian bridges across the Sandy River, pedestrian crosswalks at signalized intersections, select intersection and median opening conversions to RCUTs. | Unfunded       | Unknown                |
| <b>Riverside Drive from Piney Forest Road to Audubon Drive</b>   | New sidewalks, crosswalks, closure of select median openings, conversion of select intersections to RCUTs, bus bay and bus shelter.                                                 | Unfunded       | Unknown                |
| <b>Riverside Drive at the Central Boulevard Interchange Area</b> | New sidewalks, ramp realignment, crosswalks and rectangular rapid flashing beacons, closure of select entrances, advance pedestrian warning signs.                                  | Unfunded       | Unknown                |
| <b>Riverside Drive from Park Avenue to Westover Drive</b>        | New sidewalks, crosswalks, pedestrian countdown signals, conversion of select intersections to RCUTs, entrance consolidation.                                                       | Unfunded       | Unknown                |

<sup>2</sup> A Restricted Crossing U-Turn (RCUT) is an innovative intersection that improves safety by reducing conflict points. More information about RCUT intersections is available at <https://www.vdot.virginia.gov/about/our-system/highways/innovative-intersections/restricted-crossing-u-turn/>.

|                                                               |                                                                                                                                                            |                                     |           |
|---------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------|
| <b>Riverside Drive from Audubon Drive to Arnett Boulevard</b> | Add sidewalks, crosswalks, and pedestrian signals. Replace median openings with RCUT. Add bus bay turnout and bus shelter. Access management improvements. | Awarded SMART SCALE Round 5 funding | 2028-2029 |
| <b>Riverside Drive - Piedmont Drive Ramp Realignment</b>      | Realign the ramp from southbound Piedmont Drive to westbound Riverside Drive to intersect at 90 degrees.                                                   | Unfunded                            | Unknown   |
| <b>Riverside Drive from Arnett Boulevard to Main Street</b>   | Add sidewalks, crosswalks, and pedestrian signals. Connection to Riverwalk trail. Median barrier at Highland Court for safety improvements.                | Awarded SMART SCALE Round 5 funding | 2028-2029 |

**This Safety Action Plan recommends continued efforts to fund the improvements that have been identified in the Riverside Drive Corridor Improvement Study.**

### Potential Countermeasures and Roadway Safety Improvements

The following countermeasures are recommended for River Street and South Boston Road:

- Centerline rumble strips on the undivided portion of River Street
- Curve warning signs on River Street S-curves
- Widening River Street to convert the undivided section into a divided section with a median barrier
- High friction surface treatment on River Street S-curves and at South Boston intersection approaches
- Access management and turn lanes on six-lane portion of South Boston Road

## D. Piedmont Drive/Piney Forest Road

### *Riverside Drive to North Main Street*

The 2.6-mile portion of Piney Forest Road from Franklin Turnpike to Holt Garrison Parkway was studied extensively in the Piney Forest Corridor Improvement Study, completed in 2021. The study and recommendations are summarized later in this section.

**Table 14** and **Figure 17** summarize the roadway characteristics and crash metrics for Piedmont Drive/Piney Forest Road.

**Table 14: Piney Forest Road Corridor Characteristics**

| Segment        | Lanes | Speed Limit (mph) | Divided/Undivided | Daily Traffic Volume (2023) |
|----------------|-------|-------------------|-------------------|-----------------------------|
| Piedmont Drive | 4     | 35 MPH            | Divided           | 15000 AADT                  |
| Piney Forest   | 5     | 40 MPH            | Undivided/TWLTL   | 20000-50000 AADT            |

### Safety Issues and Concerns

As shown in **Table 15**, this corridor experienced three fatalities and 24 serious injuries in the six-year analysis period.

**Table 15: Fatal (K) and Serious Injury (A) Crashes on Piney Forest Road**

| Collision Type             | Piedmont Drive from Riverside Drive to Central Boulevard |          | Central Boulevard/ Piney Forest Road from Piedmont Drive to North Main Street |           |
|----------------------------|----------------------------------------------------------|----------|-------------------------------------------------------------------------------|-----------|
|                            | K                                                        | A        | K                                                                             | A         |
| Rear-End                   | 0                                                        | 3        | 0                                                                             | 5         |
| Angle                      | 0                                                        | 0        | 0                                                                             | 9         |
| Head On                    | 0                                                        | 0        | 0                                                                             | 2         |
| Fixed Object – Off Road    | 0                                                        | 0        | 1                                                                             | 1         |
| Other                      | 0                                                        | 1        | 2                                                                             | 3         |
| <b>All Collision Types</b> | <b>0</b>                                                 | <b>4</b> | <b>3</b>                                                                      | <b>20</b> |

Most of the segments on this priority safety corridor are on the Tier 1 High Injury Network. Several intersections in this corridor are identified as high crash intersections, including:

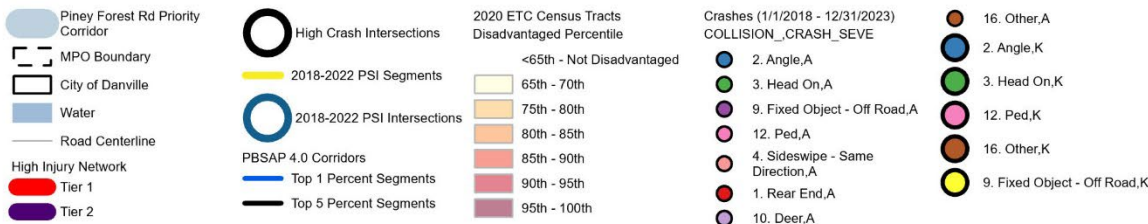
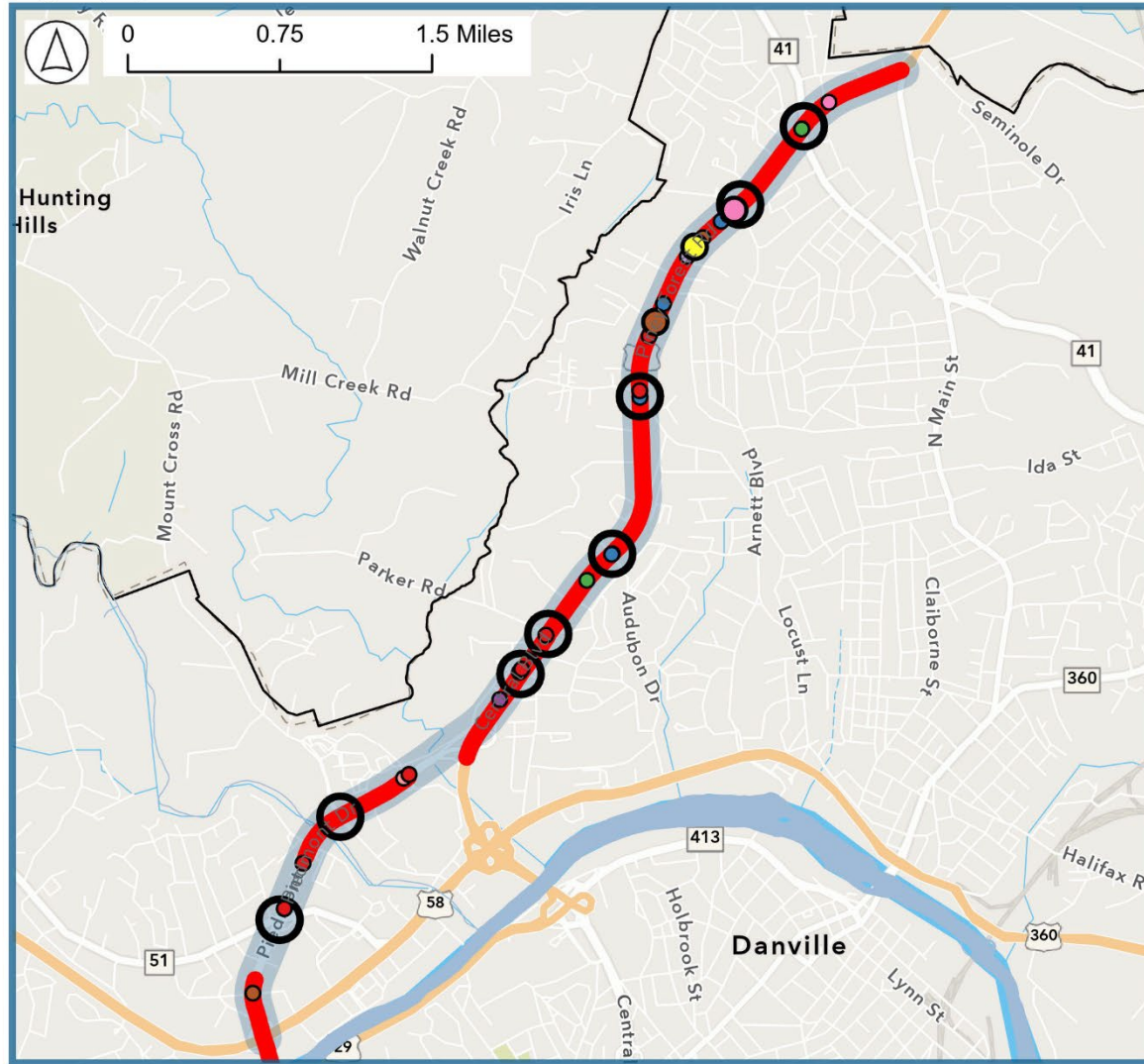
- Piedmont Drive at Westover Drive
- Piedmont Drive at Mount Cross Road
- Piney Forest Road at Holt Garrison Parkway/Boxwood Court



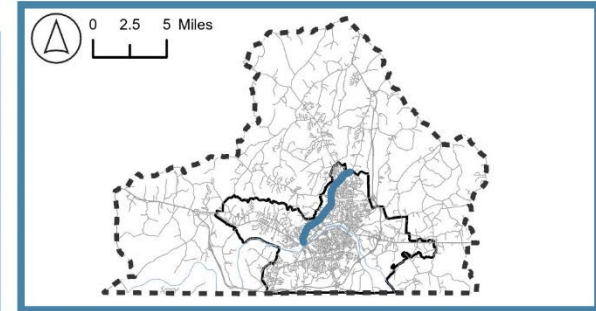
- Piney Forest Road at Parker Road
- Piney Forest Road at Audubon Drive/Pineview Drive
- Piney Forest Road at Wendell Scott Drive/Beavers Mill Road
- Piney Forest Road at Nor-Dan Drive/Nelson Avenue
- Piney Forest Road at Franklin Turnpike

# Priority Corridor: Piney Forest Road/ Piedmont Drive

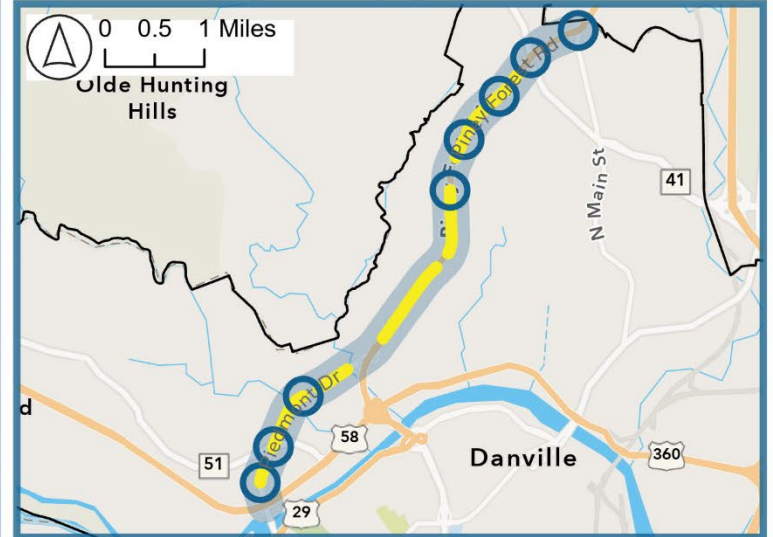
High Injury Network and Fatal and Severe Crashes



Corridor Location within Danville MPO



Potential for Safety Improvement (PSI) Segments & Intersections



ETC Census Tracts & Pedestrian/Bicycle Safety Action Corridors

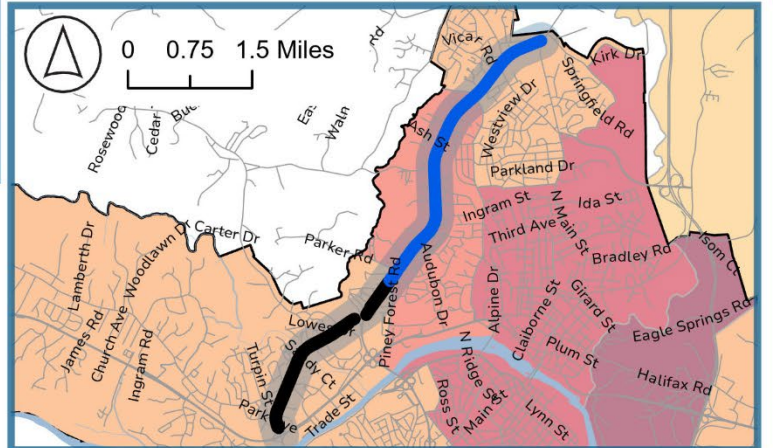


Figure 17: Piney Forest Road Crash Characteristics

The Piney Forest Road Corridor Study discusses the safety issues on Piney Forest Road from Franklin Turnpike to Holt Garrison Parkway in depth.

Public comments and stakeholder input identified several issues along this corridor, including:

- Speeding
- Drivers weaving in and out of lanes
- Running red lights throughout the corridor, and especially at the intersections of Piney Forest Road at Franklin Turnpike, and Piedmont Drive at Mount Cross Road
- Lack of bicycle facilities
- Lack of/inadequate facilities for pedestrians, including crossings at Piney Forest Road/Nor-Dan Drive
- Congestion, near misses, and safety issues at the intersection of Piney Forest Road and Franklin Turnpike

### Piney Forest Road Corridor Study

The Piney Forest Road Corridor Study examined and developed recommendations for addressing existing and future congestion, safety concerns, and multimodal needs along the 2.5-mile section of Piney Forest Road from Franklin Turnpike to Holt Garrison Parkway.

