DANVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION

Final FY 2015

TRANSPORTATION IMPROVEMENT PROGRAM

For
Fiscal Years FY 2015-FY 2018

Document Adopted by the Danville MPO Policy Board at its Meeting on Wednesday, May 14, 2014, at 6:35 p.m., following a Public Hearing, Wednesday, May 14, 2014, at 5:30 p.m., Eastern Conference Room, Danville Regional Terminal Building, Danville, VA.

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Danville Urbanized Area Metropolitan Planning Organization

Final FY 2015
Transportation Improvement Program
for Fiscal Years 2015-2018

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INTRODUCTION
Transportation Improvement Program
FY 2015-2018

INTRODUCTION

The Danville Metropolitan Planning Organization

The Danville Metropolitan Planning Organization (MPO) was designated by the Virginia Office of the Governor in July 1983 according to procedures codified in federal regulations. Its membership is composed of representatives of the City of Danville, County of Pittsylvania, and the Virginia Department of Transportation with voting rights, and the Virginia Department of Rail and Public Transportation, Federal Highway Administration, West Piedmont Planning District Commission, and others as non-voting.

The basic mission of the agency is overall transportation planning within a federally designated urbanized area and surrounding study area. These areas include the City of Danville and designated areas of Pittsylvania County.

Transportation Improvement Program - General

The Transportation Improvement Program (TIP) is prepared through a cooperative process that involves the Commonwealth of Virginia and local governments at several levels. Program elements are prepared by a number of agencies.

- County of Pittsylvania and City of Danville for appropriate highway, safety, and transportation improvement projects
- Virginia Department of Transportation for highway projects
- Virginia Department of Rail and Public Transportation for transit-related projects
- Private non-profit providers for certain transit-related projects, such as for Section 5310 vans and buses, for special needs clients

Elements and Four-Year Program Requirement

In the development of the TIP, it is required that the program cover at least a four-year effort where continuing funding from federal sources are being sought. The first year of the program has been frequently called the "Annual Element." The current FY 2015 TIP herein covers the four fiscal years: FY 2014-2015 (FY 2015); FY 2015-2016 (FY 2016); FY 2016-2017 (FY 2017); and FY 2017-2018 (FY 2018)—or FY 2015-2018.
Local Involvement In the Planning Process

The Danville MPO involves local governments, non-profit human services agencies, private enterprise providers of transportation services, the public, and federal and state agencies that have input into the process. More specifically, these agencies and entities are involved: City of Danville/Danville Transit System, County of Pittsylvania, state and local offices of the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, local taxi and bus or other private transit companies, and the public through the media representatives, public notices, and open meetings. These entities are involved in TIP preparation as early as possible. A formal notification and public notice process is employed.

Project Initiation

The initiation of projects to be included in the TIP varies depending on the project and the origination of funds used to support these projects and the local government affected. The initiation process includes:

- Urban system highway projects by local officials in the jurisdiction the project is located in (primarily Danville).
- Other Federal Aid and State funded highways by the VDOT in consultation with elected officials in the County and City which is accomplished through the Board of Supervisors working with the local VDOT engineer.
- Danville Regional Airport projects developed by Danville and the Airport Commission in consultation with state officials.
- FTA Section 5307 grant funded capital and operating assistance projects by the City of Danville/Danville Transit System officials, in consultation with the Virginia Department of Rail and Public Transportation.
- Special highway projects of the Commonwealth of Virginia, such as U.S. Route 58 improvements through the Virginia Department of Transportation.
- FTA Section 5310 projects by area private non-profit agencies in coordination with the Virginia Department of Rail and Public Transportation.

Final Preparation

The Danville MPO's Administrative Agent, the West Piedmont Planning District Commission Executive Director, is responsible for assembling the actual document for MPO review, review by any review committees, and review by the public and private sectors.
Review

The process of developing the TIP is initiated by the VDOT staff's preparation for a series of public meetings across the Commonwealth to take input on a Six Year Improvement Program document that may contain older continuing projects plus new projects for which there appears to be sufficient funding. Once the input process is complete, the staff develops a draft Six Year Improvement Program for consideration by the Commonwealth Transportation Board. Upon Board approval and when changes are made as necessary the document is made available online to the MPO's to use in developing their TIPs.

The MPO's staff collects the information needed to develop the elements of the TIP and proceed to the public participation phase of TIP development. The final draft TIP is reviewed in the same manner each year, including the letters to various agencies, letters to the Project Management Team/Technical Advisory Committee, press releases, advertising, and distribution to review sites. Subsequent to the public review process and public hearing exposure, the MPO Policy Board reviews the document again with any comments received and orders approval concomitant with any final changes. The document is also submitted to the Intergovernmental Review Process by the West Piedmont Planning District Commission and it is submitted to appropriate state and federal agency recipients, including the Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, Federal Highway Administration, and Federal Transit Administration.

Highway Projects Listing

Within the TIP, tables of projects are submitted that are abstracted from the local and state government approved Six Year Improvement Program database. Under regulations governing the development of MPO TIPs and Statewide TIPs, at least a four-year program of projects are required to be included in the TIP. For highway network related projects, we have included sheets with four years of project funds, and it is understood that the program years 2014-2015, 2015-2016, 2016-2017, and 2017-2018 count as the required four-year period to meet the requirements in the FY 2015-2018 TIP. A similar compilation is made of transit-related projects for the projects of Danville Transit System.
Unified Transportation Planning Work Program

It should be noted that the Unified Work Program (UWP), developed annually by the Danville MPO, includes projects supported with federal and state grant assistance; projects listed in this planning document are solely transportation/transit planning type efforts and are, thus, not entered on the TIP where capital improvement type or operating type projects are included. However, planning projects in the UWP are supported by special planning grant assistance programs of State, Federal Highway Administration, and Federal Transit Administration. Further, in order to get capital and operating type funds, it is usually necessary to support their requests with a planning effort.

Basic Planning Efforts that Govern Transportation Planning Process of the MPO

A number of efforts have been undertaken in the past and currently to develop essential plans for guiding the MPO in developing the TIP.

- The Danville Area Long Range Transportation Plan is an adopted plan (August 2011) for the area, developed through the MPO's Unified Transportation Planning Work Program with the City of Danville, County of Pittsylvania, the MPO, and the Virginia Department of Transportation's Transportation Planning Division as major parties. The Plan's last update was completed in August 2011; a new update is due for adoption in 2016. Projects for the TIP are drawn from the list of projects found in the constrained Long-Range Transportation Plan adopted by the MPO Policy Board.

- Special Transportation Corridors Studies by the MPO employing funds from the Federal Highway Administration (PL) funding program are frequently developed by the MPO. Studies addressing: the Route 29 Corridor in Blairs between Malmaison Road and Spring Garden Road and a road network capacity study for the Schoolfield Industrial Complex in Danville are underway and will have outputs that can be used in the next Long Range Transportation Plan Update.

- The Danville Transit Development Program Plan was completed in recent years and is updated as appropriate by Danville Transit System.
Planning Process Goals and Objectives of the MPO

The goal of the transportation planning process is to provide a multi-modal, efficient, cost-effective, accessible, and safe transportation system network that has minimal adverse impacts on the environment and contributes to the future economic well being and quality of life of the metropolitan urbanized area. Typical objectives of the program include:

- Development of a cooperative and effective intergovernmental framework for planning and managing transportation in the area.
- Maintenance of a stable and equitable system for financing improvements to the transportation network.
- Maintaining an accessible transportation network with as many diverse modes as practical and possible.
- Maintaining cost-effectiveness and efficiency as much as possible.
- Maintaining a network, which minimizes adverse impacts on environmental elements while being as safe as possible.
- Maintaining a network that contributes to the economic well-being and quality of life.
- Maintaining a network that is accessible to disadvantaged members of the public.

Clean Air Act Conformity

The Danville Urbanized Area is not in a non-attainment area of the Commonwealth of Virginia and is thus exposed to the less stringent Clean Air Act requirements at this time.

Highway Project Funding Provisions

The Commonwealth Transportation Board is the only body of the Commonwealth empowered to allocate state highway funds to projects. The annual provisions of funds are the distributions of anticipated revenues and are based strictly on the best estimate of funds to become available during the fiscal years. Other details regarding funding allocations for VDOT projects can be obtained from VDOT. The funding plans are maintained by annual development and publication of the Six-Year Improvement Program by VDOT.
Specialized Transportation for the Elderly and Disabled

The Danville Transit System provides services to the elderly and disabled through specially equipped vehicles. The Danville area also includes provision of assistance from certain human service agencies, such as the Pittsylvania County Community Action Agency, Danville Association for Retarded Citizens, and the region-serving Southern Area Agency on Aging, that have specially-equipped vehicles for people with special needs.

Federal Transit Administration Financial Capacity Policy

The Federal Transit Administration, on March 30, 1987, issued its policy on assessing the financial capability for FTA Section 5307 applicants through FTA Circular C 7008.1. The circular defines financial capability or capacity in several aspects:

- Overall current financial conditions, as documented in financial reports and reflected in working capital levels, current assets versus current liabilities, capital accounts, debt levels and trends of costs, and relevant economic indicators.
- Future financial capability, including the sufficiency, stability, and reliability of funding sources to meet future operating and capital costs.

Private Enterprise Participation in Federal Transit Administration Funded Program Efforts

The Federal Transit Administration, on October 16, 1984, issued a policy statement concerning the participation of private enterprise in FTA programs. The policy statement requires that private transit and paratransit service operators have an opportunity to present their views during the early stages of the planning process and in the development of the TIP annual element. In 1986, FTA issued documentation guidance for its Private Enterprise Participation Policy. The policy statements and procedures and public notification provisions developed for the Danville Transit System and the Danville MPO are included in processing the TIP.

Since these policies have been issued, the Federal Transit Administration has made certain amendments to regulations regarding private enterprise provider notification and participation. However, the MPO has chosen to continue to administer the program essentially as it had in the past that is allowable.
Four-Year Projections and Amendments

The succeeding enclosures of the Transportation Improvement Program include a minimum of four-year projections of funding needs where it is practical. Note that the Transportation Improvement Program may be developed annually and a succeeding year’s funding may have to be revised. In addition, developments may require the MPO from time to time to amend its Transportation Improvement Program to account for changed conditions and situations. Finally, note that with each year’s update, a fiscal year is added to the program and a fiscal year deleted, as the planning periods for the Transportation Improvement Program advances. Certain changes are allowed by administrative adjustment process. Also the utilization of grouping procedures has reduced needs for amendments.

MPO Policy:
Project Selection Process/Project Priorities

For the project selection process under the Moving Ahead for Progress in the 21st Century Act adopted in 2012, the prior SAFETEA-LU transportation act, Transportation Equity Act (TEA-21), and the antecedent Intermodal Surface Transportation Efficiency Act rules, the Transportation Improvement Program (TIP) development and adoption shall employ: the private provider notification process, public notice and hearing process, subsequent review of hearing comments and the comments of providers by the MPO Policy Board, consideration of adoption by the MPO Policy Board, including any special endorsements necessary.

In order to make a project selection list for this Transportation Improvement Program (FY 2015-2018) and to prioritize projects, it is agreed that: a) the project selection list shall be those projects: initiated and included in the First Year, initiated and included in Second Year, initiated and included in the Third Year, and initiated and included in the Fourth Year of the TIP and b) that those projects initiated and included in the First Year of the TIP shall be First Priority Projects, projects of the Second Year of the TIP shall be Second Priority Projects, projects of the Third Year of the TIP shall be Third Priority Projects, and projects of the Fourth Year of the TIP shall be Fourth Priority Projects.

The MPO has developed this statement of policy on Project Selection and Project Prioritization to be used in this and future versions of the Transportation Improvement Program. For the current period and until amended, the Transportation Improvement Program’s listings of First Year, Second Year, Third Year, and Fourth Year projects will be the Selected and Prioritized lists to be used as guidance in planning.

Since the policy was developed, the Danville MPO has proceeded toward employment of a formal public involvement program whereby public notices, direct mail notifications, notices to private enterprise providers, and a public hearing is employed in advance of the final adoption of the TIP by the MPO Policy Board.

The Virginia Department of Transportation in coordination with the Virginia Department of Rail and Public Transportation, the Federal Highway Administration, and the various Virginia Metropolitan Planning Organizations has developed a streamlined process for putting together the list of projects under its purview.

Certain project types will be presented individually such as those employing Urban Funds and Primary Funds; these are projects that involve large amounts of funds and exceed thresholds set in VDOT guidelines. On the other hand, there are other funding programs available to VDOT that will have the individual projects grouped together into the statewide listing. These include for example: Bridge Rehabilitation/Replacement/Reconstruction; Rail Construction; Safety/ITS/Operational Improvements construction; Transportation Enhancement/Byways/Non-Traditional construction; Preventative Maintenance and System Preservation maintenance; Preventative Maintenance for Bridge Maintenance; Traffic and Safety Operations maintenance projects. Recognizing that parties interested in VDOT’s individual efforts in their particular area may want to see some detail on projects, VDOT has available Appendices that show the Projects by Grouping so that some detail is set out by project. These appendix tables also show Construction Districtwide (e.g. Lynchburg District), estimated financing for the grouped project categories, as well as Statewide financing for the program groupings.

Amendments and Adjustment in the TIP Streamlining Process

The presentation of project information and funding noted above aids the presentation of transportation project information; it also aids in streamlining the process of determining needs for full amendments of the TIP versus making administrative adjustments to the TIP. Tables included should help clarify the changes in TIP organization of projects that are now being followed by VDOT and the MPOs of the Commonwealth.

The Financial Plan

Federal regulations require that the TIP include a Financial Plan that: a) demonstrates how the TIP can be implemented; b) indicates financial resources from public and private sources that are reasonably expected to be available to carry out the program; and c) identifies innovative financing techniques to finance projects, programs, and strategies. With the assistance of VDOT a Financial Plan will be included in this TIP to address the MPO area funding. A section called Transportation Improvement Program Financial Plan has been inserted into this document.
HIGHWAY ELEMENTS
HIGHWAY ELEMENTS

Transportation Improvement Program
FY 2015-2018
## Danville MPO
### Urban Projects

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<tr>
<th>UPC NO</th>
<th>SCOPE</th>
<th>DESCRIPTION</th>
<th>TOTAL COST</th>
</tr>
</thead>
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<td>Bridge Replacement w/o Added Capacity</td>
<td>FROM: INT. of MEMORIAL DRIVE TO: 0.32 Mi. N. of INT. of MEMORIAL DRIVE (0.3200 Mi)</td>
<td>$7,715,488</td>
</tr>
<tr>
<td>94584</td>
<td>Environmental Only</td>
<td>FROM: Intersection of Memorial TO: 0.246 Miles North of Intersection of Memorial Drive (0.2460 Mi)</td>
<td>$609,931</td>
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<table>
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<th>FY15</th>
<th>FY16</th>
<th>FY17</th>
<th>FY18</th>
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</thead>
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<td>PE Federal - STP/IF</td>
<td>$18,163</td>
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<td>RW Federal - STP/IF</td>
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<td>($682,785)</td>
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<td>$0</td>
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**MPO Note**

- **UPCNO 17740**: SCOPE = Bridge Replacement w/o Added Capacity. DESCRIPTION = FROM: INT. of MEMORIAL DRIVE TO: 0.32 Mi. N. of INT. of MEMORIAL DRIVE (0.3200 Mi). TOTAL COST = $7,715,488.
- **UPCNO 94584**: SCOPE = Environmental Only. DESCRIPTION = FROM: Intersection of Memorial TO: 0.246 Miles North of Intersection of Memorial Drive (0.2460 Mi). TOTAL COST = $609,931.

**MPO Note**
### Danville MPO

**Project Groupings**

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<tr>
<th>GROUPING</th>
<th>Construction: Rail</th>
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<td><strong>ROUTE/STREET</strong></td>
<td><strong>TOTAL COST</strong></td>
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<td><strong>FUND SOURCE</strong></td>
<td><strong>MATCH</strong></td>
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<td>CN Federal - AC</td>
<td>$6,691</td>
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**MPO Note**

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<table>
<thead>
<tr>
<th>GROUPING</th>
<th>Construction: Safety/ITS/Operational Improvements</th>
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<tr>
<td><strong>ROUTE/STREET</strong></td>
<td><strong>TOTAL COST: $28,081,596</strong></td>
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<td><strong>FUND SOURCE</strong></td>
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</tr>
<tr>
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<td>$38,201</td>
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<td>Federal - STP/F</td>
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<td>RW Federal - STP/F</td>
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<td>CN Federal - EB</td>
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<td>Federal - HSIP</td>
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<td>Federal - STP/F</td>
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<td>$630,368</td>
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<td>$2,037,788</td>
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**MPO Note**

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<thead>
<tr>
<th>GROUPING</th>
<th>Construction: Transportation Enhancement/Byway/Non-Traditional</th>
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<tbody>
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<td><strong>ROUTE/STREET</strong></td>
<td><strong>TOTAL COST: $4,735,005</strong></td>
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<td>Federal - STP/F</td>
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**MPO Note**

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<th>Maintenance: Preventive Maintenance and System Preservation</th>
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<td><strong>PROGRAM NOTE</strong></td>
<td>Funding identified to be obligated districtwide as projects are identified</td>
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<tr>
<td><strong>ROUTE/STREET</strong></td>
<td><strong>TOTAL COST</strong></td>
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<tr>
<td><strong>FUND SOURCE</strong></td>
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**MPO Note**
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<tr>
<th>GROUPING</th>
<th>Maintenance Preventive Maintenance for Bridges</th>
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</thead>
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<td>CN TOTAL</td>
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<th>Maintenance Traffic and Safety Operations</th>
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Table Information: Project Chart Summary and Glossary of Financial, Other Terms

**PROJECT CHART SUMMARY**

Each project listing in the TIP has an information chart. The information for the projects listed in the Primary, Secondary, and Urban categories appears in the chart format shown below. Project group listing charts and the associated project detail from Appendix A is shown on the following page. These project listings are provided to the MPO by the Virginia Department of Transportation. Definitions for the numbered terms appear in the corresponding Glossary of Terms table.

