



Danville Metropolitan Planning Organization (MPO)  
**Fiscal Year (FY) 2027 – 2030**  
**Transportation Improvement**  
**Program (TIP)**

Adopted May 12, 2026

# Danville Urbanized Area Metropolitan Planning Organization

## Transportation Improvement Program Fiscal Years 2027 – 2030

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**TIP DISCLAIMER STATEMENT, SELF-CERTIFICATION,  
AND MPO CONTACT INFORMATION**

**Disclaimer**

The Danville Metropolitan Planning Organization Transportation Improvement Program (TIP) has been prepared in accordance with federal regulations 49 U.S.C. § 5303(j) and 23 CFR 450.326, and the Virginia Association of Metropolitan Planning Organizations TIP Development Guidelines; and in partnership with the City of Danville, the County of Pittsylvania, the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), the Federal Highway Administration (FHWA). The contents of this report reflect the views of the Danville MPO which is responsible for the accuracy of the information and data presented herein.

**Self-Certification**

Submission of the Danville MPO TIP fulfills the federal self-certification requirements set forth by 23 CFR 450.336, confirming the Danville MPO metropolitan transportation planning process is conducted in accord with all applicable federal and state regulations.

**Non-Discrimination Statement**

The Danville MPO ensures non-discrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights regarding this document, or if you need special assistance for persons with disabilities or limited English proficiency, please contact the Danville MPO. For more information, or to obtain a Title VI Complaint Form see <http://www.danvillempo.org> , call 276-638-3987, or email [plan@wppdc.org](mailto:plan@wppdc.org).

**Plan Documentation & Contact Information:**

The TIP document and information provided herein is prepared by the staff of Danville MPO. Any questions may be sent to the Danville MPO Administrator, 1100 Madison St, Martinsville, VA 24112, 276-638-3987, [plan@wppdc.org](mailto:plan@wppdc.org).

# 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 by 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: 2026-2027 (FY 2027), 2027-2028 (FY 2028), 2028-2029 (FY 2029), and FY 2029-2030 (FY 2030) or FY 2027-2030.

### **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 in which the project is located (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, is responsible for assembling the actual document for MPO review, review by any 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 with each update, 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, 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 is 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 2026-2027 (FY 2027), 2027-2028 (FY 2028), 2028-2029 (FY 2029), and FY 2029-2030 (FY 2030) count as the required four-year period to meet the requirements in the FY 2027-2030 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 that 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, 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**

Several 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 (LRTP) is an adopted plan (August 2020) 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. 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. The MPO is currently working with consulting firm EPR, PC to update the LRTP; this process is anticipated to be complete by the end of Calendar Year 2026.
- Special Transportation Corridors Studies by the MPO employing funds from the Federal Highway Administration (PL) funding program are frequently developed by the MPO. A study addressing safety and access management along Piney Forest Road in the City of Danville was completed in 2022. In late 2022, the MPO initiated a new study to investigate opportunities to improve connectivity and alignment of South Ridge Street in Danville. More recently, the MPO has been awarded two planning grants via the FHWA's Safe Streets and Roads for All (SS4A) program, which, first resulted in the development of a Safety Action Plan for the MPO area in early 2025, and second, resulted in the award of planning funds to conduct a safety study of the West Main Street Corridor in the City of Danville, as well as to update the City's ADA transition plan.
- The Danville Transit Development Program Plan 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 system benefiting all the MPO's residents, workers, and visitors 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, The Arc of Southside, 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 Infrastructure Investment and Jobs Act (IIJA or Bipartisan Infrastructure Law) 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 2027-2030) 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.

### **TIP Development Measures for FY 2027-2030 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, IIJA/Bipartisan Infrastructure Law 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 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.

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.

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 *TIP Financial Plan* has been inserted into this document.

### **FY 2027-2030 MPO TIP Report**

In the section entitled *Highway Elements* is the list of highway projects scheduled and accompanying state and local funding allocated during the FY 2027 to FY 2030 timeframe.

