

Danville-Pittsylvania MPO
Transportation Improvement Program
for
Fiscal Years 2018 - 2021

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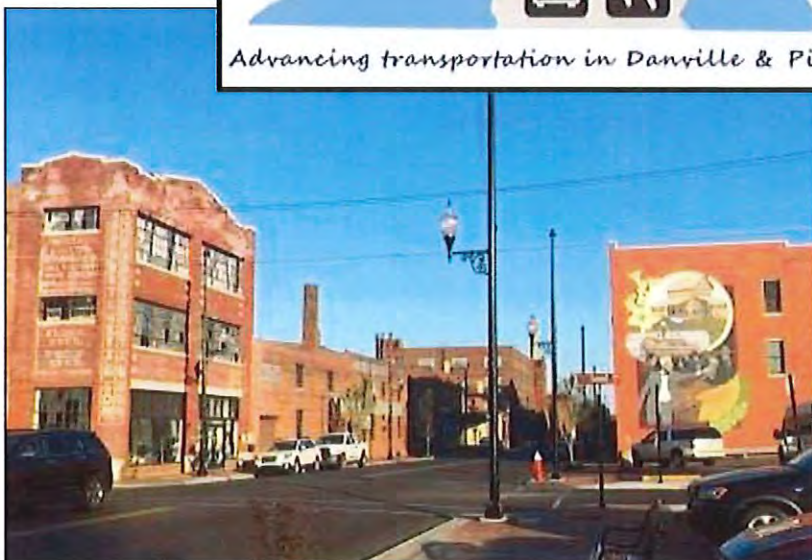
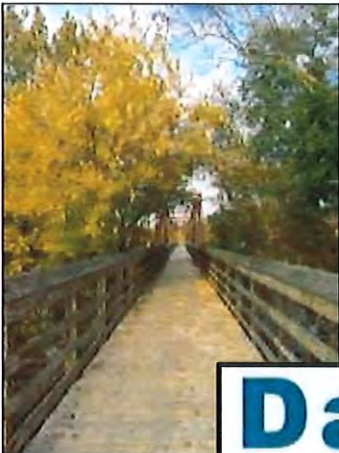


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INTRODUCTION

Transportation Improvement Program FY 2018-2021

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 an MPO document that lists transportation projects which are reasonably anticipated to be funded vis-à-vis a fiscally-constrained funding stream for a period of at least four years, and which is consistent with the Long-Range Transportation Plan (LRTP). The typical sources of projects within this document include the current Long-Range Transportation Plan and the Six-Year Improvement Program (SYIP). The TIP represents the medium by which a planning project transitions to a programmed (funded) project.

The 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; transportation projects, regardless of funding source, and requiring an action by the FHWA or FTA because they are considered to be regionally significant must also be included in the TIP. The first year of the program has been frequently called the "Annual Element." The proposed TIP herein will cover the four fiscal years: 2017-2018 (FY 2018); 2018-2019 (FY 2019); 2019-2020 (FY 2020); and FY 2020-2021 (FY 2021)—or FY 2018-2021.

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.
- Any transportation project of regional significance, regardless of funding stream, which requires action by the FHWA or the FTA.

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 proceeds 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 2017-2018, 2018-2019, 2019-2020, and 2020-2021 count as the required four-year period to meet the requirements in the FY 2018-2021 TIP.

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 (October 2015) 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 October 2015; a new update is due for adoption in 2020. 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 section of Mount Cross between the entrance to the North Averett Camus at Dimon Drive to Piedmont Drive and a River District Bike/Pedestrian plan 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 of the MPO region.
- 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 Fixing America's Surface Transportation Act (FAST Act) adopted in 2015, 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 2018-2021) 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 programming.

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.

New TIP Development Measures for FY 2018-2021 TIP

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; and 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.

The two most recent federal transportation laws, MAP-21 and FAST Act establish performance measure requirements to ensure States and metropolitan planning organizations (MPOs) are investing transportation funds in projects that collectively will contribute towards the achievement of national goals. The USDOT recently published new rules for States and MPOs to collect data and establish performance targets that will support performance and outcome based investment decisions.

The new federal performance measurement requirements focus on three main areas – safety, asset management (maintenance), and system performance. Safety measures are associated with highway fatalities and injuries as well as transit fatalities; injuries; and incidents such as derailments, collisions, and fires. Asset management measures are associated with the condition of roads and bridges while system measures are associated with congestion and reliability.

On October 1, 2016 Virginia submitted to the U.S. Secretary of Transportation the required Initial State Performance Report. This report describes performance management efforts currently underway in Virginia and highlights the State's commitment to investing limited transportation funds in the best manner possible. Virginia is currently reviewing the Final Rules associated with the performance measure requirements; along with available data sources to determine the best manner in which to establish the required performance targets. VDOT will work with DRPT, MPOs,

PDCs, and other agencies to discuss the methodology, assumptions, and possible targets.

Comments from all stakeholders will be considered when determining the performance measures, data sets, methodology, and targets. Statewide performance targets will be set first, in accordance with federally established compliance dates, followed by MPO establishment of performance targets.

In future years the STIP will describe, to the maximum extent possible, the anticipated effect of the STIP toward achieving the performance targets in the following program areas: National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Freight Movement, along with reference to associated state plans, (i.e. State Asset Management Plan, Strategic Highway Safety Plan (SHSP), State Freight Plan, etc.).

Additional information on performance management and performance measures may be found on FHWA's Transportation Performance Management site located here: <https://www.fhwa.dot.gov/tpm/>.

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.

FY 2018-2021 MPO TIP Report

Following on pages 17-18, titled Danville MPO TIP Report, is the list of highway projects scheduled and accompanying state and local funding allocated during the FY 2018 to FY 2021 time frame.

Table Information: Project Chart Summary and Glossary of Financial, Other Terms

The charts immediately below, followed by the glossary, demonstrate how to interpret the TIP Highway Elements section that follows.

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 pages below, following the glossary. 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

UPC NO	13511	SCOPE	NEW CONSTRUCTION			
SYSTEM	Primary	JURISDICTION	Pittsylvania County		OVERSIGHT	NFO
PROJECT	RTE 265 - FRANKLIN TURNPIKE CONNECTOR				ADMIN BY	VDOT
DESCRIPTION	FROM: 0.2075 MILE WEST ROUTE 293 TO: 0.3136 MILE WEST ROUTE 360 (1.3826 Mi)					
ROUTE/STREET	FRANKLIN TURNPIKE (0265)				TOTAL COST	\$25,913,929
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
		\$0	\$0	\$0	\$0	\$0
CN TOTAL		\$0	\$0	\$0	\$0	\$0
CN AC		\$0	\$0	\$0	\$0	\$0
MPO Note						

Project Group Listings Chart

GROUPING		Construction : Safety/ITS/Operational Improvements						
ROUTE/STREET							TOTAL COST	\$35,878,191
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15		
PE	EB	\$60,000	\$240,000	\$0	\$0	\$0	\$0	
	HSIP	(\$684)	(\$6,160)	\$0	\$0	\$0	\$0	
	SRS	\$0	(\$5,500)	\$0	\$0	\$0	\$0	
	STP	(\$24,295)	(\$97,180)	\$0	\$0	\$0	\$0	
PE TOTAL		\$35,021	\$131,160	\$0	\$0	\$0	\$0	
RW	STP	(\$387,058)	(\$1,548,233)	\$0	\$0	\$0	\$0	
CN	EB	(\$71,823)	(\$556,616)	\$0	\$0	\$269,323	\$0	
	HSIP	\$532,513	\$4,747,621	\$45,000	\$0	\$0	\$0	
	SRS	\$0	\$229,300	\$0	\$0	\$0	\$0	
	STP	\$821,576	\$0	\$0	\$0	\$2,086,300	\$0	
	STP/SRS	\$0	\$2,671,745	\$2,612,366	\$2,653,671	\$2,695,370	\$0	
CN TOTAL		\$982,265	\$6,992,050	\$2,657,366	\$2,653,671	\$5,050,993	\$0	
CN AC		\$0	\$0	\$0	\$0	\$1,592,994	\$0	
MPO Note								

Grouped Projects Chart shown in Appendix A

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	17372	Danville	0056	\$15,624,291
ROUTE 58 - PE & RW ONLY FOR 4 LHS ON NEW LOCATION				
FROM: INTERSECTION EXISTING ROUTE 58 TO: INTERSECTION EXISTING ROUTE 29/265 (11.4000 KM)				

GLOSSARY OF TERMS

Object	Term	Definition
1	System	Indicates which system, program, or mode of transportation the project falls within: Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous
2	UPC No (Universal Project Code)	Number assigned to each project at its conception and remains with the project until completion

3	Scope	This is a brief statement regarding the nature of the project.			
4	Federal Oversight Indicator	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.			
	(FO and NFO)	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 administrating 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:			
		ARRA	American Recovery and Reinvestment Act	MIX	Mix of federal (STP/MG/BR/BROS) and state funds
		BOM	State bond match	NHFP	National Highway Freight Program
		BR/BROS	Bridge/Off-system bridge	NHPP	National Highway Performance Program
		CMAQ	Congestion Mitigation and Air Quality	NHS	National Highway System
		CPR	CPR Bonds	OC	Open Container
		DEMO	Demo	PPT	TIFIA (Public/Private)
		EB/MG	Equity Bonus (Minimum Guarantee)	PTF	
		EN	Enhancement	RAIL	Rail Highway Crossing
		FBD	Ferry Boat Discretionary	RS	Revenue Sharing
		FH	Forest Highway	RSTP	Regional Surface Transportation Program
		FRAN	FRANs	RTAP	Rural Transportation Assistance Program
		GARV	GARVEE Bonds	SRTS	Safe Routes to School
		HES	HES	STF	State funds
		HSIP	Highway Safety Improvement Program	STM	State match
		IM	Interstate Maintenance	STP	Surface Transportation Program
		LOC	Local funds	TAP	Transportation Alternatives Program
		LOM	Local match		
9	Match	Most federal fund source 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.			
10	Current and Future Obligation	The budget for the indicated phase of work provided by the indicated funding source.			

11	Grouping	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.
12	Estimate	The cost estimate reflects the current estimate for the listed phase of the project.

Agencies:

DMPO	Danville (Pittsylvania) Metropolitan Planning Organization	DTS	Danville Transit System
FAA	Federal Aviation Administration	MPO	Metropolitan Planning Organization
FHWA	Federal Highway Administration	VDOT	Virginia Department of Transportation
FTA	Federal Transit Administration	VDRPT	Virginia Department of Rail and Public Transportation

Other Abbreviations:

ARRA	American Recovery and Reinvestment Act of 2009	PE	Preliminary Engineering
CFR	Code of Federal Regulations	RTE	Route
CE	Categorical exclusion	RW	Right-of-way
CN	Construction	SOPS	Standard Operating Procedures
FAST Act	Fixing America's Surface Transportation Act	TDM	Transportation Demand Management
FO, NFO	Federal Oversight, No Federal Oversight	TIP	Transportation Improvement Program
FY	Funding year; Fiscal year	TO	Total Project Cost
HWY	Highway	TSM	Transportation System Management
ITS	Intelligent transportation system	UPC	Universal Project Code
MAP-21	Moving Ahead for Progress in the 21 st Century		

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 2018 begins on October 1, 2017.
- 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 include the congressionally-designated High Priority Projects Program of the FAST Act and Demonstration projects of pre-FAST Act 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.