**Primary, Secondary, and Urban Category Project Chart**

<table>
<thead>
<tr>
<th>UPC NO</th>
<th>SCOPE</th>
<th>NEW CONSTRUCTION</th>
<th>PROJECT</th>
<th>JURISDICTION</th>
<th>OVERSIGHT</th>
<th>NPO</th>
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<tbody>
<tr>
<td>13511</td>
<td>Primary</td>
<td></td>
<td>RTE 265 - FRANKLIN TURNPIKE CONNECTOR</td>
<td>Pittsylvania County</td>
<td>ADMIN BY</td>
<td>VDOT</td>
</tr>
<tr>
<td>DESCRIPTION</td>
<td>FROM: 0.2075 MILE WEST ROUTE 293 TO 0.3136 MILE WEST ROUTE 360 (1.3626 MI)</td>
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<td>MPO NOTE</td>
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![Project Chart Diagram](image-url)
## Project Group Listings Chart

### Grouping: Construction: Safety/ATS/Operational Improvements

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<tr>
<th>Route/Street</th>
<th>FY2</th>
<th>FY13</th>
<th>FY14</th>
<th>FY15</th>
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<td>$0</td>
<td>$229,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>StP</td>
<td>$521,575</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$2,088,300</td>
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<tr>
<td>STP/Grb</td>
<td>$0</td>
<td>$2,571,746</td>
<td>$2,012,366</td>
<td>$2,683,371</td>
<td>$2,683,371</td>
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<tr>
<td>CN Total</td>
<td>$5,482,655</td>
<td>$1,992,050</td>
<td>$2,857,368</td>
<td>$2,653,571</td>
<td>$5,050,051</td>
</tr>
<tr>
<td>CN Ac</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,592,336</td>
</tr>
</tbody>
</table>

**NPD Note**

---

## Grouped Projects Chart shown in Appendix A

**System**
- **Primary System:** 17372

**UPC**
- **0058**

**Jurisdiction / Name / Description**
- **Derbyville**

**Street (Route):**
- **Route 58 - PE & R/W only for 4 LHS on new location**

**Estimate:**
- **$15,624,201**

**Route 58 - PE & R/W only for 4 LHS on new location**
- From intersection existing Route 58 to intersection existing Route 29/245 (11 4000 KM)
<table>
<thead>
<tr>
<th>Object</th>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>System</td>
<td>Indicates which system, program, or mode of transportation the project falls within: Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements/Transportation Alternatives, or Miscellaneous</td>
</tr>
<tr>
<td>2</td>
<td>UPC No (Universal Project Code)</td>
<td>Number assigned to each project at its conception and remains with the project until completion</td>
</tr>
<tr>
<td>3</td>
<td>Scope</td>
<td>This is a brief statement regarding the nature of the project</td>
</tr>
</tbody>
</table>
| 4      | Federal Oversight Indicator (FO and NFO) | FO: Indicates Federal Oversight in the project construction contracting and management  
NFO: Indicates No Federal Oversight in the construction. Contracting and management issues and does not affect the standard environmental review process for transportation projects.  
All federally funded transportation projects must include the required environmental documents regardless of whether or not there is federal oversight in the construction contracting and management phase of a project. |
| 5      | Admin By | The agency that is administering the project or a phase of the project |
| 6      | Total Cost | The summation of all charges to the project for all phases |
| 7      | MPO Note | This is a place where the IViPO can insert further explanation for a project |
| 8      | Fund Source | The FHWA program which is the primary source of the funding for the project. F1(WA funding sources are described below: |

<table>
<thead>
<tr>
<th>AC</th>
<th>Advance Construction Fund</th>
<th>M</th>
<th>Urban funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>AC Conversion</td>
<td>Breakdown of the allocated amount of the advance construction (AC)</td>
<td>MG/EB</td>
<td>Minimum guarantee &amp; equity bonus funds</td>
</tr>
<tr>
<td>BR</td>
<td>Bridge replacement funds</td>
<td>NHS</td>
<td>National Highway System funds</td>
</tr>
<tr>
<td>BR-OS</td>
<td>Bridge off System funds for secondary road projects</td>
<td>PPTA</td>
<td>Public Private Transportation Act of 1995</td>
</tr>
<tr>
<td>CM</td>
<td>Congestion Mitigation and Air Quality funds</td>
<td>RRP</td>
<td>Railway-Highway Crossing funds</td>
</tr>
<tr>
<td>EB</td>
<td>Equity Bonds</td>
<td>RSTP</td>
<td>Regional Surface Transportation Program</td>
</tr>
<tr>
<td>EN</td>
<td>Transportation Enhancement/Transportation Alternative funds</td>
<td>S</td>
<td>State Construction Funds Only</td>
</tr>
<tr>
<td>HES</td>
<td>Hazard Elimination funds</td>
<td>STP</td>
<td>Surface Transportation Program funds</td>
</tr>
<tr>
<td>HSIP</td>
<td>Highway Safety Improvement Program funds</td>
<td>STP/RR</td>
<td>Surface Transportation Program and Railroad funds</td>
</tr>
<tr>
<td>HMO</td>
<td>Highway Maintenance &amp; Operating funds</td>
<td>STP-Statewide</td>
<td>Surface Transportation Program funds</td>
</tr>
<tr>
<td>HPD</td>
<td>TEA-21 High Priority funds</td>
<td>TDM</td>
<td>Transportation Management Demand</td>
</tr>
<tr>
<td>IM</td>
<td>Interstate Maintenance Funds</td>
<td>VTA</td>
<td>Virginia Transportation Act of 2000</td>
</tr>
<tr>
<td>----</td>
<td>------------------------------</td>
<td>-----</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>9</td>
<td>Match</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Most federal fund sources require a match of some sort; most often it will be 80-20 for highway programs; the federal government reimburses 80 percent of the total cost. For a full chart of match requirements, please refer to the Funding Sources and Funding Ratios section of this TIP.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Current and Future Obligation</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>The budget for the indicated phase of work provided by the indicated funding source.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Grouping</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>This tells the group in which the project falls. For more information about the groups, please refer to the TIP Format section of the TIP document.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Estimate</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>The cost estimate reflects the current estimate for the listed phase of the project.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Agencies:**

<table>
<thead>
<tr>
<th>DMPO</th>
<th>Danville (Pittsylvania) Metropolitan Planning Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
</tbody>
</table>

**Other Abbreviations:***

<table>
<thead>
<tr>
<th>CFR</th>
<th>Code of Federal Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>CE</td>
<td>Categorical exclusion</td>
</tr>
<tr>
<td>CN</td>
<td>Construction</td>
</tr>
<tr>
<td>FO, NFO</td>
<td>Federal Oversight, No Federal Oversight</td>
</tr>
<tr>
<td>FY</td>
<td>Funding year; Fiscal year</td>
</tr>
<tr>
<td>HWY</td>
<td>Highway</td>
</tr>
<tr>
<td>ISTE</td>
<td>Intermodal Surface Transportation Efficiency Act of 1991</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent transportation system</td>
</tr>
<tr>
<td>PE</td>
<td>Preliminary engineering</td>
</tr>
<tr>
<td>ARRA</td>
<td>American Recovery and Reinvestment Act of 2009</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RTE</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>RW</td>
<td>Right-of-way</td>
</tr>
<tr>
<td>SAFETEA-LU</td>
<td>Safe, Accountable, Flexible, Efficient Transportation Equity Act—a Legacy for Users of 2005</td>
</tr>
<tr>
<td>SOPS</td>
<td>Standard Operating Procedures</td>
</tr>
<tr>
<td>TEA-21</td>
<td>Transportation Equity Act for the 21&lt;sup&gt;st&lt;/sup&gt; Century, of 1998</td>
</tr>
<tr>
<td>TDM</td>
<td>Transportation Demand Management</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>TO</td>
<td>Total Project Cost</td>
</tr>
<tr>
<td>TSM</td>
<td>Transportation System Management</td>
</tr>
<tr>
<td>UPC</td>
<td>Universal Project Code</td>
</tr>
</tbody>
</table>
Some important points to remember when interpreting the data in the project listing charts:

- The TIP deals with fiscal years, not calendar years. As such, the project listing charts summarize planned expenditures for October 1 to September 30. Fiscal year 2015 begins on October 1, 2014.

- Expenditures for known programs that did not have specific projects identified at the time this document was developed are not shown, however, they will be amended into the program when the projects are identified.

- Federal Allocations. Federal allocations include the congressionally-designated High Priority Projects Program of MAP 21 and Demonstration projects of pre-MAP 21 authorizations, as well as funds passed out at the discretion of the U. S. Secretary of Transportation. These funds are typically provided for a very specific project or use. The federal discretionary projects are often not known until during the fiscal year in which they are received and may need to be amended into the TIP when they are determined.
Enhancement/Transportation Alternatives Grants

The City of Danville has made Enhancement Grant/Transportation Alternative Program applications for projects that have made improvements to the Dan Riverwalk Trail along the Dan River in the City of Danville.

The following describes the project/projects being sought now by the City of Danville and it is hoped the Commonwealth Transportation Board will award funding for all or part of the project being sought.

City of Danville --- Enhancement/Transportation Alternatives Projects:
Crossing at the Dan: Continue development of a pedestrian/bicycle trail system joining the Tobacco Warehouse District to the Downtown Historic District and further westward to the Union Street Bridge, restoration of the former passenger train station waiting area, and improvements relative to the Danville Science Center and Community Market such as pedestrian and parking improvements.
The TIP FINANCIAL PLAN
Financial Plan
Transportation Improvement Program
FY 2015-2018

Danville (Pittsylvania) Metropolitan Planning Organization
TIP Financial Plan

Introduction

Federal Transportation Regulation 23 CFR 450.324(h) specifies the inclusion of a financial plan in the TIP that shows how the projects or project phases identified in the TIP can reasonably be expected to be implemented, with the available public and private revenues identified. TIP projects or project phases are required to be consistent with the long range plan and must be fully funded in the TIP. To the extent that funding is available or shall be reasonably available, priority projects or project phases have been cooperatively selected for inclusion in this TIP. VDOT, VDRPT, the Danville Transit System, and the Danville MPO have cooperatively developed financial forecasts for the TIP based on the latest official planning assumptions and estimates of revenue(s) and cost(s). The financial information is given by funding category for the projects listed and expected to be implemented during the four-year period beginning Fiscal Year 2015.

Some projects listed in the TIP may show $0 for planned obligations. There are several reasons this may occur and include:

- Project is complete; awaiting closeout
- Subsequent phases beyond 4 years
- Information only, funding being pursued
- Project to be funded from [category] group funding

In addition to construction projects, financial projections have also been made to show revenues for maintaining and operating the region’s highway system during the same 4-year period. Funded TIP actions typically include, but are not limited to:

- transportation studies
- ground transportation system improvement projects (fixed-guide, highway, bicycle, pedestrian, commuter lots, etc.)
- system maintenance (monitoring, repair and/or replacement of system facilities and support sites; snow removal; mowing; painting; rest area or weigh station sites; etc.)
- system operations (ITS-TSM applications; traffic operations such as signalization, signal coordination, ramp meters, or message signs; roadside assistance; incident management; for the urbanized TMAs, their Congestion Management Process activities; VDOT traffic management centers; bridge-tunnel management; toll road or congestion pricing management; etc.)
Funding Sources

The TIP funding summary tables (Table C and supplement) located on Pages 35 and 36 summarize by year and by funding source the revenue amounts estimated and committed for fiscal years 2015-2018. The tables include expenditures and estimated revenues expected for each funding source and show that the program is financially constrained by year. The financial summary tables are based on total funds available, which include annual allocations of funds including any State and local matching dollars. These revenue sources are all reasonably expected to be made available and committed to the project phase during the programmed year of the TIP. The following provides a general overview of funding programs utilized in the development of the TIP.

Highway Funding Programs:

BR/BROS Bridge Rehabilitation and Replacement program provides funding for bridge improvements. Eligibility for funding is based on a rating of bridge condition by VDOT as a candidate for upgrading.

CMAQ Congestion Mitigation and Air Quality (CMAQ) funds are used for projects that reduce criteria air pollutants regulated from transportation-related sources. Eligible projects include transit improvements, traffic flow improvements, ride sharing programs, pedestrian and bicycle improvements, vehicle inspection and maintenance programs, travel demand management etc. [Not applicable]

DEMO The federal transportation acts include demonstration, priority, pilot, or special interest projects in various Federal-aid highway and appropriations acts. These projects are generically referred to as "demonstration" or "demo" projects, because Congress initiated this practice of providing special funding for these projects to demonstrate some new or innovative construction, financing, or other techniques on specific projects.

EB/MG The Equity Bonus (formerly known as Minimum Guarantee) ensures that each State receives a specific share of the aggregate funding for major highway programs (Interstate Maintenance, National Highway System, Bridge, Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement, Metropolitan Planning, Appalachian Development Highway System, Recreational Trails, Safe Routes to School, Rail-Highway Grade Crossing, Coordinated Border Infrastructure programs, and Equity Bonus itself, along with High Priority Projects), with every
State guaranteed at least a specified percentage of that State's share of contributions to the Highway Account of the Highway Trust Fund.

**IM**

*Interstate Maintenance* (IM) program provides reconstruction, maintenance, and improvements to the National System of Interstate and Defense Highways. The Commonwealth Transportation Board (CTB) administers these programs.

**MAP-21**

*Moving Ahead for Progress in the 21st Century* (MAP-21) is the federal transportation bill that provides federal transportation funding to each state. The MAP-21 funding category refers to funding earmarks that Congress included in the legislation for specific projects. This funding can only be used for the project(s) for which it is earmarked.

**NHS**

*National Highway System* (NHS) projects can be funded only if they are on the National Highway System, which is established by Congress.

**RSTP**

*Regional Surface Transportation Program* (RSTP) provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. Projects include road widening, rehabilitation, transit capital, research, environmental enhancements, intelligent transportation systems, planning, and others. [Not applicable]

**STP**

*Surface Transportation Program* (STP) can be utilized on any project located on a roadway that is classified higher than a minor collector. Projects eligible for funding under this program include construction, reconstruction, and rehabilitation, and bridge projects on any public road. Local STP funds are designated as L-STP.

**Non-Federal**

Any funding that does not come from federal sources is grouped into the non-federal funding category.

**EN**

*Transportation Enhancement/Transportation Alternative* funds have been made available for bicycle and pedestrian facilities through the MAP-21. A 10% set aside from each state's allocation of STP funds must be used for Transportation Enhancement/Transportation Alternative activities. Projects are available for funding on a statewide competition basis for enhancement grants. The Enhancement program includes a set aside for the Roadscapes Program, which provides funding for local jurisdictions to apply for landscaping projects on state and federally maintained rights-of-way.

**SRS**

*Safe Routes to School* is a competitive grant program to enable and encourage children to safely walk and bicycle to school. Funds can be used for infrastructure improvements and educational programs.
Financial Assumptions

The TIP financial plan is federally required to include only committed and/or reasonably available transportation funding sources. In air quality nonattainment or maintenance areas, projects in the first two years are limited to those for which funds are available or committed. The estimates on funding sources and costs are based on reasonable financial principles and recent information. The financial estimates for both revenues and costs are given in year of expenditure dollars, and reflect growth and inflation factors. VDOT costs estimates are from the VDOT Project Cost Estimating System. For projects not administered by the state, cost estimates are developed cooperatively through the MPO or responsible local government. Maintenance and construction program financial planning assumptions used for the FY 2015 – FY 2018 TIP are consistent with assumptions and distribution methodology used for the 2035 Transportation Plan.

Funding Program Grouping

The following listing illustrates the Grouping of funding programs being used by the Virginia Department of Transportation and that will be applicable to the Danville (Pittsylvania) MPO for the TIP period, FY 2015-2018. As noted in the explanatory material in this TIP document, this will allow for more streamlined approaches to TIP and STIP maintenance in the future. It will assist in the process of both developing and amending TIPs when it is needed.

Construction: Bridge Rehabilitation/Replacement/Reconstruction
Construction: Rail
          Rail Safety Projects
Construction: Safety/ITS/Operational Improvements
          HSIP Districtwide Guardrail
          HSIP Districtwide Roadside Safety
          HSIP Districtwide Shoulder Improvement
          HSIP Districtwide Traffic Markings
          HSIP Districtwide Traffic Signals
          HSIP Districtwide Traffic Signs
          HSIP Districtwide High Risk Rural Roads
          HSIP Districtwide Roadway Safety Assessment

Construction: Transportation Enhancement/Byway/Non-Traditional Enhancement Projects Statewide

Maintenance: Preventative Maintenance and System Preservation

Maintenance: Preventative Maintenance and Systems Operations

Maintenance: Preventative Maintenance for Bridges
          Bridge Safety Inspection Rehabilitation and Reconstruction

Maintenance: Traffic and Safety Operations
          Traffic and Safety Operations
### Table C: Danville MPO
**FEDERAL FUNDING CATEGORIES**
**FISCAL CONSTRAINT BY YEAR**

**Highway Projects**
FFY 2015 - 2018

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>FFY 2015</th>
<th>FFY 2016</th>
<th>FFY 2017</th>
<th>FFY 2018</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EB/MG</td>
<td>$211,366</td>
<td>$211,366</td>
<td>$211,366</td>
<td>$211,366</td>
<td>$211,366</td>
</tr>
<tr>
<td>EN</td>
<td>$248,227</td>
<td>$248,227</td>
<td>$248,227</td>
<td>$248,227</td>
<td>$248,227</td>
</tr>
<tr>
<td>STP</td>
<td>($7,152,825)</td>
<td>($7,152,825)</td>
<td>($7,152,825)</td>
<td>($7,152,825)</td>
<td>($7,152,825)</td>
</tr>
<tr>
<td>Subtotal - Federal</td>
<td>($8,887,912)</td>
<td>($8,887,912)</td>
<td>($8,887,912)</td>
<td>($8,887,912)</td>
<td>($8,887,912)</td>
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<tr>
<td><strong>Other</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>($6,441,859)</td>
<td>($6,441,859)</td>
<td>($6,441,859)</td>
<td>($6,441,859)</td>
<td>($6,441,859)</td>
</tr>
</tbody>
</table>

**Table Notes:**
1. ACC - Advance Construction - Funding Included in Federal Category based on year of AC Conversion.
2. CMAQ/STP includes funds for TRANSIT projects.
3. Multiple MPO Category - Funding to be obligated in Multiple MPO Regions.
4. Statewide Category - Funding to be obligated Statewide for projects as identified.
5. Maintenance Projects - Funding to be obligated for maintenance projects as identified.
Metropolitan Project Selection Overview

In metropolitan planning areas, transportation projects selected for federal funding in the TIP must be consistent with the approved Constrained Long-Range Plan (CLRP) for the Danville Metropolitan Planning Organization. In addition, the State Transportation Improvement Program (STIP) submitted by the Commonwealth to FTA and FHWA must be consistent with all the metropolitan TIPs.