The study recommendations include various projects, including access management, replacing the two-way left turn lane with a median, providing left turn lanes with required deceleration areas, improving curb ramps to meet ADA standards, marking crosswalks with pedestrian signals and push buttons at signalized intersections, and removing existing mid-block crosswalks and overhead warning signs.

Several recommendations from this study are included in the Piney Forest Road Improvements project that was awarded SMART SCALE Round 5 funding. This project spans 0.9 miles from Beavers Mill Road/Wendell Scott Drive to Nor-Dan Drive and includes constructing a landscaped median to replace the two-way left turn lane and intersection and pedestrian improvements at the three signalized intersections at Nor-Dan Drive, Arnett Boulevard, and Wendell Scott Drive/Beavers Mill Road. Illustrations of these improvements are provided in the appendix.

Improvements recommended in the Piney Forest Road Corridor Study that do not have funding for implementation include:

- Pedestrian improvements, including marked crosswalks, ADA curb ramps, and pedestrian signals at Holt Garrison Parkway, Parker Road, Audubon Drive, and Franklin Turnpike



- Northbound flyover ramp at the intersection of Piney Forest Road and Franklin Turnpike.
- Extension of the landscaped median to replace the two-way left turn lane on Piney Forest Road north of Nor-Dan Drive and south of Beavers Mill Road.

**This Safety Action Plan recommends continued efforts to fund the improvements identified in the Piney Forest Road Corridor Study.**

### Route 29 BUS / Piedmont Drive LY01 Project Pipeline Study

This study examined and developed recommendations to address safety concerns at intersections along the corridor. The study recommends adding sidewalks, crosswalks, and pedestrian signals along several roads near Piedmont Drive and Mount Cross Road.

The study also tested converting several intersections to thru-cut<sup>3</sup> intersections. Public feedback did not support the thru-cut intersection conversions as strongly as the sidewalk and crosswalk concepts.

The pedestrian facility recommendations received SMART SCALE Round 5 funding, and construction is anticipated in the 2029-2031 timeframe. These recommendations are illustrated under the Piedmont Drive Pedestrian Accommodations project in the appendices.

### Potential Countermeasures and Safety Improvements

The following countermeasures should be a priority for the Piedmont Drive/Central Boulevard/Piney Forest Road priority safety corridor as shown in the prior studies:

- Crosswalks, curb ramps, and pedestrian signals at signalized intersections
- Consolidation of driveways and access points
- Evaluation of yellow change intervals
- Improved intersection lighting
- Red light running camera photo enforcement

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<sup>3</sup> A thru-cut is an innovative intersection to improve safety by reducing the number of conflict points. It prohibits side-street traffic from going straight across the intersection. More information on thru-cut intersections is available at <https://www.vdot.virginia.gov/about/our-system/highways/innovative-intersections/thru-cut/>.

## E. US 29

### *North Main Street to Northern MPO Boundary*

US 29 is a north-south principal arterial roadway. From the northern MPO boundary to US 29 Business, the area has some development, with land primarily used for commercial purposes. Between US 29 Business and the boundary of the city of Danville, there is more development, including a mix of commercial and some residential properties. Based on stakeholder and community member discussions, this is a primary roadway for commuters to and from Danville.

Several projects have been identified on the US 29 and US 29 BUS corridor. Illustrations of these recommendations are included in the appendices.

**Table 16** and **Figure 18** summarize the roadway characteristics and crash metrics for US 29.

*Table 16: US 29 Corridor Characteristics*

| Segment                                           | Lanes | Speed Limit (mph) | Divided/Undivided | Daily Traffic Volume (2023) |
|---------------------------------------------------|-------|-------------------|-------------------|-----------------------------|
| US-29 BUS (to South of Lawless Creek)             | 5     | 45-60 MPH         | Undivided/TWLTL   | 10000-20000 AADT            |
| US-29 BUS (South of Lawless Creek to Interchange) | 4     | 45-60 MPH         | Divided           | 10000-20000 AADT            |

### Safety Issues and Concerns

As shown in **Table 17**, this corridor experienced five fatalities and 18 serious injuries over the six-year crash analysis period. Fatalities and serious injuries on this priority safety corridor often involve speeding, alcohol, unbelted vehicle occupants, and/or distracted or drowsy driving. Several serious injury crashes involved pedestrians. Several other serious injury crashes involved large trucks.

*Table 17: Fatal (K) and Serious Injury (A) Crashes on US 29, 2018-2023*

| Collision Type | US 29 from North Main Street to Lawless Creek Road* |   | US 29 from Lawless Creek Road to Northern MPO Boundary |   |
|----------------|-----------------------------------------------------|---|--------------------------------------------------------|---|
|                | K                                                   | A | K                                                      | A |
| Rear-End       | 0                                                   | 2 | 1                                                      | 0 |
| Angle          | 0                                                   | 1 | 1                                                      | 4 |

|                                   |          |          |          |           |
|-----------------------------------|----------|----------|----------|-----------|
| <b>Head On</b>                    | <b>1</b> | <b>0</b> | <b>0</b> | <b>1</b>  |
| <b>Fixed Object – Off Road</b>    | <b>2</b> | <b>2</b> | <b>0</b> | <b>3</b>  |
| <b>Other</b>                      | <b>0</b> | <b>1</b> | <b>0</b> | <b>4</b>  |
| <b><i>All Collision Types</i></b> | <b>3</b> | <b>6</b> | <b>2</b> | <b>12</b> |

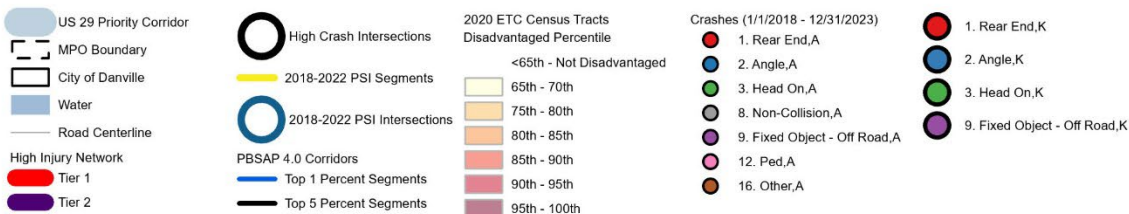
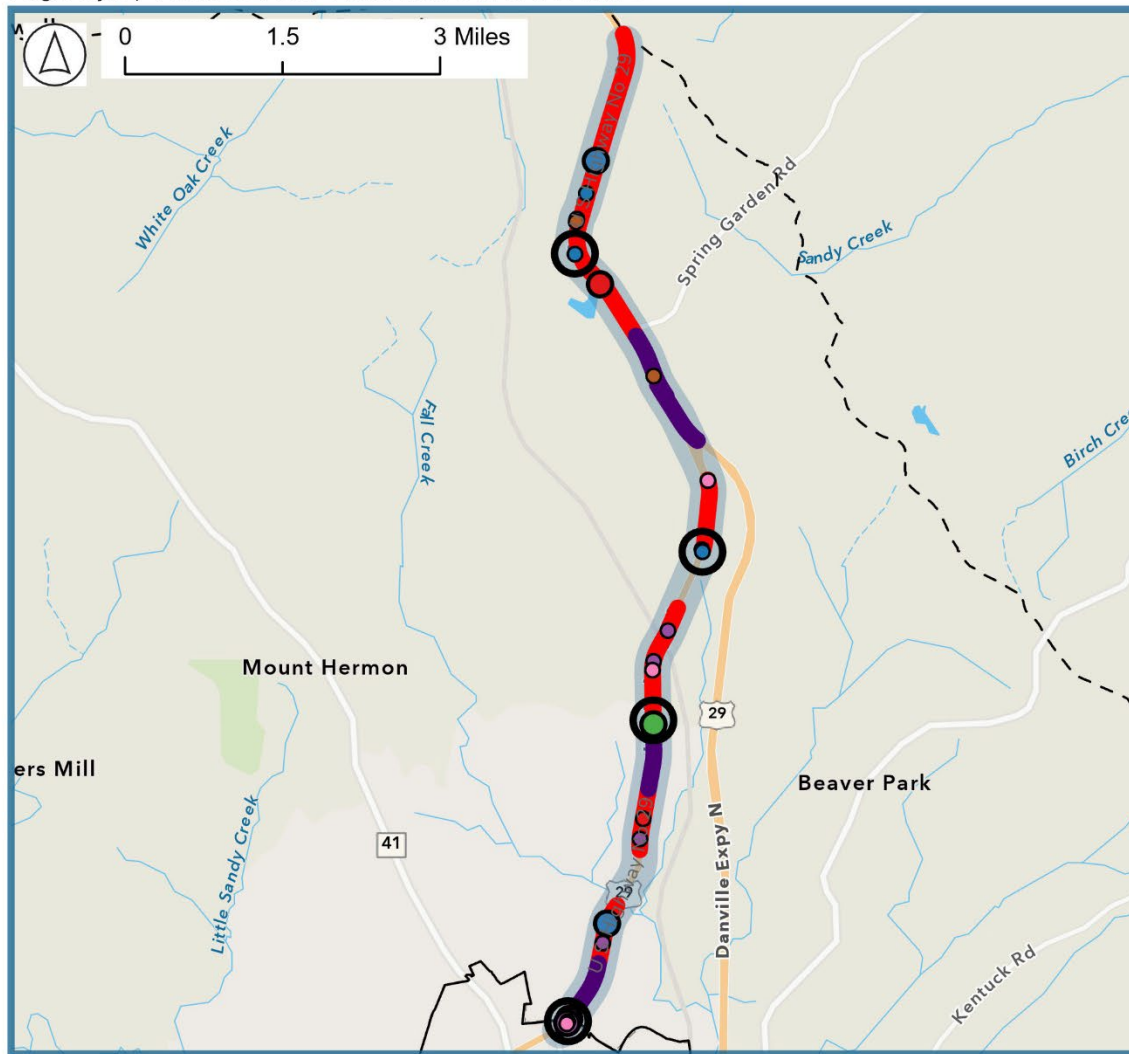
\*Crashes at the intersection of US 29 and Lawless Creek Road are counted in this column.

Most segments on the US 29 priority safety corridor are on the High Injury Network. Several intersections in this corridor are identified as high crash intersections, including:

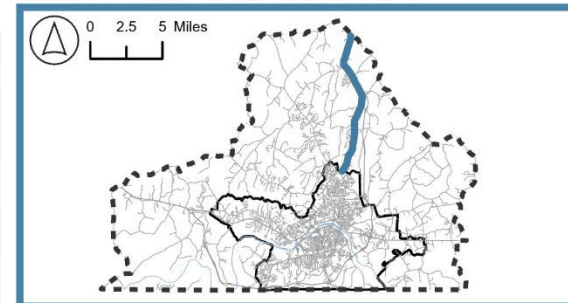
- US 29 at Seminole Drive/Social Security Administration entrance
- US 29 at Livestock Road/Mount View Road
- US 29 at Lawless Creek Road/East Witt Road
- US 29 at R and L Smith Drive

# Priority Corridor: US 29

High Injury Network and Fatal and Severe Crashes



Corridor Location within Danville MPO



Potential for Safety Improvement (PSI) Segments & Intersections



ETC Census Tracts & Pedestrian/Bicycle Safety Action Corridors

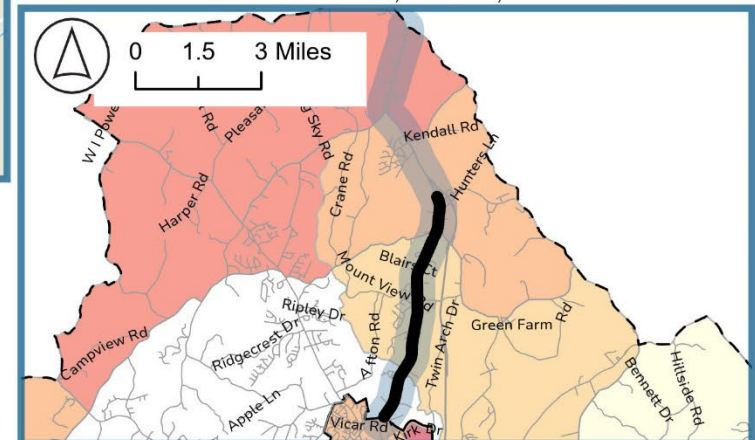


Figure 18: US 29 Crash Characteristics

Public comments and stakeholder input identified several issues along this corridor:

- Unsafe intersections – near misses, especially at R and L Smith Drive
- Not enough room for crossing over and turning in the median, including at Spring Garden Road
- Future development
- Speeding

## Improvement Projects

As shown in **Table 18**, several projects have been identified on the US 29 and US 29 BUS corridor. Illustrations of these recommendations are included in the appendices.

*Table 18: US 29 Previously Identified Improvements*

| Project Name                                                  | Description                                                                                                                              | Status                              | Construction Timeline |
|---------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------|
| <b>US Route 29 BUS &amp; Malmaison Road Roundabout</b>        | Install a single-lane roundabout at US 29 and Malmaison Road                                                                             | Unfunded                            | Unknown               |
| <b>US 29 at Lawless Creek Road</b>                            | Install a single-lane roundabout at US 29 and Lawless Creek Road                                                                         | Unfunded                            | Unknown               |
| <b>US Route 29 at Spring Garden Rd Turn Lane Improvements</b> | Construct a new northbound left turn lane, and extend the southbound left turn lane and northbound right turn lane at Spring Garden Road | Awarded SMART SCALE Round 5 funding | Unknown               |

**This Safety Action Plan recommends continued efforts to fund the improvements that have been identified for the US 29 priority safety corridor. However, if the projects identified are not feasible, continue to work with VDOT to explore alternatives that would achieve a similar safety benefit.**

## Potential Countermeasures and Roadway Safety Improvements/Recommendations

In addition to the recommendations from the prior studies, the following countermeasures are recommended for the US 29 priority safety corridor:

- Oversized advance intersection warning signs
- Edge line rumble strips
- SafetyEdge<sup>SM</sup>

- Changeable message signs to buckle up and don't drive distracted or impaired
- Innovative intersection treatments at high-crash locations
- Additional signage and pavement markings
- Speed feedback signs in select locations based on evaluated speed data and engineering judgment
- High visibility signal backplates at signalized intersections
- Flashing yellow arrows where applicable

## F. Franklin Turnpike

### *Vicar Place to Twin Springs Lane*

The three-mile portion of Franklin Turnpike from Orphanage Road to Golf Club Road was studied extensively in the Franklin Turnpike Project Pipeline Study, completed in 2024. The study and recommendations are summarized later in this section.