HIGHWAY ELEMENTS

Transportation Improvement Program FY 2018 – 2021

MPO TIP Report

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Danville MPO Primary Projects

UPC NO	13511	SCOPE	New Construction Roadway			
SYSTEM	Primary	JURISDICTION	Pittsylvania County	OVERSIGHT	NFO	
PROJECT	RTE 265 - FRANKLIN TURNPIKE CONNECTOR			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.2075 MILE WEST ROUTE 293 TO: 0.3136 MILE WEST ROUTE 360 (1.3826 MI)					
PROGRAM NOTE	All funding obligated based on current allocations/estimate					
ROUTE/STREET	FRANKLIN TURNPIKE (0265)			TOTAL COST	\$21,483,586	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN AC	Federal - AC	\$1,305,610	\$5,222,440		\$0	\$0

Note:

Project line items in the tables with zero [0] obligation amounts identified in given Fiscal Years [FY 2018, 2019, 2020, or 2021] remain in the program until the improvement project is completed and closed out to account for any overruns that may be experience in the future

Danville MPO
Project Groupings

GROUPING	Construction : Bridge Rehabilitation/Replacement/Reconstruction						
ROUTE/STREET						TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
		\$0	\$0	\$0	\$0	\$0	\$0
GROUPING	Construction : Rail						
ROUTE/STREET						TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
		\$0	\$0	\$0	\$0	\$0	\$0
GROUPING	Construction : Safety/ITS/Operational Improvements						
ROUTE/STREET						TOTAL COST	\$27,584,909
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
PE	Federal - HSIP	\$22,222	\$0	\$0	\$200,000	\$0	\$0
RW	Federal - NHS/NHPP	\$119,508	\$0	\$0	\$478,031	\$0	\$0
CN	Federal - HSIP	\$4,444	\$40,000	\$0	\$0	\$0	\$0
	Federal - NHS/NHPP	\$610,359	\$0	\$0	\$0	\$0	\$2,441,434
CN TOTAL		\$614,803	\$40,000	\$0	\$0	\$0	\$2,441,434
GROUPING	Construction : Transportation Enhancement/Byway/Non-Traditional						
ROUTE/STREET						TOTAL COST	\$5,078,703
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
CN	Federal - TAP/F	\$129,383	\$517,530	\$0	\$0	\$0	\$0
CN AC	Federal - AC	\$43,701	\$174,804	\$0	\$0	\$0	\$0
GROUPING	Maintenance : Preventive Maintenance and System Preservation						
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.						
ROUTE/STREET						TOTAL COST	\$3,252,743
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
CN	Federal - STP/STBG	\$0	\$2,816,175	\$2,021,330	\$2,560,122	\$2,570,416	
GROUPING	Maintenance : Preventive Maintenance for Bridges						
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.						
ROUTE/STREET						TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
CN	Federal - BR	\$0	\$213,428	\$153,190	\$194,023	\$194,803	
	Federal - STP/STBG	\$0	\$2,054,928	\$1,474,940	\$1,868,090	\$1,875,601	
CN TOTAL		\$0	\$2,268,356	\$1,628,130	\$2,062,113	\$2,070,404	
GROUPING	Maintenance : Traffic and Safety Operations						
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.						
ROUTE/STREET						TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
CN	Federal - STP/STBG	\$0	\$1,214,777	\$871,915	\$1,104,327	\$1,108,767	

Note:
Project line items in the tables with zero [0] obligation amounts identified in given Fiscal Years [FY 2018, 2019, 2020, or 2021] remain in the program until the improvement project is completed and closed out to account for any overruns that may be experience in the future.

2020 Preventative Maintenance, System Preservation, Traffic/Safety Operations Amendments

MPO TIP Report

11/19/2019 8:41:06 AM

Danville MPO Project Groupings

GROUPING		Maintenance : Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - STP/STBG		\$0	\$2,816,175	\$2,021,330	\$3,374,967
MPO Note		TIP AMD to update FFY20 planned obligations based on revised projected revenue. Add \$1,253,577 (STP/STBG)				

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - BR		\$0	\$213,428	\$153,190	\$0
	Federal - STP/STBG		\$0	\$2,054,928	\$1,474,940	\$7,953,790
CN TOTAL			\$0	\$2,268,356	\$1,628,130	\$7,953,790
MPO Note		TIP AMD to update FFY20 planned obligations based on revised projected revenue. Ad \$7,953,790 (STP/STBG)				

GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - STP/STBG		\$0	\$1,214,777	\$871,915	\$1,253,577
MPO Note		TIP AMD to update FFY20 planned obligations based on revised projected revenue. Add \$1,253,577 (STP/STBG)				

Danville MPO
Project Groupings

GROUPING		Maintenance : Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$57,031,898
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal - STP/STBG	\$0	\$2,332,599	\$6,071,460	\$37,653,364	\$10,974,475
MPO Note		TIP AMD - add an addit'l \$34,278,397 (STP/STBG)				

OTHER TRANSPORTATION PROGRAMS, MODES

Enhancement Grants

The City of Danville has made Enhancement Grant 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 Projects:

Crossing at the Dan: Continue development of a pedestrian/bicycle trail system joining the Tobacco Warehouse District to the Downtown Historic District and throughout other areas of the city, 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 2018 - 2021

Danville (Pittsylvania) Metropolitan Planning Organization

TIP Financial Plan

Introduction

The FAST Act's planning regulation 23 CFR 450.326(m) 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 2018.

Funding Sources

Table C presents anticipated fiscally-constrained funding projections for Federal Fiscal Year (FFY) 2018 – 2021 by year, as well as the total amount of funding expected in the

columns on the right over the entire period of this TIP. Sources of funding shown in this table include Federal, Other, Statewide, and Maintenance. These sources are further categorized by individual programs which are abbreviated (please see the name of the programs in Glossary of Terms above).

**TABLE C : Danville MPO
FEDERAL FUNDING CATEGORIES
FISCAL CONSTRAINT BY YEAR**

Highway Projects
FFY 2018 - 2021

Fund Source	FFY 2018		FFY 2019		FFY 2020		FFY 2021		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
NHS/NHPP	\$0	\$0	\$0	\$0	\$478,031	\$478,031	\$2,441,434	\$2,441,434	\$2,919,465	\$2,919,465
STP/STBG	\$40,000	\$40,000	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$240,000	\$240,000
TAP	\$517,630	\$517,630	\$0	\$0	\$0	\$0	\$0	\$0	\$517,630	\$517,630
Subtotal -- Federal	\$557,630	\$557,630	\$0	\$0	\$678,031	\$678,031	\$2,441,434	\$2,441,434	\$3,676,995	\$3,676,995
Other										
State Match	\$133,927	\$133,927	\$0	\$0	\$141,730	\$141,730	\$610,359	\$610,359	\$885,916	\$885,916
Subtotal -- Other	\$133,927	\$133,927	\$0	\$0	\$141,730	\$141,730	\$610,359	\$610,359	\$885,916	\$885,916
Total	\$691,557	\$691,557	\$0	\$0	\$819,761	\$819,761	\$3,051,793	\$3,051,793	\$4,562,911	\$4,562,911
Statewide - Federal (4)										
NHFP	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Subtotal -- Statewide - Federal (4)	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Maintenance - Federal (5)										
BR/BROS	\$213,428	\$213,428	\$153,180	\$153,180	\$194,023	\$194,023	\$194,803	\$194,803	\$755,444	\$755,444
STP/STBG	\$6,085,880	\$6,085,880	\$4,368,185	\$4,368,185	\$5,532,539	\$5,532,539	\$5,654,784	\$5,654,784	\$21,541,388	\$21,541,388
Subtotal -- Maintenance - Federal	\$6,299,308	\$6,299,308	\$4,521,375	\$4,521,375	\$5,726,562	\$5,726,562	\$5,749,587	\$5,749,587	\$22,296,832	\$22,296,832

- (1) ACC -- Advance Construction -- Funding Included in Federal Category based on year of AC Conversion.
- (2) CMAQ/RSTP 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.

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.).

**APPENDIX A:
PROJECTS
BY GROUPING**

Appendix A

Projects by Grouping

Danville MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19077	Lynchburg District-wide	0000		\$0
BRIDGE REHABILITATION REPLACEMENT					
Urban	8757	Danville		MAIN STREET (0029)	\$25,521,229
RTE 29 - APPROACHES & BRIDGE OVER DAN RIVER (4 LANE)					
FROM: 0.006 MILE EAST OF MEMORIAL DRIVE/CRAGHEAD STREET TO: 0.002 MILE SOUTH OF HENRY STREET/KUSHNER STREET (0.4190 MI)					
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					\$25,521,229

Construction : Rail

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19066	Lynchburg District-wide	0000		\$0
CN: RAIL					
Construction : Rail Total					\$0

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	107802	Statewide	9999		\$500,000
Incident Management Emergency Evacuation and Detour Plans					
FROM: Various TO: Various					
Miscellaneous	T19074	Lynchburg District-wide	0000		\$0
CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS					
Miscellaneous	93174	Statewide	0000		\$1,104,740
SafetyAnalyst Project					
FROM: various TO: various					
Miscellaneous	105481	Statewide	0000		\$1,400,000
Impement IPeMS (Iteris Performance Measurement System)					
FROM: various TO: various					
Miscellaneous	81355	Lynchburg District-wide	VARIOUS (9999)		\$1,226,866
DISTRICTWIDE - HSIP ROADWAY SAFETY ASSESSMENT					
FROM: VARIOUS TO: VARIOUS					
Primary	107016	Pittsylvania County		FRANKLIN TURNPIKE (0041)	\$4,000,000
RTE 41 - SHOULDER WIDENING					
FROM: RTE 864 TO: RTE 844 (10.5100 MI)					
Primary	109829	Danville		SOUTH BOSTON ROAD (0058)	\$3,393,452
#HB2.FY17 RTE 58- LEFT & RIGHT TURN LANES AT RTE 311					
FROM: 0.13 MILES WEST OF RTE 311 TO: .013 MILES EAST OF RTE 311 (0.2300 MI)					
Primary	104743	Lynchburg District-wide	VARIOUS (9999)		\$1,000,000
DISTRICTWIDE - SIGNAL UPGRADES					
FROM: VARIOUS TO: VARIOUS					

Danville MPO**Construction : Safety/ITS/Operational Improvements**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	954	Pittsylvania County	KENTUCK CHURCH ROAD (0726)		\$6,915,625
			RTE 726 - RECONSTRUCTION		
			FROM: 0.003 MILE NORTH OF RTE 729 TO: 0.691 MILE NORTH OF RTE 729 (0.6880 MI)		
Urban	109701	Danville	8999		\$45,000
			CITYWIDE - INSTALL FLASHING ARROWS AND SIGNAL HEADS		
			FROM: VARIOUS TO: VARIOUS		
Urban	100822	Danville	MOUNT CROSS ROAD (0000)		\$5,999,226
			#HB2.FY17 MT CROSS ROAD/WIDENING FROM 2 TO 4 LANES (PHASE I)		
			FROM: 0.003 MI WEST OF LOWES DRIVE TO: 0.0758 MI NORTH OF DIMON DR (0.3740 MI)		
Construction : Safety/ITS/Operational Improvements Total					\$27,564,909