### **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 appear in the chart format shown below. 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						

Numbered callouts: 1 (UPC NO), 2 (SYSTEM), 3 (SCOPE), 4 (OVERSIGHT), 5 (NFO), 6 (ADMIN BY), 7 (FUND SOURCE), 8 (MATCH), 9 (FY12), 10 (FY13).

### 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
	HSIP	(\$684)	(\$6,160)	\$0	\$0	\$0
	SRS	\$0	(\$5,500)	\$0	\$0	\$0
	STP	(\$24,295)	(\$97,180)	\$0	\$0	\$0
PE TOTAL		\$35,021	\$131,160	\$0	\$0	\$0
RW	STP	(\$387,058)	(\$1,548,233)	\$0	\$0	\$0
CN	EB	(\$71,823)	(\$556,616)	\$0	\$0	\$269,323
	HSIP	\$532,513	\$4,747,621	\$45,000	\$0	\$0
	SRS	\$0	\$229,300	\$0	\$0	\$0
	STP	\$521,575	\$0	\$0	\$0	\$2,086,300
	STP/SRS	\$0	\$2,571,745	\$2,612,366	\$2,653,571	\$2,695,370
CN TOTAL		\$982,265	\$6,992,050	\$2,657,366	\$2,653,571	\$5,050,993
CN AC		\$0	\$0	\$0	\$0	\$1,592,990
MPO Note						

### Grouped Projects Chart shown in Appendix A

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	17372	Danville	0058	\$15,624,291

ROUTE 58 - PE & RW ONLY FOR 4 LNS 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 and NFO)	<p>FO: Indicates Federal Oversight in the project construction contracting and management</p> <p>NFO: Indicates No Federal Oversight in the construction. Contracting and management issues and does not affect the standard environmental review process for transportation projects.</p> <p>All federally funded transportation projects must include the required environmental documents regardless of whether there is federal oversight in the construction contracting and management phase of a project.</p>			
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 <sup>st</sup> Century		

Some important points to remember when interpreting the data in the project listing charts:

- The TIP deals with federal fiscal years, not calendar years. As such, the project listing charts summarize planned expenditures for October 1 to September 30. Fiscal year 2027 begins on October 1, 2026.
- 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**

**Danville MPO**  
Miscellaneous Projects

UPC NO	T29917	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	TRANSFORMING RAIL IN VIRGINIA / VPRA			ADMIN BY	VPRA	
DESCRIPTION	FROM: DC Rte 47, and Rte 51 TO: Newport News, Richmond					
PROGRAM NOTE	Child UPC of Parent UPC 124309 All funds obligated based on current allocations/estimate.					
ROUTE/STREET	9999				TOTAL COST	\$117,574,889
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	120532	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	#SMART22 #I81CIP - INTERCITY RAIL SERVICE EXPANSION			ADMIN BY	VPRA	
DESCRIPTION	FROM: Western Rail Initiative: Rte 46 DC TO: Roanoke					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	NA (9999)				TOTAL COST	\$257,200,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

UPC NO	124309	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	Transforming Rail in Virginia - VRE Operations Costs / VPRA			ADMIN BY	VPRA	
DESCRIPTION	FROM: DC Rte 46 and Rte 50 TO: Roanoke, Newport News, Norfolk and Richmond					
ROUTE/STREET	9999				TOTAL COST	\$42,750,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - CMAQ	\$3,711,302	\$9,852,982	\$4,992,225	\$0	\$0

**Danville MPO**  
Project Groupings

GROUPING	Construction : Bridge Rehabilitation/Replacement/Reconstruction						
ROUTE/STREET						TOTAL COST	\$11,383,942
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
			\$0	\$0	\$0	\$0	

GROUPING	Construction : Safety/ITS/Operational Improvements						
ROUTE/STREET						TOTAL COST	\$105,642,619
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
RW	Federal - NHS/NHPP	\$0	\$667,464	\$0	\$3,543,222	\$0	
CN	Federal - HSIP	\$0	\$2,226,403	\$0	\$0	\$0	
	Federal - NHS/NHPP	\$0	\$506,646	\$0	\$0	\$0	
	Federal - STP/STBG	\$0	\$0	\$4,084	\$0	\$0	
CN TOTAL		\$0	\$2,733,049	\$4,084	\$0	\$0	