**Table 19** and **Figure 17** summarize the roadway characteristics and crash metrics for Piedmont Drive/Piney Forest Road.

**Table 19: Franklin Turnpike Corridor Characteristics**

| Segment                                   | Lanes | Speed Limit (mph) | Divided/Undivided | Daily Traffic Volume (2023) |
|-------------------------------------------|-------|-------------------|-------------------|-----------------------------|
| Franklin Tpke (Hunting Hills to Danville) | 5     | 45 MPH            | Undivided/TWLTL   | 5000-20000 AADT             |
| Franklin Tpke (In Danville)               | 5     | 40 MPH            | Undivided/TWLTL   | 5000-20000 AADT             |
| Franklin Tpke (North of Hunting Hills)    | 2     | 55 MPH            | Undivided         | 5000-20000 AADT             |

## Safety Issues and Concerns

As shown in **Table 20**, this corridor experienced five fatalities and 10 serious injuries within the six-year analysis period.

**Table 20: Fatal (K) and Serious Injury (A) Crashes on Franklin Turnpike, 2018-2023**

| Collision Type             | Franklin Turnpike from Twin Springs Lane to Vicar Place |           |
|----------------------------|---------------------------------------------------------|-----------|
|                            | K                                                       | A         |
| Rear-End                   | 0                                                       | 0         |
| Angle                      | 2                                                       | 5         |
| Head On                    | 3                                                       | 1         |
| Fixed Object – Off Road    | 0                                                       | 1         |
| Other                      | 0                                                       | 3         |
| <b>All Collision Types</b> | <b>5</b>                                                | <b>10</b> |

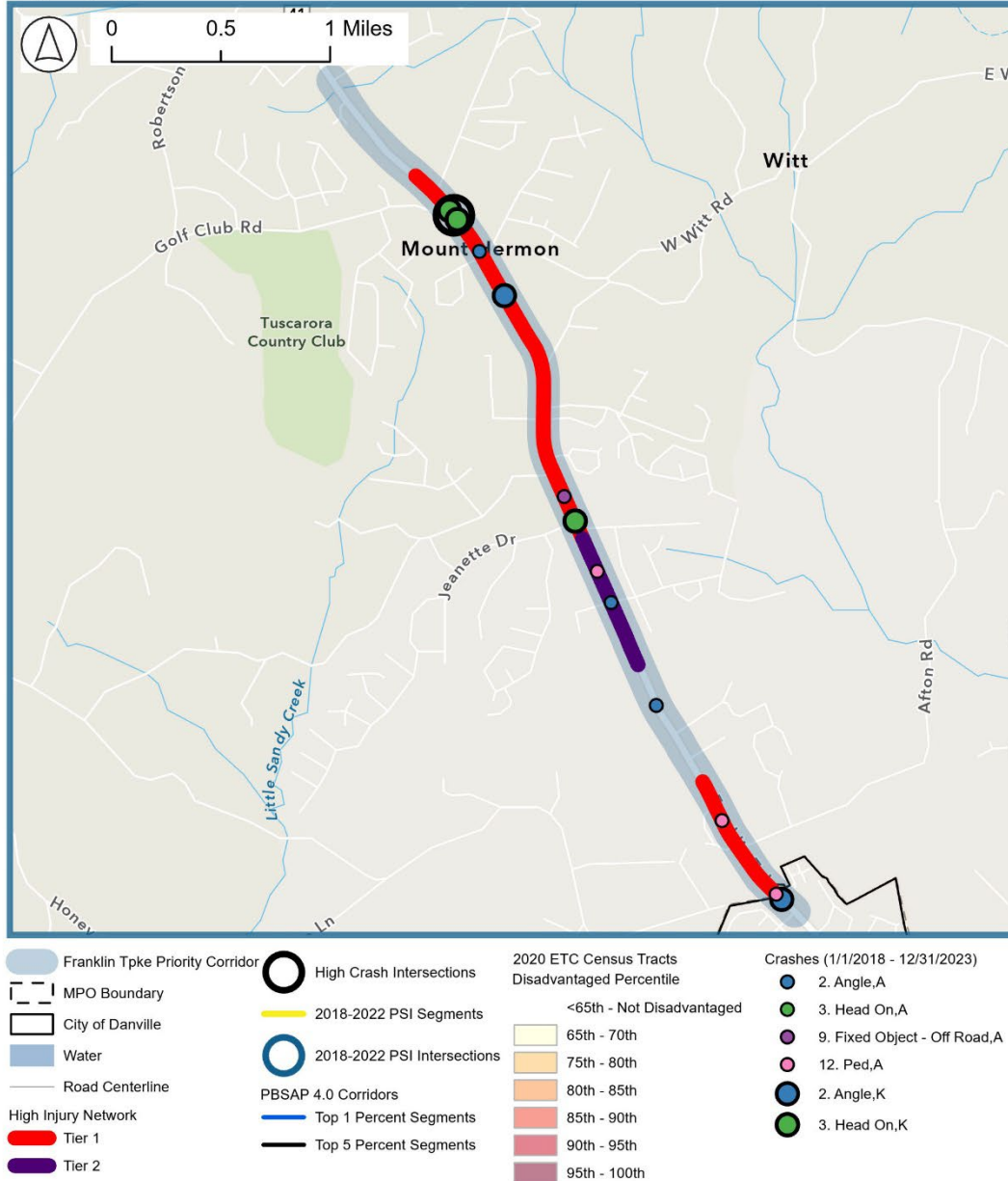
Most portions of the Franklin Turnpike priority safety corridor are on the High Injury Network. Franklin Turnpike and Golf Club Road is identified as a high crash intersection.

The Franklin Turnpike (VA 41) LY-23-09 Project Pipeline Study discusses the safety issues on Franklin Turnpike in depth.

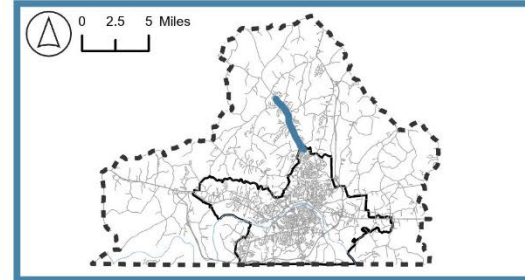


# Priority Corridor: Franklin Turnpike

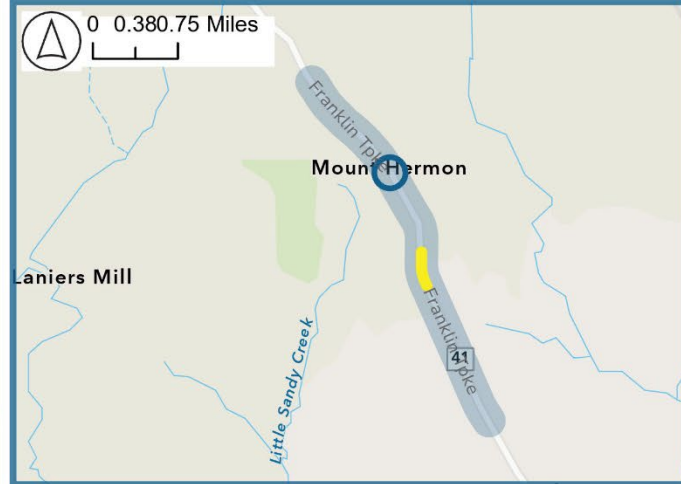
High Injury Network and Fatal and Severe Crashes



Corridor Location within Danville MPO



Potential for Safety Improvement (PSI) Segments & Intersections



ETC Census Tracts & Pedestrian/Bicycle Safety Action Corridors

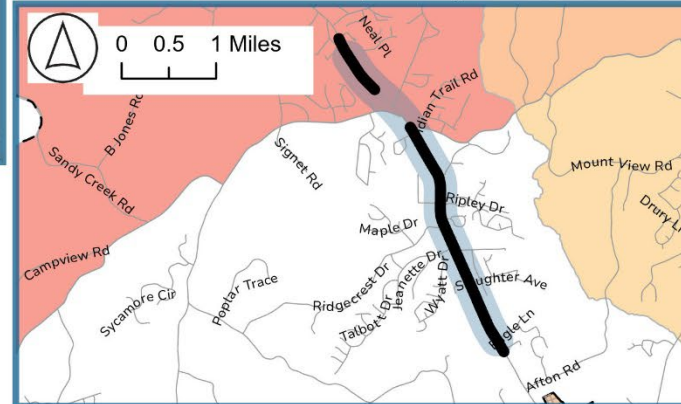


Figure 19: Franklin Turnpike Crash Characteristics

Public comments and stakeholder input identified several issues along this corridor, including:

- Speeding
- No right turn lanes at most intersections
- Improper use of the two-way left turn lane
- Difficulty turning left from side streets at Orphanage Road/Turnpike Townhome Apartments
- Lack of roadway lighting
- Inadequate pedestrian facilities

### Franklin Turnpike (VA 41) LY-23-09 Project Pipeline Study

The Franklin Turnpike Project Pipeline Study examined safety issues along the three-mile segment of Franklin Turnpike in Pittsylvania County from 0.13 miles north of Hunting Hills Road (Route 864) to Vicar Place. The study evaluated several alternatives at select intersections.

The study recommended:

- Installing a new traffic signal at the intersection of Franklin Turnpike at Orphanage Road
- Constructing a shared-use path along the west side of Franklin Turnpike
- Replacing the two-way left turn lane with a median

An illustration of the proposed new traffic signal is provided in the appendices. This concept was submitted for SMART SCALE and received funding.

**This Safety Action Plan recommends continuing efforts to fund the improvements identified in the Franklin Turnpike Project Pipeline Study.**

### Potential Countermeasures and Roadway Safety Improvements

In addition to the recommendations from the prior study, the following countermeasures are recommended for the Franklin Turnpike priority safety corridor:

- Roadway lighting
- Speed feedback signs in select locations based on evaluated speed data and engineering judgment
- Speed camera photo enforcement at Twin Springs Elementary School zone
- Stop bars at cross streets

- Divided highway and cross street signage
- Retroreflective strips on stop and/or curve warning signs
- Double yellow pavement markings on side streets
- Enhanced signs

## G. Kentuck Road

*Eagle Springs Road/Wilkerson Road to Kentuck Church Road/Ringgold Church Road*

Three schools are located within proximity to the intersection of Kentuck Road and Ringgold Church Road/Kentuck Church Road. Kentuck Elementary School and Dan River Middle School are located on Kentuck Road. Dan River High School is located on Kentuck Church Road.

**Table 21** and **Figure 20** summarize the roadway characteristics and crash metrics for Kentuck Road.

*Table 21: Kentuck Road Corridor Characteristics*

| Segment                                  | Lanes | Speed Limit (mph) | Divided/Undivided | Daily Traffic Volume (2023) |
|------------------------------------------|-------|-------------------|-------------------|-----------------------------|
| Kentuck Road (North of Eagle Springs Rd) | 2     | 45 MPH            | Undivided         | 4000-5000 AADT              |