Construction : Transportation Enhancement/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	109057	Danville	AIRPORT DRIVE (9999)		\$299,835
			AIRPORT DRIVE - NORTHSIDE MULTI-USE TRAIL EXTENSION		
			FROM: AIRPORT ROAD TO: 0.210 MILE NORTH OF AIRPORT ROAD (0.2100 MI)		
Enhancement	56417	Danville	EN00		\$1,555,421
			DANVILLE TRAIN STATION - PHASE I		
			FROM: CODE REQUIREMENTS, CLIMATE CONTROL, ADA COMPLIANCE FOR BLDG. TO: OCCUPANCY, ETC.		
Enhancement	86872	Danville	EN00		\$791,490
			Danville Train Station Complex - C502 Phase II Trail		
Enhancement	105306	Danville	MAIN STREET (EN00)		\$1,658,830
			DANVILLE TRAIN STATION - PHASE V - PED BR & TRL FED STR20190		
			FROM: BRIDGE STREET TO: RIVERSIDE DRIVE (0.3230 MI)		
Enhancement	105957	Danville	EN14		\$366,200
			DANVILLE MULTI-USE TRAIL		
			FROM: TERMINUS OF PIEDMONT DR/GEORGE ROBERTSON BRIDGE TO: INTERSECTION OF ADVANCE ST & TRADE ST		
Enhancement	107726	Danville	EN15		\$406,927
			CITY OF DANVILLE - MULTI USE TRAIL PHASE VII		
			FROM: Advance Street TO: Commerce Street		
Miscellaneous	T19065	Lynchburg District-wide	0000		\$0
			CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL		
Construction : Transportation Enhancement/Byway/Non-Traditional Total					\$5,078,703

Maintenance : Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14716	Lynchburg District-wide	0000		\$0
			STIP-MN Lynchburg: Preventive MN and System Preservation		

Danville MPO**Maintenance : Preventive Maintenance and System Preservation**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	104410	Lynchburg	District-wide	VARIOUS (9999)	\$3,252,743
			PM3E14 HALIFAX RESIDENCY PRIMARY PLANT MIX SCHEDULE		
			FROM: VARIOUS TO: VARIOUS		
Maintenance : Preventive Maintenance and System Preservation Total					\$3,252,743

Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14715	Lynchburg	District-wide	0000	\$0
			STIP-MN Lynchburg: Preventive MN for Bridges		
Maintenance : Preventive Maintenance for Bridges Total					\$0

Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14714	Lynchburg	District-wide	0000	\$0
			STIP-MN Lynchburg: Traffic and Safety Operations		
Maintenance : Traffic and Safety Operations Total					\$0

Danville MPO Total					\$61,437,584
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Statewide District Project Groupings

MPO		Danville				
GROUPING		Construction : Rail				
PROGRAM NOTE		TIP AMD - add \$804,000 (STP/STBG) & \$180,000 (AC-STP/STBG) FFY18, add \$90,000 (ACC-STP/STBG) FFY19, add \$90,000 (ACC-STP/STBG) FFY20. Lynchburg District portion: UPC 112018 \$70,000, and UPC 112213 \$30,000				
ROUTE/STREET					TOTAL COST	\$1,000,000
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE	Federal - AC CONVERSION		\$0	\$0	\$90,000	\$90,000
PE	Federal - STP/STBG		\$0	\$804,000	\$0	\$0
PE AC	Federal - AC		\$0	\$180,000	\$0	\$0
MPO Note						

**APPENDIX B:
PUBLIC INVOLVEMENT
DOCUMENTATION**

DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Serving the City of Danville and Pittsylvania County

March 13, 2017

MEMORANDUM

TO: Danville MPO Citizen's Advisory Committee

FROM: David R. Hoback, MPO Administrator *D R H*

RE: Notice of Public Hearing and MPO Meeting: Draft FY 2018-2021 Transportation Improvement Program

As in the past, I wanted to let you and others on our notification list know that the Danville Metropolitan Planning Organization (MPO) is developing its new FY 2018-2021 Transportation Improvement Program (TIP) and is soliciting public comments. A Public Hearing will be held on Wednesday, April 12, 2017 from 5:30 pm to 6:30 pm at Danville Regional Airport. The MPO Policy Board meeting will follow beginning at 6:35 pm.

I also want to make you aware information on the FY 2018-21 TIP document is available for review at the following locations:

a) Danville City Manager's Office, Danville Municipal Building, Patton Street, Danville, VA (434-799-5100); b) Danville Public Library, Patton Street, Danville, VA; c) Danville Regional Airport, Manager's Office, Airport Road, Danville, VA (434-799-5110); d) Pittsylvania County Administrator's Office, Center Street, Chatham, VA (434-432-7710); e) Pittsylvania County Public Library, 24 Military Drive, Chatham, VA; g) West Piedmont Planning District Commission, 1100 Madison Street, Martinsville, VA (276-638-3987). The document is also available at the website www.wppdc.org under the tab Danville MPO.

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 the public hearing concerning the draft Transportation Improvement Program (TIP).

The Danville-Pittsylvania MPO is committed to serve and accommodate to the maximum extent possible individuals requiring special assistance to attend and participate in the scheduled public hearing. Persons with physical disabilities including hearing impairment, special transportation needs, or persons with limited English proficiency may contact MPO Administrator David Hoback as listed above a minimum of seven (7) days in advance of the public hearing date to make arrangements for accommodations to attend and participate in the public hearing.

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, April 12, 2017, to: Danville MPO Administrator/West Piedmont PDC, 1100 Madison Street, P.O. Box 5268, Martinsville, VA 24115 (276-638-3987; fax: 276-638-8137); dhoback@wppdc.org.

DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Serving the City of Danville and Pittsylvania County

March 13, 2017

MEMORANDUM

TO: Danville MPO Area Private Sector Transportation Providers

FROM: David R. Hoback, MPO Administrator *DRH*

RE: Notice of Public Hearing and MPO Meeting: Draft FY 2018-2021 Transportation Improvement Program

As in the past, I wanted to let you and others on our notification list know that the Danville Metropolitan Planning Organization (MPO) is developing its new FY 2018-2021 Transportation Improvement Program (TIP) and is soliciting public comments. A Public Hearing will be held on Wednesday, April 12, 2017 from 5:30 pm to 6:30 pm at Danville Regional Airport. The MPO Policy Board meeting will follow beginning at 6:35 pm.

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a) Danville City Manager's Office, Danville Municipal Building, Patton Street, Danville, VA (434-799-5100); b) Danville Public Library, Patton Street, Danville, VA; c) Danville Regional Airport, Manager's Office, Airport Road, Danville, VA (434-799-5110); d) Pittsylvania County Administrator's Office, Center Street, Chatham, VA (434-432-7710); e) Pittsylvania County Public Library, 24 Military Drive, Chatham, VA; g) West Piedmont Planning District Commission, 1100 Madison Street, Martinsville, VA (276-638-3987). The document is also available at the website www.wppdc.org under the tab Danville MPO.

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DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Serving the City of Danville and Pittsylvania County

March 13, 2017

MEMORANDUM

TO: Danville MPO Area Organizations Serving Under Represented Citizens

FROM: David R. Hoback, MPO Administrator *D.R.H.*

RE: Notice of Public Hearing and MPO Meeting: Draft FY 2018-2021 Transportation Improvement Program

As in the past, I wanted to let you and others on our notification list know that the Danville Metropolitan Planning Organization (MPO) is developing its new FY 2018-2021 Transportation Improvement Program (TIP) and is soliciting public comments. A Public Hearing will be held on Wednesday, April 12, 2017 from 5:30 pm to 6:30 pm at Danville Regional Airport. The MPO Policy Board meeting will follow beginning at 6:35 pm.

I also want to make you aware information on the FY 2018-21 TIP document is available for review at the following locations:

a) Danville City Manager's Office, Danville Municipal Building, Patton Street, Danville, VA (434-799-5100); b) Danville Public Library, Patton Street, Danville, VA; c) Danville Regional Airport, Manager's Office, Airport Road, Danville, VA (434-799-5110); d) Pittsylvania County Administrator's Office, Center Street, Chatham, VA (434-432-7710); e) Pittsylvania County Public Library, 24 Military Drive, Chatham, VA; g) West Piedmont Planning District Commission, 1100 Madison Street, Martinsville, VA (276-638-3987). The document is also available at the website www.wppdc.org under the tab Danville MPO.

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DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Serving the City of Danville and Pittsylvania County

March 13, 2017

MEMORANDUM

TO: Danville MPO Area Organizations Serving Persons with Disabilities or Limited Mobility

FROM: David R. Hoback, MPO Administrator DRH

RE: Notice of Public Hearing and MPO Meeting: Draft FY 2018-2021 Transportation Improvement Program

As in the past, I wanted to let you and others on our notification list know that the Danville Metropolitan Planning Organization (MPO) is developing its new FY 2018-2021 Transportation Improvement Program (TIP) and is soliciting public comments. A Public Hearing will be held on Wednesday, April 12, 2017 from 5:30 pm to 6:30 pm at Danville Regional Airport. The MPO Policy Board meeting will follow beginning at 6:35 pm.

I also want to make you aware information on the FY 2018-21 TIP document is available for review at the following locations:

a) Danville City Manager's Office, Danville Municipal Building, Patton Street, Danville, VA (434-799-5100); b) Danville Public Library, Patton Street, Danville, VA; c) Danville Regional Airport, Manager's Office, Airport Road, Danville, VA (434-799-5110); d) Pittsylvania County Administrator's Office, Center Street, Chatham, VA (434-432-7710); e) Pittsylvania County Public Library, 24 Military Drive, Chatham, VA; g) West Piedmont Planning District Commission, 1100 Madison Street, Martinsville, VA (276-638-3987). The document is also available at the website www.wppdc.org under the tab Danville MPO.

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DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Serving the City of Danville and Pittsylvania County

March 13, 2017

MEMORANDUM

TO: Danville MPO Organizations with Interests in Bicycling, Trails, and Pedestrian Transportation

FROM: David R. Hoback, MPO Administrator *DRH*

RE: Notice of Public Hearing and MPO Meeting: Draft FY 2018-2021 Transportation Improvement Program

As in the past, I wanted to let you and others on our notification list know that the Danville Metropolitan Planning Organization (MPO) is developing its new FY 2018-2021 Transportation Improvement Program (TIP) and is soliciting public comments. A Public Hearing will be held on Wednesday, April 12, 2017 from 5:30 pm to 6:30 pm at Danville Regional Airport. The MPO Policy Board meeting will follow beginning at 6:35 pm.

I also want to make you aware information on the FY 2018-21 TIP document is available for review at the following locations:

a) Danville City Manager's Office, Danville Municipal Building, Patton Street, Danville, VA (434-799-5100); b) Danville Public Library, Patton Street, Danville, VA; c) Danville Regional Airport, Manager's Office, Airport Road, Danville, VA (434-799-5110); d) Pittsylvania County Administrator's Office, Center Street, Chatham, VA (434-432-7710); e) Pittsylvania County Public Library, 24 Military Drive, Chatham, VA; g) West Piedmont Planning District Commission, 1100 Madison Street, Martinsville, VA (276-638-3987). The document is also available at the website www.wppdc.org under the tab Danville MPO.