GROUPING	Construction : Transportation Alternatives/Byway/Non-Traditional						
ROUTE/STREET						TOTAL COST	\$4,747,436
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
			\$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	\$42,334,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
PE	Federal - NHS/NHPP	\$0	\$2,250,000	\$0	\$0	\$0	
	Federal - STP/STBG	\$0	\$9,834,000	\$9,960,000	\$10,037,000	\$10,253,000	
PE TOTAL		\$0	\$12,084,000	\$9,960,000	\$10,037,000	\$10,253,000	

GROUPING	Maintenance : Preventive Maintenance for Bridges						
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.						
ROUTE/STREET						TOTAL COST	\$32,918,243
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
PE	Federal - NHS/NHPP	\$0	\$9,037,243	\$4,000,000	\$401,000	\$403,000	
	Federal - STP/STBG	\$0	\$4,751,000	\$4,763,000	\$4,771,000	\$4,792,000	
PE TOTAL		\$0	\$13,788,243	\$8,763,000	\$5,172,000	\$5,195,000	

GROUPING	Maintenance : Traffic and Safety Operations						
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.						
ROUTE/STREET						TOTAL COST	\$2,177,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
PE	Federal - STP/STBG	\$0	\$542,000	\$544,000	\$544,000	\$547,000	

## Appendix A

### Projects by Grouping

#### Danville MPO

##### Construction : Bridge Rehabilitation/Replacement/Reconstruction

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	127578	Pittsylvania County	KENTUCK ROAD (0729)	\$11,383,942
		#SGR26VB-RTE 729 OVER NSRR-FED ID 13669-DECK REPL		
		FROM: 0.024 MILES SOUTH OF NSRR TO: 0.024 MILES NORTH OF NSRR (0.0480 MI)		
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total				\$11,383,942

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

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	125429	Statewide	0064	\$0
		#I64CIP - SSP TECHNOLOGY ADVANCEMENTS		
Interstate	115854	Statewide	9999	\$0
		#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD		
		FROM: n/a TO: n/a		
Interstate	119199	Statewide	9999	\$500,000
		#ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE		
		FROM: Various TO: Various		
Interstate	119332	Statewide	9999	\$300,000
		#ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING		
		FROM: Various TO: Various		
Interstate	121564	Statewide	9999	\$0
		#ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY		
		FROM: Various TO: Various		
Interstate	121667	Statewide	9999	\$0
		#ITTF23 RM3P DEP Data Services		
		FROM: Various TO: Various		
Interstate	121670	Statewide	9999	\$500,000
		#ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY		
		FROM: VARIOUS TO: VARIOUS		
Interstate	122048	Statewide	VARIOUS (9999)	\$500,000
		#ITTF23 - RM3P SYSTEM MONITORING & ENHANCEMENTS		
		FROM: various TO: various		
Miscellaneous	T19074	Lynchburg District-wide	0000	\$0
		CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	109817	Lynchburg District-wide	VARIOUS (9999)	\$0
		SAFETY PRESCOPING - LYNCHBURG		
		FROM: VARIOUS TO: VARIOUS		
Miscellaneous	126636	Lynchburg District-wide	VARIOUS (9999)	\$0
		VHSIP SAFETY PRESCOPING - LYNCHBURG		
		FROM: VARIOUS TO: VARIOUS		

Appendix is for informational purposes only.