## Safety Issues and Concerns

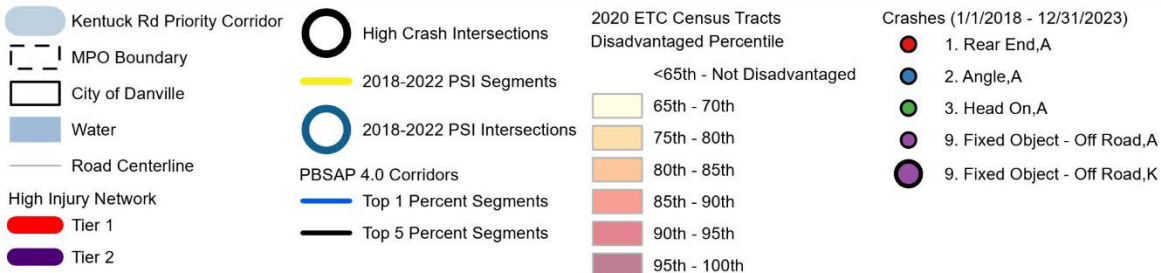
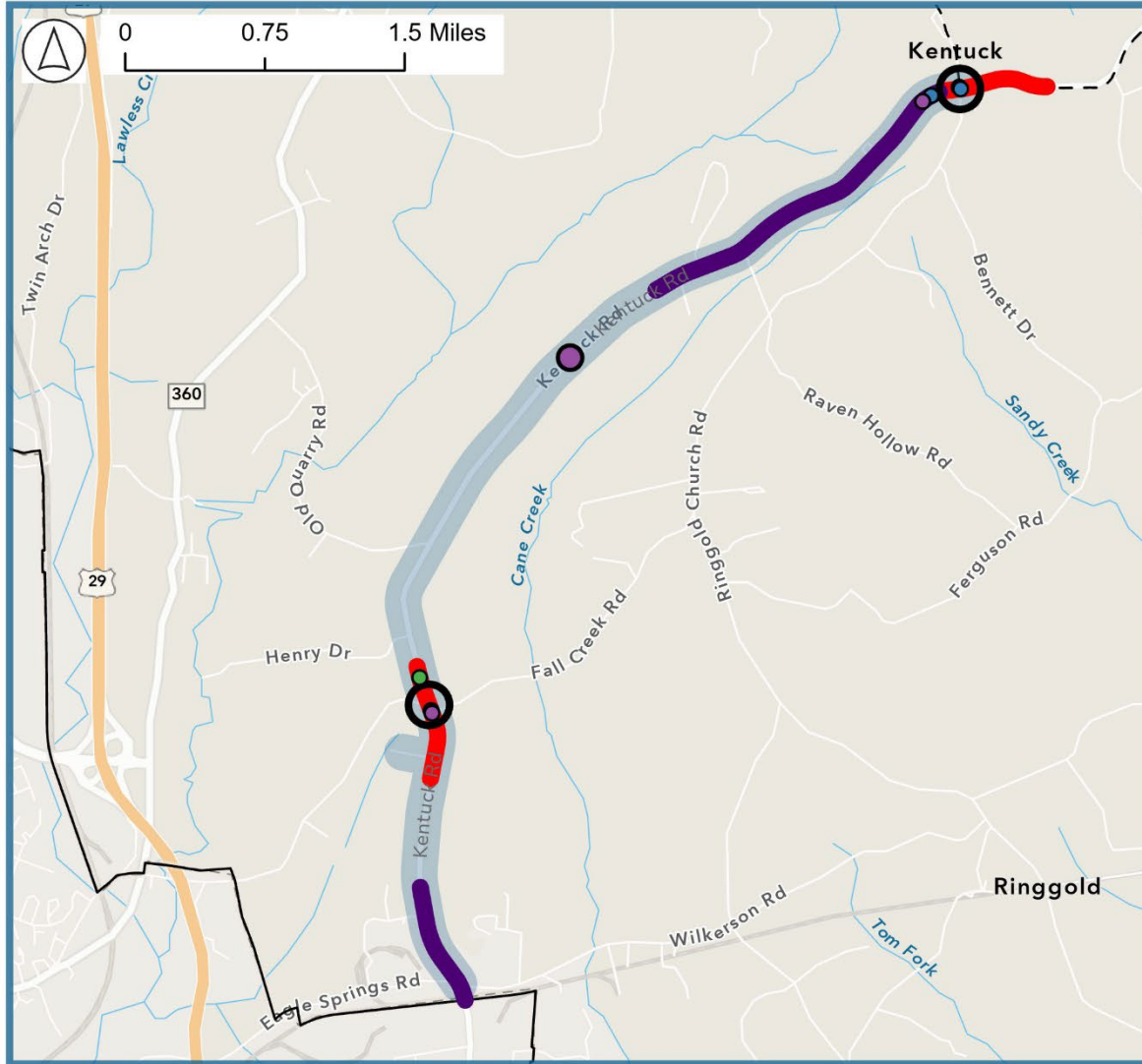
As shown in **Table 22**, this corridor experienced 1 fatality and 8 serious injuries over the six-year crash analysis period. Seven of the eight fatal and serious injury crashes involved unbelted vehicle occupants and/or distracted or impaired driving. None of the crashes involved young drivers.

*Table 22: Fatal (K) and Serious Injury (A) Crashes on Kentuck Road, 2018-2023*

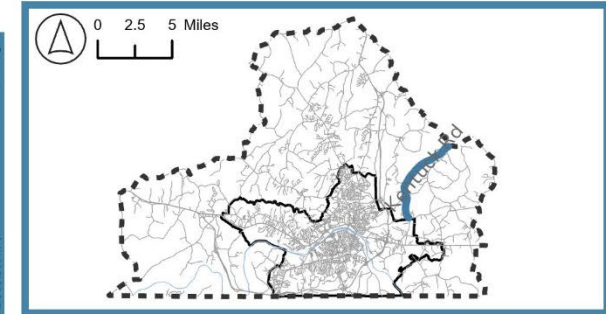
| Collision Type             | Kentuck Road from Eagle Springs Road/<br>Wilkerson Road to Kentuck Church Road/<br>Ringgold Church Road |          |
|----------------------------|---------------------------------------------------------------------------------------------------------|----------|
|                            | K                                                                                                       | A        |
| Rear-End                   | 0                                                                                                       | 1        |
| Angle                      | 0                                                                                                       | 3        |
| Head On                    | 0                                                                                                       | 1        |
| Fixed Object – Off Road    | 1                                                                                                       | 3        |
| Other                      | 0                                                                                                       | 0        |
| <b>All Collision Types</b> | <b>1</b>                                                                                                | <b>8</b> |

# Priority Corridor: Kentuck Road

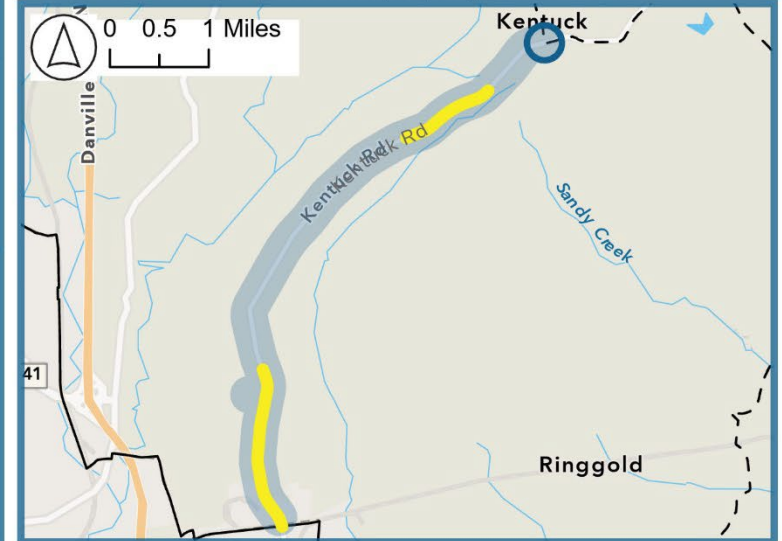
High Injury Network and Fatal and Severe Crashes



Corridor Location within Danville MPO



Potential for Safety Improvement (PSI) Segments & Intersections



ETC Census Tracts & Pedestrian/Bicycle Safety Action Corridors

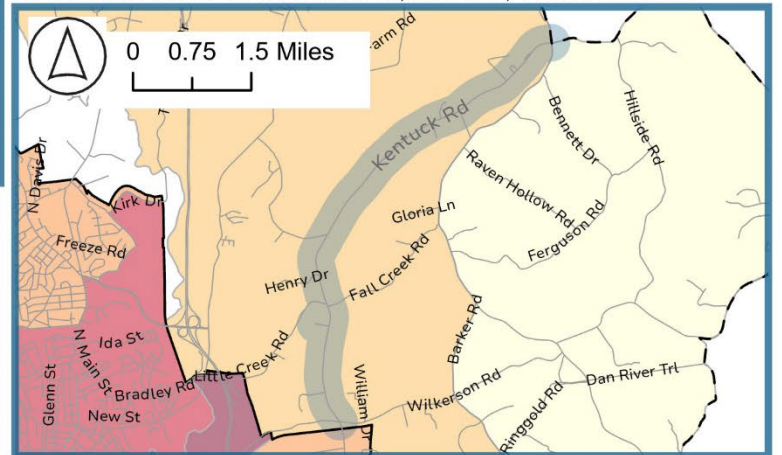


Figure 20: Kentuck Road Crash Characteristics



Only a few segments of Kentuck Road are on the High Injury Network, including:

- 1.5 miles from Ringgold Church Road/Kentuck Church Road to the southwest, just past Gwen Lane (Tier 2)
- The half-mile segment near Little Creek Road (Tier 1)
- The half-mile segment north of Wilkerson Road/Eagle Springs Road (Tier 2)

The following high-crash intersections are located in the Kentuck Road priority safety corridor:

- Kentuck Road at Little Creek Road
- Kentuck Road at Ringgold Church Road/Kentuck Church Road

Public comments and stakeholder input identified several key safety issues along the Kentuck Road priority safety corridor, including:

- Speeding, especially with houses on Kentuck Road and children playing in front yards, and near the three schools
- Limited enforcement
- High speeds
- Narrow lanes

### Kentuck Road Planning Level Study (2013)

The 2.7-mile section of Kentuck Road from Little Creek Road to South Boston Road was studied in 2013 to improve safety and capacity. The study recommended improvements at two intersections within the study area.

1. Kentuck Road and Eagle Springs Road – Remove the northbound channelization and add a 100-foot right turn lane on the northbound approach and a 100-foot right turn lane on the westbound approach (Alternative 2)
2. Kentuck Road and Little Creek/Fall Creek Roads – Shift the alignments of Little Creek Road and Fall Creek Road and install a traffic signal (Alternative 2)

Illustrations of these recommendations are provided in the appendices.

**This Safety Action Plan recommends continued efforts to fund the improvements that have been identified in the Kentuck Road Planning Level Study.**

### Potential Countermeasures

In addition to the recommendations from the prior study, the following countermeasures are recommended for the Kentuck Road priority safety corridor:

- Speed feedback signs in select locations based on evaluated speed data and engineering judgment
- Speed camera photo enforcement at Kentuck Elementary School, Dan River Middle School, and Dan River High School
- Wide edge lines
- Centerline rumble strips
- SafetyEdge<sup>SM</sup> during repaving projects, where appropriate
- Evaluate the existing passing zone in the School zone

Additional strategies focused on the Kentuck Road corridor include:

- Changeable message boards to buckle up and phones down
- Targeted enforcement for impaired driving and seatbelt violations

# Recommendations for Systemic Safety Countermeasures

The previous chapter provided recommendations for the priority safety corridors, most of which are reactive measures to address corridor-specific issues identified through crash history and public input.

This chapter addresses the proactive side of the comprehensive safety approach. While crash history analysis can identify areas that have safety issues, a systemic safety analysis identifies roadway characteristics and risk factors that increase the likelihood of a crash occurring. The identified countermeasures can be applied systemically across the network to mitigate high-risk roadway characteristics.

Countermeasures described in this section include:

- High-Visibility Signal Backplates (HVSBS)
- Flashing Yellow Arrows
- Pedestrian crossing improvements
- Centerline Rumble Strips
- Edgeline Rumble Strip/Stripes
- Curve Delineation
- Unsignalized Intersection Enhancements
  - Stop signs both sides
  - Enhanced stop signs
  - Stop Bars
  - Advanced warning signs
  - Guide Signs
  - Stop Ahead signs
  - Double yellow centerlines
  - Raised splitter islands (6' wide)
  - Transverse rumble strips
  - Flashing beacon systems
  - Removal of foliage
  - Removal of parking that limits sight distance
  - Dashed edgelines to delineate the mainline & turning bays
  - Word messages
  - Lane arrows
  - Crosswalks
- Safety Wedge



The countermeasures described in the following sections are specific to physical improvements and engineering enhancements on the road. By focusing on a systemic approach to improvements we are able to target safety challenges within various areas throughout the MPO area and achieve the goals and objectives of this plan. Additional strategies related to enforcement, education, and emergency response are provided in the Strategy Recommendations section later in this plan.

### High-Visibility Signal Backplate (HVSB)

HVSB improves visibility for older and color vision-deficient drivers. This countermeasure is also effective during power outages, providing a visible cue for motorists to stop at the intersection when traffic lights are not operating. They can help reduce the risk of crashes caused by poor visibility conditions, such as at night, in heavy fog, or during heavy precipitation.

### Flashing Yellow Arrows (FYAs)

FYA can reduce crashes at signalized intersection by up to 50%, reduce traffic congestion and delays, and minimize driver error. A flashing yellow arrow reminds drivers to proceed with caution and wait for a safe gap to make a left turn. FYA can also be programmed to restrict left turns during heavy traffic.

### Pedestrian Improvements

Pedestrian safety was a common concern in the public comments and in stakeholder and working group discussions, especially in the downtown area and other areas with significant pedestrian activity. Comments often included examples of drivers failing to yield to a pedestrian. Many community members indicated a desire to change driver behavior and create a cultural norm where drivers yield to pedestrians.

The following countermeasures can enhance visibility of pedestrians, provide pedestrians with extra time to cross, and change the overall feel of an area to one that is designed for pedestrians, in which drivers feel compelled to drive more slowly and be alert for pedestrians.

- High visibility crosswalks
- Pedestrian Signals at signalized intersections
- Countdown features at signalized pedestrian crossings
- Leading Pedestrian Intervals (LPIs)<sup>4</sup>

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<sup>4</sup> See FHWA Office of Safety, 2023. "Proven Safety Countermeasures: Leading Pedestrian Interval." FHWA-SA-21-032. Accessed October 17, 2024 from <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>.

- Pedestrian hybrid beacons at trail and existing heavy pedestrian crossings
- Pedestrian refuge islands at crossing that are three or more lanes and at midblock crossing islands
- Daylighting intersections to increase driver visibility of pedestrians, shorten pedestrian crossing distances, and slow driver speeds
- Lighting to illuminate the crosswalk and the areas where pedestrians wait to cross
- Lower speed limits

## Edge Line and Centerline Delineation and Emphasis

Clearly, delineated edge lines and centerlines are important for preventing roadway departure crashes. If drivers cannot clearly identify the edge of the travel lanes and see the road alignment ahead, the risk of roadway departure may be greater.<sup>5</sup>

Countermeasures related to delineation of the travelway include the following, which can be employed in a phased approach:

1. Installing centerlines
2. Installing four-inch width<sup>6</sup> edge lines
3. Increasing edge line width to six inches to add emphasis
4. Installing centerline and/or edge line rumble stripes
5. Installing plastic inlaid markers (PIMs)

The application of these countermeasures depends on the roadway width and, to some extent, the AADT volumes of a roadway. **Table 23** describes considerations for applications of these countermeasures.

**Table 23: Roadway Width Criteria<sup>7</sup>**

| Width  | AADT            | Center Line | Edge Line   | Pavement Inlaid Markers |
|--------|-----------------|-------------|-------------|-------------------------|
| <16 ft | All             | N/A         | N/A         | N/A                     |
| >16ft  | All             | Optional    | Not Allowed | Not Recommended         |
| <18 ft | All             | Optional    | Not Allowed | Not Recommended         |
| >18 ft | <500            | Optional    | Not Allowed | Not Recommended         |
|        | > or = 500<1000 | Required    | Not Allowed | Not Recommended         |

<sup>5</sup> FHWA Office of Safety, 2023. “Proven Safety Countermeasures: Wider Edge Lines.” FHWA-SA-21-055. Accessed October 17, 2024 from <https://highways.dot.gov/safety/proven-safety-countermeasures/wider-edge-lines>.