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 the public hearing concerning the draft Transportation Improvement Program (TIP).

The Danville-Pittsylvania MPO is committed to serve and accommodate to the maximum extent possible individuals requiring special assistance to attend and participate in the scheduled public hearing. Persons with physical disabilities including hearing impairment, special transportation needs, or persons with limited English proficiency may contact MPO Administrator David Hoback as listed above a minimum of seven (7) days in advance of the public hearing date to make arrangements for accommodations to attend and participate in the public hearing.

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, April 12, 2017, to: Danville MPO Administrator/West Piedmont PDC, 1100 Madison Street, P.O. Box 5268, Martinsville, VA 24115 (276-638-3987; fax: 276-638-8137); dhoback@wppdc.org.

DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Serving the City of Danville and Pittsylvania County

March 13, 2017

MEMORANDUM

TO: Danville MPO Area Churches

FROM: David R. Hoback, MPO Administrator *DRH*

RE: Notice of Public Hearing and MPO Meeting: Draft FY 2018-2021 Transportation Improvement Program

As in the past, I wanted to let you and others on our notification list know that the Danville Metropolitan Planning Organization (MPO) is developing its new FY 2018-2021 Transportation Improvement Program (TIP) and is soliciting public comments. A Public Hearing will be held on Wednesday, April 12, 2017 from 5:30 pm to 6:30 pm at Danville Regional Airport. The MPO Policy Board meeting will follow beginning at 6:35 pm.

I also want to make you aware information on the FY 2018-21 TIP document is available for review at the following locations:

a) Danville City Manager's Office, Danville Municipal Building, Patton Street, Danville, VA (434-799-5100); b) Danville Public Library, Patton Street, Danville, VA; c) Danville Regional Airport, Manager's Office, Airport Road, Danville, VA (434-799-5110); d) Pittsylvania County Administrator's Office, Center Street, Chatham, VA (434-432-7710); e) Pittsylvania County Public Library, 24 Military Drive, Chatham, VA; g) West Piedmont Planning District Commission, 1100 Madison Street, Martinsville, VA (276-638-3987). The document is also available at the website www.wppdc.org under the tab Danville MPO.

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DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Serving the City of Danville and Pittsylvania County

March 13, 2017

MEMORANDUM

TO: Danville MPO Area Environmental Agencies
FROM: David R. Hoback, MPO Administrator *DRH*
RE: Notice of Public Hearing and MPO Meeting: Draft FY 2018-2021 Transportation Improvement Program

As in the past, I wanted to let you and others on our notification list know that the Danville Metropolitan Planning Organization (MPO) is developing its new FY 2018-2021 Transportation Improvement Program (TIP) and is soliciting public comments. A Public Hearing will be held on Wednesday, April 12, 2017 from 5:30 pm to 6:30 pm at Danville Regional Airport. The MPO Policy Board meeting will follow beginning at 6:35 pm.

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DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Serving the City of Danville and Pittsylvania County

March 13, 2017

TO: Pittsylvania County Public Library, Chatham
Danville Public Library, Danville
Ken Larking, Danville City Manager
David Smitherman, Pittsylvania County Administrator
Marc Adelman, Danville Airport Manager, Transit Manager

FROM: David R. Hoback, Danville MPO Administrator DRH

RE: Document for Public Display
Draft FY 2018-FY 2021 Danville MPO Transportation Improvement Program (TIP)

Please accept this as a request to display the attached document for public review in anticipation of a public hearing to be held by the Danville-Pittsylvania MPO for the FY 2018-2021 Transportation Improvement Plan (TIP). The public hearing will be held on Wednesday, April 12, 2017 at Danville Regional Airport, Eastern Conference Room, 424 Airport Drive, Danville, VA from 5:30 p.m. to 6:30 p.m. The MPO Policy Board meeting will begin at 6:35 p.m. in the same location following the hearing. Please keep the attached materials on display until the close of business on Wednesday, April 12, 2017 for public review.

If you or anyone reviewing this information should have questions please contact me at 276-638-3987, Fax: 276-638-8137; or email at: dhoback@wppdc.org

Attachment: *Draft FY 2018 - FY 2021 Transportation Improvement Program*

DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Serving the City of Danville and Pittsylvania County

NEWS RELEASE

DANVILLE MPO/WEST PIEDMONT PLANNING DISTRICT COMMISSION
1100 MADISON STREET
PO BOX 5268
MARTINSVILLE, VA 24115
TEL: 276-638-3987
Contact: David Hoback, MPO Administrator/PDC Executive Director
Email: dhoback@wppdc.org

Public Hearing on Draft FY 2018-2021 Transportation Improvement Program (TIP)

The Danville Metropolitan Planning Organization (MPO) an organization that provides transportation planning assistance to the City of Danville and an urbanized portion of Pittsylvania County in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) is in the process of developing its new FY 2018-2021 Transportation Improvement Program (TIP) and is soliciting public comments. A Public Hearing will be held on Wednesday, April 12, 2017 from 5:30 pm to 6:30 pm at Danville Regional Airport. The MPO Policy Board meeting will follow beginning at 6:35 pm.

Information on the draft FY 2018-2021 TIP document is available for review at the following locations:

Danville City Manager's Office, Danville Municipal Building, Patton Street, Danville, VA (434-799-5100); Danville Public Library, Patton Street, Danville, VA; 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).

For more information about the MPO and to view the draft FY 2018-21 TIP document please visit the Danville MPO section on the 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 the public hearing concerning the draft Transportation Improvement Program (TIP).

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[Home](#)

Posted on: March 22, 2017

FY 2018 - 2021 Transportsation Improvement Program

A public hearing will be held Wednesday, April 12, 2017 at the Danville regional Airport, Eastern Conference Room. 5:30 - 6:30 p.m.

[Additional Info...](#)



Next →

[22nd Annual Pittsylvania County Service Awards](#)

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Notify Me

WE WOULD LIKE YOUR INPUT!

On transportation investments in the City of Danville and the urbanized portion of Pittsylvania County over the next four years.



In our updated ***FY 2018—2021 Transportation Improvement Program***



Tell us your thoughts about the projects included in the TIP

For information on the Draft 2018—2021 TIP, see Transportation Improvement Program under Danville MPO at www.wppdc.org.

Public Hearing Details

Date: Wednesday, April 12, 2017

Time: 5:30—6:30 p.m.

Place: Eastern Conference Room,
Danville Regional Airport,
424 Airport Drive, Danville, VA

The Transportation Improvement Program (TIP) update is a collaborative process involving the Danville MPO, VDOT, FHWA, the City of Danville, and Pittsylvania County.



WPPDC Facebook Advertisement

WE WOULD LIKE YOUR INPUT!

On transportation investments in the City of Danville and the urbanized portion of Pittsylvania County over the next four years.



In our updated **FY 2018—2021 Transportation Improvement Program**



Tell us your thoughts about the projects included in the TIP

For information on the Draft 2018–2021 TIP, see Transportation Improvement Program under Danville MPO at www.wppdc.org

Public Hearing Details

Date: Wednesday, April 12, 2017

Time: 5:30–6:30 p.m.

Place: Eastern Conference Room,
Danville Regional Airport,
424 Airport Drive, Danville, VA

The Transportation Improvement Program (TIP) update is a collaborative process involving the Danville MPO, VDOT, FHWA, the City of Danville, and Pittsylvania County.



U.S. Department of Transportation
Federal Highway Administration

VDOT
Virginia Department of Transportation



West Piedmont Planning District Commission

Like This Page · March 14 ·

Interested in commenting on future transportation projects in the City of Danville and Pittsylvania County? The Danville-Pittsylvania County MPO is holding a public hearing on April 12th from 5:30 pm to 6:30 pm at Danville Regional Airport to receive comments on the FY 2018-2021 Transportation Improvement Program (TIP). For more information on the TIP, please see Transportation Improvement Program under the Danville MPO at wppdc.org

David Hoback and David E. Rotentzer like this

Danville Register & Bee

Advertising Affidavit

Account Number

3317876

700 Monument Street
Danville, Virginia 24541
(434) 793-2311

Date

March 26, 2017

WEST PIEDMONT PLANNING
PO BOX 5268
MARTINSVILLE, VA 24115-5268

Date	Category	Description	Ad Size	Total Cost
03/26/2017	Legal Notices	NOTICEOFPUBLICHEARINGDANVILLEMPODRAFTFY20182	2 x 51 L	431.00

Notice of Public Hearing Danville MPO Draft FY 2018-2021 TIP

In order to provide an opportunity for public comment and input on the Danville Metropolitan Planning Organization's (MPO) Draft Transportation Improvement Program (TIP) for FY 2018-2021, the MPO is holding a public hearing from 8:30-4:30 p.m. on Wednesday, April 12, 2017, in the Eastern Conference Room, Danville Regional Airport Terminal Building, 424 Airport Drive, Danville, VA. Any questions regarding the FY 2018-2021 TIP or written comments by persons unable to attend the public hearing may be directed to David Heback, Danville MPO Administrator, West Piedmont POC, 1100 Madison Street, P.O. Box 5268, Martinsville, VA 24115 (434-633-3937) (Fax: 216-638-8137), email: dheckback@wppdc.org. The Danville MPO Policy Board will meet immediately after the Public Hearing on April 11th to consider any comments received during the public involvement process and at the public hearing.

The MPO will consider suggestions for changes to the TIP based on input received during the course of the public involvement and public review period, and the public hearing. 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.

Comments are invited and 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, 427 Patton Street, Danville, VA.; 2) Pittsylvania County Administrator's Office, 1 Center Street, Chatham, VA.; 3) Danville Public Library, 511 Patton Street, Danville, VA.; 4) Pittsylvania County Public Library, 74 Military Drive, Chatham, VA.; 5) West Piedmont POC, 1100 Madison Street, Martinsville, VA.; 6) Danville Transit System and Airport Manager's Office, Danville Regional Airport, 414 Airport Drive, Danville, VA. Information may also be viewed on the website: www.wppdc.org under MPO Items.

The Danville-Pittsylvania MPO is committed to serve and accommodate to the maximum extent possible individuals requiring special assistance to attend and participate in the scheduled public hearing. Persons with physical disabilities including hearing impairment, special transportation needs, or persons with limited English proficiency may contact MPO Administrator David Heback as listed above a minimum of seven (7) days in advance of the public hearing date to make arrangements for accommodations to attend and participate in the public hearing. The Danville MPO (West Piedmont Planning District Commission) is an Equal Opportunity Employer.

Publisher of the Register & Bee

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

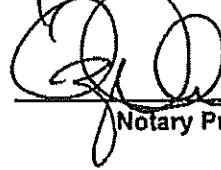
03/12, 03/26/2017

The First insertion being given ... 03/12/2017

Newspaper reference: 0000495502

Sworn to and subscribed before me this

March 31, 2017



Notary Public



Supervisor



State of Virginia
My Commission expires

Sept 30, 2019

Tonya D Davis
NOTARY PUBLIC
Commonwealth of Virginia
Reg. #7506750
My Commission Expires
September 30, 2019

THIS IS NOT A BILL. PLEASE PAY FROM INVOICE. THANK YOU

AGENDA

April 12, 2017

Danville Metropolitan Planning Organization (MPO)

FY 2018-2021 Transportation Improvement Plan (TIP) Public Hearing

Eastern Conference Room

Danville Regional Airport Terminal, Airport Road, Danville

5:30-6:30 PM

1. Hearing Called to Order
2. Introduction/Summary of Draft FY 2018-2021 TIP
3. Public Comments on Draft TIP
4. Close Public Hearing

Danville MPO Civil Rights Informational Survey

In accordance with Title VI of the Civil Rights Act of 1964 and related non-discrimination authorities, the Danville Metropolitan Planning Organization (MPO) collects responses to the questions below to more effectively enable us to evaluate access to meetings for ALL persons in the community. Disclosure of this information is entirely voluntary and anonymous.