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

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	121643	Statewide	9999		\$1,000,000
			#ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT		
			FROM: Various TO: Various		
Primary	123204	Pittsylvania County	US HIGHWAY 29 (0029)		\$3,902,149
			#SMART24 RTE 29-CONSTRUCT LT & RT TURN LANES AT RTE 640		
			FROM: 0.083 MILE NORTH OF RTE 640 (SPRING GARDEN RD) TO: 0.084 MILE SOUTH OF RTE 640 (SPRING GARDEN RD) (0.1660 MI)		
Primary	127528	Pittsylvania County	FRANKLIN TURNPIKE RD (0041)		\$5,973,029
			#SMART26 RTE 41 - INTERSECTION IMPROVEMENTS AT RTE 743		
			FROM: 0.044 MILE SOUTH OF RTE 743 (ORPHANGE RD) TO: 0.076 MILE NORTH OF RTE 743 (ORPHANGE RD) (0.1200 MI)		
Primary	115495	Danville	SOUTH BOSTON ROAD (0058)		\$5,030,842
			#SMART20 RTE 58 WBL - CONSTRUCT THIRD LANE		
			FROM: AIRPORT DRIVE TO: KENTUCK ROAD (0.1800 MI)		
Primary	122914	Danville	VARIOUS (9999)		\$417,001
			VHSIP DAN CITYWIDE-FLASHING YELLOW ARROW		
			FROM: VARIOUS TO: VARIOUS		
Primary	120764	Lynchburg District-wide	VARIOUS (9999)		\$0
			PROGRAM UPC (HSIP FUNDS) - CENTERLINE RUMBLES		
			FROM: VARIOUS TO: VARIOUS		
Primary	120798	Lynchburg District-wide	VARIOUS (9999)		\$0
			PROGRAM UPC (HSIP FUNDS) - EDGE RUMBLES PRIMARIES		
			FROM: VARIOUS TO: VARIOUS		
Primary	125998	Lynchburg District-wide	VARIOUS (9999)		\$1,020,000
			TLRR25 DISTRICTWIDE TASK 6 RUMBLE STRIPS & PIMS		
			FROM: VARIOUS TO: VARIOUS		
Primary	125999	Lynchburg District-wide	VARIOUS (9999)		\$2,020,000
			TLRR25 DISTRICTWIDE TASK 4 RUMBLE STRIPS & PIMS		
			FROM: VARIOUS TO: VARIOUS		
Primary	126000	Lynchburg District-wide	VARIOUS (9999)		\$1,382,357
			TLRR25 TASK 2 DISTRICTWIDE RUMBLE STRIPS & PIMS		
			FROM: VARIOUS TO: VARIOUS		
Primary	126014	Lynchburg District-wide	VARIOUS (9999)		\$735,000
			#ITTF25-DISTRICTWIDE SIGNAL COMMUNICATIONS DATA COLLECTION		
			FROM: VARIOUS TO: VARIOUS		
Primary	128275	Lynchburg District-wide	VARIOUS (9999)		\$2,251,403
			VHSIP - TASK 5 DISTRICTWIDE RUMBLE STRIPS & PIMS		
			FROM: VARIOUS TO: VARIOUS		
Primary	127004	Statewide	VARIOUS (9999)		\$350,000
			#ITTF25 - STATEWIDE SIDEWALK AND CROSSWALK MANAGEMENT TOOL		
			FROM: VARIOUS TO: VARIOUS		
Primary	128354	Statewide	9999		\$0
			Modernizing Oper. for VA's Evacuation Resilience (MOVER)		

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

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	123195	Danville	PIEDMONT DRIVE (9999) #SMART24 PIEDMONT DRIVE-CONSTRUCT SIDEWALK		\$6,674,853
Urban	123202	Danville	PINEY FOREST ROAD (0029) #SMART24 BUS 29-ACCESS MGMT-BEAVERS MILL RD TO NOR DAN DR FROM: BEAVERS MILL RD TO: NOR DAN DR (0.8900 MI)		\$22,173,893
Urban	123196	Danville	RIVERSIDE DRIVE (0058) #SMART24 BUS 58-SAFETY IMPROVEMENTS-ARNETT BLVD TO RTE 293 FROM: RTE 3747 (ARNETT BLVD) TO: RTE 293 (NORTH MAIN STREET) (0.8150 MI)		\$28,672,706
Urban	123197	Danville	RIVERSIDE DRIVE (0058) #SMART24 BUS 58-PED/ACCESS MGMT-AUDUBON DR TO ARNETT BLVD FROM: AUDUBON DR TO: ARNETT BLVD (0.3100 MI)		\$22,239,386
Construction : Safety/ITS/Operational Improvements Total					\$105,642,619