<sup>6</sup> The Virginia Supplement to the 2009 Manual on Uniform Traffic Control Devices (MUTCD) indicates the width of a normal longitudinal line shall be 4 inches, and a wide line shall be twice the width of a normal line. The Virginia Supplement was last updated in 2013. FHWA released the 11<sup>th</sup> Edition of the MUTCD in December 2023, which notes that a normal edge line width of 6 inches can provide safety benefits.

<sup>7</sup> Manual on Uniform Traffic Control Devices (MUTCD), 11<sup>th</sup> Edition.

|       |                 |          |             |                 |
|-------|-----------------|----------|-------------|-----------------|
|       | >1000 <3000     | Required | Not Allowed | Optional        |
| <20ft | >3000           | Required | Not Allowed | Optional        |
| >20ft | <500            | Optional | Optional*   | Not Recommended |
|       | > or = 500<1000 | Required | Required    | Not Recommended |
|       | >1000 <3000     | Required | Required    | Optional        |
|       | >3000           | Required | Required    | Recommended     |

\*Required if Centerline is present.

Centerline and edge line markings should be applied in conformance with the Virginia Supplement to the MUTCD.

## Curve Delineation

There are a variety of potential strategies that can be implemented in advance of or within horizontal curves to enhance delineation. Some of the countermeasures that can be implemented are:

- Advance curve warning signs
- Enhanced curve warning signs
- Chevron signs
- Retroreflective strips on signpost
- In-lane curve warning pavement markings
- Delineators

The addition of chevron signs can reduce night-time crashes<sup>8</sup> by 25% and non-intersection fatal and injury crashes by 16%<sup>9</sup>. When installing oversized chevron signs, a 15% reduction in fatal and injury crashes can be achieved<sup>10</sup>. The installation of in-lane curve warning pavement markings can provide a 35-38% reduction in all crashes<sup>11-12</sup>. Providing new fluorescent curve signs or upgrading the existing curve signs to fluorescent sheeting can have an 18% reduction in non-intersection, head-on, run-off-road, and sideswipe in rural areas<sup>10</sup>.

<sup>8</sup> (CMF ID: [2439](#), [2431](#), [2432](#)) Albin et al. Low-Cost Treatments for Horizontal Curve Safety 2016. FHWA-SA-15-084, (2016).

<sup>9</sup> (CMF ID: [2438](#)) Srinivasan et al. Safety Evaluation of Improved Curve Delineation. FHWA-HRT-09-045, (2009).

<sup>10</sup> (CMF ID: [8978](#)) Lyon et al. Safety Evaluation of Two Curve Warning Treatments: In-Lane Curve Warning Pavement Markings and Oversized Chevron Signs. Presented at the 96th TRB Annual Meeting, Paper No. 17-00432, (2017).

<sup>11</sup>(CMF ID: [10362](#)) Hallmark, S. Evaluation of Sequential Dynamic Chevrons on Rural Two-lane Highways. FHWA, (2017).

<sup>12</sup> (CMF ID: [10312](#), [9167](#)) Donnell et al. Reducing Roadway Departure Crashes at Horizontal Curve Sections on Two-lane Rural Highways. FHWA-SA-19-005, (2019).

## Safety Wedge

Asphalt shoulder edge wedges play a crucial role in road safety, offering a smooth transition from the pavement to the shoulder area. These wedges can significantly reduce vehicle departures and rollover accidents by providing a more forgiving exit path for vehicles that stray off the main roadway. It should be installed on new construction, mill-and-fill, and straight overlay projects that mill or pave to the edge of pavement. Areas where this treatment would be beneficial are:

- Open ditch sections, no curb and gutter
- Paved shoulder widths four feet wide or less
- Speed limits greater than 35 mph
- Specified final asphalt surface lift thickness of at least 1.25 inches

## High Crash Intersections and Roadway Segments – Hot Spot Evaluations

In addition to the seven priority safety corridors, **Table 24** shows the intersections identified as high crash intersections within the Danville MPO study area. A desktop evaluation was performed for each intersection, and potential safety countermeasures have been identified for each location. Each site should be further evaluated to determine final recommendations. These intersections have been identified as the top ten intersections based on any of the following categories:

- Number of total crashes
- Number of KA crashes
- Number of EPDO crashes

Table 24: High Crash Intersections

| Location                                                    | City/County         | Fatal Crashes | Serious Injury Crashes | EPDO Crash | Total Crashes | Recommended and Potential Countermeasures                                                                                                                                                                               |
|-------------------------------------------------------------|---------------------|---------------|------------------------|------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Main St N &amp; Bus US-29N/S</b>                         | City of Danville    | 2             | 2                      | 791        | 25            | Signalized – HVSB, improve access to pedestrian features                                                                                                                                                                |
| <b>Martin Luther King Brg &amp; Main St N, Riverside Dr</b> | City of Danville    | 2             | 1                      | 697        | 38            | Signalized – Enhance do not enter signs, add guide striping,                                                                                                                                                            |
| <b>Franklin Tpke &amp; N Main St</b>                        | Pittsylvania County | 2             | 0                      | 342        | 5             | Signalized – HVSB, adding crosswalks & ramps, monitor volumes and update signal timing plans, modify the eastbound cut-through to the frontage road, consider converting the intersection to an innovative intersection |
| <b>Clarks Mill Rd &amp; Gunn Garland Rd</b>                 | Pittsylvania County | 1             | 3                      | 640        | 4             | Unsignalized – Divided hwy signs, stop bars, double yellow pavement markings, Enhanced Stop signs, Retroreflective strip on stop signs, improve mainline left turn lanes                                                |
| <b>E Gretna Rd &amp; Riceville Rd, SC-640N/S, VA-40E/W</b>  | Pittsylvania County | 1             | 2                      | 522        | 7             | Unsignalized – Add stop bar, Advanced Stop ahead signs, Cross street does not stop signs, Enhanced Stop Signs, Retroreflective strip on stop signs                                                                      |
| <b>Park Ave &amp; Main St W</b>                             | City of Danville    | 1             | 2                      | 543        | 11            | Signalized –improve crosswalk and ramps, and provide pedestrian signalization                                                                                                                                           |

|                                                           |                                      |   |   |     |    |                                                                                                                                                                                   |
|-----------------------------------------------------------|--------------------------------------|---|---|-----|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Livestock Rd &amp; Mt View Road &amp; Bus US-29N/S</b> | Pittsylvania County/City of Danville | 1 | 2 | 558 | 15 | Unsignalized – Enhanced Stop Signs, Cross traffic does not stop signs, Advanced stop ahead sign, Retroreflective strip on stop signs                                              |
| <b>Main St S &amp; Watson St &amp; VA-86</b>              | City of Danville                     | 1 | 2 | 536 | 14 | Signalized – HVSB, Improved crosswalks and ramps, access to pedestrian features. Add nb right turn lane.                                                                          |
| <b>Grays Park Rd &amp; Martinsville Hwy</b>               | Pittsylvania County                  | 1 | 1 | 343 | 6  | Unsignalized – Divided Hwy signs, stop bars, double yellow pavement markings, enhanced stop signs, Retroreflective strip on stop signs                                            |
| <b>Nelson Ave &amp; Nor Dan Dr, UR-3755N/S</b>            | City of Danville                     | 1 | 0 | 417 | 60 | Signalized – HVSB, improved access to pedestrian features, ramp and crosswalk improvements, add sb right turn lane, modify intersection per the Piney Forest Road Corridor study. |

**Table 25** shows the high-crash segments that have been identified for safety improvements. This selection also considered providing a mix of priority segments within different roadway types such as number of lanes and median presence.

Table 25: Priority Segments

| Route Name                                              | From MP | To MP  | Segment Length | K | A | B | C  | O  | Total Crashes | Jurisdiction        | Recommended Countermeasure                                                                                                                                                           |
|---------------------------------------------------------|---------|--------|----------------|---|---|---|----|----|---------------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| R-VA US29NB/BUS (N Main St to Seminole Dr)              | 9.38    | 9.50   | 0.124          | 2 | 3 | 5 | 8  | 18 | 36            | City of Danville    | Modify westbound right turn lane geometry onto US29 Business, possible Green T geometry.                                                                                             |
| R-VA US58EB/BUS14 (Keen St to Bridge Street-Ped Bridge) | 9.56    | 10.07  | 0.504          | 2 | 2 | 4 | 18 | 33 | 59            | City of Danville    | Rebuild Route 58 out of floodplain and adjust horizontal curves, requires raising the railroad bridge.                                                                               |
| R-VA US29NB/BUS (Country Club Court to Winstead Dr)     | 1.27    | 2.80   | 1.022          | 2 | 8 | 5 | 14 | 28 | 57            | City of Danville    | Implement typical section and intersection improvements per the <a href="#">New Schoolfield District Small Area Plan</a> transportation element.                                     |
| R-VA SR41NB (Terry Ave to Orphanage Road)               | 2.56    | 3.09   | 0.534          | 1 | 4 | 2 | 4  | 10 | 21            | City of Danville    | Median and access management improvements. On side streets – stop bars, double yellow pavement markings, retroreflective strips on stop signs, and cross traffic does not stop signs |
| R-VA US29NB (North of Toy Ln to Tower Ln)               | 18.44   | 18.94  | 0.501          | 1 | 3 | 5 | 0  | 10 | 19            | Pittsylvania County | Left and right turn lane improvements, RCUTs for sidestreets.                                                                                                                        |
| R-VA US58EB (Airview Drive to west of memorial park)    | 302.13  | 302.61 | 0.48           | 1 | 2 | 5 | 5  | 14 | 27            | City of Danville    | Turn lane and access management improvements.                                                                                                                                        |

|                                                                                       |        |        |       |   |   |   |    |    |    |                     |                                                                                                                                                                                                                                                                               |
|---------------------------------------------------------------------------------------|--------|--------|-------|---|---|---|----|----|----|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>R-VA 71SC00750NB/Mt Cross Road (East of Woodhaven Dr to east of Pincroft Road)</b> | 2.54   | 3.04   | 0.507 | 1 | 2 | 7 | 0  | 2  | 12 | Pittsylvania County | Possible CL or EL rumble                                                                                                                                                                                                                                                      |
| <b>R-VA US58EB (Ringgold Road to Gough St)</b>                                        | 303.09 | 303.57 | 0.484 | 1 | 3 | 0 | 0  | 3  | 7  | Pittsylvania County | Turn lane and access management improvements.                                                                                                                                                                                                                                 |
| <b>S-VA108PR ARNETT BLVD (Wendell Scott Dr to Mulberry Rd)</b>                        | 0.51   | 1.02   | 0.512 | 1 | 2 | 4 | 6  | 12 | 25 | City of Danville    | Remarking for traffic calming                                                                                                                                                                                                                                                 |
| <b>R-VA US58EB (Willow Briar Ln to Grays Park Road)</b>                               | 283.02 | 283.50 | 0.479 | 1 | 1 | 4 | 0  | 5  | 11 | Pittsylvania County | Access Management turn lanes, and wide edge line                                                                                                                                                                                                                              |
| <b>R-VA SR293NB/W Main Street (Park Ave to Blackwell Drive)</b>                       | 1.01   | 1.51   | 0.504 | 1 | 1 | 2 | 10 | 13 | 27 | City of Danville    | Access Management, Multi modal Improvements, Intersection improvements at Park and Main, HVSB, Crosswalks, improved ped features, HVSB at Tunstall, at Magnolia install HVSB, FYA and improve crosswalks and ramps, at Howeland install HVSB, Consider innovative at Howeland |



## Additional Proven Safety Countermeasures

### Speed Management

Speeding is the factor most closely associated with fatal and severe injury crashes in the Danville MPO. It was also the most common concern from the public.

Speed safety cameras are a proven safety countermeasure, with crash reductions varying between 20% and 54%.<sup>13</sup> The Code of Virginia currently limits the application of speed safety cameras to school zones and work zones.

Speed cameras can be installed in any school zone. Systemic application of these cameras could include prioritizing locations with higher speed limits and higher traffic volumes.

Appropriate speed limits should be considered in conjunction with Complete Streets policy and design improvements.

### Pedestrian and Bicycle Improvements

There are gaps and missing sections of sidewalks and bike lanes throughout the Danville MPO area. To make walking and bicycling safer and more comfortable for most people, installing bicycle lanes and walkways (sidewalks or paved shoulders) should be considered. Consideration should be given to ensuring all collector and arterial streets have ADA compliant sidewalks to provide safe access and provide connectivity for all users. Creating a safer network of roadways for people walking and biking can mitigate or prevent interactions, conflicts, and crashes. This countermeasure recognizes human vulnerability and enhances safety for all road users.

### Arterial Crosswalks and Crosswalk Enhancements

Many of the Danville MPO's arterial roadways lack pedestrian crossings. Countermeasures for providing and enhancing pedestrian crosswalks on arterial roads include:

- Installing crosswalks, ADA curb ramps, and pedestrian countdown signals at signalized intersections
- Crosswalk visibility enhancements, including high visibility crosswalk marking patterns, improved lighting, and enhanced signing and pavement markings<sup>14</sup>

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<sup>13</sup> FHWA Office of Safety, 2023. "Proven Safety Countermeasures: Speed Safety Cameras." FHWA-SA-21-070. Accessed October 17, 2024 from <https://highways.dot.gov/safety/proven-safety-countermeasures/speed-safety-cameras>.

<sup>14</sup> See FHWA Office of Safety, 2023. "Proven Safety Countermeasures: Crosswalk Visibility Enhancements." FHWA-SA-21-049. Accessed October 17, 2024 from <https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements>.