Danville Metropolitan Planning Organization (MPO)

Staffed by the West Piedmont
Planning District Commission
1100 Madison Street
P.O. Box 5288
Martinsville, VA 24115
(276) 638-3987
David Hobaack, MPO Administrator
DHobaack@wppdc.org

- 1) Please check the box for the racial or ethnic group with which you identify:
 - White
 - Black/African-American
 - Hispanic/Latino
 - American Indian/Alaskan Native
 - Asian
 - Hawaiian or other Pacific Islander
 - Two or more races _____
- 2) Please indicate your sex:
 - Male
 - Female
- 3) Please indicate your annual household income:
 - Under \$10,000
 - \$10,000 - \$19,999
 - \$20,000 - \$29,999
 - \$30,000 - \$39,999
 - \$40,000 - \$49,999
 - \$50,000 - \$74,999
 - \$75,000 - \$99,999
 - \$100,000 - \$150,000
 - Over \$150,000
 - Would rather not say
- 4) Please indicate your age group:
 - 18 - 25
 - 26 - 39
 - 40 - 65
 - Over 65
- 5) Please indicate how you learned about this public meeting:
 - Internet
 - Newspaper
 - Flyer
 - Other _____
- 6) Were special accommodations to access the meeting facility requested?
 - Yes (If yes) please respond to question 8
 - No
- 7) Were special accommodations such as language translation, sign language, Braille or large print documents, etc., requested for participation in this public forum?
 - Yes (If yes) please respond to question 8
 - No
- 8) If you answered yes to question 6 or 7, were the special accommodations requested provided?
 - Yes
 - No

Project for which meeting was held _____

Location at which meeting was held _____

Date of meeting _____

Minutes

for the

April 12, 2017

Public Hearing

**Danville Metropolitan Planning Organization (MPO)
FY 2018-2021 Transportation Improvement Program (TIP)**

Danville Regional Airport Terminal Building, Eastern Conference Room
Airport Drive, Danville, VA
5:30 pm to 6:30 p.m.

Danville MPO Administrator David Hoback opened the public hearing at 5:30 pm and stated the purpose of the public hearing was to receive comments on the proposed FY 2018-2021 Transportation Improvement Program (TIP). It was noted the public hearing was advertised 30 days in advance of the hearing date in a local newspaper, copies of the draft TIP were made available at various convenient public facilities in the City of Danville and Pittsylvania County, a news release was provided to local media sources, a meeting notice was posted on the WPPDC, Pittsylvania County and City of Danville websites, and targeted letters were sent to numerous groups serving disadvantaged and underserved persons.

The MPO Administrator read the following statement for incorporation into the public hearing meeting record:

"The Transportation Improvement Program (TIP) is a mandatory MPO document developed every three years that lists transportation projects which are reasonably anticipated to be funded in a fiscally-constrained funding stream for a period of at least four years, and which is consistent with the MPO Long-Range Transportation Plan (LRTP) developed and updated every 5 years by the MPO. The typical sources of projects within this document include the current Long-Range Transportation Plan and the state Six-Year Improvement Program (SYIP). The TIP represents the document by which a planning project transitions to a programmed (funded) project. The TIP is prepared through a cooperative process that involves the Commonwealth of Virginia and local governments.

In 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; transportation projects, regardless of funding source, and requiring an action by the FHWA or FTA because they are considered to be regionally significant must also be included in the TIP. The first year of the program has been frequently called the "Annual Element." The proposed TIP herein will cover the four fiscal years: 2017-2018 (FY 2018); 2018-2019 (FY 2019); 2019-2020 (FY 2020); and FY 2020-2021 (FY 2021)—or FY 2018-2021.

In consideration of the proposed FY 2018-2021 TIP for adoption by the MPO Policy Board at the April 12th Policy Board meeting, the essential element of the document is Appendix A containing tables of projects abstracted from the local and state government approved Six Year Improvement Program database. Under regulations governing the development of MPO TIPs and Statewide TIPs, a four-year program of projects are required to be included in the TIP. For highway network related projects, four years of project funds are detailed

including the program years 2017-2018, 2018-2019, 2019-2020, and 2020-2021 that count as the required four-year period to meet the requirements in the FY 2018-2021 TIP.

Additionally it should certainly be noted that public involvement is a vital consideration in the TIP development. Appendix B in the draft TIP document details the public meeting outreach efforts made to solicit public participation and to invite comments from citizen stakeholders. As you will note from the copies of correspondence included, specific effort was made to reach particular disadvantaged and underserved persons."

Following the reading of the aforementioned statement, the MPO Administrator noted the floor was opened for comments on the draft FY 2018-2021 TIP from any interested citizen attending the public hearing.

Finally, the MPO Administrator noted that no citizens attended the public hearing to comment on the FY 2018-2021 TIP and no other comments were received from the public during the advertised comment period prior to the public hear.

At 5:30 pm the MPO Administrator closed the public hearing.

A handwritten signature in black ink, appearing to read "David R. Hoback". The signature is fluid and cursive, with a large initial "D" and "H".

David R. Hoback
Danville MPO Administrator

APPENDIX C: RESOLUTIONS

AGENDA

April 12, 2017

Meeting of the

Danville Metropolitan Planning Organization (MPO)

Eastern Conference Room

Danville Regional Airport Terminal, Airport Road, Danville

6:35 pm

1. Call to Order
2. Recognize Guests/Public Comments
3. Old Business
4. Approval of minutes from January 18, 2017 MPO Meeting
5. Review of Draft FY 2018-2021 Transportation Improvement Program (TIP)
6. Approval of FY 2018-2021 TIP, **Resolution 2017-1**
7. Approval of Public Involvement Outreach for FY 2018-2021 TIP, **Resolution 2017-2**
8. Certification of Public Participation Involvement Plan and Notification Procedures Manual Policies, **Resolution 2017-3**
9. Approval of Danville MPO 2017 Statement of Certification, **Resolution 2017-4**
10. Update on Mt. Cross/Averett and River District Bike/Ped studies
11. Consideration of study projects to include in the FY 18 Unified Transportation Planning Work Program (UWP)
12. Other Business
13. Adjourn

DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

**Adoption of the Danville MPO Fiscal Year 2018-2021
Transportation Improvement Program (TIP)**

April 2017

Resolution 2017-1

At a meeting of the Danville Urbanized Area Metropolitan Planning Organization (MPO) held on April 12, 2017, the following Resolution was adopted:

WHEREAS, it is necessary that the Danville MPO, Fiscal Year 2018-2021 Transportation Improvement Program (TIP) be considered for adoption by the Danville MPO, as prescribed by the laws and regulation of the United States and according to the public participation policy of the Danville MPO; and

WHEREAS, in order for federal transportation funding to be made available to the MPO, the Danville MPO's TIP must be in compliance with national transportation law and policy as defined in the Fixing America's Surface Transportation (FAST) Act of December 2015; and

WHEREAS, the Danville MPO observed a public participation effort in considering the adoption of the Fiscal Year 2018-2021 TIP and further the Danville MPO followed its Public Involvement Participation Plan and Notification Procedures Manual in consideration of adoption of the FY 2018-2021 TIP;

NOW THEREFORE BE IT RESOLVED that the Danville MPO hereby adopts the Fiscal Year 2018-2021 TIP including observance of the planning requirements in compliance with the FAST Act and its regulations and further the MPO staff is authorized to make technical changes to the document as needed 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 MPO certifies the foregoing as a true and correct copy of a resolution, adopted at a legally convened meeting of the Policy Board of the Danville MPO held on April 12, 2017.

Signed

Printed

Title

Date



Ronald S. Scarce

MPO Chairman

April 12, 2017

DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

**Public Involvement Employed
in Adoption of the**

**Danville MPO Fiscal Year 2018-2021
Transportation Improvement Program (TIP)**

April 2017

Resolution 2017-2

At a meeting of the Danville Urbanized Area Metropolitan Planning Organization (MPO) held on April 12, 2017, the following Resolution was adopted:

WHEREAS, the Danville MPO has advertised a public hearing and has provided a series of public notices to inform the public, including disabled person, and transportation providers of an opportunity to provide comment and input on adoption of the Danville MPO's Fiscal Year 2018-2021 TIP; and

WHEREAS, the Danville MPO 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 comments and input on adoption of its FY 2018-2021 TIP including a direct mailing of an informational letter to area churches, private enterprise providers and to public- not-for-profit community based agencies prior to the public hear; and

WHEREAS, the Danville MPO has endeavored to receive, record, and recognize any comments and input from the public at the FY 2018-2021 TIP public hearing;

NOW THEREFORE BE IT RESOLVED that the Danville MPO hereby states it will utilize input and comments on the adoption of the Fiscal Year 2018-2021 TIP as deemed appropriate and shall include documentation of the public hearing in the MPO's records of the TIP adoption process.

Certification

The undersigned duly qualified and acting as an officer of the Danville Urbanized Area MPO certifies the foregoing as a true and correct copy of a resolution, adopted at a legally convened meeting of the Policy Board of the Danville MPO held on April 12, 2017.

Signed



Printed

Ronald S. Scearce

Title

MPO Chairman

Date

April 12, 2017

DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Certification of Public Involvement Participation Plan and Notification Procedures Manual Policies

**Adoption of Danville MPO Fiscal Year 2018-2021
Transportation Improvement Program (TIP)**

April 2017

Resolution 2017-3

At a meeting of the Danville Urbanized Area Metropolitan Planning Organization (MPO) held on April 12, 2017, 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 2018-2021 Transportation Improvement Plan (TIP) to be adopted according to federal regulations, an ordered process of private enterprise participation and public notification must be followed to allow input on the TIP development 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 FY 2018-2021 TIP; and

WHEREAS, the Danville MPO seeks to follow its adopted process for public participation and private enterprise provider participation by soliciting input on the TIP development and adoption;

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 2018-2021 TIP to be considered for adoption, including a public hearing held on April 12, 2017.

Certification

The undersigned duly qualified and acting as an officer of the Danville Urbanized Area MPO certifies the foregoing as a true and correct copy of a resolution, adopted at a legally convened meeting of the Policy Board of the Danville MPO held on April 12, 2017.

Signed



Printed

Ronald S. Scearce

Title

MPO Chairman

Date

April 12, 2017

**APPENDIX D:
STATEMENT OF
CERTIFICATION**

DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Statement of Certification

2017

Resolution 2017-4

At a meeting of the Danville Urbanized Area Metropolitan Planning Organization (MPO) held on April 12, 2017, 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:

- I. 49 U.S.C. Section 5323(k) and 23 U.S.C. 134;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded project (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Sta. 327, as amended) and the U.S. DOT implementing regulation;
- V. The provisions of 49 CFR part 40 regarding restrictions on influencing certain activities; and [Sections 174 and 176 (c) and (d) of the Clean Air Act as amended, 42 U.S.C. 7504, 7506(c) and (d) – are not applicable as Danville MPO is in an attainment area.]