Interstate Maintenance, Bridge, National Highway System, Statewide STP, Safety, Enhancement/Transportation Alternative, and FTA Section 5310 (elderly and disabled paratransit capital projects)

Within this regulatory framework of metropolitan cooperation, the Commonwealth Transportation Board (CTB) has lead responsibility for selecting and programming federally funded Interstate Maintenance, Bridge, National Highway System, Statewide (non-metropolitan) STP, Safety, Enhancement/Transportation Alternative, and certain FTA Section 5310 projects. Local governments have lead responsibility for selecting projects within the urban and secondary roadway systems. The CTB adopts the Six-Year Program on an annual basis. The Six-Year Program (SYP) includes the Six-Year Improvement Program (SYIP) and the Secondary Six-Year Program (SSYP). These programs are developed by evaluation of existing and future needs based upon statewide and regional plans and projections, priorities for implementation of the transportation plan, and public comment on transportation priorities. Projects listed in the Six-Year Program are updated to reflect the latest revenue estimates, project costs, changes in priorities, and federal and state laws. Criteria used in selecting proposed projects and in developing project priorities include:

- Conformance to the MPO adopted long-range transportation plan and study area local governments/agencies plans and programs;
- MAP-21 planning factors;
- Provision of funding for previously programmed projects in need of additional funds;
- Pertinent comments received as part of the MPO Public Involvement Process;

Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) [Not Applicable for the Danville Metropolitan Planning Organization]
Additional Financial Planning Information

The Danville (Pittsylvania) Area MPO's FY 2015 – FY 2018 Transportation Improvement Program (TIP) is a listing of highway and transit improvement projects expected to receive federal obligation funding over the next four-year period in the Danville (Pittsylvania) VA Urbanized Area. The MPO's TIP is endorsed by the Danville (Pittsylvania) Metropolitan Planning Organization (MPO) Policy Board. The Commonwealth Transportation Board (CTB), VDOT, Danville Transit System, and the Danville (Pittsylvania) MPO members contribute towards the development of transportation improvement projects identified in the TIP.

The Danville MPO Area is comprised of the City of Danville, Virginia and the urbanizing portion of the County of Pittsylvania, Virginia. The Danville (Pittsylvania) Metropolitan Planning Organization (the MPO) prepares the metropolitan TIP pursuant to 23 CFR Part 450 and federal metropolitan planning regulations pursuant to Public Law 109-59, the Moving Ahead for Progress in the 21st Century (MAP-21). Principal federal-aid highway and transit funding programs referred to in Virginia MPO's TIPs may include the following depending on circumstance and eligibility:

1) Bridge (BR)
2) Bridge Match
3) Congestion Mitigation & Air Quality (CMAQ)
4) Congestion Mitigation & Air Quality Match
5) Enhancement/Transportation Alternative (EN)
6) Safety
7) Safety Match
8) Regional Surface Transportation Program (RSTP)
9) Regional Surface Transportation Program Match
10) Interstate Maintenance (IM)
11) Primary
12) Secondary
13) Urban
14) Transit - Section 5307 (formula funds for capital projects)
15) Transit- Section 5309 (discretionary funds for capital projects)
16) Transit – Section 5310 (capital funds for elderly and/or disabled)
17) Transit – Section 5316 (Job Access & Reverse Commute)
18) Transit – Section 5317 (New Freedom Program)
19) Virginia Strategic Military Response Funds (VSMRS)
20) VA Transportation Partnership Opportunity Funds
21) Route 460 PPTA (Public Private Transportation Act of 1995)
22) Private
23) ARRA

Metropolitan Transportation Improvement Program (TIP) Development Process

The metropolitan TIP is developed principally from the Statewide Transportation Improvement Program (STIP). Projects listed in the metropolitan TIP with federal
obligations include information on estimated project cost, federal obligation amount and a tentative implementation schedule by project phase. Opportunities for public input on transportation improvement needs and project development are to be made available as per regulations. The Danville (Pittsylvania) MPO has an adopted Public Involvement Participation Process and Procedures Manual. This process includes the use of a website, a public meeting(s), placing draft transportation plans and program documents in public libraries and announcing their availability in newspaper advertisements. The public meeting and comment period provides an opportunity for citizens to identify transportation needs in the metropolitan area and respond to the content of the TIP. The Metropolitan Planning Organization (MPO) considers citizen comments received prior to taking action on the TIP during the public meeting or written comments received during the advertisement period. At the local level, local governments conduct periodic public hearings on local comprehensive plans; six-year secondary improvement programs and transit development plans as needed. Public comments received during these meetings may also be considered by the MPO membership. At the State level, the Commonwealth Transportation Board conducts a series of annual public hearings throughout the Commonwealth in order to obtain public input on transportation needs and priorities. After the metropolitan TIP is endorsed by the MPO, it is forwarded to the Commonwealth Transportation Board/VDOT for inclusion in the Statewide Transportation Improvement Program (STIP). Individual projects are advanced for federal authorization and are usually implemented by the State and/or local governments as scheduled. Projects selected for inclusion in the Danville MPO FY 2015 – FY 2018 TIP should be listed in the fiscally constrained 2035 Transportation Plan adopted by the MPO in August 2010.

A periodic update of a transit development program (TDP) by Danville Transit System provides a multi-year perspective on transit capital and operating needs for the metropolitan area. Mass transit capital and operating improvement projects are developed for the TDP by Danville Transit System (DTS). DTS is a federally designated recipient for Section 5307 funds in the Danville, VA Urbanized Area. The TDP update is later incorporated into the Long-Range Transportation Plan as the transit element. Mass transit projects are then selected from the Long-Range Transportation Plan by the Danville City Council and the Danville (Pittsylvania) Area MPO – Policy Board for inclusion in the metropolitan TIP. The criteria used to select projects from previous TDPs in the Danville (Pittsylvania) Area may include the following:

1) availability of public and/or private financial support for subsidizing annual operating deficits;
2) availability of public and/or private financial support for capitalizing metropolitan transit services;
3) individual local government acceptance that anticipated non-farebox revenues will be at a sufficient level to justify support for the expenditure of local funds for fixed route transit service;
4) compliance with the Americans With Disabilities Act;
5) identification of a demographic trend or citizen survey which may indicate a need for expanded transit service; and
6) citizen and private sector input obtained from the metropolitan public involvement process or the annual operating public hearing conducted by the local transit operator, Danville Transit System (DTS).

Project Selection and Prioritization – Interstate Maintenance, Bridge, National Highway System, Statewide STP, Safety, Enhancement/Transportation Alternative, and FTA Section 5310 (encompassing elderly and disabled paratransit capital projects)

The Commonwealth Transportation Board (CTB) has the lead responsibility for selecting and programming of federally funded Interstate Maintenance, Bridge, National Highway System, Statewide STP, Safety, Enhancement/Transportation Alternative, and FTA Section 5310 projects. Local governments have input on selecting projects within the urban and secondary roadway systems. The CTB adopts the Six-Year Improvement Program on an annual basis. The Six-Year Improvement Program (SYIP) includes the Six-Year Improvement Program (SYIP) and the Secondary Six-Year Improvement Program (SSYIP). These programs are developed by evaluation of existing facilities and determination of future needs based upon statewide and regional plans and projections, priorities for implementation of the transportation plan, and citizen comment on transportation priorities. Projects listed in the Six-Year Program are updated to reflect the latest revenue estimates, project costs, changes in priorities, and federal and state laws. Criteria used in selecting proposed projects and in developing project priorities may include:

- Conformance to the MPO adopted transportation plan and study area local governments/agencies plans and programs;
- Provision of funding for previously programmed project in need of additional funds;
- Comments received as part of the MPO Public Involvement Process.

Transit Improvement Projects

Danville Transit System (DTS) is the local transit operator for fixed-route public mass transit service in the Danville Area. Its current routes serve the City of Danville. The DTS multi-year capital and operating budget will be updated with the completion of the Transit Development Plan update. The transit improvement projects identified are based on the assumption DTS will continue to provide the existing level of transit services. Transit improvement projects are grouped by agency sponsor.

Notes to the Financial Plan – FY 2015 – FY 2018 TIP

Federal Transportation Planning Regulation 450.324(h) specifies the inclusion of a financial plan that shows how the construction projects identified in the TIP can reasonably be expected to be implemented with available public and private revenues identified. VDOT, VDR&PT, DTS and the MPO have developed financial forecasts by funding category for projects listed and expected to be
implemented during the 4-year period beginning July 1, 2014. In addition to construction projects, financial projections also been made to show revenues for maintaining highway and transit systems during the same 4-year period. (See exhibit from VDOT labeled "Table C.")

Maintenance and construction program financial planning assumptions used for the FY 2015 – FY 2018 TIP are similar to the assumptions and distribution methodology used for the 2035 Transportation Plan.
Virginia Department of Transportation
Financial Planning Division

Constrained Long-Range Plan (CLRP)

CLRP FY 2014 – 2045
Based on FY 2014 – 2019 Six-Year Financial Plan (SYFP) and Six-Year Improvement Program (SYIP) adopted by the CTB in June 2013

The 2014-2045 CLRP is based on the FY2014-2019 SYFP and SYIP. The out years are based on the trends in the current plans and as detailed below.

Revenue
The total value of the CLRP is $219 billion.

State Revenue
- The average state revenue growth for FY2014-2019 is 5%.
- For years 2020 and beyond, growth rates have been determined for each revenue source with recent consultation with the Department of Taxation and average 2.1%.

Federal Revenue
- Based on the current federal program. Does not consider potential reduction due to lack of funding or potential increased program.
- There is no growth estimated for federal revenues. The status of the funding provided by the federal Highway Trust Fund (HTF) is not set beyond federal fiscal year 2014 and current funding levels are unsustainable without funding assistance. In recent years, Congress has avoided shortfalls by transferring funds from the general fund of the Treasury to the HTF. Lawmakers may choose to continue to make additional transfers or address the revenue dedicated to the Highway Trust Fund. This uncertainty does not allow for projecting a growing source of funding.

Allocation to Districts and to MPOs
- Other Administrative Programs includes the following:
  o 699 – Administrative and Support Services
  o 514 – Environmental Monitoring and Evaluation
  o 60315 – Construction Management
  o 602 – Ground Transportation Planning and Research
- Maintenance allocations include Highway System Maintenance and Operations for VDOT-maintained roads and Financial Assistance for City and County Road Maintenance. These funds are divided amongst the districts based on the district’s six-year average share (2007-2013)
- Once districts amounts for Maintenance are obtained, population percentages are applied to determine MPO amounts.

Assumptions - Constrained Long Range Plan
Based on FY 2014-2019 SYFP/SYIP – November 2013

Page 1
- Construction allocations are distributed according to the SYFP for FY2014-2019 after that funds are allocated thusly:
  - Bridge needs of the districts were provided by Structure & Bridge Division
  - Interstate needs of the districts provided by Transportation and Mobility Planning Division
  - Interstate and Primary needs with the allocation distribution from the end of the six-year improvement program were used to determine the distribution of the federal discretionary funding to the MPOs through the life of the CLRP. No determination is applied as to what highway system to which the funds should be allocated.
- VDOT specific programs were held as statewide amounts and not distributed to the MPOs
- Construction Formula Allocations – represents the total distribution to the highway systems
  - Primary – The estimated amounts to the urbanized areas of these program funds are developed utilizing the share of the urbanized area’s population of the respective construction districts where these areas reside.
  - Secondary – Secondary system construction allocations are, as per the code of Virginia, developed to the county level. These county amounts include construction, unpaved road funds and telecommunication fees. The estimated amounts of these funds to the urbanized areas are based on the urbanized area’s share of the respective county population that lies within the specific area.
  - Urban – The Urban system construction allocations are, as per the code of Virginia, allocated to the municipalities based on populations. The estimated amounts to the urbanized areas are the allocations to the cities and towns that are within the respective urbanized area boundaries.
Comparison to previous Constrained Long Range Plan (CLRP)

The comparison provided below represents the same fiscal year spans that were in the previous CLRP that are also in the current CLRP. These are fiscal years 2014-2040. This comparison does not include funds that are not directly tied to an MPO for this analysis. The total CLRP does contain funds that are not affiliated with an MPO and extends to fiscal year 2045. There are significant reductions to the Construction allocations while the Construction – Formula funding is not provided for in the CLRP update. The reduction in Construction from the previous CLRP is primarily due to the removal of any planned growth in federal funding. The estimates provided in the Construction – Formula allocation are relying on growth in state revenue from the new and continuing sources of funding.

<table>
<thead>
<tr>
<th>Statewide</th>
<th>FY 2012 - FY 2040</th>
<th>(in millions)</th>
<th>FY 2014 - FY 2040</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CLRP (2014-2040)</td>
<td></td>
<td>CLRP (2014-2040)</td>
<td></td>
</tr>
<tr>
<td>Maintenance - VDOT</td>
<td>$30,676.4</td>
<td>$31,395.7</td>
<td>$719.2</td>
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</tr>
<tr>
<td>Maintenance - Localities</td>
<td>$11,183.0</td>
<td>$12,767.0</td>
<td>$1,584.0</td>
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</tr>
<tr>
<td>Admin and Other Areas</td>
<td>$2,076.2</td>
<td>$2,157.2</td>
<td>$81.1</td>
<td></td>
</tr>
<tr>
<td>Construction - Formula</td>
<td>$14,263.8</td>
<td>$8,199.2</td>
<td>$(6,064.6)</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>-</td>
<td>$9,416.9</td>
<td>$9,416.9</td>
<td></td>
</tr>
<tr>
<td>HB 2313 Regional Funds</td>
<td></td>
<td>$12,517.9</td>
<td>$12,517.9</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$58,199.5</td>
<td>$76,454.0</td>
<td>$18,254.5</td>
<td></td>
</tr>
</tbody>
</table>

Assumptions - Constrained Long Range Plan
Based on FY 2014-2019 SYFP/SYIP - November 2013
Appendix A
Projects by Grouping

Danville MPO

Construction: Rail

<table>
<thead>
<tr>
<th>System</th>
<th>UPC Jurisdiction / Name / Description</th>
<th>Street(Route)</th>
<th>Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>100388 Danville</td>
<td>STOKESLAND AVE (0000)</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>STOKESLAND AVE - UPGRADE TO NEW CANT FLASHING LIGHTS &amp; GATES FROM 116 ft SW of Main Street TO at NSRR Crossing #713980G</td>
<td></td>
<td></td>
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</table>

Construction Rail Total $0

Construction: Safety/ITS/Operational Improvements

<table>
<thead>
<tr>
<th>System</th>
<th>UPC Jurisdiction / Name / Description</th>
<th>Street(Route)</th>
<th>Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miscellaneous</td>
<td>93169 Danville</td>
<td>APOLLO AVE AND AUDUBOHN DRIVE (0000)</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>DANVILLE - BONNER MS - SRTS PROJECT FROM Pinney Forest Road and Apollo Ave TO Audubon Drive and Riverside Drive Linked with Parent UPC 81509</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>93393 Danville</td>
<td>LEVELTON STREET (0000)</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>DANVILLE - GIBSON MS FOREST HILLS ES - SRTS PROJECT FROM: 15 miles east of S. Main Street TO: Levelton and Main Street Linked with Parent UPC 81509</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>81355 Lynchburg District-wide</td>
<td>NA (9999)</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td>DISTRICTWIDE - HSIP ROADWAY SAFETY ASSESSMENT FROM: VARIOUS TO: VARIOUS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary</td>
<td>99234 Lynchburg District-wide</td>
<td>VARIOUS (9999)</td>
<td>$7,202,000</td>
</tr>
<tr>
<td></td>
<td>DISTRICTWIDE - CONSTRUCT AUXILIARY TURN LANES FROM: VARIOUS TO: VARIOUS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary</td>
<td>99620 Lynchburg District-wide</td>
<td>VARIOUS (9999)</td>
<td>$5,039,251</td>
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<tr>
<td></td>
<td>DISTRICTWIDE - GUARDRAIL UPGRADES FROM: VARIOUS TO: VARIOUS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>All funding obligated based on current estimate/allocations</td>
<td></td>
<td></td>
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<tr>
<td>Primary</td>
<td>104681 Lynchburg District-wide</td>
<td>VARIOUS (9999)</td>
<td>$1,030,000</td>
</tr>
<tr>
<td></td>
<td>DISTRICTWIDE - PAVEMENT REFLECTORIZATION FROM: VARIOUS TO: VARIOUS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary</td>
<td>104743 Lynchburg District-wide</td>
<td>VARIOUS (9999)</td>
<td>$1,000,000</td>
</tr>
<tr>
<td></td>
<td>DISTRICTWIDE - SIGNAL UPGRADES FROM: VARIOUS TO: VARIOUS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary</td>
<td>98609 Lynchburg District-wide</td>
<td>9999</td>
<td>$138,839</td>
</tr>
<tr>
<td></td>
<td>DISTRICTWIDE - HRRRP SIGN IMPROVEMENT FROM: VARIOUS TO: VARIOUS (2,0780 MI) All funds obligated based on current estimate/allocations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary</td>
<td>954 Pittsylvania County</td>
<td>KENTUCK CHURCH ROAD (0726)</td>
<td>$5,955,825</td>
</tr>
<tr>
<td></td>
<td>RTE 729 - RECONSTRUCTION FROM: 0 003 MILE NORTH OF RTE 729 TO 0 691 MILE NORTH OF RTE 729 (0 6880 MI)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Appendix is for informational purposes only
### Danville MPO