- Medians and pedestrian refuge islands<sup>15</sup>
- Pedestrian hybrid beacons to establish crosswalks at mid-block locations<sup>16</sup>
- Road diets<sup>17</sup>

## Road Diets/Complete Streets (Roadway Reconfiguration)

Complete Streets are a holistic urban planning concept designed to create roadways that accommodate all users, including pedestrians, cyclists, motorists, and transit riders. The idea is to go beyond traditional road design, which often prioritizes vehicle movement, by integrating a variety of features that promote safety for all road users. Construction of, and conversion of existing roads to a complete street configuration offers safety benefits. One of the key safety benefits of complete streets is the reduction of traffic-related accidents. By incorporating features such as dedicated bike lanes, wider sidewalks, and pedestrian crossings, they help to clearly define spaces for different types of travelers, reducing conflicts and promoting a more harmonious coexistence. Additionally, complete streets often include traffic calming measures, such as narrowed lanes, curb extensions, and landscaping, among other treatments, which can influence vehicle travel speeds, further enhancing safety for vulnerable road users. Note that the City’s 2030 Comprehensive Plan alludes to complete streets elements including streetscape, bicycle and pedestrian access, and accommodating other modes of travel. The City’s latest (draft) Comprehensive Plan specifically addresses a recommendation to “deepen [the] commitment to Complete Streets, with an emphasis on speed reduction measures, to increase the safety of all road users, especially in high-injury and sensitive areas”.



**Figure 21. Before and After images of Westover Drive Roadway Reconfiguration.**

<sup>15</sup> See FHWA Office of Safety, 2023. “Proven Safety Countermeasures: Medians and Pedestrian Refuge Islands in Urban and Suburban Areas.” FHWA-SA-21-044. Accessed October 17, 2024 from <https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>.

<sup>16</sup> See FHWA Office of Safety, 2023. “Proven Safety Countermeasures: Pedestrian Hybrid Beacons.” FHWA-SA-21-045. Accessed October 17, 2024 from <https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian-hybrid-beacons>.

<sup>17</sup> See FHWA Office of Safety, 2023. “Proven Safety Countermeasures: Road Diets (Roadway Reconfiguration).” FHWA-SA-21-046. Accessed October 17, 2024 from <https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration>.

Examples of recent complete street conversion efforts include re-marking West Main Street near the junction with S. Main Street and Rison Street included pavement re-marking to re-allocate lanes and add bicycle lanes. Other examples include the conversion of Westover Drive from a four-lane roadway to a two-lane roadway with bicycle lanes (See **Figure 21**), continued enhancements to Craghead Street's pedestrian crossings, and the ongoing improvements to Memorial Drive near the former White Mill Building and Riverfront Park to enhance pedestrian access along the corridor. Finally, the Schoolfield District small area plan emphasizes modifications to West Main Street to better accommodate multimodal access throughout that section of the City.

The aerial imagery in **Figure 22** from the City's GIS Parcel Viewer shows the before (2012-image left) and after (2024-image right) condition for Craghead Street at Wilson Street. Curb extensions improve line of sight for people driving and walking, and shorten the amount of time that the pedestrian is exposed to traffic. They also provide a sense of a narrowed travel way to drivers which has been shown to result in slower vehicle speeds.



*Figure 22: Craghead Street at Wilson Street Aerial Imagery*

## Shoulder Widening

Providing or widening shoulders can improve safety and provide a number of benefits, including:

- Maneuverability where drivers can use the wider shoulder
- Recovery area provides drivers who leave the travel lane with a clear, stable place to recover
- Stopping sight distance can be improved by creating a wider shoulder at horizontal curves
- Bicycle accommodations can be enhanced
- Emergency storage can provide space to store disabled vehicles

These shoulder widths vary by road type. Refer to the VDOT Road Design Manual for the requirements, which vary by functional classification and AADT.

## Intersection Conversion to Roundabouts and RCUTs

Roundabouts and RCUT intersections are two innovative intersection configurations that reduce the number of conflict points at an intersection and reduce crash potential at stop-controlled intersections. In addition, roundabouts require all traffic, including the mainline, to slow down and yield to oncoming traffic in the roundabout.

Both RCUTs and roundabouts have been proven to reduce fatal and injury crashes – RCUTs by 54%<sup>18</sup> and roundabouts by 82%.<sup>19</sup>

## High Friction Surface Treatment

Providing high friction treatment along horizontal curves can reduce roadway departures as well as provide additional traction for the motorcyclist.

## Guardrail and Clear Zone

Installing or upgrading guardrail designed to protect both vehicles and motorcyclists on horizontal curves and at roadway departure hotspots where sufficient clear zone is not present can keep vehicles on the roadway. Improving the clear zone on rural roadways can provide an area for motorists to recover should they leave the roadway.

# Strategy Recommendations

The recommendations and countermeasures presented so far are primarily engineering and infrastructure improvements. However, the Shared Responsibility principle of the Safe Systems approach asserts that safety is not just the responsibility of roadway designers, but of everyone.

This section presents a list of key strategies for each goal. Strategies can be programs, policies, educational campaigns, collaboration efforts, and a variety of other efforts and activities. The strategies are intended to incorporate elements of education, enforcement, and emergency response, in addition to the engineering recommendations presented in

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<sup>18</sup> FHWA Office of Safety, 2023. “Proven Safety Countermeasures: Reduced Left-Turn Conflict Intersections.” FHWA-SA-21-030. Accessed October 17, 2024 from <https://highways.dot.gov/safety/proven-safety-countermeasures/reduced-left-turn-conflict-intersections>.

<sup>19</sup> FHWA Office of Safety, 2023. “Proven Safety Countermeasures: Roundabouts.” FHWA-SA-21-030. Accessed October 17, 2024 from <https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts>.

prior sections. However, some strategies may place additional emphasis on engineering as well.

Below are strategies brainstormed by participants at the Safety Summit or developed by the SS4A team upon completion of the policy review.

Strategies marked with an asterisk (\*) were identified as priority implementation actions, and they are discussed further in the Priority Actions section of this Safety Action Plan.

### **Goal 1: Seek opportunities to improve our streets and roads to be safer for all users and for safer speeds.**

- Secure funding for project recommendations already identified in prior studies.\*
- Create a program to systematically install and enhance pedestrian crossings throughout the City of Danville.\*
- Develop a process to improve visibility and driver compliance at stop-controlled intersections.\*
- Identify systemic improvements to reduce common crash types that can be implemented within existing routine maintenance programs or align with VHSIP local and VDOT systemic initiatives.
- Create an SS4A Infrastructure Committee to support and advance traffic safety improvement projects.
- Identify opportunities for converting intersections with high crash potential into roundabouts or other innovative intersections.
- Retime corridor traffic signals with slower progression speeds.

### **Goal 2: Create a safety culture that recognizes traffic safety as a public health issue and acknowledges the dangers of driving without a seatbelt, speeding, distracted, and impaired driving.**

- Conduct a region-wide educational campaign on the importance of occupant protection (seat belts and car seats) and the dangers of distracted, drunk, impaired, and reckless driving.\*
- Investigate opportunities to host driver safety courses in high schools.
- Develop more intensive driver training programs and requirements for teens, new drivers, and senior license renewals.
- Include physical driver training on how to navigate roundabouts and other innovative intersections in driver training programs.



## Seatbelts Save Lives

Over two-thirds of vehicle occupants who died in traffic crashes in the Danville MPO between 2018 and 2023 were unrestrained. This is higher than the national trend of 50%.<sup>20</sup>

Nationally, seat belts saved an estimated 14,955 lives and could have saved an additional 2,549 people, in 2017 alone.<sup>21</sup> People who are not wearing seat belts are 30 times more likely to be ejected from a vehicle during a crash.<sup>22</sup>

The Code of Virginia requires every driver, all front-seat passengers, and all passengers under 18 to wear a safety belt.<sup>23</sup> Failure of a driver or front-seat passenger to wear a safety belt is a primary violation, and police officers are allowed to stop motorists and issue citations for this offense.

The following strategies to increase seat belt use have been demonstrated to be effective in reviews by the National Highway Traffic Safety Administration:<sup>24</sup>

- Increased penalties including higher fines or points on a driver's license
- Short-term, high-visibility enforcement of seat belt laws, such as Click It or Ticket, involving a brief period of increased police efforts, such as checkpoints or saturation patrols, highly publicized through mass media campaigns
- Integrated nighttime enforcement programs – short-term, highly visible enforcement conducted at night, often combined with enforcement of other laws such as impaired driving

The Kailee Mills Foundation is one organization that provides resources, including school safety programs at <https://www.kaileemillsfoundation.org/>.

Of the 562 fatal and serious injury crashes, 132 were unrestrained, 18 of which were young drivers.

Strategies to increase child car seat and booster seat use include:<sup>25</sup>

- Distribution and education programs to help parents and caregivers obtain new, unused car seats and learn how to properly use and install them, with hands-on demonstrations
- Incentive and education programs to reward parents or children with coupons or other prizes for correctly using car seats
- Enhanced enforcement programs similar to those used for seat belt use that are short-term, highly visible, and widely advertised

<sup>20</sup> National Highway Traffic Safety Administration, 2024. "Seat Belts." Accessed October 21, 2024 from <https://www.nhtsa.gov/vehicle-safety/seat-belts>.

<sup>21</sup> Ibid.

<sup>22</sup> Children's Hospital of Philadelphia Research Institute, 2024. "Seat Belt Use: Facts and Stats." Accessed October 21, 2024 from <https://teendriversource.research.chop.edu/teen-crash-risks-prevention/rules-of-the-road/seat-belt-use-facts-and-stats>.

<sup>23</sup> Code of Virginia § 46.2-1094, § 46.2-1095.

<sup>24</sup> Centers for Disease Control and Prevention, 2024. "Seat Belts: What Works: Strategies to Increase Restraint Use." Accessed October 21, 2024 from <https://www.cdc.gov/seat-belts/what-works/index.html>.

<sup>25</sup> Ibid.

**Goal 3: Seek opportunities to provide connected networks with safer facilities for walking, rolling, and bicycling throughout the urbanized area, including to public transit.**

- Conduct a focus group with people with disabilities to understand the issues and barriers they face in getting around the Danville region.\*
- Develop an inventory of bicycle and pedestrian facilities and identify needed connections.\*
- Upgrade pedestrian crossings at signalized intersections to include APS for pedestrians with audio or visual disabilities.
- Adopt a Complete Streets policy and design guidelines.
- Implement Neighborhood Traffic Calming Policy.
- Update the Riverwalk Master Plan to identify connections for neighborhoods to trails and sidewalks.
- Consider implementing microtransit in areas of higher adult and aging road users, as well as providing alternative transportation options in nightlife areas to discourage drinking and driving.

**Goal 4: Continue to improve and maximize the effectiveness of emergency response and post-crash care.**

- Provide more training and employment opportunities for emergency services including EMTs, paramedics, nurses, doctors, and firefighters.\*
- Develop a public safety app for communication about emergencies and traffic incidents.\*
- Provide additional equipment to assist departments in responding to incidents.\*
- Conduct an educational campaign on how, when, and why to pull over in emergency situations.
- Meet with emergency service providers to identify challenges and ideas.
- Upgrade traffic signal equipment to install emergency vehicle pre-emption and other telecommunication devices.

## Priority Actions

At the Safety Summit and in subsequent Project Working Group meetings, stakeholders identified priority actions and specific implementation details to advance each goal.



### Goal 1: Seek opportunities to improve our streets and roads to be safer for all users and for safer speeds.

| Priority Action                                                                                                     | Why is this important?<br>What is it?                                                                                                                                                                                                                                                                         | Who is responsible?                                                                                                                                                                                                                                                                                                                                                                           | Next steps                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Create a program to systematically install and enhance pedestrian crossings throughout the City of Danville.</b> | <p>Drivers do not obey existing crosswalks, even with flashing beacons. It is not safe to cross the street.</p> <p>A program for systematic implementation of enhanced pedestrian crosswalk protections could include raised crosswalks, speed tables at intersections, and elevated pedestrian walkways.</p> | <p><b>Lead:</b></p> <ul style="list-style-type: none"> <li>• Danville City Engineering</li> </ul> <p><b>Support:</b></p> <ul style="list-style-type: none"> <li>• VDOT Traffic Engineering Lynchburg District</li> <li>• Citizens</li> <li>• MPO (Joe Bonanno)</li> <li>• Health Collaborative (Kitt Mayo)</li> <li>• Danville Complete Streets Committee (Bryan Price and others)</li> </ul> | <ol style="list-style-type: none"> <li>1. Research best practices in other similar sized cities that have established intersection safety programs for pedestrians (VDOT Neighborhood Traffic Calming Guide, IIM-384.1)</li> <li>2. With input from multiple city departments, create a formal process/program for prioritizing pedestrian improvement locations based on pedestrian and vehicle volumes. (The program may include installation of temporary demonstration projects.)</li> <li>3. Include education and reminders to the community about how and when to stop for pedestrians at crosswalks.</li> </ol> |



| Priority Action                                                                                                                                                                                              | Why is this important?<br>What is it?                                                                                                                                                                                                                                                                                                                                                                                     | Who is responsible?                                                     | Next steps                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Develop a funding plan for safety projects on the HIN, including project recommendations identified in prior studies, and priority bicycle, pedestrian, and transit connections identified in Goal 3.</b> | Studies have already been conducted on many of the HIN locations (for example, Riverside Drive and Piney Forest Road). Many of these projects have already been identified for their safety benefits but need funding for implementation.                                                                                                                                                                                 | <b>Lead:</b><br>Partnership between City/County, MPO, and VDOT together | <ol style="list-style-type: none"> <li>1. Work with VDOT to identify relevant state and federal funding opportunities.</li> <li>2. Phase these projects so they don't have to be funded all at once; break into components for easier implementation.</li> <li>3. Tailor project descriptions to match individual grant requirements better. Include the projects in City budgeting and share costs amongst different sources.</li> <li>4. Collaborate with other organizations who may have similar goals and additional funding.</li> </ol> |
| <b>Develop a process to improve visibility and driver compliance at stop-controlled intersections.</b>                                                                                                       | <p>It is often hard to perceive if you need to stop at existing stop-controlled intersections in downtown Danville due to visual clutter, sight distance or other factors. Improving visibility and driver compliance at stop-controlled intersections is needed to improve driver and pedestrian safety.</p> <p>The process could include a walkability audit of downtown to assess sight distance at intersections,</p> | <b>Lead:</b><br>City of Danville                                        | <p>Identify intersections most needed:</p> <ul style="list-style-type: none"> <li>• Sight distance issues</li> <li>• Visual clutter</li> <li>• Crash data</li> <li>• Violations</li> <li>• Community feedback</li> </ul>                                                                                                                                                                                                                                                                                                                      |

| Priority Action | Why is this important? What is it?                                                                                                         | Who is responsible? | Next steps |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------|
|                 | particularly for visibility of pedestrians to oncoming drivers. Improvements could include high-visibility stop signs or other treatments. |                     |            |