NOW THEREFORE BE IT RESOLVED that the Danville MPO hereby endorses the Statement of Certification dated April 12, 2017 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 April 12, 2017.

Signed	
Printed	<u>Ronald S. Searce</u>
Title	<u>MPO Chairman</u>
Date	<u>April 12, 2017</u>

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION STATEMENT
2017**

In accordance with 23 CFR 450.336, the Virginia Department of Transportation and the Danville Metropolitan Planning Organization for the Danville-Pittsylvania County urbanized area hereby certify that the transportation planning process is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 Subpart C (Metropolitan Planning);
- (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, 7508 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- (3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 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 FAST ACT (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement);
- (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
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

Danville MPO

Signature

MPO Chairman

Title

April 12, 2017

Date

Virginia Department of Transportation

Signature

VDOT Representative

Title

April 12, 2017

Date

APPENDIX E:
FY 18-21 TIP Amendment
Construction: Rail

AGENDA

November 15, 2017

Meeting of the

Danville Metropolitan Planning Organization (MPO)

Eastern Conference Room

Danville Regional Airport Terminal, Airport Road, Danville
at **5:30 p.m.**

1. Call to Order
2. Approval of minutes from September 13, 2017 MPO Meeting
3. Administrative Amendment of FY 18-21 Danville MPO Transportation Improvement Plan (TIP) to incorporate available state rail funding
4. Update on Berry Hill Connector Road Study
5. Comments/Updates from VDOT
6. Other Business
7. Adjourn

DANVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

Amendment of the Danville MPO Fiscal Year 2018-2021
Transportation Improvement Program (TIP)

November 2017

Resolution 2017-7

At a meeting of the Danville Urbanized Area Metropolitan Planning Organization (MPO) held on November 15, 2017, the following Resolution was adopted:

WHEREAS, the Virginia Department of Transportation has advised it is necessary to amend the Danville MPO, Fiscal Year 2018-2021 Transportation Improvement Program (TIP) as a result of the availability of rail funding more fully described in the attachment herein titled TIP Report, Statewide District Project Groupings for the Danville MPO which was not previously incorporated in the previously adopted document; and

WHEREAS, the Virginia Department of Transportation has advised this required amendment to the Danville MPO FY 2018-21 TIP does not substantially alter the document and therefore may be accomplished via an allowable administrative process not subject to a public participation element normally applicable to the adoption of a TIP;


NOW THEREFORE BE IT RESOLVED that the Danville MPO hereby amends its Fiscal Year 2018-2021 TIP including incorporating rail construction funding as described in the attachment herein titled TIP Report, Statewide District Project Groupings for the Danville MPO.

Certification

The undersigned duly qualified and acting as an officer of the Danville Urbanized Area MPO certifies the foregoing as a true and correct copy of a resolution, adopted at a legally convened meeting of the Policy Board of the Danville MPO held on November 15, 2017.

Attachment:

Signed
Printed
Title
Date



RONALD S. SCARCE

CHAIRMAN, MPO

11/15/2017

Statewide District
Project Groupings

MPO	Danville						
GROUPING	Construction : Rail						
PROGRAM NOTE	TIP AMD - add \$804,000 (STP/STBG) & \$180,000 (AC-STP/STBG) FFY18, add \$90,000 (ACC-STP/STBG) FFY19, add \$90,000 (ACC-STP/STBG) FFY20. Lynchburg District portion: UPC 112018 \$70,000, and UPC 112213 \$30,000						
ROUTE/STREET						TOTAL COST	\$1,000,000
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21	
PE	Federal - AC CONVERSION	\$0	\$0	\$90,000	\$90,000	\$0	
PE	Federal - STP/STBG	\$0	\$804,000	\$0	\$0	\$0	
PE AC	Federal - AC	\$0	\$180,000	\$0	\$0	\$0	
MPO Note							

Minutes
for the
November 15, 2017 Meeting
of the
Danville Metropolitan Planning Organization
Danville Regional Airport Terminal Building, Eastern Conference Room
Airport Drive, Danville, VA
at 5:30 p.m.

Attendees

Ron Scearce, Pittsylvania County, Chairman
Lee Vogler, City of Danville
Brian Dunevant, City of Danville
Fred Shanks, City of Danville
Marc Adelman, Danville Transit
Greg Sides, Pittsylvania County
Jessie Barksdale, Pittsylvania County
Chris Winstead, VDOT
Brian Bradner, Dewberry
Dave Hoback, Danville MPO Administrator
Joseph Bonanno, Danville MPO Staff

1. Call to Order

Mr. Scearce called the meeting to order at 5:32 p.m.

2. Approval of minutes from September 13, 2017 MPO Meeting

Mr. Scearce asked for a motion to approve the September 13, 2017 MPO Policy Board Meeting minutes, and Mr. Shanks made a motion to approve the minutes, which was seconded by Mr. Winstead. The motion was voted upon and approved unanimously.

3. Administrative Amendment of FY 18-21 Danville MPO Transportation Improvement Plan (TIP) to incorporate available state rail funding

Mr. Hoback explained that the MPO was considering an amendment to the FY 18-21 TIP to incorporate funds into the document that had recently become available for rail projects, to be utilized within the MPO area. He added that the amount to be added to the TIP was approximately \$1.1 million over the course of the document's effective dates. He noted that funding would be dedicated to improving safety at rail crossings. Mr. Winstead stated that with these funds, DRPT could conduct safety analyses/studies at railroad crossings to determine appropriate improvements; he noted that if the funds were not included in the TIP, they would not be invested. Mr. Shanks stated that a railroad track which would serve the Berry Hill Industrial Park crosses West Main Street, and is a connector to the Port of Virginia, and he stated that improvements to that crossing may be something to keep in mind. Mr. Hoback replied that this funding may be able to be used in furtherance of rail improvements at the Berry Hill Industrial Park and at the crossing at West Main Street which Mr. Shanks spoke of. Mr. Winstead noted that since this funding program had been in existence since 1987, fatalities at railroad crossings had decreased by 57 percent. Mr. Hoback asked that a motion be made to adopt Resolution 2017-7, and Mr. Shanks made a motion to adopt this amendment, which was seconded by Mr. Vogler. The motion was voted upon and approved unanimously.

4. Update on Berry Hill Connector Road Study

Mr. Hoback stated that the MPO engaged Dewberry to update the Berry Hill Connector Road Study, and that the study was making good progress. He thanked Mr. Bradner for attending the meeting, and asked him to update the Board regarding the study. Mr. Bradner stated that all of the traffic counts had been collected, and the SYNCHRO model was in the process of being updated. He stated that he planned to participate in a conference call with Mr. Youngblood from VDOT to discuss various aspects of the study. Mr. Bradner stated that he anticipated that the study would be completed in January, if not earlier. He added that he did not believe the traffic counts were materially different than those compiled in 2010. Mr. Hoback stated that the MPO planned to utilize this study as a basis for a Smart Scale application in 2018 to apply for funding for a Berry Hill connector roadway. Mr. Adelman asked if the study addressed pull-out options for public transportation, to which Mr. Bradner replied that

he believed that would be an element to be considered, but that the main intent was to utilize the study for a Smart Scale application. Mr. Winstead stated that multimodalism would strengthen a Smart Scale application. Mr. Shanks asked if there was expected to be public transit service to the Berry Hill Industrial Park from Danville, to which Mr. Adelman replied that there would likely be some. Mr. Adelman added that since the development of the other industrial parks, Danville Transit's Reserve-a-Ride service had expanded significantly. Mr. Bonanno asked if including a park & ride lot as part of the study could be done, and he added that Franklin County's Smart Scale application for an access road into a new business park was awarded. Mr. Bradner replied that it would definitely be worth looking at. Mr. Bonanno later mentioned that combining a park & ride lot with a bus stop be a good form of multimodalism.

5. Comments/Updates from VDOT

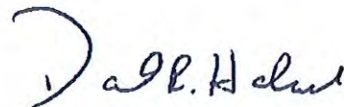
Mr. Winstead stated that VDOT was in the process of moving ahead with designs for the improvements for the intersection of Berry Hill Road and U.S. Route 58 Business. He noted that VDOT intended to move into the public hearing phase of this project next month, meaning that VDOT would have a willingness to conduct a public hearing, as a means to enable any property owners who have questions to get these questions addressed; he added that if there was a desire by area residents for a public hearing, one would take place. Mr. Winstead added that right-of-way acquisition was scheduled to take place in February of 2019, and the advertisement date for construction was moved up to March 2020. He concluded by stating the cost estimate still remained at about \$3.3 million.

6. Other Business

Mr. Hoback stated that the WPPDC, in conjunction with the MPO, had solicited proposals from consultants to serve in an on-call capacity, and that once the consultant was chosen, the organization would not have to go through the procurement process for future studies. He added that seven proposals had been received, that interviews would take place prior to the end of the month, and that any pertinent information would be brought to the Board's attention.

7. Adjourn

Mr. Searce adjourned the meeting at 5:51 p.m.



David R. Hoback
Danville MPO Administrator

APPENDIX F:
Performance Based Planning and Programming –
Safety Performance Measures

Appendix F: Performance Based Planning and Programming – Safety Performance Measures

Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established safety performance objectives as published in [Virginia’s 2017 - 2021 Strategic Highway Safety Plan \(SHSP\)](#) and, starting in 2017, annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in Table 1 below.

Table 1: 2017 – 2021 SHSP Safety Performance Objectives

	Performance Target	Per Year Reduction
1	Number of Fatalities	2%
2	Rate of Fatalities per 100 Million Vehicle Miles Travelled	3%
3	Number of Serious Injuries	5%
4	Rate Serious Injury Million Vehicle Miles Travelled	7%
5	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	4%

For safety performance measures 1, 2, and 3, annual targets are developed collaboratively by the Department of Motor Vehicles (DMV) Highway Safety Office (HSO) and VDOT HSIP staff.¹ The DMV HSO includes these measures in their Highway Safety Plan submitted to the National Highway Traffic Safety Administration (NHTSA) every June.

The Commonwealth Transportation Board approves all five annual targets and VDOT includes these in the HSIP Annual Report submitted to FHWA every August. Within 180 days of VDOT’s annual report submission to FHWA, MPOs must indicate their support of the state targets or submit their unique regional targets for one or more of the safety measures.

Connection to Other Performance Based Planning Documents

The federally required SHSP, a five-year multi-agency comprehensive plan focused on reducing fatalities and serious injuries on all public roads, serves as the coordinating document for other plans and programs that involve traffic safety. This coordination involves the long-range statewide transportation plan (LRSTP), the metropolitan transportation plans (MTP), and three plans that implement parts of the SHSP – the Highway Safety Plan (HSP), the HSIP, and the Commercial Vehicle Safety Plan (CVSP). This integration is important for improving overall

¹ It is a federal requirement that safety performance measures 1, 2, and 3 are identical targets for NHTSA’s Highway Safety Grants Program and FHWA’s Highway Safety Improvement Program. This requirement allows States to align their safety performance targets and work collaboratively to achieve them.

safety coordination amongst various partners and leads to more comprehensive transportation safety planning.