#### Construction: Safety/ITS/Operational Improvements

<table>
<thead>
<tr>
<th>System</th>
<th>UPC Jurisdiction / Name / Description</th>
<th>Street(Route)</th>
<th>Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>100822 Danville MOUNT CROSS ROAD (0000)</td>
<td>MOUNT CROS ROAD / WIDENING FROM 2 LANES TO 4 LANES FROM Lowes Drive TO West Corporate Limits City of Danville (0 9700 Mi)</td>
<td>$4,715,681</td>
</tr>
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</table>

#### Construction: Transportation Enhancement/Byway/Non-Traditional

<table>
<thead>
<tr>
<th>Enhancement</th>
<th>System</th>
<th>UPC Jurisdiction / Name / Description</th>
<th>Street(Route)</th>
<th>Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhancement</td>
<td>56417 Danville</td>
<td>EN00</td>
<td>RENOVATION OF SOUTHERN OFFICE BLDG. TO COMPLY WITH VA BLDG. FROM CODE REQUIREMENTS, CLIMATE CONTROL, ADA COMPLIANCE FOR BLDG. TO OCCUPANCY, ETC</td>
<td>$2,573,755</td>
</tr>
<tr>
<td>Enhancement</td>
<td>86872 Danville</td>
<td>EN00</td>
<td>Danville Train Station Complex - C502 Phase II Trail</td>
<td>$0</td>
</tr>
<tr>
<td>Enhancement</td>
<td>99805 Danville</td>
<td>EN00</td>
<td>DANVILLE TRAIN STATION - C504 PEDESTRIAN BRIDGE &amp; TRAIL</td>
<td>$0</td>
</tr>
<tr>
<td>Enhancement</td>
<td>16613 Danville</td>
<td>EN99</td>
<td>DANVILLE TRAIN STATION COMPLEX - PHASE III &amp; IV FROM DEVELOP NEW PEDESTRIAN &amp; BIKING PATHS CONNECTING TRAIN STATION TO COMPLEX &amp; AUCTIONEER'S PARK TO DAN DANIEL MEMORIAL PARK</td>
<td>$2,156,250</td>
</tr>
</tbody>
</table>

#### Construction: Transportation Enhancement/Byway/Non-Traditional Total | $4,735,005 |

#### Maintenance: Preventive Maintenance and System Preservation

<table>
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<tr>
<th>System</th>
<th>UPC Jurisdiction / Name / Description</th>
<th>Street(Route)</th>
<th>Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miscellaneous</td>
<td>T14718 Lynchburg District-wide</td>
<td>0000</td>
<td>STIP-MN Lynchburg: Preventive MN and System Preservation</td>
</tr>
</tbody>
</table>

#### Maintenance: Preventive Maintenance and System Preservation Total | $0 |

#### Maintenance: Preventive Maintenance for Bridges

<table>
<thead>
<tr>
<th>System</th>
<th>UPC Jurisdiction / Name / Description</th>
<th>Street(Route)</th>
<th>Estimate</th>
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</thead>
<tbody>
<tr>
<td>Miscellaneous</td>
<td>T14715 Lynchburg District-wide</td>
<td>0000</td>
<td>STIP-MN Lynchburg: Preventive MN for Bridges</td>
</tr>
</tbody>
</table>

#### Maintenance: Preventive Maintenance for Bridges Total | $0 |

#### Maintenance: Traffic and Safety Operations

<table>
<thead>
<tr>
<th>System</th>
<th>UPC Jurisdiction / Name / Description</th>
<th>Street(Route)</th>
<th>Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miscellaneous</td>
<td>T14714 Lynchburg District-wide</td>
<td>0000</td>
<td>STIP-MN Lynchburg: Traffic and Safety Operations</td>
</tr>
</tbody>
</table>

#### Maintenance: Traffic and Safety Operations Total | $0 |

#### Danville MPO Total | $32,816,601 |
APPENDIX B:
PUBLIC INVOLVEMENT
DOCUMENTATION
Minutes
for the
May 14, 2014 Meeting
of the
Danville Metropolitan Planning Organization
Danville Regional Airport Terminal Building, Eastern Conference Room
Airport Drive, Danville, VA
at 6:35 p.m.

Attendees
Fred Shanks, Chairman, City of Danville
James Snead, Vice-Chairman, Pittsylvania County
Buddy Rawley, City of Danville
Coy Harville, Pittsylvania County
Greg Sides, Pittsylvania County
Kent Shelton, City of Danville
Rick Youngblood, VDOT, Lynchburg District
Shawn Harden, Dewberry
Jay Clapp, Ramey Kemp Associates
Leah Manning, Danville MPO Staff
Joseph Bonanno, Danville MPO Staff

1. Call to Order.
   Mr. Shanks called the meeting to order at 6:35 p.m.

2. Approval of Minutes of Previous MPO Meeting, March 19, 2014.
   Mr. Harville made a motion, seconded by Mr. Rawley, to approve the minutes from the March 19, 2014 MPO Policy Board meeting. Upon vote, the motion carried unanimously.

3. Public Comment Opportunity to speak to MPO Issues.
   There were no public comments.

4. Additional Items for the Agenda as necessary.
   Mr. Harville made a motion to add the election of Chairman and Vice Chairman to the agenda, which was seconded by Mr. Rawley, and was approved. Mr. Harville made a motion, seconded by Mr. Rawley, to open the floor for nominations; this motion was unanimously approved. Mr. Harville made a motion, seconded by Mr. Rawley, to nominate Mr. Snead as Chairman and Mr. Shanks as Vice Chairman of the Danville MPO Policy Board and to close the nominations. Upon vote, the motions carried unanimously. It was announced that these two positions would become effective July 1, 2014.

5. Review of Public Hearing Comments on the draft FY 2015 – 2018 Transportation Improvement Program. Review any comments, suggested changes received during the Thirty-Day Public Review Period, prior to any Public Hearing. Discussion may include any additional Policy Board, Local, MPO, VDOT, VDRPT or FHWA staff changes offered on the Transportation Improvement Program before action is taken below.
   Mr. Bonanno acknowledged that there were no members of the public present and that no comments had been received during the public hearing that took place earlier or during the thirty-day public review period.

6. Resolutions related to the consideration of the FY 2015 – 2018 TIP:
      Mr. Harville made a motion, seconded by Mr. Snead, to approve Resolution 2014-3. Upon vote, the motion carried unanimously.

      Mr. Snead made a motion, seconded by Mr. Youngblood, to approve Resolution 2014-4. Upon vote, the motion carried unanimously. To be reflected in the meeting records, Mr. Harville advised of a correction for the agenda which involved an incorrect resolution number that should have read as 2014-4 instead of 2011-4; this also was noted by Mr. Snead.

   Mr. Harville made a motion, seconded by Mr. Rawley, to approve Resolution 2014-2 in adoption of the FY 2015–2018 Transportation Improvement Program. Upon vote, the motion carried unanimously.
Mr. Harville asked Mr. Bonanno if there was anything that should be brought to the attention of the Board regarding the Transportation Improvement Program, to which Mr. Bonanno replied that there was not.

8. **Consideration of Resolution 2014-5, Statement of Certification: Compliance with regulations.**

   Mr. Harville made a motion to approve Resolution 2014-5, which was seconded by Mr. Snead. Upon vote, the motion carried unanimously. Mr. Snead stated that he looked up information pertaining to this resolution, but was unable to find any. Mr. Youngblood replied that the resolution pertained to federal requirements and further stated that the Danville MPO was in compliance with the regulations.


   Mr. Harville made a motion, seconded by Mr. Youngblood, to approve this Statement of Certification. Upon vote, the motion carried unanimously.

10. **Consideration of Resolution 2014-6, Approval of the Danville MPO Unified Transportation Work Program (UWP) for FY 2015.**

    Mr. Snead asked Mr. Bonanno if there were any items to discuss relating to the Unified Work Program, to which Mr. Bonanno replied that there were not. Mr. Snead made a motion to approve Resolution 2014-6, which was seconded by Mr. Rawley. Ms. Manning stated that $30,000 had been moved from the funding to update the MPO’s Constrained Long-Range Transportation Plan (CLRP) to administrative costs for FY 2015. Upon vote, the motion carried unanimously.

11. **Update on FY 2014 MPO Consultant-led Studies (Dewberry and Ramey Kemp & Associates).**

    a) **Request to consider accepting the Schoolfield Industrial Complex Planning Level Study.**

       Mr. Harden of Dewberry and Mr. Clapp of Ramey Kemp & Associates, presented various aspects of the Schoolfield Industrial Complex Planning Level Study including the area of study, crashes, and existing and projected traffic conditions. Mr. Clapp stated that the existing road system would be able to accommodate an additional 22,000 vehicles per day. He stated that it was identified that a traffic signal at the intersection of Bishop Road and Memorial Drive would be beneficial in reducing the number of crashes at that location. He further presented various findings associated with this study.

       Mr. Shanks asked Mr. Clapp to clarify the term “future build,” and Mr. Clapp explained it. Mr. Shanks asked whether the consultants thought it feasible to render Memorial Drive and West Main Street adjacent to the Schoolfield site to four lanes, to which Mr. Clapp replied that the study was simply intended to identify whether the existing road network would be sufficient to the year 2035. Following discussion, Mr. Rawley stated that he agreed that the intersection of Bishop Road and Memorial Drive exhibited a relatively high number of crashes.

       Mr. Shanks asked about the feasibility of eliminating left turns at the intersection of Bishop Road and Memorial Drive rather than installing a traffic signal, to which Mr. Rawley agreed. Some discussion ensued. Mr. Harville asked if the elimination of a left turn from Bishop Road to Memorial Drive could be incorporated into this study because he believed additional review would be needed, to which discussion ensued. Mr. Shanks stated that he expressed several years ago to the MPO that before any development took place between Park Avenue and Bishop Road and in the general area of the Schoolfield site, a study should have been conducted to determine whether additional travel lanes would be needed, and if such an analysis would be needed. Per Mr. Shanks’ request, Mr. Shelton replied that, according to the study, the existing road system was sufficient to handle additional traffic. Mr. Youngblood stated that, with the update of the Constrained Long-Range Transportation Plan (CLRP), the consultant would be able to focus on this area in the CLRP as a specific point of reference.

       Mr. Harville suggested that a one-page insert be included in the study indicating further review may be needed. After further discussion, Mr. Snead suggested that before this study was approved, a motion should be made to include such an insert into the study, to which Mr. Clapp stated that the page could be revised and reinserted to reflect the concerns mentioned. It was established that this area would be of a focal point for an intersection analysis through the modeling aspect for the updated CLRP. Mr. Snead made a motion, seconded by Mr. Rawley, to approve the Schoolfield Industrial Complex Planning Level Study, with the condition that an insert be included into the study reflecting the changes noted. Upon vote, the motion unanimously carried. Mr. Harden stated that the summary would be revised to reflect the change.

    b) **Request to consider accepting the Blairs Fire Station and Route 29 Planning Level Study.**

       Mr. Harden opened discussion of the Blairs Fire Station and Route 29 Planning Level Study to the Board, and Mr. Clapp discussed improving access in the study area, existing and future traffic and accident data analysis, and reviewed each of the proposed alternatives. Mr. Harville asked if the emergency crossover on U.S. Route 29 in front of the Blairs fire station would be closed, to which Mr. Clapp stated that it would. In response to a
question by Mr. Snead, Mr. Clapp stated that the existing crossover at U.S. Route 29 and Georges Lane would be eliminated. Mr. Youngblood asked why a signal would be needed at U.S. Route 29 at the ARC of Southside (the ARC), to which Mr. Clapp replied that the amount of traffic and opposing traffic volumes would warrant the signal, based on potential commercial development in the area. Mr. Bonanno asked if emergency vehicles would be able to turn left from the ARC onto U.S. Route 29 South and whether the traffic generated at the proposed access would be generated by the ARC, and Mr. Clapp addressed his questions.

Mr. Clapp stated that with alternatives 2 and 3, the speed limit in the study area would likely need to be reduced due to a traffic signal at the ARC. Mr. Snead asked Mr. Youngblood to discuss access management as it related to the study area. Mr. Youngblood stated that U.S. Route 29 was a Corridor of Statewide Significance (CoSS) and that installation of a traffic signal at U.S. Route 29 and Spring Garden Road would be questionable due to the designation of U.S. Route 29 as a CoSS. Concern was raised that there needed to be a solution to the fire station, to which Mr. Clapp stated that, as part of a short-term phase, a frontage road could be constructed from the fire station to just the north access point of the ARC along with an emergency pre-emption signal, and that another alternative would be to relocate the fire station.

Mr. Youngblood stated that the initially-proposed frontage road extension from the Blairs fire station south to Malmaison Road had been eliminated, to which Mr. Clapp acknowledged that it had. Mr. Harville stated that there should have been a clear notation in the study that flashing emergency beacons for the fire station would be on both U.S. Route 29 and the Bypass south of the fire station and added that he would like to see the beacons placed on the southbound portion of U.S. Route 29 as well. Mr. Youngblood stated that revenue sharing for the beacons was only for the northbound lanes and that an analysis by VDOT found that southbound beacons were not warranted, but that they would be installed in the southbound portion of U.S. Route 29 if the fire department fully funded them. Mr. Harville stated that he believed the fire department should be notified that the beacons could be installed in the southbound portion of the roadway at its expense and Mr. Youngblood replied that he had mentioned this to the fire chief on a previous occasion.

Discussion took place about the frontage road and how it would relate to the ARC. Mr. Harville stated that if the foundation wanted to, they could swap land with the fire station. Mr. Youngblood asked how many acres the ARC foundation owned, to which it was mentioned that the figure was approximately 60 acres. Mr. Yougblood stated that the best case scenario would be to locate the fire station closer to Spring Garden Road, to which Mr. Harville agreed. Mr. Sides stated that a short-term frontage road phase, extending from the fire station north to the ARC would cost about $1.6 million, when what the fire department really wanted was the installation of flashing lights indicating the presence of emergency vehicles. After some discussion, he further stated that with the emergency lights, a frontage road would not be needed. Additional discussion took place regarding emergency signals.

Mr. Youngblood stated that he would like to see an alternative in which the frontage road extended from the Blairs fire station south to Malmaison Road. It was mentioned that a property owner in the area did not want the proposed frontage road to be constructed through his property. Discussion ensued regarding placement of an additional insert into the study showing the frontage road extending from the fire station south to Malmaison Road. Mr. Shanks asked for a fourth alternative showing the frontage road extending from the fire station south to Malmaison Road. Mr. Youngblood suggested an alternative in which access to U.S. Route 29 would be completely eliminated at the ARC and would instead be provided at Spring Garden Road and Malmaison Road via the extension of the frontage road south to Malmaison Road from Spring Garden Road. Additional discussion ensued and it was noted that such an alternative had been previously generated before it was eliminated. Concerns were raised regarding additional costs to include the fourth alternative.

Mr. Harville made a motion, seconded by Mr. Rawley, to incorporate the Malmaison Road contingency, which was previously generated and eliminated, into the study. Upon vote, the motion carried unanimously.


Mr. Youngblood stated that STARS-2 funding had been obtained to conduct an analysis for a potential interchange at the junction of the U.S. Route 58 Bypass and U.S. Route 311. He mentioned an April 21st meeting at which two potential interchange designs had been developed and that the only issue was overall cost, at about $55 million. He stated that, considering needed upgrades to U.S. Route 311, the total cost could potentially be about $100 million. Mr. Youngblood advised that the consultants would have a draft available within the next month and that Mr. Sides and Mr. Harville were on the Technical Committee, and Delegate Marshall had been involved. He stated that the MPO had a new Federal Highway Administration (FHWA) representative who had not been involved,
but that he had been updating the representative on this study. He stated that a final draft version would be available in preparation of the Interstate Justification Report, which would be reviewed by the FHWA. Mr. Sides added that at the last group meeting, it was articulated that phasing of the project was desirable and that it was being investigated in order to spread costs out over time. Mr. Youngblood stated that the study was not taking multiple work shifts into consideration and the consultants would look to see if they could consider this aspect. He stated that before the interchange could be constructed, upgrades to the intersection of U.S. Route 58 Business and U.S. Route 311 would likely cost $11 million to $15 million.

Mr. Shelton asked Mr. Youngblood if it would be premature to mention funding for upgrades to U.S. Route 311 and the U.S. Route 58 Business/U.S. Route 311 intersection at the upcoming Commonwealth Transportation Board (CTB) hearing, to which Mr. Youngblood stated Mr. Bonanno had shared with him a write-up of transportation priorities which Mr. Bonanno would present to the CTB. He encouraged Mr. Bonanno to coordinate with the Board members regarding presentation of this project to the CTB. Additional discussion took place.

13. **Discussion of the Mount Cross Road (Route 844) and Stony Mill Road/Tunstall High Road (Route 869) Intersection Analysis Study.**
   Mr. Youngblood discussed a recent public meeting regarding the intersection analysis for Mount Cross Road, Stony Mill Road, and Tunstall High Road, adding that about 35 persons were in attendance at that meeting. He briefly mentioned the two alternatives which were presented at that meeting and stated that public surveys received indicated a 98 percent preference for the roundabout alternative. He stated that each year, pre-scoping funds are distributed and because of effective coordination among multiple parties, these funds were able to be utilized for this study. Some discussion took place.

14. **Update on 2040 Danville Metropolitan Planning Organization Constrained Long-Range Plan.**
    Mr. Youngblood stated that the Request for Proposals for consultants for the update of the Danville MPO Constrained Long-Range Transportation Plan had not yet been released; he further stated that the MPO’s focus in FY 2015 would be the update to this plan.

15. **Update on transportation hearings/meetings, programs, and area projects.**
    Mr. Bonanno spoke to the Board about the MPO’s progress in updating the Danville MPO’s transportation analysis zones (TAZ). He stated that the update should be concluded by mid to late June. Mr. Youngblood stated that the TAZ update would benefit the CLR update, would likely reduce the cost of bidding for this update, and provided further details on the update process. Mr. Harville emphasized the need to review traffic counts in the MPO area for the possibility of adding turn lanes to roadways in the future, and some discussion ensued.

    Mr. Bonanno briefed the Board about a recent VDOT webinar entitled Transportation Safety Planning and Crash Analysis.

16. **Other Business.**
    Mr. Snead thanked Mr. Shanks for two years and six months as Chairman of the Danville MPO Policy Board.

17. **Adjournment.**
    The meeting was adjourned at 8:21 p.m.