## Goal 2: Create a safety culture that recognizes traffic safety as a public health issue and acknowledges the dangers of speeding and distracted and impaired driving.

| Priority Action                                                                                               | Why is this important? What is it?                                                                                                                                                                                                     | Who is responsible?                                                                                                                                                                                                                                                                                                               | Next steps                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Conduct a community-wide campaign on the dangers of distracted, drunk, impaired, and reckless driving.</b> | A community-wide educational campaign would engage a range of users to create positive, systemic change that permeates throughout the community. The campaign will include printed and social media, along with in-person engagements. | <b>Lead:</b><br>City of Danville and Pittsylvania County with DMV<br><br><b>Support:</b> <ul style="list-style-type: none"> <li>• Sheriff's dept.</li> <li>• Police dept.</li> <li>• DMV and DriveSmart</li> <li>• Libraries</li> <li>• Insurance agencies</li> <li>• US DOT</li> <li>• Local Schools/Driver Educators</li> </ul> | <ol style="list-style-type: none"> <li>1. Establish community buy-in with community partners.</li> <li>2. Contact <a href="#">DriveSmart</a> for brochures, media campaign materials and representatives for drunk/distracted driving demonstrations.</li> <li>3. Find funding for campaign (DMV – <a href="#">VA Highway Safety Office</a> – applications typically open Jan. 31, 2025).</li> <li>4. Social media could begin within 30 days – data, tips, benefits.</li> </ol> |

|  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
|--|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  |  | <ul style="list-style-type: none"> <li>• Danville Pittsylvania Community Service</li> <li>• Local colleges and universities</li> <li>• Mark @ River City TV Station, weekly interviews</li> <li>• Local health organizations</li> <li>• Danville Regional Foundation</li> <li>• Regional Alliance for Substance Abuse and Prevention (Amanda Oakes)</li> <li>• <a href="#">Youth of Virginia</a><br/><a href="#">Speak out about Traffic Safety</a></li> </ul> |  |
|--|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|



**Goal 3: Seek opportunities to provide connected networks with safer facilities for walking, rolling, and bicycling throughout the urbanized area, including to public transit.**

| Priority Action                                                                                                                  | Why is this important?<br>What is it?                                                                                                                                                                                                                     | Who is responsible?                                                                                                                                                                                                                                                                                                                                                                                           | Next steps                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Develop an inventory of existing bicycle, pedestrian and transit facilities and identify needed connections between them.</b> | An inventory of existing facilities exists, but it is unclear if it is up to date. There is a need to have discussions with key stakeholders to identify gaps and prioritize those for funding, so that limited resources can be used to the best effect. | <b>Lead:</b><br>MPO<br><br><b>Support:</b> <ul style="list-style-type: none"> <li>VDOT Bike/Ped Coordinator (David Cook)</li> <li>City/County GIS Departments</li> <li>Public works</li> <li>Community development</li> <li>Danville City Council and City Manager</li> <li>Pittsylvania County Board of Supervisors</li> <li>Public</li> <li>Disability Rights and Resources Center</li> <li>DRPT</li> </ul> | <ol style="list-style-type: none"> <li>1. Ensure the location inventory is up to date for existing sidewalks, crosswalks, bike lanes, etc.</li> <li>2. Identify needed connections (system/network plan).</li> <li>3. Conduct a focus group with people in the disability community to understand needs/barriers as they relate to the HIN.</li> <li>4. Set priorities using maps from Safety Action Plan mapping activity</li> <li>5. Engage all departments/stakeholders</li> <li>6. Coordinate funding plan/schedule (see Goal 1) and communicate that schedule with the public.</li> </ol> <p>City/County can investigate borrowing VDOT counters to understand usage</p> |



**Goal 4: Continue to improve and maximize the effectiveness of emergency response and post-crash care.**

| Priority Action                                                                           | Why is this important?<br>What is it?                                                                                                                                                                                                                                                                                                | Who is responsible?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Next steps                                                                                                                                                                                              |
|-------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Provide more training and employment opportunities for emergency services careers.</b> | There is a shortage of personnel in the health, public safety and emergency response fields. This shortage results in increased response time and decrease in hospital care when crashes do occur, which results in increased deaths. Many local organizations have job training programs to recruit personnel, but more are needed. | <b>Lead:</b><br>Danville Life Saving Crew,<br>Danville Area Training Center,<br>Workforce Development<br><br><b>Support:</b> <ul style="list-style-type: none"> <li>• Pittsylvania County Technical Career Center</li> <li>• George Washington High School Vocational School</li> <li>• Danville Regional Foundation</li> <li>• Danville Community College, Patrick and Henry</li> <li>• WIB- Workforce Investment Board</li> <li>• Local High Schools</li> <li>• Local emergency response agencies (fire, EMS, police)?</li> <li>• Virginia Dept of Emergency Management?</li> </ul> | Economic relief<br><br>Need instructors<br><br>Outreach to HS, college, community colleges<br><br>Incentives<br><br>Funding opportunities<br><br>Research best practices across nation, workforce issue |

|                                                                                                         |                                                                                                                                        |                                                                                                                                                   |                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| <b>Develop a public safety app for community communication about emergencies and traffic incidents.</b> | Provide weather alerts<br>Provide crash site<br>Community information (events)(construction)<br>Map feature/ interactive               | Salem Emergency Operations Center (VDOT side) – does Danville have a local one?                                                                   | Committee<br>Funding<br>Town Council/ Board Approval                                                                                 |
| <b>Provide additional equipment to assist departments in responding to incidents.</b>                   | Shortage in equipment<br>Funding shortage<br>Modernizing equipment<br>Outdated equipment<br>Tools don't cut through new metals in cars | <b>Lead:</b><br>Danville Lifesaving Crew<br><br><b>Support:</b><br>MPO or PDC<br><br>Many local foundations, United Way, Firehouse subs, Danville | Funding<br>Grants<br>Someone to write grants and follow through (admin person)<br><br>Maybe a regional person to cover several areas |

## Implementation and Evaluation

This Safety Action Plan presents a comprehensive set of projects, strategies, and actions to achieve the Danville MPO's goal of reducing fatal and serious injuries from traffic crashes by 50 percent by 2045.

The priority actions in the Safety Action Plan clearly identify the agencies that will lead each action, as well as organizations that can provide support. WPPDC will work with partner agencies to apply for an SS4A Implementation Grant for financial and other resources to achieve the projects and strategies outlined in this Safety Action Plan.

This Safety Action Plan will be posted online. WPPDC will monitor the progress of the Safety Action Plan bi-annually and update the Safety Action Plan every five years.

To track progress, the WPPDC has developed a [crash data dashboard](https://vdot.maps.arcgis.com/apps/dashboards/17758cca31ce4df4bc34da78e9c5e5d3)<sup>26</sup> that shows the location and severity of crashes from 2018-2022, the high injury network, high crash intersections, PSI segments and intersections, CEJ and ETC Census tracts, and PBSAP priority corridors. It also contains charts to summarize the number of crashes, the total number of people killed or injured, and the number of people killed or injured for each emphasis area. These charts will update based on filters, selection, or map zoom level. As new crash data becomes available, the dashboard will be updated, and comparisons can be made to show progress over time.

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<sup>26</sup> The WPPDC crash data dashboard is currently available at <https://vdot.maps.arcgis.com/apps/dashboards/17758cca31ce4df4bc34da78e9c5e5d3>.

# Council Letter City of Danville, Virginia



**CL - 1960**

**NEW BUSINESS G.**

## **City Council REGULAR MEETING**

**Meeting Date:** April 15, 2025

**Subject:** Consideration of Amending the Fiscal Year 2025 Budget Appropriation Ordinance for a Grant and Loan from the Virginia Tobacco Region and Revitalization Commission.

**From:** Jason Grey, Director of Utilities

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## **COUNCIL ACTION**

An Ordinance Amending the Fiscal Year 2025 Budget Appropriation Ordinance to Provide for a Virginia Tobacco Region and Revitalization Commission \$750,000 Grant and \$750,000 Loan to Assist with the City's Mount Cross Road Battery Energy Storage System.

### **First Reading**

#### **SUMMARY**

In September, 2024, the City was awarded a \$750,000 grant and a \$750,000 loan from the Virginia Tobacco Region and Revitalization Commission as part of their Energy Ingenuity Fund. These funds will be used to lower the cost of the 11-megawatt Mount Cross Road Battery Energy Storage System. This project should be completed in spring 2026.

#### **BACKGROUND**

Danville Utilities is evaluating various cost-saving measures to lower rising electric demand costs. The 864 Monument Street battery energy storage system (BESS) has been used to discharge stored energy during winter and summer peak hours and help lower Danville Utilities electric ratepayer's costs. The proposed 11-megawatt BESS at 900 Mount Cross Road project is intended to provide the same benefit as the 864 Monument Street BESS. City staff became aware of the Virginia TRRC's Energy Ingenuity Fund, which aligned with the City's energy goals. In September 2024, the City was awarded a \$750,000 grant and \$750,000 loan to assist with the development of the 900 Mount Cross Road 11-megawatt BESS.

#### **RECOMMENDATION**

It is recommended that City Council approve the attached Ordinance amending the fiscal year 2025 budget appropriation ordinance by increasing revenue for grant funds received from the Virginia Tobacco Region and Revitalization Commission.

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### **Attachments**

1. Ordinance
-



PRESENTED: \_\_\_\_\_

ADOPTED: \_\_\_\_\_

ORDINANCE NO. 2025\_\_\_\_.\_\_\_\_

AN ORDINANCE AMENDING THE FISCAL YEAR 2025 BUDGET APPROPRIATION ORDINANCE TO PROVIDE FOR A VIRGINIA TOBACCO REGION AND REVITALIZATION COMMISSION \$750,000 GRANT AND \$750,000 LOAN TO ASSIST WITH THE CITY'S MOUNT CROSS ROAD BATTERY ENERGY STORAGE SYSTEM.

NOW THEREFORE, BE IT ORDAINED by the Council of the City of Danville, Virginia, that the Fiscal Year 2025 Budget Appropriation Ordinance be, and the same is hereby, amended by increasing revenues for in the amount of \$1,500,000 from the Virginia Tobacco Region and Revitalization Commission in the form of a \$750,000 grant and \$750,000 loan, such funds to be appropriated in the Utility Electric Capital Project fund as follows:

**ANTICIPATED REVENUES**

| <u>Description</u>                                | <u>Account No.</u> | <u>Amount</u>             |
|---------------------------------------------------|--------------------|---------------------------|
| Mount Cross Battery Energy Storage System Project |                    |                           |
| Virginia Tobacco and Revitalization Commission:   |                    |                           |
| State Grant                                       | 62023000-46010     | \$750,000                 |
| Loan Proceeds                                     | 62023000-44045     | <u>\$750,000</u>          |
|                                                   | <b>TOTAL</b>       | <b><u>\$1,500,000</u></b> |

**ANTICIPATED EXPENDITURES**

| <u>Description</u>                                | <u>Account No.</u> | <u>Amount</u>       |
|---------------------------------------------------|--------------------|---------------------|
| Mount Cross Battery Energy Storage System Project | 62023999-50        | <u>\$ 1,500,000</u> |

AND BE IT FURTHER ORDAINED that this appropriation shall be a continuing appropriation and shall carry forward from year to year until expended for the purpose for which appropriated; and

BE IT FINALLY ORDAINED, that all other accounts and provisions of the Fiscal Year 2025 Budget Appropriation Ordinance, as amended, not hereby amended, shall continue in full force and effect unless and until hereafter further amended or repealed.

Approved:

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Mayor

Attest:

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City CLERK

Approved as to  
Form and Legal Sufficiency:

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City Attorney

# Council Letter City of Danville, Virginia



**CL - 1986**

**NEW BUSINESS H.**

## **City Council REGULAR MEETING**

**Meeting Date:** April 15, 2025

**Subject:** Support to the Neighbors Helping Neighbors Program.

**From:** Henrietta Weaver, Budget Director

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## **COUNCIL ACTION**

An Ordinance Amending the Fiscal Year 2025 Budget Appropriation Ordinance by Increasing Revenues from the Casino Gaming Taxes to Provide Support to Neighbors Helping Neighbors in the Amount of \$200,000 and Appropriating the Same.

### **First Reading**

#### **SUMMARY**

Revenues from casino gaming taxes are anticipated to exceed previously budgeted amounts. The additional revenues will be used to provide support to the Neighbors Helping Neighbors program in the amount of \$200,000.

#### **BACKGROUND**

The City's Fiscal Year 2025 Budget Appropriation Ordinance includes estimates for casino gaming taxes using the best available information. Casino gaming taxes are on trend to exceed fiscal year estimates. The program/projects intended to be funded by the increased revenues are one-time type expenditures, since the revenue derived from this funding source is highly contingent on the state of the economy.

Funding for Neighbors Helping Neighbors comes from public donations and grants. The program provides financial assistance to residents experiencing financial hardships by helping them avoid utility service disconnections or restoring disconnected services. Typically, this program has about \$40,000 per year to provide assistance. Adding \$200,000 will help significantly more people in need.

#### **RECOMMENDATION**

It is recommended that the City Council adopt the attached ordinance amending the Fiscal Year 2025 Budget Appropriation Ordinance.