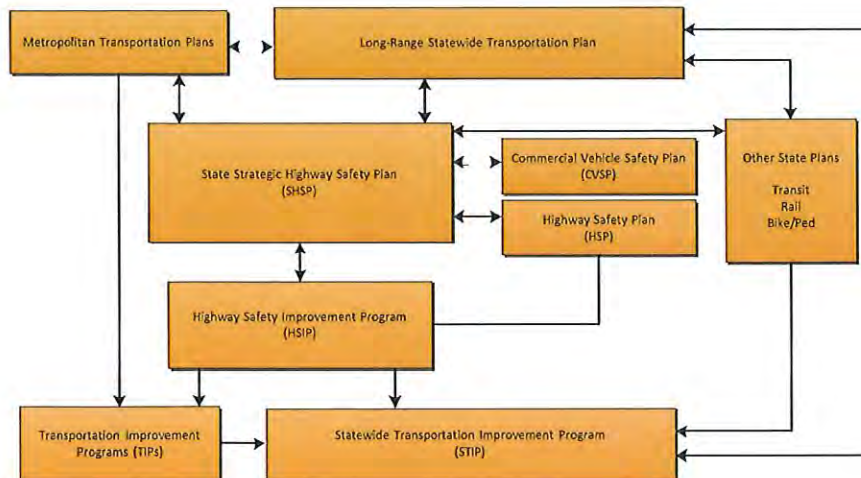
The LRSTP, VTrans2040, guides the state's investment decisions for transportation improvements. Safety and performance management is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles:

- Guiding Principle 2: Ensure Safety, Security, and Resiliency – Provide a transportation system that is safe for all users, responds immediately to short-term shocks such as weather events or security emergencies, and adapts effectively to long-term stressors such as sea level rise.
- Guiding Principle 5: Ensure Transparency and Accountability, and Promote Performance Management – work openly with partners and engage stakeholders in project development and implementation, and establish performance targets that consider the needs of all communities, measure progress towards targets, and to adjust programs and policies as necessary to achieve the established targets.
- Goal C: Safety for All Users – provide a safe transportation system for passengers and goods on all travel modes.
 - Objectives:
 - Reduce the number and rate of motorized fatalities and serious injuries.
 - Reduce the number of non-motorized fatalities and injuries.

MTPs are similar to the LRSTP however a MTP covers a specific metropolitan planning area. MTPs include goals and objectives for their respective areas/regions and identify strategies for advancing long-term transportation investments in a specific region.

The HSP is an annual plan to address highway user behaviors that will improve safety through education and enforcement campaigns. The HSP and associated NHTSA grants are administered through the Highway Safety Office at the DMV. Furthermore, each year Virginia State Police (VSP) submits a Commercial Vehicles Safety Plan (CVSP) to Federal Motor Carrier Safety Administration as a requirement of obtaining related enforcement grants.

The relationship between the various plans and programs is shown below:



Projects in the STIP are directly linked to the safety objectives outlined in the SHSP through the strategies and actions that are priorities in Virginia.

Funding for Safety Projects

Safety targeted improvements are implemented through HSIP projects. Each year Virginia is allocated ~\$55 Million for HSIP and \$5 Million for Railway Grade Crossing improvements. Virginia is also subject to a Penalty Transfer provision, Section 154 “Open Container”, such that 2.5% of NHPP funds are reserved for either NHTSA Alcohol-Impaired Driving or HSIP projects. The State determines what proportion goes to each program. Of the HSIP funds, about 10 percent is set aside for non-motorized safety projects and 20 percent of the remainder for improvements on locally-maintained roadways.

How do Safety Projects get selected for Inclusion in the STIP?

The HSIP project planning and delivery follows these steps:

- Each year highway segment and intersection locations that have the highest potential for safety improvement are identified based on the previous five years of traffic crash and volume data. These above average crash locations are provided to the VDOT Districts to determine appropriate locations and countermeasures for HSIP funding. The potential for vehicle-train crashes at each at-grade railroad crossing is also distributed.
- HSIP project proposals are submitted through the SMART Portal for the appropriate safety program.
- VDOT and locality submitted HSIP proposals are reviewed and prioritized based on the number of targeted crashes and the benefit to cost ratio or the potential risk reduction for non-motorized and rail highway grade crossing improvements.
- Projects are selected and programmed for the last two or three years of the SYIP. At present there are over \$100 million of safety improvement proposals, with an expected benefit, that remain unfunded.

In recent years, programmed priority HSIP projects have shifted from being higher cost spot intersection and segment improvements to lower cost systemic improvements that target specific crash types and/or roadway characteristics that are factors in crashes across the network. Examples of systemic improvements include traffic signal devices and timing at intersections and curve signing, higher friction surfaces and rumble strips on segments.

Safety improvements are also included within projects funded with non-HSIP funds. The SMART SCALE scoring and prioritization process for inclusion of projects in the SYIP, considers safety benefits from improvements addressing travel of all modes. Many of the large SMART SCALE projects, upon completion, will have distinct impacts on safety performance in the Commonwealth. In addition, projects funded through other state and federal sources in the SYIP, such as the Transportation Alternatives Program, including Safe Routes to School grants, Revenue Sharing, and even some CMAQ and maintenance projects, will also have crash reduction benefits that contribute to improved safety performance.

Thus, the funding to meet Virginia's safety objectives and targets is allocated to projects in the CTB approved SYIP, and is consistent with VTrans2040. Since the SYIP is the foundation for the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's safety performance objectives and targets and is consistent with Virginia's SHSP and the HSIP.

APPENDIX G:
Performance Based Planning and Programming –
Transit Asset Management

Appendix G: Performance Based Planning and Programming - Transit Asset Management

The two most recent federal transportation laws, MAP-21 and FAST Act, establish performance measure requirements to ensure states and metropolitan planning organizations (MPOs) are investing transportation funds in projects that collectively will contribute towards the achievement of national goals. The USDOT recently published new rules for states and MPOs to collect data and establish performance targets that will support performance and outcome-based investment decisions.

The new federal performance measurement requirement for transit agencies focuses on one area: transit asset management (TAM). The measures look specifically at the percentage of revenue vehicles that have exceeded their Useful Life Benchmark (ULB), the percentage of non-revenue and service vehicles that have exceeded their ULB, and percentage of facilities with a condition below 3.0 on the Federal Transit Administrator’s Transit Economic Requirements Model (TERM) Scale. All transit agencies receiving grants from the FTA are required to complete a TAM plan. The FTA has established two tiers of agencies based on size parameters.

- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.
- A Tier II agency is a sub-recipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

The first completed TAM plan must be sent to the National Transit Database (NTD) by October 1, 2018. Other required deadlines are found in the table below.

Table 1: Transit Agency Deadlines for TAM Rulemaking for June-July Fiscal Year

Reporting Activity	Reporting Deadline
Complete compliant TAM Plan	October 1, 2018
Report FY18 asset data to NTD Submit FY19 targets to NTD	October 1, 2018
Report FY19 asset data to NTD Submit FY20 targets to NTD Submit narrative report to NTD	October 1, 2019
Report FY20 asset data to NTD Submit FY21 targets to NTD Submit narrative report to NTD	October 1, 2020
Complete updated TAM Plan	October 1, 2022

The Department of Rail and Public Transportation (DRPT) has opted to sponsor a group TAM plan for Tier II providers. Tier I providers are not eligible for group plans.

For Tier I agencies, any Transportation Improvement Program (TIP) or Metropolitan Transportation Plan (MTP) adopted after October 1, 2018 will be in compliance with the TAM Plans developed by the Tier I transit providers within the MPO as well as the regional performance measures adopted by the MPO as a whole. The performance measurements and targets for Tier I plans can be found in each agency’s individual TAM plan and applicable TIPs. The following is the listing of MPOs whose TIPs will contain the regional TAM Plans:

- <http://www.richmondregional.org/TPO/>
- <https://www.hrtpo.org/>
- <https://www.mwcog.org/>
- <https://www.fampo.gwregion.org/>

For Tier II providers under the DRPT Group Plan, any TIP document or MTP adopted after October 1, 2018 will be in compliance with the TAM Plans developed by DRPT and adopted by the Tier II transit providers within the MPO as well as the regional performance measures adopted by the MPO as a whole. The performance measurements and the targets are as follows for the DRPT Group Plan:

Asset Category - Performance Measure	Asset Class	2018 Target	2019 Target
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	20%	15%
	BU - Bus	10%	10%
	CU - Cutaway	10%	10%
	MB - Minibus	25%	20%
	BR - Over-the-Road Bus	20%	15%
	TB - Trolley Bus	10%	10%
	VN - Van	25%	25%
Equipment			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	25%	25%
	Trucks and other Rubber Tire Vehicles	25%	25%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative and Maintenance Facility	10%	10%
	Administrative Office	10%	10%
	Maintenance Facility	10%	10%
	Passenger Facilities	10%	10%

The planning process for each MPO in the Commonwealth of Virginia will integrate, either directly or by reference, the goals, objectives, performance measures, and targets described in the applicable Tier I and Tier II group plans.

Since 2014, DRPT has used a tier-based prioritization system to award state capital funding. Once an application is approved as appropriate and necessary, state funding is awarded based on the type of asset being purchased. The tier matching rates are as follows: revenue rolling stock, 68%; infrastructure, 34%; and other, 17%. This process allows DRPT to prioritize funding of revenue rolling stock over other types of assets. Funding is awarded on an annual basis, and state fiscal year 2019 will be the final year that the tier-based prioritization system will be used.

DRPT is in the process of developing a project based prioritization process, as required by new state legislation passed in 2018, for prioritizing the allocation of capital funding. The new process will be utilized for the award of state capital funding beginning in state fiscal year 2020. This new system will be presented to DRPT's governing board, the Commonwealth Transportation Board (CTB), in October 2018. This new process will set aside at least 80% of capital funding available to address State of Good Repair (SGR) needs. The CTB will have the discretion to allocate up to 100% of the available state capital funding to meet SGR needs. Any remaining funds will be used to fund minor enhancements and major expansion projects. DRPT will be scoring SGR applications based on a combination of age and condition of the asset, as well as the impact of the asset on service quality. For vehicles, the age/condition points will be split between age and mileage. DRPT anticipates that replacement rolling stock will continue to be the largest portion of the annual program of projects.

APPENDIX H:
Performance Based Planning and Programming –
Highway System Performance

Appendix H: Performance Based Planning and Programming – Highway System Performance

Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established performance targets for three reliability performance measures to assess the Highway System Performance. All three measures are included in Virginia’s Baseline Performance Period Report for 2018-2021 which was submitted to FHWA in October 2018. This report satisfies the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1st of the first year in a performance period and establishes baseline performance as of December 31, 2017.

Performance of the NHS is measured by the level of travel time reliability. The travel time reliability performance measures and performance targets for the 2018-2021 performance period are indicated in Table 1 below.

Table 1: National Highway System Travel Time Reliability Performance Measures and Targets

NHS Travel Time Reliability Performance	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Percent of Person Miles Traveled on the Interstate That Are Reliable	82.2%	82.0%
Percent of Person Miles Traveled on the Non-Interstate NHS That Are Reliable	N/A ¹	82.5%

The assessment for freight reliability is based on the truck travel time reliability index. The truck travel time reliability performance measure and performance targets for the 2018-2021 performance period are indicated in Table 2 below.