Leah Manning
Danville MPO Staff
MINUTES
May 14, 2014
PUBLIC HEARING

of the
Danville Metropolitan Planning Organization
held in the
Danville Regional Airport Terminal Building, Eastern Conference Room
Airport Drive, Danville, VA
From 5:30 p.m. to 6:30 p.m.

Hearing Subject: Consideration of Adoption of the FY 2015 – 2018 Transportation Improvement Program

Attendees:
Leah Manning, Danville MPO Staff
Joseph Bonanno, Danville MPO Staff
Shawn Harden, Dewberry
Jay Clapp, Ramey Kemp Associates
Fred Shanks, City of Danville
James Snead, Pittsylvania County
Coy Harville, Pittsylvania County
Kent Shelton, Pittsylvania County

1. Opening of Hearing.

Ms. Manning opened the hearing at 5:30 p.m. in the Danville Regional Airport Terminal Building, Eastern Conference Room, Airport Drive, Danville, VA.

2. Briefing on the Subject of the Hearing

Consideration of adoption of the FY 2015 – 2018 Transportation Improvement Program.

Ms. Manning introduced the FY 2015 – 2018 Transportation Improvement Program (TIP) which would provide funding for a number of projects within the Danville MPO. She stated that this TIP would be considered by the Danville MPO Policy Board following the public hearing and that any comments provided during the public hearing would be communicated to the MPO Policy Board, and that any significant comments would be considered for inclusion in future plans and documents. She noted that the public hearing had been advertised in the Danville Register & Bee, a daily publication with general circulation which serves the MPO area - 30 days, 14 days, and 7 days prior to the public hearing. Ms. Manning stated that the TIP document had been on public display at the Danville and Chatham public libraries, local government offices of Danville and Pittsylvania County, at Danville Public Works, at the Danville Regional Airport, and at the offices of the West Piedmont Planning District Commission. Ms. Manning further acknowledged that notices had been sent to community-based organizations, government entities, transportation committees, and private transportation organizations. Additionally, she stated that press releases were distributed to news organizations and that general efforts had been made to implement the public participation and public notifications required by the MPO, the state, and federal government.

3. Hearing Closure.

Ms. Manning acknowledged that no citizens were present and no comments had been received. The public hearing was closed at 6:30 p.m.

[Signature]
Leah Manning
Danville MPO Staff
An MPO Public Hearing will be held in the Danville Regional Airport Terminal Building, Eastern Conference Room, 424 Airport Drive, Danville, VA at 5:30 – 6:30 p.m., Wednesday, May 14, 2014, for consideration of the FY 2015-2018 Transportation Improvement Program.

AGENDA
for the
May 14, 2014, Meeting
of the
Danville Metropolitan Planning Organization
Danville Regional Airport Terminal Building, Eastern Conference Room, Airport Drive, Danville
at 6:35 p.m.

1. Call to Order.
2. Approval of Minutes of Previous MPO Meeting, March 19, 2014.
3. Public Comment Opportunity to speak to MPO Issues.
4. Additional Items for the Agenda as necessary.
5. Review of Public Hearing Comments on the draft FY 2015-2018 Transportation Improvement Program. Review any comments, suggested changes received during the Thirty-Day Public Review Period, prior to the Public Hearing. Discussion may include any additional Policy Board, Local, MPO, VDOT, VDRPT or FHWA staff changes offered on the Transportation Improvement Program before action is taken below.
6. Resolutions related to the consideration of the FY 2015-2018 TIP:
   a. Request to consider accepting the Schoolfield Industrial Complex Planning Level Study.
   b. Request to consider accepting the Blairs Fire Station and Route 29 Planning Level Study.
13. Discussion of the Mount Cross Road (Route 844) and Stony Mill Road/Tunstall High Road (Route 869) Intersection Analysis Study.
15. Update on transportation hearings/meetings, programs, and area projects
16. Other Business
17. Adjournment
TO: Community Based Organizations of Danville-Pittsylvania County

FROM: Aaron S. Burdick, Danville MPO Administrator

RE: Public Hearing for Consideration of Adoption of the Danville MPO Transportation Improvement Program, FY 2015-2018; meeting agenda

Following up on previous notices, I wanted to send you the follow-up agenda and press release pertaining to the Danville MPO’s Public Hearing on proposed adoption of the Transportation Improvement Program (TIP), FY 2015-2018.

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The adoption of the Transportation Improvement Program proposes to include a variety of highway related projects; other projects may be included such as those employing enhancement/transportation alternative program grant funds, safety and hazard elimination projects, and miscellaneous Districtwide projects.

The MPO’s staff will present a summary of the FY 2015-2018 Transportation Improvement Program at the hearing, and will be available to answer questions and take comments. For general questions regarding the meeting or the Transportation Improvement Program, please contact Aaron Burdick (MPO/WPPDC) at (276) 638-3987; email: aaronburdick@wppdc.org. We will be glad to take written comments or calls up to 12 noon on Wednesday, May 14, 2014. The mailing address is Aaron Burdick, WPPDC, P.O. Box 5268, Martinsville, VA. 24115; telephone: 276-638-3987; Fax: is 276-638-8137; aaronburdick@wppdc.org. The VDOT Lynchburg staff is also available to answer questions (Mr. Youngblood, 434-856-8331).

Attachments
TO: Private Sector Transportation Providers

FROM: Aaron S. Burdick, Danville MPO Administrator

RE: Public Hearing for Consideration of Adoption of the Danville MPO Transportation Improvement Program, FY 2015-2018; meeting agenda

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Attachments
May 7, 2014

TO: Organizations serving the Elderly, Disabled, or Handicapped

FROM: Aaron S. Burdick, Danville MPO Administrator

RE: Public Hearing for Consideration of Adoption of the Danville MPO Transportation Improvement Program, FY 2015-2018; meeting agenda

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Attachments
To: Organizations with Interests in Bicycling, Trails, and Pedestrian Transportation

From: Aaron S. Burdick, Danville MPO Administrator

Re: Public Hearing for Consideration of Adoption of the Danville MPO Transportation Improvement Program, FY 2015-2018; meeting agenda

Following up on previous notices, I wanted to send you the follow-up agenda and press release pertaining to the Danville MPO’s Public Hearing on proposed adoption of the Transportation Improvement Program (TIP), FY 2012-2015.

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Attachments
TO: Environmental Agencies

FROM: Aaron S. Burdick, Danville MPO/WPPDC

RE: Public Hearing for Consideration of Adoption of the Danville MPO Transportation Improvement Program, FY 2015-2018; meeting agenda

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Attachments
May 7, 2014

TO: MPO Citizens Advisory Committee Members

FROM: Aaron S. Burdick, Danville MPO Administrator

RE: Public Hearing for Consideration of Adoption of the Danville MPO Transportation Improvement Program, FY 2015-2018; meeting agenda

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Attachments
TO: Churches, Neighborhood Organizations

FROM: Aaron S Burdick, Danville MPO Administrator

RE: Public Hearing for Consideration of Adoption of the Danville MPO Transportation Improvement Program, FY 2015-2018; meeting agenda

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Attachments
May 7, 2014

TO: MPO Policy Board Members and Project Management Team members

FROM: Aaron S. Burdick, Danville MPO Administrator

RE: Public Hearing for Consideration of Adoption of the Danville MPO Transportation Improvement Program, FY 2015-2018 Meeting Package, Agenda

I have mailed notices out to various groups regarding a 5:30 p.m. public hearing (May 14, 2014) on the Adoption of the Transportation Improvement Program, FY 2015-2018, (hearing attendance of Board members is optional).

Our MPO Board meeting will be at 6:35 p.m. following the Public Hearing at the Eastern Conference Room, Danville Regional Airport Terminal, Danville, May 14, 2014, in the same room.

An Agenda, Minutes, and a series of pertinent resolutions are enclosed for the meeting.

Attachments
TO: Environmental Agencies
FROM: Aaron S. Burdick, MPO Administrator
RE: Notice of Public Hearing and MPO Meeting: Review of the draft FY 2015-2018 Transportation Improvement Program

As in the past, I wanted to let you and others on my notification list know that the Danville Metropolitan Planning Organization (MPO) will be asked to consider the new FY 2015-2018 Transportation Improvement Program (TIP) so that it will hold a Public Hearing and MPO Meeting on the document.

I also want to make you aware of the document’s availability for review at the following locations:
- Danville Department of Public Works, 998 South Boston Road, Rt. 58 East, Danville, VA (434-799-5245);
- Danville City Manager’s Office, Danville Municipal Building, Patton Street, Danville, VA (434-799-5100);
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- Pittsylvania County Administrator’s Office, Center Street, Chatham, VA (434-432-7710);
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- West Piedmont Planning District Commission, 1100 Madison Street, Martinsville, VA (276-638-3987). Information on the amendments is provided at website www.wppdc.org.

The Danville Metropolitan Planning Organization (MPO), as required by program guidelines for public involvement, and in an effort to comply with the MPO’s Private Enterprise Participation Policy and Public Notification Procedures and basic public involvement process, is providing you with an opportunity to provide comments and/or attend a public hearing concerning the draft Transportation Improvement Program (TIP).

Anyone interested in expressing views on the TIP may wish to present these at the Public Hearing. The Public Hearing will be held from 5:30 to 6:30 p.m., on Wednesday, May 14, 2014, in the Eastern Conference Room, Danville Regional Airport Terminal Building, 424 Airport Drive, Danville. Appropriate comments will be reported to the MPO Policy Board at its subsequent meeting at 6:35 p.m. Pertinent comments will be submitted as an enclosure with the hearing documents as appropriate.

Alternatively, persons not attending the hearing, but wanting to present their views, orally or in writing, on the item, may submit these by 12:00 noon on Wednesday, May 14, 2014, to: Danville MPO Administrator/West Piedmont PDC (Mr. Burdick), 1100 Madison Street, P.O. Box 5268, Martinsville, VA 24115 (276-638-3987; fax: 276-638-8137); aaronburdick@wppdc.org.

cc: Joe King, Danville City Manager
Marc Adelman, Danville Transit Manager
Richard Drazenovich, Director of Public Works, Danville
Greg Sides, Pittsylvania Assistant County Administrator
Kent Shelton, Danville City Engineer
Rick Youngblood, VDOT-Lynchburg
MEMORANDUM

TO: Organization with Interests in Bicycling, Trails, and Pedestrian Transportation  
FROM: Aaron S. Burdick, MPO Administrator
RE: Notice of Public Hearing and MPO Meeting: Review of the draft FY 2015-2018 Transportation Improvement Program

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Greg Sides, Pittsylvania Assistant County Administrator  
Kent Shelton, Danville City Engineer  
Rick Youngblood, VDOT-Lynchburg
MEMORANDUM

TO: Agencies Serving Persons with Disabilities or Limited Mobility
FROM: Aaron S. Burdick, MPO Administrator
RE: Notice of Public Hearing and MPO Meeting: Review of the draft FY 2015-2018 Transportation Improvement Program

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Anyone interested in expressing views on the TIP may wish to present these at the Public Hearing. The Public Hearing will be held from 5:30 to 6:30 p.m., on Wednesday, May 14, 2014, in the Eastern Conference Room, Danville Regional Airport Terminal Building, Airport Drive, Danville. Appropriate comments will be reported to the MPO Policy Board at its subsequent meeting at 6:35 p.m. Pertinent comments will be submitted as an enclosure with the hearing documents as appropriate.

Alternatively, persons not attending the hearing, but wanting to present their views, orally or in writing, on the item, may submit these by 12:00 noon on Wednesday, May 14, 2014, to: Danville MPO Administrator/West Piedmont PDC (Mr. Burdick), 1100 Madison Street, P.O. Box 5268, Martinsville, VA 24115 (276-638-3987; fax: 276-638-8137); aaronburdick@wppdc.org.

Joe King, Danville City Manager
Marc Adelman, Danville Transit Manager
Richard Drazenovich, Director of Public Works, Danville

Greg Sides, Pittsylvania Assistant County Administrator
Kent Shelton, Danville City Engineer
Rick Youngblood, VDOT-Lynchburg
TO: Danville Organizations Assisting Under-represented Citizens  
FROM: Aaron S. Burdick, MPO Administrator  
RE: Notice of Public Hearing and MPO Meeting: Review of the draft FY 2015-2018 Transportation Improvement Program  

April 14, 2014  

MEMORANDUM

As in the past, I wanted to let you and others on my notification list know that the Danville Metropolitan Planning Organization (MPO) will be asked to consider the new FY 2015-2018 Transportation Improvement Program (TIP) so that it will hold a Public Hearing and MPO Meeting on the document.

I also want to make you aware of the document’s availability for review at the following locations:  
a) Danville Department of Public Works, 998 South Boston Road, Rt. 58 East, Danville, VA (434-799-5245);  
b) Danville City Manager’s Office, Danville Municipal Building, Patton Street, Danville, VA (434-799-5100);  
c) Danville Public Library, Patton Street, Danville, VA;  
d) Danville Regional Airport, Manager’s Office, Airport Road, Danville, VA (434-799-5110);  
e) Pittsylvania County Administrator’s Office, Center Street, Chatham, VA (434-432-7710);  
f) Pittsylvania County Public Library, 24 Military Drive, Chatham, VA;  
g) West Piedmont Planning District Commission, 1100 Madison Street, Martinsville, VA (276-638-3987). Information on the amendments is provided at website.

The Danville Metropolitan Planning Organization (MPO), as required by program guidelines for public involvement, and in an effort to comply with the MPO’s Private Enterprise Participation Policy and Public Notification Procedures and basic public involvement process, is providing you with an opportunity to provide comments and/or attend a public hearing concerning the draft Transportation Improvement Program (TIP).

Anyone interested in expressing views on the TIP may wish to present these at the Public Hearing. The Public Hearing will be held from 5:30 to 6:30 p.m., on Wednesday, May 14, 2014, in the Eastern Conference Room, Danville Regional Airport Terminal Building, Airport Drive, Danville. Appropriate comments will be reported to the MPO Policy Board at its subsequent meeting at 6:35 p.m. Pertinent comments will be submitted as an enclosure with the hearing documents as appropriate.

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cc: Joe King, Danville City Manager  
Marc Adelman, Danville Transit Manager  
Richard Drazenovich, Director of Public Works, Danville  
Greg Sides, Pittsylvania Assistant County Administrator  
Kent Shelton, Danville City Engineer  
Rick Youngblood, VDOT-Lynchburg
MEMORANDUM

TO: Private Sector Transportation Providers in Danville Area

FROM: Aaron S. Burdick, MPO Administrator

RE: Notice of Public Hearing and MPO Meeting: Review of the draft FY 2015-2018 Transportation Improvement Program and Long-Range Transportation Plan

As in the past, I wanted to let you and others on my notification list know that the Danville Metropolitan Planning Organization (MPO) will be asked to consider the new FY 2015-2018 Transportation Improvement Program (TIP) so that it will hold a Public Hearing and MPO Meeting on the document.

I also want to make you aware of the document’s availability for review at the following locations:
a) Danville Department of Public Works, 998 South Boston Road, Rt. 58 East, Danville, VA (434-799-5245); b) Danville City Manager's Office, Danville Municipal Building, Patton Street, Danville, VA (434-799-5100); c) Danville Public Library, Patton Street, Danville, VA; d) Danville Regional Airport, Manager's Office, Airport Road, Danville, VA (434-799-5110); e) Pittsylvania County Administrator's Office, Center Street, Chatham, VA (434-432-7710); f) Pittsylvania County Public Library, 24 Military Drive, Chatham, VA; g) West Piedmont Planning District Commission, 1100 Madison Street, Martinsville, VA (276-638-3987). Information on the TIP is provided at website www.wppdc.org.

The Danville Metropolitan Planning Organization (MPO), as required by program guidelines for public involvement, and in an effort to comply with the MPO's Private Enterprise Participation Policy and Public Notification Procedures and basic public involvement process, is providing you with an opportunity to provide comments and/or attend a public hearing concerning the draft Transportation Improvement Program (TIP).

Anyone interested in expressing views on the TIP may wish to present these at the Public Hearing. The Public Hearing will be held from 5:30 to 6:30 p.m., on Wednesday, May 14, 2014, in the Eastern Conference Room, Danville Regional Airport Terminal Building, Airport Drive, Danville. Appropriate comments will be reported to the MPO Policy Board at its subsequent meeting at 6:35 p.m. Pertinent comments will be submitted as an enclosure with the hearing documents as appropriate.

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cc: Joe King, Danville City Manager
    Marc Adelman, Danville Transit Manager
    Richard Drazenovich, Director of Public Works, Danville
    Greg Sides, Pittsylvania Assistant County Administrator
    Kent Shelton, Danville City Engineer
    Rick Youngblood, VDOT-Lynchburg
MEMORANDUM

TO: Danville MPO Citizens Advisory Committee
FROM: Aaron S. Burdick, MPO Administrator
RE: Notice of Public Hearing and MPO Meeting: Review of the draft FY 2015-2018 Transportation Improvement Program

April 14, 2014

As in the past, I wanted to let you and others on my notification list know that the Danville Metropolitan Planning Organization (MPO) will be asked to consider the new FY 2015-2018 Transportation Improvement Program (TIP) so that it will hold a Public Hearing and MPO Meeting on the document.

I also want to make you aware of the document's availability for review at the following locations:
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- Danville Regional Airport, Manager's Office, Airport Road, Danville, VA (434-799-5110)
- Pittsylvania County Administrator's Office, Center Street, Chatham, VA (434-432-7710)
- Pittsylvania County Public Library, 24 Military Drive, Chatham, VA
- West Piedmont Planning District Commission, 1100 Madison Street, Martinsville, VA (276-638-3987)

Information on the TIP is provided at website www.wppdc.org.

The Danville Metropolitan Planning Organization (MPO), as required by program guidelines for public involvement, and in an effort to comply with the MPO's Private Enterprise Participation Policy and Public Notification Procedures and basic public involvement process, is providing you with an opportunity to provide comments and/or attend a public hearing concerning the draft Transportation Improvement Program (TIP).