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### **Attachments**

1. Ordinance
-

PRESENTED: \_\_\_\_\_

ADOPTED: \_\_\_\_\_

ORDINANCE NO. 2025 - \_\_\_\_\_.\_\_\_\_\_

AN ORDINANCE AMENDING THE FISCAL YEAR 2025 BUDGET APPROPRIATION ORDINANCE BY INCREASING REVENUES FROM THE CASINO GAMING TAXES TO PROVIDE SUPPORT TO NEIGHBORS HELPING NEIGHBORS IN THE AMOUNT OF \$200,000 AND APPROPRIATING THE SAME.

WHEREAS, the City anticipates receiving excess revenues from casino gaming operations exceeding the original budget estimate for Fiscal Year 2025; and

WHEREAS, Neighbors Helping Neighbors is an energy assistance program in collaboration with the United Way of Danville-Pittsylvania County; and

WHEREAS, City Council desires to allocate a portion of excess casino revenues to further support the Neighbors Helping Neighbors program in accordance with existing program rules and guidelines; and

WHEREAS, the funds appropriated by this ordinance shall be administered in the same manner as all other donations to the Neighbors Helping Neighbors program; and

NOW THEREFORE, BE IT ORDAINED, by the Council of the City of Danville, Virginia, that the Fiscal Year 2025 Budget Appropriation Ordinance be, and the same hereby is, amended, by increasing revenues in the General Fund and appropriating same to be as follows:

**ANTICIPATED REVENUES**

| <u>Description</u>          | <u>Account No.</u> | <u>Amount</u> |
|-----------------------------|--------------------|---------------|
| Caesar's Minimum Gaming Fee | 0100000-40580      | \$ 200,000    |

**ANTICIPATED EXPENDITURES**

| <u>Description</u>                                       | <u>Account No.</u> | <u>Amount</u> |
|----------------------------------------------------------|--------------------|---------------|
| Support of Other Entities<br>Neighbors Helping Neighbors | 0111505-55005      | \$ 200,000    |

AND BE IT FINALLY ORDAINED, that all other accounts and provisions of the Fiscal Year 2025 Budget Appropriation Ordinance, as amended, not hereby amended, shall continue in full force and effect unless and until hereafter further amended or repealed.

Approved:

\_\_\_\_\_  
Mayor

Attest:

\_\_\_\_\_  
City Clerk

Approved as to  
Form and Legal Sufficiency:

\_\_\_\_\_  
Deputy City Attorney

# Council Letter City of Danville, Virginia



**CL - 1987**

**NEW BUSINESS I.**

## **City Council REGULAR MEETING**

**Meeting Date:** April 15, 2025

**Subject:** Consideration of Funding a One-Year Utility Customer Credit.

**From:** Henrietta Weaver, Budget Director

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## **COUNCIL ACTION**

An Ordinance Amending the Fiscal Year 2025 Budget Appropriation Ordinance to Fund a One-Year Utility Customer Credit Using Excess Casino Gaming Taxes in an Amount Not to Exceed \$2,400,000 and Appropriating Same.

### **First Reading**

#### **SUMMARY**

Revenues from casino gaming taxes are anticipated to exceed previously budgeted amounts. The additional revenues will be used to fund a one-year monthly utility customer credit for residents of Danville.

#### **BACKGROUND**

The City's Fiscal Year 2025 Budget Appropriation Ordinance includes estimates for casino gaming taxes using the best available information. Casino gaming taxes are on trend to exceed fiscal year estimates. The program/projects intended to be funded by the increased revenues are one-time type expenditures, since the revenue derived from this funding source is highly contingent on the state of the economy. The funding will provide about a \$10 per month credit on every City residential customer's utility bill. This credit only occurs if the City Council adopts the rate consultant's recommendations for rate adjustments that were approved by the Utility Commission.

#### **RECOMMENDATION**

It is recommended that the City Council adopt the attached ordinance amending the Fiscal Year 2025 Budget Appropriation Ordinance.

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### **Attachments**

1. Ordinance
-

RESENTED: \_\_\_\_\_

ADOPTED: \_\_\_\_\_

ORDINANCE NO. 2025\_\_\_\_.\_\_\_\_

AN ORDINANCE AMENDING THE FISCAL YEAR 2025 BUDGET APPROPRIATION ORDINANCE TO FUND A ONE-YEAR UTILITY CUSTOMER CREDIT USING EXCESS CASINO GAMING TAXES IN AN AMOUNT NOT TO EXCEED \$2,400,000 AND APPROPRIATING SAME.

WHEREAS, the City anticipates receiving excess revenues from casino gaming operations exceeding the original budget estimate for Fiscal Year 2025; and

WHEREAS, the City's biennial utility rate study has recommended utility rate increases to ensure the financial sustainability of the utility system and continued investment in infrastructure and service improvements; and

WHEREAS, a monthly credit can be provided to City residential utility customers for one year beginning with July/August 2025 bills, funded exclusively from excess casino revenue and shall not impact the general fund or other dedicated revenue sources; and

WHEREAS, the provision of the monthly City residential utility customer credit is contingent upon City Council adoption of the rate recommendations per the 2025 biennial utility rate study.

NOW THEREFORE, BE IT ORDAINED by the City Council of the City of Danville, Virginia, that the Fiscal Year 2025 budget is hereby amended as follows:

**ANTICIPATED REVENUE**

| <u>Description</u>            | <u>Account No.</u> | <u>Amount</u>       |
|-------------------------------|--------------------|---------------------|
| Caesar's Minimum Gaming Fee   | 0100000-40580      | \$ 1,150,000        |
| Casino Gaming Tax Local Share | 0100000-40585      | 1,250,000           |
|                               | TOTAL              | <u>\$ 2,400,000</u> |

**ANTICIPATED EXPENDITURES**

| <u>Description</u>                        | <u>Account No.</u> | <u>Amount</u>       |
|-------------------------------------------|--------------------|---------------------|
| Support of / Transfer to / Utility Funds: |                    |                     |
| Transfer Out to Wastewater Fund           | 0199509-6051       | \$ 235,610          |
| Transfer Out to Water Fund                | 0199509-6052       | 164,440             |
| Transfer Out to Gas Fund                  | 0199509-6053       | 461,840             |
| Transfer Out to Electric Fund             | 0199509-6054       | 1,538,110           |
|                                           | TOTAL              | <u>\$ 2,400,000</u> |

AND BE IT FURTHER ORDAINED, by the Council of the City of Danville, Virginia, that the Fiscal Year 2025 Budget Appropriation Ordinance be, and the same hereby is, amended, by providing funding in the Wastewater Fund as follows:

**ANTICIPATED REVENUE**

| <u>Description</u>            | <u>Account No.</u> | <u>Amount</u> |
|-------------------------------|--------------------|---------------|
| Transfer In From General Fund | 5100000-6101       | \$ 235,610    |
| Customer Credits              | 5100000-42725      | (\$ 235,610)  |

AND BE IT FURTHER ORDAINED, by the Council of the City of Danville, Virginia, that the Fiscal Year 2025 Budget Appropriation Ordinance be, and the same hereby is, amended, by providing funding in the Water Fund as follows:

**ANTICIPATED REVENUE**

| <u>Description</u>            | <u>Account No.</u> | <u>Amount</u> |
|-------------------------------|--------------------|---------------|
| Transfer In From General Fund | 5200000-6101       | \$ 164,440    |
| Customer Credits              | 5200000-42725      | (\$ 164,440)  |

BE IT FURTHER ORDAINED, by the Council of the City of Danville, Virginia, that the Fiscal Year 2025 Budget Appropriation Ordinance be, and the same hereby is, amended, by providing funding in the Gas Fund as follows:



**ANTICIPATED REVENUE**

| <u>Description</u>            | <u>Account No.</u> | <u>Amount</u> |
|-------------------------------|--------------------|---------------|
| Transfer In From General Fund | 5300000-6101       | \$ 461,840    |
| Customer Credits              | 5300000-42725      | (\$ 461,840)  |

AND BE IT FURTHER ORDAINED, by the Council of the City of Danville, Virginia, that the Fiscal Year 2025 Budget Appropriation Ordinance be, and the same hereby is, amended, by providing funding in the Electric Fund as follows:

**ANTICIPATED REVENUE**

| <u>Description</u>            | <u>Account No.</u> | <u>Amount</u>  |
|-------------------------------|--------------------|----------------|
| Transfer In From General Fund | 5400000-6101       | \$ 1,538,110   |
| Customer Credits              | 5400000-42725      | (\$ 1,538,110) |

AND BE IT FINALLY ORDAINED, that all other accounts and provisions of the Fiscal Year 2025 Budget Appropriation Ordinance, as amended, not hereby amended, shall continue in full force and effect unless and until hereafter further amended or repealed.

APPROVED:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CLERK

Approved as to  
Form and Legal Sufficiency:

\_\_\_\_\_  
Deputy City Attorney

# Council Letter City of Danville, Virginia



**CL - 1988**

**NEW BUSINESS J.**

## **City Council REGULAR MEETING**

**Meeting Date:** April 15, 2025

**Subject:** Funding the City Residential HVAC/Insulation Project.

**From:** Henrietta Weaver, Budget Director

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## **COUNCIL ACTION**

An Ordinance Amending the Fiscal Year 2025 Budget Appropriation Ordinance by Increasing Revenues from Casino Gaming Taxes to Fund a City Residential HVAC/Insulation Project in the Amount of \$500,000 and Appropriating Same.

### **First Reading**

#### **SUMMARY**

Revenues from casino gaming taxes are anticipated to exceed previously budgeted amounts. The additional revenues will be used to fund the City Residential Energy Efficiency Program for a total amount of \$500,000.

#### **BACKGROUND**

The City's Fiscal Year 2025 Budget Appropriation Ordinance includes estimates for casino gaming taxes using the best available information. Casino gaming taxes are on trend to exceed fiscal year estimates. The program/projects intended to be funded by the increased revenues are one-time type expenditures, since the revenue derived from this funding source is highly contingent on the state of the economy. The Energy Efficiency Program will provide assistance to residential customers to make their homes more energy efficient, thus reducing the amount of electricity usage, which will lower their utility bills. A similar program utilizing American Rescue Plan Act funds helped to lower the average electric bill for about 65 customers after the improvements were made to their homes.

#### **RECOMMENDATION**

It is recommended that the City Council adopt the attached ordinance Amending the Fiscal Year 2025 Budget Appropriation Ordinance.

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### **Attachments**

1. Ordinance
-

PRESENTED: \_\_\_\_\_

ADOPTED: \_\_\_\_\_

ORDINANCE NO. 2025\_\_\_\_.

AN ORDINANCE AMENDING THE FISCAL YEAR 2025 BUDGET APPROPRIATION ORDINANCE BY INCREASING REVENUES FROM CASINO GAMING TAXES TO FUND AN CITY RESIDENTIAL HVAC/INSULATION PROJECT IN THE AMOUNT OF \$500,000 AND APPROPRIATING SAME.

WHEREAS, the City anticipates receiving excess revenues from casino gaming operations exceeding the original budget estimate for Fiscal Year 2025; and

WHEREAS, the City Council recognizes the need to fund a City Residential HVAC/Insulation Project to reduce energy consumption, lower utility costs, and promote sustainable practices within City facilities and the community; and

WHEREAS, it is necessary to amend the Fiscal Year 2025 budget to appropriate these excess casino revenues for the implementation of the City Residential HVAC/Insulation Project; and

WHEREAS, the effective date of this program is July 1, 2025; and

WHEREAS, the funds appropriated shall be used for the development and implementation of the City Residential HVAC/Insulation Project, which may include, HVAC system improvements, insulation replacement, and community energy conservation initiatives. The City Manager or designee shall oversee the program's execution and ensure funds are used in accordance with applicable laws and regulations.

NOW THEREFORE, BE IT ORDAINED by the City Council of the City of Danville, Virginia, that the Fiscal Year 2025 budget is hereby amended as follows:

**ANTICIPATED REVENUE**

| <u>Description</u>            | <u>Account No.</u> | <u>Amount</u>     |
|-------------------------------|--------------------|-------------------|
| Caesar's Minimum Gaming Fee   | 0100000-40580      | \$ 250,000        |
| Casino Gaming Tax Local Share | 0100000-40585      | 250,000           |
|                               | TOTAL              | <u>\$ 500,000</u> |

**ANTICIPATED EXPENDITURES**

| <u>Description</u>                                                         | <u>Account No.</u> | <u>Amount</u> |
|----------------------------------------------------------------------------|--------------------|---------------|
| Support of / Transfer to / Utility Funds:<br>Transfer Out to Electric Fund | 0199509-6054       | \$ 500,000    |

ANDBE IT FURTHER ORDAINED, by the Council of the City of Danville, Virginia, that the Fiscal Year 2025 Budget Appropriation Ordinance be, and the same hereby is, amended, by providing funding in the Electric Fund and appropriating same to be as follows:

**ANTICIPATED REVENUES**

| <u>Description</u>                                                        | <u>Account No.</u> | <u>Amount</u> |
|---------------------------------------------------------------------------|--------------------|---------------|
| City Residential HVAC/Insulation Project<br>Transfer In from General Fund | 62038000-6101      | \$ 500,000    |

**ANTICIPATED EXPENDITURES**

| <u>Description</u>                       | <u>Account No.</u> | <u>Amount</u> |
|------------------------------------------|--------------------|---------------|
| City Residential HVAC/Insulation Project | 62038999-50        | \$ 500,000    |

AND BE IT FURTHER ORDAINED that this appropriation shall be a continuing appropriation and shall carry forward from year to year until expended for the purpose for which appropriated; and

BE IT FINALLY ORDAINED, that all other accounts and provisions of the Fiscal Year 2025 Budget Appropriation Ordinance, as amended, not hereby amended, shall continue in full force and effect unless and until hereafter further amended or repealed.

Approved:

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Mayor

Attest:

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City Clerk

Approved as to  
Form and Legal Sufficiency:

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Deputy City Attorney