Table 2: Freight Reliability Performance Measure and Targets

Truck Travel Time Reliability Performance	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Truck Travel Time Reliability Index	1.53	1.56

The Commonwealth Transportation Board (CTB) approves the performance measures and targets developed for Virginia’s surface transportation network. Such targets, including those for Highway System Performance, are linked to the goals and objectives in Virginia’s long-range transportation plan, or VTrans.

¹ During this first performance period, States are not required to establish 2-year targets for the Non-Interstate NHS reliability measure.

Connection to Other Performance Based Planning Documents

VTrans, the state's long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia's future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs. The most recent approved long range multimodal plan is VTrans2040.

VTrans2040 identifies the most critical transportation needs in Virginia to ensure the overarching transportation goals in the long-range plan are achieved. The screening process was informed by a data-driven approach that considers highway system performance measures and targets in addition to other performance indicators.

Performance management, as it relates to the reliability of the NHS and freight, is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles as noted below:

- Guiding Principle 4: Consider Operational Improvements and Demand Management First – Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.
- Goal A – Economic Competitiveness and Prosperity: invest in a transportation system that supports a robust, diverse, and competitive economy.
 - Objectives:
 - Reduce the amount of travel that takes place in severe congestion.
 - Reduce the number and severity of freight bottlenecks.
 - Improve reliability on key corridors for all modes.
- Goal B – Accessible and Connected Places: increase the opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs.
 - Objectives:
 - Reduce average peak-period travel times in metropolitan areas.
 - Reduce average daily trip lengths in metropolitan areas.
 - Increase the accessibility to jobs via transit, walking and driving in metropolitan areas.

Additionally, the Virginia Freight Element (VFE), a component of VTrans2040, discusses freight system trends, needs, and issues. The VFE also includes freight policies, strategies, and performance measures that guide Virginia's freight-related investment decisions.

Projects included in the STIP are directly linked to the Highway System Performance objectives outlined in VTrans2040 and associated needs analysis, and the VFE through the strategies and actions that are priorities in Virginia.

Funding for Highway System Performance Projects

SMART SCALE, Virginia's data-driven prioritization process for funding transportation projects, considers the potential of a project to improve reliability. In order to be considered for SMART SCALE, a project must first meet a need identified in VTrans2040, thus strengthening the connection between the planning and programming processes. Congestion mitigation, safety, accessibility, economic development, environment, and land use are the factors used to score SMART SCALE projects. Freight considerations are included in the economic development factor.

The FAST Act established a National Highway Freight Program, including a freight-specific funding program to highlight the focus on freight transportation needs. Projects eligible for National Highway Freight Program (NHFP) funding must contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and be included in the VFE. VDOT uses NHFP funding to construct freight beneficial projects identified through the SMART SCALE process.

SMART SCALE screening and scoring results, along with public feedback and CTB guidance, are used to develop the SYIP.

Other projects selected for funding are subject to program specific prioritization processes approved by the CTB. All funding (federal, state, and other sources) for transportation projects are allocated to projects in the CTB approved SYIP.

How do Highway System Performance Projects Get Selected for Inclusion in the STIP?

As noted above, the funding for all transportation projects, including funding for projects to meet Virginia's NHS system performance and freight movement targets is allocated to projects in the CTB approved SYIP, and is consistent with VTrans2040 and the VFE. Since the SYIP is the foundation of the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's NHS and Freight Reliability performance objectives and targets.

APPENDIX I:
Performance Based Planning and Programming –
Pavement and Bridge Performance Measures

Appendix I: Performance Based Planning and Programming – Pavement and Bridge Performance Measures

Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established pavement and bridge condition performance targets as reported in Virginia’s Baseline Performance Period Report for 2018-2021¹. This report, submitted to FHWA in October 2018, satisfies the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1st of the first year in a performance period. Performance measures for pavement condition are required for the National Highway System (NHS), while bridge condition requirements relate to structures identified as part of the National Bridge Inventory on the NHS. The pavement condition measures and established performance targets for the 2018-2021 performance period are indicated in Table 1 below.

Table 1: Pavement Condition Measures and Performance Targets

Interstate Pavement Condition Measures²	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Percentage of Pavements in Good Condition	N/A ³	45.0%
Percentage of Pavements in Poor Condition	N/A ³	3.0%
Non-Interstate NHS Pavement Condition Measures⁴	2018-2019 Two Year Target	2018-2021 Four Year Target
Percentage of Non-Interstate Pavements in Good Condition	25.0%	25.0%
Percentage of Non-Interstate Pavements in Poor Condition	5%	5.0%

Bridge condition measures and established performance targets for the 2018-2021 performance period are indicated in Table 2 below.

¹ Virginia’s Baseline Performance Period Report data is through December 2017.

² Interstate condition measures are based on four distresses: International Roughness Index (IRI), cracking, rutting, and faulting.

³ During this first performance period, States are not required to establish 2-year targets for interstate pavements; however, Virginia has chosen to establish performance targets and are 45.0% and 3.0% for percentage of pavements in good and poor condition, respectively.

⁴ During this first performance period, Federal requirements for Non-Interstate NHS pavement condition and performance targets are based on a single distress, IRI. However, Federal guidance outlined in a September 27, 2018 Memorandum on State DOT Targets for Non-Interstate NHS Pavement Measures allows for the use of full distress data when reporting Non-Interstate NHS performance targets. Given the availability of full distress data, Virginia has chosen this approach and reported performance targets for Non-Interstate NHS pavements based on all four distresses. This allows for consistency in assessing the condition and setting performance targets for both Interstate and Non-Interstate NHS pavements.

Table 2: NHS Bridge Condition Measures and Performance Targets

NHS Bridge Condition Measures	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Percentage of Deck Area of NBI Bridges on the NHS in Good Condition	33.5%	33.0%
Percentage of Deck Area of NBI Bridges on the NHS in Poor Condition	3.5%	3.0%

Background/History

Virginia’s history of monitoring asset conditions and utilizing performance information to determine investment strategies based on available funding levels spans over 10 years for pavements and bridges.

VDOT maintains a comprehensive inventory of all pavement and bridges on the state-maintained network. This inventory, which includes location, maintenance responsibility, ownership, and current condition or inspection information, serves as the foundation for life cycle planning, performance forecasting, maintenance and rehabilitation needs estimation, as well as prioritization of work to maximize asset life given available funding. Condition information is also important for communicating with external stakeholders, including the general public.

VDOT’s commitment to responsible Transportation Asset Management (TAM) practice is demonstrated through VDOT’s annual condition data collection programs and its establishment and publication of network level pavement and bridge performance goals. VDOT’s current condition measures and performance goals have been in place for many years and are fully integrated into VDOT’s budgeting process and investment strategies.

The federal pavement and bridge performance measures apply to a limited portion of the network for which VDOT is responsible (less than 15% of all lane miles and 18% of the bridge inventory).

Connection to Other Performance Based Planning Documents

VTrans, the state’s long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia’s future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs. The most recent approved long-range multimodal plan is VTrans2040.

Performance management, specifically as it relates to pavements and bridges, is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles as noted below:

- Guiding Principle 5: Ensure Transparency and Accountability, and Promote Performance Management - Work openly with partners and engage stakeholders in project development and implementation, and establish performance targets that consider the needs of all communities, measure progress towards targets, and to adjust programs and policies as necessary to achieve the established targets.
- Goal D: Proactive System Management - maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure.
 - Objectives:
 - Improve the condition of all bridges based on deck area.
 - Increase the lane miles of pavement in good or fair condition.

Virginia's federally required Transportation Asset Management Plan (TAMP) presents pavement and bridge inventory and conditions, along with the Commonwealth's performance objectives, measures, and associated risks as they relate to the federal requirements. Asset funding, investment strategies, forecasts, goals, and gaps are also included. The TAMP is specific to the NHS and provides the Commonwealth's Transportation Asset Management (TAM) processes and methodology to meet federal requirements. Pavement and bridge projects included in the STIP are consistent with Virginia's reported TAM processes and methodology.

The program of projects in the STIP are directly linked to the pavement and bridge objectives outlined in VTrans2040 and the TAMP through the strategies and actions that are priorities in Virginia.

Funding for Pavement and Bridge Projects

There are two key funding sources for pavement and bridge projects, the Highway Maintenance and Operations Fund (HMOF) and State of Good Repair (SGR) program funds. The pavement and bridge funding is used for differing projects from routine maintenance to reconstructive work. Funds are allocated to pavement and bridge projects based on an annual needs assessment process supported by a data-driven prioritization and selection process. The prioritization process is the same for the various funding sources; however, the [State of Good Repair](#) program funds are designated for deteriorated pavements and structurally deficient bridges.

The SGR program requires funds be distributed proportionality between VDOT and localities, based on assessed needs. More details, including the requirements for pavements and bridges, and the SGR prioritization process methodology, can be found at: [State of Good Repair for Bridges](#) and [Local Assistance Funding Programs](#).

VDOT has developed a robust asset management program, placing maintenance of the transportation network at the forefront of VDOT's investment decisions. This commitment to responsible asset management practice is demonstrated through VDOT's annual collection of condition data on pavements and bridges along with its establishment and publication of network-level pavement and bridge performance targets. For more than a decade, VDOT has

monitored pavement and bridge conditions using performance information (measures and targets) to determine investment strategies based on available funding levels.

In the annual needs assessment process, VDOT assesses 100% of the pavement network on Virginia's Interstate and Primary systems and approximately 20% of the Secondary system. In 2016, VDOT assessed 100% of the Secondary pavement network to create a condition baseline. The pavement condition data is compiled, analyzed and reviewed to report the optimized needs at a roadway system and district level. VDOT's pavement program selects resurfacing projects, in relation to needs, and optimizes the timing of projects through a data-driven pavement management system.

For bridges, VDOT follows national standards in performing safety inspections and determining general condition of the structures. Condition assessments are performed by certified safety inspection personnel. The inspection program requires a qualified inspector to complete a "hands-on" review of the structure or bridge during each inspection. By federal regulation, VDOT is required to conduct detailed inspections of NBI structures at intervals not to exceed 24 months. VDOT uses BrM software to store bridge condition and inventory data for each structure and to program, schedule, and track bridge and structure inspections. The data collected during inspections allows VDOT to use a proactive approach to maintenance. Preventive maintenance and timely intervention repairs are performed to avoid and slow deterioration that leads to greater rehabilitation or replacement cost. Virginia's bridge maintenance program is large and complex, so in order to direct its efforts more easily, performance targets have been developed.

VDOT uses a prioritization process when determining funding for the pavement and bridge programs and prioritizes work ranging from preventative maintenance to replacement. The prioritization processes take into account similar factors such as condition, cost effectiveness, maintenance history, and traffic volumes. While the systematic prioritization processes are a guide to assist in funding projects, districts direct the work performed as the local experts.

How do Pavement and Bridge Projects get selected for Inclusion in the STIP?

As noted above, the funding to meet Virginia's pavement and bridge objectives and targets is allocated to projects in the CTB-approved SYIP and is consistent with VTrans2040. Each spring, the public is invited to comment on projects included in the draft SYIP prior to CTB approval. Since the SYIP is the foundation for the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's pavement and bridge performance objectives and targets and is consistent with Virginia's TAMP.