Anyone interested in expressing views on the TIP may wish to present these at the Public Hearing. The Public Hearing will be held from 5:30 to 6:30 p.m., on Wednesday, May 14, 2014, in the Eastern Conference Room, Danville Regional Airport Terminal Building, Airport Drive, Danville. Appropriate comments will be reported to the MPO Policy Board at its subsequent meeting at 6:35 p.m. Pertinent comments will be submitted as an enclosure with the hearing documents as appropriate.

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cc: Joe King, Danville City Manager
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   Richard Drazenovich, Director of Public Works, Danville
   Greg Sides, Pittsylvania Assistant County Administrator
   Kent Shelton, Danville City Engineer
   Rick Youngblood, VDOT-Lynchburg
MEMORANDUM

TO: Danville-Pittsylvania Community Service Agencies

FROM: Aaron S. Burdick, MPO Administrator

RE: Review of the draft FY 2015-2018 Transportation Improvement Program Notice of Public Hearing and MPO Meeting

As in the past, I wanted to let you and others on my notification list know that the Danville Metropolitan Planning Organization (MPO) will be asked to consider the new FY 2015-2018 Transportation Improvement Program (TIP) so that it will hold a Public Hearing and MPO Meeting on the document.

I also want to make you aware of the document’s availability for review at the following locations:

a) Danville Department of Public Works, 998 South Boston Road, Rt. 58 East, Danville, VA (434-799-5245); b) Danville City Manager’s Office, Danville Municipal Building, Patton Street, Danville, VA (434-799-5100); c) Danville Public Library, Patton Street, Danville, VA; d) Danville Regional Airport, Manager’s Office, Airport Road, Danville, VA (434-799-5110); e) Pittsylvania County Administrator’s Office, Center Street, Chatham, VA (434-432-7710); f) Pittsylvania County Public Library, 24 Military Drive, Chatham, VA; g) West Piedmont Planning District Commission, 1100 Madison Street, Martinsville, VA (276-638-3987). Information on the TIP is provided at website www.wppdc.org.

The Danville Metropolitan Planning Organization (MPO), as required by program guidelines for public involvement, and in an effort to comply with the MPO's Private Enterprise Participation Policy and Public Notification Procedures and basic public involvement process, is providing you with an opportunity to provide comments and/or attend a public hearing concerning the draft Transportation Improvement Program (TIP).

Anyone interested in expressing views on the TIP may wish to present these at the Public Hearing. The Public Hearing will be held from 5:30 to 6:30 p.m., on Wednesday, May 14, 2014, in the Eastern Conference Room, Danville Regional Airport Terminal Building, Airport Drive, Danville. Appropriate comments will be reported to the MPO Policy Board at its subsequent meeting at 6:35 p.m. Pertinent comments will be submitted as an enclosure with the hearing documents as appropriate.

Alternatively, persons not attending the hearing, but wanting to present their views, orally or in writing, on the item, may submit these by 12:00 noon on Wednesday, May 14, 2014, to: Danville MPO Administrator/West Piedmont PDC (Mr. Burdick), 1100 Madison Street, P.O. Box 5268, Martinsville, VA 24115 (276-638-3987; fax: 276-638-8137); aaronburdick@wppdc.org.
MEMORANDUM

TO: Churches in Danville Metropolitan Planning Area
FROM: Aaron S. Burdick, MPO Administrator
RE: Notice of Public Hearing and MPO Meeting: Review of the draft FY 2015-2018 Transportation Improvement Program

As in the past, I wanted to let you and others on my notification list know that the Danville Metropolitan Planning Organization (MPO) will be asked to consider the new FY 2015-2018 Transportation Improvement Program (TIP) so that it will hold a Public Hearing and MPO Meeting on the document.

I also want to make you aware of the document’s availability for review at the following locations:
a) Danville Department of Public Works, 998 South Boston Road, Rt. 58 East, Danville, VA (434-799-5245); b) Danville City Manager's Office, Danville Municipal Building, Patton Street, Danville, VA (434-799-5100); c) Danville Public Library, Patton Street, Danville, VA; d) Danville Regional Airport, Manager's Office, Airport Road, Danville, VA (434-799-5110); e) Pittsylvania County Administrator's Office, Center Street, Chatham, VA (434-432-7710); f) Pittsylvania County Public Library, 24 Military Drive, Chatham, VA; g) West Piedmont Planning District Commission, 1100 Madison Street, Martinsville, VA (276-638-3987). Information on the TIP is provided at website www.wppdc.org.

The Danville Metropolitan Planning Organization (MPO), as required by program guidelines for public involvement, and in an effort to comply with the MPO's Private Enterprise Participation Policy and Public Notification Procedures and basic public involvement process, is providing you with an opportunity to provide comments and/or attend a public hearing concerning the draft Transportation Improvement Program (TIP).

Anyone interested in expressing views on the TIP may wish to present these at the Public Hearing. The Public Hearing will be held from 5:30 to 6:30 p.m., on Wednesday, May 14, 2014, in the Eastern Conference Room, Danville Regional Airport Terminal Building, Airport Drive, Danville. Appropriate comments will be reported to the MPO Policy Board at its subsequent meeting at 6:35 p.m. Pertinent comments will be submitted as an enclosure with the hearing documents as appropriate.

Alternatively, persons not attending the hearing, but wanting to present their views, orally or in writing, on the item, may submit these by 12:00 noon on Wednesday, May 14, 2014, to: Danville MPO Administrator/West Piedmont PDC (Mr. Burdick), 1100 Madison Street, P.O. Box 5268, Martinsville, VA 24115 (276-638-3987; fax: 276-638-8137); aaronburdick@wppdc.org.

cc: Joe King, Danville City Manager
Marc Adelman, Danville Transit Manager
Richard Drazenovich, Director of Public Works, Danville
Greg Sides, Pittsylvania Assistant County Administrator
Kent Shelton, Danville City Engineer
Rick Youngblood, VDOT-Lynchburg
April 8, 2014

-Notice-

Press Release from: Danville Metropolitan Planning Organization

Contact Person: Aaron S. Burdick, MPO Administrator
276-638-3987, Fax: 276-638-8137
P.O. Box 5268, Martinsville, VA 24115

Subject: Notice of Danville MPO Hearing and Meeting Regarding Review of the draft FY 2015-2018 Transportation Improvement Program

To receive input on the Danville Metropolitan Planning Organization’s (MPO) draft FY 2015-2018 Transportation Improvement Program (TIP) the MPO is offering an opportunity to comment on amendments at a public hearing Wednesday, May 14, 2014. As background, the Transportation Improvement Program includes the list of projects to be approved by the Danville MPO, the Virginia Department of Transportation, and the Commonwealth Transportation Board and that have funding obligated and that are expected to be developed during a multi-year period. The amendments are being considered to ensure the MPO’s TIP is kept up to date and compliant with the National Transportation Act, MAP-21, and its regulations.

Input and comment are encouraged from: the general public interested in transportation; private providers of transit services, neighborhood organizations, and other public and private entities. In addition, disabled persons or their representatives are also encouraged to participate.

Copies of the materials for considering the draft planning document may be reviewed at: a) Danville Department of Public Works, 998 South Boston Road, Rt. 58 East, Danville, VA (434-799-5245); b) Danville City Manager’s Office, Danville Municipal Building, Patton Street, Danville, VA (434-799-5100); c) Danville Public Library, Patton Street, Danville, VA; d) Danville Regional Airport, Manager’s Office, Airport Road, Danville, VA (434-799-5110); e) Pittsylvania County Administrator’s Office, Center Street, Chatham, VA (434-432-7710); f) Pittsylvania County Public Library, 24 Military Drive, Chatham, VA; g) West Piedmont Planning District Commission, 1100 Madison Street, Martinsville, VA (276-638-3987).

Public Hearing/MPO Meeting Information: The Public Hearing will be held from 5:30 to 6:30 p.m., on Wednesday, May 14, 2014, in the Eastern Conference Room, Danville Regional Airport Terminal Building, Airport Drive, Danville. Appropriate comments will be reported to the MPO Policy Board at its subsequent meeting at 6:35 p.m. in the same location. Pertinent comments will be submitted as an enclosure with the hearing minutes and amendment record documents as appropriate. Information on the Program is provided at website www.wppdc.org.

Alternatively, persons not attending the hearing but wanting to present their views, orally or in writing, on the item, may submit these by 12:00 noon on Wednesday, May 14, 2014, to: the Danville MPO Administrator/West Piedmont PDC (Mr. Burdick), 1100 Madison Street, P.O. Box 5268, Martinsville, VA 24115 (276-638-3987; fax: 276-638-8137); aaronburdick@wppdc.org.

The MPO’s staff will present a summary of the TIP development efforts at the hearing and take comments. For questions regarding the meeting or the amendment efforts, please contact Aaron Burdick (MPO/WPPDC) at (276) 638-3987 or email: aaronburdick@wppdc.org.

Individuals who require special assistance to attend the Public Hearing should contact Greg Sides at Pittsylvania County, (434) 432-7974. Mr. Sides can provide information regarding the availability of accommodations for attending the hearing. Hearing impaired persons requiring assistance may call or fax Mr. Burdick at 276-638-3987; fax: 276-638-8137. For persons with English as a second language, visual and/or translated materials will be available to aid participation.
April 8, 2014

The Danville Register and Bee
C/o The News & Advance
700 Monument Street
Danville, VA 24541

Attention: Legal Classified Advertising Department

Please publish the attached legal notice (Invitation for Comment and Input at a Public Hearing on the Danville Metropolitan Planning Organization’s Draft FY 2015-2018 Transportation Improvement Program) as a classified advertisement in the Danville Register and Bee on Monday, April 14, 2014; Wednesday, April 30, 2014; and Wednesday, May 7, 2014.

We would like to have a narrow frame around this ad if possible; please call Mrs. Meade to discuss options if necessary.

Please make the invoice for payment to run the notice chargeable to:

Aaron Burdick, Executive Director
Danville MPO c/o West Piedmont Planning District Commission
P.O. Box 5268
Martinsville, VA 24115

Also a copy of the notice as it appears in your newspaper or with a certification that it has been published, should accompany the billing.

If, for any reason, you are not able to publish this advertisement as described, please notify Tracy Meade or myself immediately by telephoning, 276-638-3987. Our FAX number is 276-638-8137.

Thank you very much.

Sincerely,

Aaron S. Burdick
Executive Director
Danville MPO Administrator
Invitation for Comment and Input at a Public Hearing on the Danville Metropolitan Planning Organization's Draft FY 2015-2018 Transportation Improvement Program

In order to provide general public and private sector input on the Danville Metropolitan Planning Organization's (MPO) Draft Transportation Improvement Program (TIP) for FY 2015-2018, the MPO is offering an opportunity at a public hearing to make comments and input to be considered by the MPO as it develops its FY 2015-2018 Transportation Improvement Program.

The MPO will consider suggestions for changes to the TIP during the course of the public involvement and public review period, the hearing, and at the public MPO meeting to consider the inputs to the document presented to it by its staff. A briefing on the TIP contents and any suggested changes or comments received prior to the hearing will be made prior to taking hearing comments and made part of the TIP development process records.

**Public Hearing Information:** The public hearing will be held at 5:30 p.m. on Wednesday, May 14, 2014, in the Eastern Conference Room, Danville Regional Airport Terminal Building, 424 Airport Drive, Danville, VA. Persons or firms wishing to provide written comments and not able to attend the public hearing may submit these by 12:00 noon on Wednesday, May 14, 2014, to: the Danville MPO Administrator (Mr. Aaron Burdick), located at West Piedmont PDC, 1100 Madison Street, P.O. Box 5268, Martinsville, VA 24115 (276-638-3987)(Fax: 276-638-8137) aaronburdick@wppdc.org.

Note that the Danville MPO Policy Board will meet after the Public Hearing (closes at 6:30 p.m.) at 6:35 p.m. to consider the Program, any changes to be reported, and the hearing comments.

Input and comment are encouraged from: the general public interested in transportation; private providers of transit services, various agencies and organizations, and other public and private entities. In addition, disabled persons or their representatives are also encouraged to participate.

Copies of the draft Transportation Improvement Program and background materials may be reviewed at: 1) Danville City Manager's office, Danville Municipal Building, Patton Street, Danville, VA.; 2) Danville Department of Public Works, 998 South Boston Road (Route 58 East), Danville VA.; 3) Pittsylvania County Administrator's Office, Center Street, Chatham, VA.; 4) Danville Public Library, Patton Street, Danville, VA.; 5) Pittsylvania County Public Library, 24 Military Drive, Chatham, VA.; 6) West Piedmont PDC, 1100 Madison Street, Martinsville, VA.; 7) Danville Transit System and Airport Manager's Office, Danville Regional Airport Terminal Building, Airport Drive (off Route 58 East), Danville, VA. Information may also be viewed on the website: www.wppdc.org under MPO items.

For questions regarding the meeting or the TIP development efforts, please contact Aaron Burdick (MPO/WPPDC) at (276) 638-3987 or email: aaronburdick@wppdc.org.

Individuals who require special assistance to attend the Public Hearing should contact Greg Sides at Pittsylvania County, (434) 432-7974. Mr. Sides can provide information regarding the availability of accommodations for attending the hearing. Hearing impaired persons requiring assistance may call or fax Mr. Burdick at 276-638-3987; fax 276-638-8137. For persons with English as a second language, translated and/or visual materials will be available to aid participation. The West Piedmont Planning District Commission is an Equal Opportunity Employer.
Invitation for Comment and Input at a Public Hearing on the Danville Metropolitan Planning Organization's Draft FY 2015-2018 Transportation Improvement Program

In order to provide general public and private sector input on the Danville Metropolitan Planning Organization's (MPO) Draft Transportation Improvement Program (TIP) for FY 2015-2018, the MPO is offering an opportunity at a public hearing to make comments and input to be considered by the MPO as it develops its FY 2015-2018 Transportation Improvement Program. The MPO will consider suggestions for changes to the TIP during the course of the public involvement and public review period, the hearing, and at the public MPO meeting to consider the inputs to the document presented to it by its staff. A briefing on the TIP contents and any suggested changes or comments received prior to the hearing will be made prior to taking hearing comments and making part of the TIP development process record.

Public Hearing Information: The public hearing will be held at 6:30 p.m. on Wednesday, May 14, 2014, at the Eastern Carolina Regional Building, 424 Airport Drive, Danville, VA. Persons or firms wishing to provide written comments and not able to attend the public hearing may submit these by 12:00 noon on Wednesday, May 14, 2014, to the Danville MPO Administrator (Mr. Aaron Burbick), located at West Piedmont POC, 1100 Madison Street, P.O. Box 5268, Martinsville, VA 24115. Fax: 276-638-6177; aaronburbick@wpocd.org.

Note that the Danville MPO Policy Board will meet after the Public Hearing (at 6:30 p.m.) to 8:00 p.m. to consider the Program, any changes to be reported, and the hearing comments.

Input and comment are encouraged from the general public interested in transportation; private providers of transit services, various agencies and organizations, and other public and private entities. In addition, disabled persons or their representatives are also encouraged to participate.

Copies of the Draft Transportation Improvement Program and background materials may be reviewed at: 1) Danville City Manager's Office, Danville Municipal Building, Patton Street, Danville, VA; 2) Danville Department of Public Works, 980 South Boston Road Route 58 East, Danville, VA; 3) Pittsylvania County Administrator's Office, Center Street, Chatham, VA; 4) Danville Public Library, Patton Street, Danville, VA; 5) Pittsylvania County Public Library, 24 Military Drive, Chatham, VA; 6) West Piedmont POC, 1100 Madison Street, Martinsville, VA; 7) Danville Transit System and Airport Manager's Office, Danville Regional Airport Terminal Building, Airport Drive (off Route 58 East), Danville, VA. Information may also be viewed on the website: www.wpocd.org under MPO items. For questions regarding the hearing or the TIP development efforts, please contact Aaron Burbick (MPC/WPSCC) at (276) 638-3987 or email aaronburbick@wpocd.org.

Individuals who require special assistance to attend the Public Hearing should contact Greg Sides at Pittsylvania County, (434) 432-7974. Mr. Sides can provide information regarding the availability of accommodations for attending the hearing. Hearing impaired persons requiring assistance may call or fax Mr. Burbick at 276-638-3987; Fax 276-638-6177. For persons with English as a second language, translated and/or visual materials will be available to aid participation. The West Piedmont Planning District Commission is an Equal Opportunity Employer.

Publisher of the Register & Bee

This is to certify that the attached DANVILLE MPO was published by the Register & Bee in the City of Danville, State of Virginia, on the following dates:

04/14, 04/30, 05/07/2014

The First insertion being given ... 04/14/2014

Publishing reference: 0003253854

Sworn to and subscribed before me this

May 7, 2014

[Signature]
Notary Public

[Signature]
Supervisor

SARAH D. GENTRY
Notary Public
Commonwealth of Virginia
Reg: #520673-VA

State of Virginia
My Commission expires

24 A BILL. PLEASE PAY FROM INVOICE. THANK YOU
APPENDIX C:
MPO AGREEMENTS
MEMORANDUM OF UNDERSTANDING
ON METROPOLITAN TRANSPORTATION PLANNING RESPONSIBILITIES
FOR THE DANVILLE METROPOLITAN PLANNING AREA

This agreement is made and entered into as of Dec. 19, 2008 by and between the Commonwealth of Virginia hereinafter referred to as the State, the Danville Metropolitan Planning Organization hereinafter referred to as the MPO, the Danville Transit System hereinafter referred to as the Public Transit Operator(s), and the West Piedmont Planning District Commission serving as planning and administrative staff to the MPO, hereinafter referred to as the Staff.

WHEREAS, joint responsibilities must be met for establishing and maintaining a cooperative, comprehensive and continuing (3-C) metropolitan transportation planning and programming process as defined and required by the United States Department of Transportation in regulations at 23 CFR 450 Subpart C, and

WHEREAS, the regulations at 23 CFR 450.314(a) direct that the MPO, State, and Transit Operator(s) responsibilities for carrying out the 3-C process shall be cooperatively determined and clearly identified in a written agreement.

NOW, THEREFORE, it is recognized and agreed that, as the regional transportation planning and programming authority in cooperation with the Staff, State and Public Transit Operators, the MPO shall serve as the forum for cooperative development of the transportation planning and programming activities and products for the Danville Metropolitan area. It is also agreed that the following articles will guide the 3-C process.

Article 1
Planning and Modeling Boundaries
The MPO is responsible as the lead for coordinating transportation planning and programming in the Danville metropolitan transportation planning area (MPA) that includes the City of Danville and the urbanized area of Pittsylvania County. A map providing a visual and itemized description of the current MPA will be included on the MPO website. It is recognized that the scope of the regional study area used with the transportation demand model may extend beyond the MPA. The boundaries of the MPA shall be subject to approval of the MPO and the Governor.

Article 2
MPO Structure & Committees
The MPO shall consist of, at a minimum, a Policy Board and a standing advisory group, the Technical Committee / Project Management Team. The MPO shall establish and follow rules of order and record. The Policy Board and Technical Committee / Project Management Team each shall be responsible for electing a
chairman with other officers elected as deemed appropriate. These committees and their roles are described below.

(A) The Policy Board serves as the MPO’s policy board, and is the chief regional authority responsible for cooperative development and approval of the core transportation planning activities and products for the urbanized region including:

- the MPO budget and Unified Planning Work Program (UPWP); and
- the Constrained Long Range Transportation Plan (CLRTP); and
- the Transportation Improvement Program (TIP) including all regionally significant projects regardless of their funding source; and
- the Participation Plan (Public Involvement Participation Plan and Notifications Procedures Manual)

The Policy Board will consider, analyze as appropriate, and reflect in the planning and programming process the metropolitan planning factors and requirements for MPO and State certifications as required by sections 23 CFR 450.306, and 450.334, respectively.

Voting membership of the Policy Board shall consist of the following representatives, designated by and representing their respective governments and agencies:

- One representative participating on behalf of the State appointed by the Commonwealth of Virginia Secretary of Transportation
- Locally elected officials representing each County, independent City, independent Town or other appropriate representation within the transportation planning area; the City officials represent the Public Transit Operator;
- Official votes are distributed as follows: one vote for VDOT; three votes for City of Danville; three votes for Pittsylvania County

The individual voting representatives may be revised from time to time as designated by the respective government or agency. State elected officials may also serve on the MPO at the discretion of the MPO’s policy board. Nonvoting members may be added or deleted by the Policy Board through a majority of all voting members. Voting and nonvoting designated membership of the Policy Board, as it may be updated from time to time, will be identified online with contact information as part of the Participation Plan.

(B) The Technical Committee / Project Management Team provides technical review, supervision and assistance in transportation planning to the Policy Board. Members are responsible for providing, obtaining, and validating the required latest official travel and socio-economic planning data and assumptions for the regional study area. Members are to ensure proper use of the data and assumptions by the MPO with appropriate travel forecast related models. Additional and specific responsibilities may be defined from time to time by the Policy Board. This committee consists of the designated technical staff of the
Policy Board members, plus other interests deemed necessary and approved by the Policy Board. The designated voting and nonvoting membership of the Technical Committee / Project Management Team, as it may be updated from time to time by the Policy Board, will be identified online with contact information as part of the Participation Plan.

(C) The Citizen Advisory Committee shall provide information and constructive advice to the MPO Policy and Technical Committees on the MPA communities’ concerns in transportation planning. Additional and specific responsibilities may be defined from time to time by the Policy Board. This advisory committee is to consist of representatives of varied interested parities approved by the Policy Board. The Policy Board is responsible for periodically evaluating and attempting to sustain both the participation and balance of the interested parties who contribute in the committee. Appropriate with the evaluative findings, the Policy Board may broadly request potentially interested parties (planning associates, academics, transit-human services, environmental, realty, civic groups and others) to participate and prospectively become members of the Citizen Advisory Committee. The current membership of the Citizen Advisory Committee, as it may be updated from time to time by the Policy Board, will be recognized online as part of the Participation Plan.

(D) Regular Meetings – The Policy Board and Technical Committee / Project Management Team in coordination with its MPO Administrator shall each be responsible for setting meetings to carry out respective responsibilities and to conduct official business. Meeting policies and procedures shall follow regulations set forth in 23 CFR §450.316. The meetings scheduled for the Policy Board, Technical Committee/Project Management Team, and Citizen Advisory Committee shall be posted online and all meetings shall be open to the public. Any meeting concerning the business of the MPO shall comply with State Freedom of Information Act requirements. The MPO Policy Board and committees do not have a monthly meeting schedule, but meets as voting issue events and/or planning review events arise.

Article 3
Unified Planning Work Program
Transportation planning activities anticipated within the Danville Metropolitan Area during the next one or two year period year shall be documented and prepared annually be the Staff and the Technical Committee / Project Management Team and reviewed and endorsed by the Policy Board. Prior to the expenditure of any funds, such UPWP shall be subject to the approval of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the State for funding the activities. Any changes in transportation planning and related activities, regardless of funding source, shall be accomplished by amendments to the UPWP and adoption by the Policy Board according to the same, full procedure as the initial UPWP.
Article 4
Participation Plan
The Policy Board shall adopt and maintain a formal, written Participation Plan. The Participation Plan shall provide reasonable opportunity for involvement with all interested parties in carrying out the metropolitan area’s transportation planning and programming process, providing reasonable opportunities for preliminary review and comment especially at key decision points. Initial or revised participation plan procedures shall undergo a minimum 45 day draft public review and comment period. The Participation Plan will be published and available online. The State may assist, upon request of the MPO and on a case by case basis, to provide documents in alternative formats to facilitate the participation of persons with limited English proficiency or visual impairment.

The MPO also shall, to the extent practicable, develop and follow documented process(es) that at least outline the roles, responsibilities and key points for consulting with adjoining MPOs, other governments and agencies regarding other planning activities, and Indian Tribal or federal public lands, as applicable, and thereby ensure compliance with all sections of 23 CFR 450.316. The process(es) shall identify procedures for circulating (or providing ready access to) draft documents with supporting materials that reference, summarize or detail key assumptions and facilitate agency consultations, and public review and comment before formal adoption of a transportation plan or program.

Article 5
Inclusion and Selection of Project Recommendations

Selection of projects for Inclusion into the Constrained Long-Range Plan (CLRIP)
Recommended transportation investments and strategies to be included in the CLRIP shall be determined cooperatively by the MPO, the State, and public transit operator(s). Prior to the formal adoption of a final CLRIP, the MPO shall provide the public and other interested stakeholders with reasonable opportunities for involvement and comment as specified in 23 CFR §450.316 and in accordance with the procedures outlined in the Participation Plan. The MPO shall demonstrate explicit consideration and response to public input received during the development of the CLRIP.

Development of the Transportation Improvement Program (TIP)
To the extent that funds are reasonably available, the projects to be included in the TIP shall be cooperatively determined by the MPO, the State and public transit operators. Projects may be included and programmed in the TIP only if they are also consistent with the recommendations in the CLRIP. The State shall provide the MPO a list of project, program, or grouped obligations by year and phase for all Virginia Department of Transportation funded projects to facilitate the development of the TIP document. The format of the STIP will be based on
the executed agreement between FHWA, FTA, and the State. The MPO may include additional detail or supporting information as an appendix to the TIP document. The MPO shall add any federally funded projects or local/state funded projects that are regionally significant. Once the TIP is compiled and adopted by the Policy Committee the MPO shall forward the TIP to the State. The State shall incorporate the TIP into the STIP. Once complete, the STIP will be forwarded to FHWA for review and approval.

Selected Transportation Enhancement (TE) projects shall be reported by the State to the appropriate MPO for inclusion in the MPO CLRP and TIP.

The selection of projects from the TIP by the MPO, State or Transit Operator(s) shall be done in full accordance with 23 CFR 450.330.

Article 6
Financial Planning and Programming, and Obligations
The State, the MPO and the transit operators are responsible for financial planning that demonstrates how metropolitan long-range transportation plans and improvement programs can be implemented consistent with principles for financial constraint. Federal requirements direct that specific provisions be agreed on for cooperatively developing and sharing information for development of financial plans to support the metropolitan transportation plan (23 CFR 450.322(f)(10)) and program (23 CFR 450.324(h) & (i)), as well as the development of the annual listing of obligated projects (23 CFR 450.332).

Fiscal Constraint and Financial Forecasts
The CLRP and TIP shall be fiscally constrained pursuant to 23 CFR §450.322 and §450.324 respectively with project costs inflated to reflect the expected year of expenditure. To support the development of the financial plan for the CLRP, the State shall provide the MPO with a long-range forecast of expected state and federal transportation revenues for the metropolitan planning area. The MPO shall review the forecast and add any local or private funding sources reasonably expected to be available during the planning horizon. Recommendations on any alternative financing strategies to fund the projects and programs in the transportation plan shall be identified and included in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified and documented. If a revenue source is subsequently found removed or substantially reduced (i.e., by legislative or administrative actions) the MPO will not act on a full update or amended CLRP and/or TIP that does not reflect the changed revenue situation.

Annual Obligation Report
Within 90 days after the close of a federal fiscal year the State shall provide the MPO with an Annual Obligation Report. To the extent possible, this report will contain the projects (including investments in pedestrian walkways and bicycle
transportation facilities) for which federal highway or transit funds were obligated in the preceding program year. It shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and at a minimum include TIP project description and implementing agency information and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. The MPO shall publish the Annual Obligation Report on the Web and in accordance with any other procedures outlined in the Public Participation Plan to ensure adequate access by the public and other interested stakeholders.

IN WITNESS WHEREOF, the parties have executed this agreement on the day and year first written above.

[Signatures]

John G. Hamlin          Coy E. Harville
Chairman
Danville Metropolitan Planning Organization

Pierce R. Homer
Secretary of Transportation
Commonwealth of Virginia

Marc Adelman
Director, Transportation Services
City of Danville
Danville Transit

Robert W. Dowd
Executive Director
West Piedmont Planning District Commission
Statewide Transportation Improvement Program (STIP) Procedures
Memorandum of Agreement

INTRODUCTION/BACKGROUND

This document demonstrates agreement between the Federal and State agencies involved in the management of the STIP process on procedures established to streamline and effectively manage the Virginia STIP. The development of the Virginia STIP will be in accordance with 23 CFR 450.210, 450.216 and 450.220 (See Appendix B).

SUMMARY OF REQUIREMENTS AND AGREEMENTS

Development and Approval of the STIP:

Included Projects – Only projects included in the Federally approved STIP shall be eligible for funds administered by the FHWA or the FTA. The initial approval is a joint FHWA/FTA action; subsequent amendments only require joint approval if both FHWA and FTA are involved. Otherwise, the funding agency makes the approval action. Each MPO has developed a long-range transportation plan from which projects are drawn.

➢ Prior to inclusion of a project in the STIP, projects must be consistent with the long-range (20 year) transportation plans.

➢ In MPO areas, project selection and TIP approval is done by both the MPO and the State. TIP projects are then included into the STIP without change.

➢ Outside MPO areas, project selection is done by the State in consultation with appropriate local officials.

➢ The first year of the STIP is viewed as the “agreed to” list of projects selected for implementation based on the obligation limitation. If projects in the first year are delayed, projects in the subsequent three years may be advanced.

Project Information – The following information will be included for each individual project identified in the STIP to meet the minimum requirements outlined in 23 CFR 450.216:

➢ Project description – type of work, termini, and length
➢ Estimated Total Project Cost
➢ Amount of Federal funds proposed to be obligated during each program year, including proposed category of Federal funds and source of non-Federal funds
➢ Identification of the agency responsible for carrying out the project or phase
Federal Oversight/Non-Federal Oversight Designation

Financial Constraint – The STIP must be financially constrained by year based on the anticipated obligation limitation. It must contain all projects proposed for FHWA or FTA funding.

Grouped Projects – Grouping of projects allows flexibility and reduces paperwork for programming minor projects. Projects eligible for a Categorical Exclusion (CE) may be grouped by function, work type, and/or geographic area. For air quality nonattainment/maintenance areas, only those projects that are exempt from conformity requirements may be grouped. If a project cannot qualify for a CE or be considered exempt from air quality conformity, then it must be individually listed.

For projects administered through the Federal Highway Administration: Projects qualifying under the above description will be grouped in the following categories for STIP programming purposes:

➢ Transportation Enhancement/Byway/Other Non-traditional Transportation Projects (CN) - Includes projects with scopes of work eligible for funding under the transportation enhancement program national scenic byway programs, regardless of funding source. Examples include: construction of interpretive pull offs and overlooks; rehabilitation/restoration/reconstruction of historic buildings; tourist and welcome centers; transportation museums; pedestrian/bicycle facilities; parking facilities; wildflower plantings.

➢ Rail (CN) - Includes projects for rail/highway grade crossing improvements, regardless of funding source. Examples include: improvements to warning devices, crossing surfaces, construction of grade separation to replace existing at grade railroad crossings at the same location.

➢ Preventive Maintenance and System Preservation (MT) - Includes the following examples of eligible work: Area wide programs for cleaning of drainage facilities, corrosion protection activities, and highway sign face cleaning; Any corrective, restorative, resurfacing, or rehabilitative/reconstruction of highway pavement which extends the service life of the pavement; Retrofitting of dowel bars; and Shoulder pulling and wedging for pavement edge drop-off mitigation.

➢ Preventive Maintenance for Bridges (MT) - Includes the eligible bridge activities outlined in the December 20, 2005 memorandum (i.e. seal/replace/reconstruction of joints, deck overlays, painting, cathodic protection, debris removal, retrofit of fracture critical members and fatigue prone details, and some concrete repairs).

Includes bridge safety inspections.

➢ Traffic and Safety Operations (MT) - Includes signs, traffic signals, pavement markings and markers, guardrail, replacement/preventive maintenance of roadway lighting, maintenance/replacement/upgrade of traffic calming devices, etc.

➢ Safety/ITS/Operational Improvements (CN) - Group would include safety improvement projects such as: those qualifying for HES/HSIP funding, shoulder improvements, increasing sight distance, traffic control devices, guardrails, median barriers, pavement resurfacing/rehabilitation, pavement marking, fencing, lighting improvements, intersection channelization/signalization/reconfiguration projects,
traffic calming, improvements to crossovers or clear zones, addition/extension of turn lanes, extension of acceleration/deceleration lanes, drainage improvements, etc. Group would also include reconstruction or widening on or adjacent to same alignment, improvements to and modernization of rest areas, toll facilities, and weigh stations; ITS activities; or traffic operations improvement projects; etc.

- **Bridge Rehabilitation/Replacement/Reconstruction (CN)** - Includes bridge construction projects such as: bridge or drainage structure rehabilitation, reconstruction or replacement when said work is on or adjacent to the same alignment.
- **Federal Lands Highway (CN)** - Includes projects funded and/or administered by the Federal Lands Highway Division
- **Forest Highway (CN)** - Includes projects funded and advanced as part of the Forest Highway program.
- **Recreational Trails (DCR)** - Includes projects funded and advanced as part of the recreational trails program through the Department of Conservation and Recreation.

*For projects administered through the Federal Transit Administration:* Regardless if a project is located in an air quality non-attainment/maintenance area or an attainment area, projects that are eligible for a CE and is in accordance with projects eligible under the “exempt” project classification in EPA’s transportation conformity regulation (40 CFR part 93), may be grouped in the following categories for STIP programming purposes:

- **Transit System Preservation** - Operating assistance to transit agencies and the purchase of office, shop, and operating equipment for existing facilities. Includes preventative maintenance and non-fixed route ADA paratransit service
- **Transit Rail ROW Improvements** - Construction or renovation of power, signal, and communications systems, the rehabilitation of track structures, track, and trackbed in existing rights-of-way, and railroad/highway crossing projects.
- **Transit Vehicles** - Purchase/lease of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet; rehabilitation of transit vehicles; and the purchase of support vehicles. Also includes the purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.).
- **Transit Amenities** - Construction of small passenger shelters and information kiosks; plantings, landscaping, fencing, lighting improvements, sign removal, etc.
- **Transit Ridesharing** - Continuation of ride-sharing and van-pooling promotion activities at current levels
- **Transit Access** - Bicycle and pedestrian facilities
- **Transit Engineering** - Engineering to assess social, economic, and environmental effects of proposed action or alternatives to that action.

Certain types of projects that are eligible under the “exempt” category may not be grouped, and must be listed individually, thus requiring an amendment for any additions/deletions. These projects include:

- Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
➢ Construction of new bus or rail storage/maintenance facilities
➢ Advance land acquisitions

The following information will be provided for each project group:
➢ Definition of project group
➢ Total obligation of funds by fund type, per group, per year, total group cost

Additional project groupings can be established by agreement between the state and federal agencies.

Illustrative Projects – SAFETEA-LU provides language regarding unfunded projects. Such projects may be listed in the STIP. They are considered as information only and an approval of a separate STIP amendment is necessary to advance them as funded Federal aid projects.

Public Involvement – Each MPO has adopted its own public involvement procedures for various planning activities. The State has adopted a process for those projects outside of MPO’s. The appropriate procedures for the project’s geographic area are used when an activity triggers public involvement, such as the inclusion of a new individual project into the STIP.

Processing Program Amendments and Modifications

As permitted by 23 CFR 450.216(g), this agreement establishes procedures to streamline amendments to the STIP. The following parameters will be applied to define actions to be taken on various types of program modifications. The STIP may be amended at any time under procedures agreed to by the cooperating parties considering basic STIP requirements listed previously.

For projects administered through the Federal Highway Administration: The STIP sliding scale establishes limits where STIP amendments will be required. The requested amount for authorization must be within the total estimated cost identified for the project for the specific phase being authorized. The STIP sliding scale is also applicable to the total estimate for grouped line items.

The current sliding scale is:

<table>
<thead>
<tr>
<th>STIP Estimate Amount (millions)</th>
<th>Limit Requiring Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to $2</td>
<td>100%</td>
</tr>
<tr>
<td>&gt; $2 to $10</td>
<td>50%</td>
</tr>
<tr>
<td>&gt; $10 to 20</td>
<td>25%</td>
</tr>
<tr>
<td>&gt; $20 to $35</td>
<td>15%</td>
</tr>
<tr>
<td>&gt; $35</td>
<td>10% not to exceed $10 million</td>
</tr>
</tbody>
</table>

For projects administered through the Federal Transit Administration: A STIP amendment will be required for any project added/deleted to/from the STIP that exceeds $1 million in rural areas or small MPOs, $2 million in Transportation Management Areas
(MPOs with populations greater than 200,000 – Hampton Roads, Richmond, Northern Virginia, and Fredericksburg). If added/deleted projects fall under the $1 million/$2 million threshold they may be grouped by category and additions/deletions to the STIP may be processed as STIP adjustments. Although projects may be grouped in categories for the purposes of STIP adjustment processing, each added project must be listed individually in the STIP, with each following the project information criteria.

Amendment – Amendments include, but are not limited to: addition or deletion of a project from the approved STIP, change in project phasing, funding changes greater than allowable under the sliding scale, advancement of a project from beyond the four required years of the STIP, significant change in project description or scope (i.e. number of lanes, typical section, termini), or any change which is not air quality neutral. Amendments will require Federal approval before project authorization. Amendment documentation shall demonstrate impact on financial constraint of the STIP/TIP in the amendment request. An amendment consisting of a new individual project for inclusion into the TIP/STIP by the MPO and/or State is subject to fiscal constraint, public involvement, and FHWA/FTA approval. In non-attainment or maintenance areas, non-exempt project amendments trigger a new conformity finding.

Administrative Modifications (also known as Administrative Modifications) – Administrative modifications include, but are not limited to: minor changes in project description, advancement of activities from year two, three, or four of the STIP, funding changes less than the thresholds established in the sliding scale, minor changes within project phase (i.e. from environmental document to preliminary design). Adjustments may be made by the State without Federal approval. The State shall provide documentation of adjustments to the appropriate Federal agency. If the State is uncertain whether a modification qualifies as an administrative modification, the appropriate Federal agency should be consulted prior to taking the action.

This agreement does not relieve the State from the responsibility to involve affected MPOs in the STIP amendment and modification processes.
IMPLEMENTATION

The procedures established in the Memorandum of Agreement will be implemented on the date of execution of this agreement. This agreement does not impact project phases authorized based on previous approved STIP documents.

AGREEMENT MODIFICATIONS

It may be necessary to amend this agreement at any time should essential modifications become apparent to any party. The parties agree that there will be periodic reviews of this agreement to reflect changes in Federal and State laws, regulations, and requirements.

Secretary of Transportation
Date: ______________

Federal Highway Administration
Division Administrator
Date: ____________________

Federal Transit Administration
Regional Administrator
Date: ____________________

APPENDIX A – Definitions and Glossary
APPENDIX B -23CFR 450.210, 450.216 and 450.220
APPENDIX A

DEFINITIONS

TIP
The Transportation Improvement Program (TIP) is a staged, multi-year, intermodal program of all FHWA/FTA-funded transportation projects which is consistent with each Metropolitan Planning Organization's (MPO) metropolitan transportation plan.

STIP
The Statewide Transportation Improvement Program (STIP) is a complete list and description of all FHWA/FTA-funded transportation projects that are to be advanced by year for the next four-year period. Projects contained in the STIP should be consistent with the Statewide transportation plan and planning processes and metropolitan plans, TIPs and processes. The State must submit the entire proposed STIP to FHWA and FTA for joint approval at least every four years and amendments can be submitted at any time.

The TIPs and STIP shall include all capital and non-capital projects (i.e. transit operations) or phases of project development, which are targeted to use FHWA and/or FTA funding. The STIP also includes all regionally-significant transportation projects requiring federal approval or permits even if no FHWA or FTA funds are to be used in their construction. A regionally-significant project is generally defined, as a project on a facility, which serves regional transportation needs. The public must be provided ample opportunity for involvement in the development of the TIPs and STIP.

GLOSSARY

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
MPO: Metropolitan Planning Organization
STIP: Statewide Transportation Improvement Program
TIP: Transportation Improvement Program
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
CFR: Code of Federal Regulations
CE: Categorical Exclusion
MT: Maintenance Program
CN: Construction Program
DCR: Department of Conservation & Recreation
APPENDIX B

23 CFR 450.212 Interested parties, public involvement, and consultation

(a) In carrying out the statewide transportation planning process, including development of the long-range statewide transportation plan and the STIP, the State shall develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.

(1) The State's public involvement process at a minimum shall:

(i) Establish early and continuous public involvement opportunities that provide timely information about transportation issues and decision-making processes to citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties;

(ii) Provide reasonable public access to technical and policy information used in the development of the long-range statewide transportation plan and the STIP;

(iii) Provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed long-range statewide transportation plan and STIP;

(iv) To the maximum extent practicable, ensure that public meetings are held at convenient and accessible locations and times;

(v) To the maximum extent practicable, use visualization techniques to describe the proposed long-range statewide transportation plan and supporting studies;

(vi) To the maximum extent practicable, make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information;

(vii) Demonstrate explicit consideration and response to public input during the development of the long-range statewide transportation plan and STIP;

(viii) Include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services; and

(ix) Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.

(2) The State shall provide for public comment on existing and proposed processes for public involvement in the development of the long-range statewide transportation plan and the STIP. At a minimum, the State shall allow 45 calendar days for public review and written comment before the procedures and any major revisions to existing procedures are adopted. The State shall provide copies of the approved public involvement process document(s) to the FHWA and the FTA for informational purposes.

(b) The State shall provide for non-metropolitan local official participation in the development of the long-range statewide transportation plan and the STIP. The State shall have a documented process(es) for consulting with non-metropolitan local officials representing units of general purpose local government and/or local officials with responsibility for transportation that is separate and discrete from the public involvement process and provides an opportunity for their participation in the development of the long-range statewide transportation plan and the STIP. Although the FHWA and the FTA shall not review or approve this consultation process(es),
copies of the process document(s) shall be provided to the FHWA and the FTA for informational purposes.

(1) At least once every five years (as of February 24, 2006), the State shall review and solicit comments from non-metropolitan local officials and other interested parties for a period of not less than 60 calendar days regarding the effectiveness of the consultation process and any proposed changes. A specific request for comments shall be directed to the State association of counties, State municipal league, regional planning agencies, or directly to non-metropolitan local officials.

(2) The State, at its discretion, shall be responsible for determining whether to adopt any proposed changes. If a proposed change is not adopted, the State shall make publicly available its reasons for not accepting the proposed change, including notification to nonmetropolitan local officials or their associations.

(c) For each area of the State under the jurisdiction of an Indian Tribal government, the State shall develop the long-range statewide transportation plan and STIP in consultation with the Tribal government and the Secretary of Interior. States shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with Indian Tribal governments and Federal land management agencies in the development of the long-range statewide transportation plan and the STIP.

23 CFR 450.216 – Development and content of statewide transportation improvement programs (STIP)

(a) The State shall develop a statewide transportation improvement program (STIP) for all areas of the State. The STIP shall cover a period of no less than four years and be updated at least every four years, or more frequently if the Governor elects a more frequent update cycle. However, if the STIP covers more than four years, the FHWA and the FTA will consider the projects in the additional years as informational. In case of difficulties developing a portion of the STIP for a particular area (e.g., metropolitan planning area, nonattainment or maintenance area, or Indian Tribal lands), a partial STIP covering the rest of the State may be developed.

(b) For each metropolitan area in the State, the STIP shall be developed in cooperation with the MPO designated for the metropolitan area. Each metropolitan transportation improvement program (TIP) shall be included without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor. A metropolitan TIP in a nonattainment or maintenance area is subject to a FHWA/FTA conformity finding before inclusion in the STIP. In areas outside a metropolitan planning area but within an air quality nonattainment or maintenance area containing any part of a metropolitan area, projects must be included in the regional emissions analysis that supported the conformity determination of the associated metropolitan TIP before they are added to the STIP.

(c) For each non-metropolitan area in the State, the STIP shall be developed in consultation with affected non-metropolitan local officials with responsibility for transportation using the State's consultation process(es) established under Sec. 450.210.

(d) For each area of the State under the jurisdiction of an Indian Tribal government, the STIP shall be developed in consultation with the Tribal government and the Secretary of the Interior.

(e) Federal Lands Highway program TIPs shall be included without change in the STIP, directly or by reference, once approved by the FHWA pursuant to 23 U.S.C. 204(a) or (j).

(f) The Governor shall provide all interested parties with a reasonable opportunity to comment on the proposed STIP as required by Sec. 450.210(a).

(g) The STIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the State proposed for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 (including transportation enhancements; Federal Lands Highway program
projects; safety projects included in the State's Strategic Highway Safety Plan; trails projects; pedestrian walkways; and bicycle facilities), except the following that may (but are not required to) be included:

(2) Metropolitan planning projects funded under 23 U.S.C. 104(f), 49 U.S.C. 5305(d), and 49 U.S.C. 5339;
(3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
(4) At the State's discretion, State planning and research projects funded with National Highway System, Surface Transportation Program, and/or Equity Bonus funds;
(5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
(6) National planning and research projects funded under 49 U.S.C. 5314; and
(7) Project management oversight projects funded under 49 U.S.C. 5327.

(h) The STIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded with 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 funds (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, and congressionally designated projects not funded under title 23 U.S.C. or title 49 U.S.C. Chapter 53). For informational and conformity purposes, the STIP shall include (if appropriate and included in any TIPs) all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.

(i) The STIP shall include for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction) the following:

(1) Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase;
(2) Estimated total project cost, or a project cost range, which may extend beyond the four years of the STIP;
(3) The amount of Federal funds proposed to be obligated during each program year (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds); and
(4) Identification of the agencies responsible for carrying out the project or phase.

(j) Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the "exempt project" classifications contained in the EPA's transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the STIP.

(k) Each project or project phase included in the STIP shall be consistent with the long-range statewide transportation plan developed under Sec. 450.214 and, in metropolitan planning areas, consistent with an approved metropolitan transportation plan developed under Sec. 450.322.

(l) The STIP may include a financial plan that demonstrates how the approved STIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the STIP, and recommends any additional financing strategies for needed projects and programs. In addition, for illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted STIP if reasonable additional resources beyond those identified in the financial plan were to become available. The State is not required to select any project from the illustrative list for implementation, and projects on the illustrative list cannot be advanced to implementation without an action by the FHWA and the FTA on the STIP. Starting December 11, 2007, revenue
and cost estimates for the STIP must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the State, MPOs, and public transportation operators.

(m) The STIP shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In nonattainment and maintenance areas, projects included in the first two years of the STIP shall be limited to those for which funds are available or committed. Financial constraint of the STIP shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while Federally-supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (l) of this section. For purposes of transportation operations and maintenance, the STIP shall include financial information containing system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(n) Projects in any of the first four years of the STIP may be advanced in place of another project in the first four years of the STIP, subject to the project selection requirements of Sec. 450.220. In addition, the STIP may be revised at any time under procedures agreed to by the State, MPO(s), and public transportation operator(s) consistent with the STIP development procedures established in this section, as well as the procedures for participation by interested parties (see Sec. 450.210(a)), subject to FHWA/FTA approval (see Sec. 450.218). Changes that affect fiscal constraint must take place by amendment of the STIP.

(o) In cases that the FHWA and the FTA find a STIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended STIP that does not reflect the changed revenue situation.
DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Adoption of the Danville MPO Fiscal Year 2015-2018 Transportation Improvement Program
May 2014

Resolution 2014-2

At a meeting of the Danville Urbanized Area Metropolitan Planning Organization (MPO) held on May 14, 2014, the following Resolution was adopted:

WHEREAS, it is necessary that the Danville MPO, Fiscal Year 2015-2018 Transportation Improvement Program be considered for adoption by the Danville Metropolitan Planning Organization, as prescribed by the laws and regulations of the United States and the according to the public participation policy of the Danville MPO; and

WHEREAS, in order for the federal transportation funding to be made available to the MPO Area, the Danville MPO's Transportation Improvement Program (TIP) must be in compliance with the national transportation act: Moving Ahead for Progress in the 21st Century of October 2012, and its regulations, also more generally known as MAP-21; and

WHEREAS, the Danville MPO indicates that a public participation effort was carried out in considering adoption of the Fiscal Year 2015-2018 Transportation Improvement Program; additionally the Danville MPO indicates that its Public Involvement Participation Plan and Notification Procedures Manual were followed in consideration of adoption the FY 2015-2018, Transportation Improvement Program;

NOW THEREFORE BE IT RESOLVED that the Danville MPO hereby adopts the described Fiscal Year 2015-2018, Transportation Improvement Program, to include observance of planning requirements and compliance with the national transportation act of 2012, MAP-21 and its regulations. The Staff is authorized to make technical changes to the document as needed preparatory to July 1, 2014 submission to insure funding and regulatory compatibility with Federal and State provisions and conditions.

Certification

The undersigned duly qualified and acting as an officer of the Danville Urbanized Area Metropolitan Planning Organization certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Policy Board of the Danville Urbanized Area Metropolitan Planning Organization held on May 14, 2014.

Signed
Printed
Title
Date

FRED O. SHANKS III
MPO Chairman
May 14, 2014
At a meeting of the Danville Urbanized Area Metropolitan Planning Organization (MPO) held on May 14, 2014, the following Resolution was adopted:

WHEREAS, the Danville MPO has advertised a public hearing with a series of public notices to inform the public, including disabled persons, and transportation providers of an opportunity to provide comment and input on Adoption of the Danville MPO's Fiscal Year 2015-2018 Transportation Improvement Program; and

WHEREAS, the Danville MPO has held a public hearing combined with public and direct notices to inform the public, public and private agencies, and private enterprise providers of an opportunity to provide comment and input on Adoption of the Danville MPO's Fiscal Year 2015-2018 Transportation Improvement Program, including a direct mailing of an information letter on the document to area churches, to the private enterprise providers and to public, not-for-profit, community based agencies prior to the public hearing; and

WHEREAS, the Danville MPO has endeavored to receive, record, and recognize any comments and input from the public at the open hearing;

NOW THEREFORE BE IT RESOLVED that the Danville MPO shall proceed toward utilizing input and comments on the Adoption of the Fiscal Year 2015-2018 Transportation Improvement Program as deemed appropriate and shall include documentation of the public hearing into the MPO's records as appropriate.

Certification
The undersigned duly qualified and acting as officer of the Danville Urbanized Area Metropolitan Planning Organization certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Policy Board of the Danville Urbanized Area Metropolitan Planning Organization held on May 14, 2014.

Signed
Printed Fred O. Shanks, III
Title MPO Chairman
Date May 14, 2014
DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Public Involvement Participation Plan and Notification Procedures Manual
Policies were Followed In Adoption of the Danville MPO
FY 2015-2018
Transportation Improvement Program
May 2011

Resolution 2014-4

At a meeting of the Danville Urbanized Area Metropolitan Planning Organization (MPO) held on May 14, 2014, the following Resolution was adopted:

WHEREAS, the Danville MPO is required to conduct its business and activities in conformance and compliance with the guidelines, regulations, rules, and laws established by the United States and the Commonwealth of Virginia, their agencies and instrumentalities; and

WHEREAS, in order for the Fiscal Year 2015-2018, Transportation Improvement Program to be adopted according to federal regulations, procedures -- an ordered process of private enterprise participation and public notification must be followed to allow input into the Amendment process; and

WHEREAS, a set of policy statements and procedures are necessary and have been previously adopted by the Danville MPO and the conformance with these policies and procedures is to be certified upon the final adoption of the Fiscal Year 2015-2018, Transportation Improvement Program; and

WHEREAS, the Danville MPO seeks to follow its adopted process for public participation and private enterprise provider participation in providing for input on Transportation Improvement Program adoptions;

NOW THEREFORE BE IT RESOLVED that the Danville MPO hereby certifies that its Public Involvement Participation Plan and Notification Procedures Manual has been followed in the development of the Danville MPO Fiscal Year 2015-2018, Transportation Improvement Program to be considered for adoption, including a public hearing on May 14, 2018.

Certification

The undersigned duly qualified and acting as officer of the Danville Urbanized Area Metropolitan Planning Organization certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Policy Board of the Danville Urbanized Area Metropolitan Planning Organization held on May 14, 2014.

Signed

Printed

Title

Date

Fred D. Shanks, III
MPO Chairman
May 14, 2014
APPENDIX E:
STATEMENT OF CERTIFICATION
Statement of Certification

Year 2014

Danville (Pittsylvania) Metropolitan Planning Organization

Danville, Virginia

Adopted by Resolution on
May 14, 2014
DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Statement of Certification
2014

Resolution 2014-5

At a meeting of the Danville Urbanized Area Metropolitan Planning Organization (MPO) held on May 14, 2014, the following Resolution was adopted:

WHEREAS, the Annual Statement of Certification for the Danville Urbanized Area Metropolitan Planning Organization must be submitted to the Federal Highway Administration of the U.S. Department of Transportation; and

WHEREAS, the Statement of Certification document certifies that the transportation planning process is being carried out in conformance with all applicable requirements of laws statutes, regulations set out below:

(1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR part 450.334(a);
(2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; [Not applicable to Danville MPO]
(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
(5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

NOW THEREFORE BE IT RESOLVED that the Danville MPO hereby endorses the Statement of Certification dated May 14, 2014 evidenced in this resolution and the attached document to this resolution.

Certification

The undersigned duly qualified and acting as an officer of the Danville Urbanized Area Metropolitan Planning Organization certifies that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Board of the Danville Urbanized Area Metropolitan Planning Organization held on May 14, 2014.

Signed
Fred O. Shanks, III

Printed
Title
MPO Chairman
Date
May 14, 2014
STATEMENT OF CERTIFICATION
2014

Metropolitan Transportation Planning Process
Self-Certification

It is Resolved that the Virginia Department of Transportation and the Danville (Pittsylvania) Metropolitan Planning Organization for the Danville, Virginia urbanized area hereby certify that the transportation planning process conducted within the Danville (Pittsylvania) Metropolitan Study Area by its agents and/or representatives, and funded under the latest Unified Transportation Planning Work Program (UWP), is addressing the major issues in the metropolitan planning area and is being carried out in conformance with all the applicable requirements of:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR part 450.334(a);
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; [Not applicable to Danville MPO]
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA–LU (Pub. L. 109–59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

Danville Metropolitan Planning Organization

Signature: 
Printed Name: Fred O. Shanks, III
Title: MPO Chairman
Date: May 14, 2014

Virginia Department of Transportation

Signature:
Printed Name: D. H. Young, M.P.E.
Title: Plannng Dir
Date: 5/14/14