**Construction : Transportation Alternatives/Byway/Non-Traditional**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	121045	Danville	KEMPER ROAD (3708) TAP23 PHASE II - KEMPER ROAD - CONSTRUCT SIDEWALK FROM: EDMONDS STREET TO: ARLINGTON ROAD (0.2030 MI)		\$617,678
Enhancement	121047	Danville	ARNETT BLVD (3747) #TAP23 ARNETT BLVD - PEDESTRIAN IMPROVEMENTS FROM: BUS 29 (PINEY FOREST RD) TO: DALTON STREET (BUS STOP) (0.1330 MI)		\$576,866
Enhancement	117938	Danville	AUDUBON DRIVE (9999) TAP21 AUDUBON DRIVE - CONSTRUCT SIDEWALK FROM: WOODVIEW DR TO: APOLLO AVE (0.3539 MI)		\$1,248,396
Enhancement	117942	Danville	KEMPER ROAD (9999) TAP21 KEMPER ROAD - CONSTRUCT SIDEWALK FROM: SOUTH MAIN STREET TO: EDMUNDS STREET (0.3560 MI)		\$730,288
Miscellaneous	T19065	Lynchburg District-wide	0000 CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL		\$0
Miscellaneous	126886	Pittsylvania County	34225 US HIGHWAY 29 (0029) US-29-B AT KEATTS RD EV CHARGING STATION INSTALLATION		\$787,104
Miscellaneous	126885	Danville	1016 GOODYEAR BLVD (0930) US-29-A AT GOODYEAR BLVD EV CHARGING STATION INSTALLATION FROM: 1016 Goodyear Blvd TO: 1016 Goodyear Blvd		\$787,104
Construction : Transportation Alternatives/Byway/Non-Traditional Total					\$4,747,436

**Maintenance : Preventive Maintenance and System Preservation**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14716	Lynchburg District-wide	0000 STIP-MN Lynchburg: Preventive MN and System Preservation		\$42,334,000
Maintenance : Preventive Maintenance and System Preservation Total					\$42,334,000

**Danville MPO**

**Maintenance : Preventive Maintenance for Bridges**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14715	Lynchburg District-wide	0000		\$32,918,243
STIP-MN Lynchburg: Preventive MN for Bridges					
Maintenance : Preventive Maintenance for Bridges Total					\$32,918,243

**Maintenance : Traffic and Safety Operations**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14714	Lynchburg District-wide	0000		\$2,177,000
STIP-MN Lynchburg: Traffic and Safety Operations					
Maintenance : Traffic and Safety Operations Total					\$2,177,000

**Danville MPO Total** **\$199,203,240**

## **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 projects 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. Other important Enhancement projects in the City of Danville include scheduled sidewalk construction along Kemper Road and Audubon Drive, as well as pedestrian improvements along Arnett Boulevard.

### **City of Danville --- Revenue Share**

Using Revenue Share funds, implement scheduled pedestrian improvements along Route 360 (Richmond Boulevard), on Piney Forest Road, and along Audubon Drive.

### ***City of Danville --- Smart Scale:***

Develop scheduled sidewalks, signalized crosswalks, and transit infrastructure improvements along Riverside Drive (U.S. 58 Business) between Audubon Drive and Main Street; pedestrian improvements along Piney Forest Road; and the construction of sidewalks, signalized and unsignalized crosswalks along Piedmont Drive, Mount Cross Road, Enterprise Drive, Old Mount Cross Road, Collins Drive, and Lowes Drive.

### ***Pittsylvania County --- Smart Scale:***

Construct scheduled left and right turn lanes at U.S. Route 29 and Spring Garden Road (Route 640), and implement scheduled intersection improvements at Franklin Turnpike (Route 41) and Orphanage Road (Route 743).

### ***General Projects***

Improvements are needed to be made to the W Main Street corridor between Danville Expressway extending to the east of the new Caesars Casino, to include vehicular safety improvements; bicycle, sidewalk, and crosswalk improvements and accommodations; and modifications to an existing railroad crossing the corridor to enhance safety and minimize conflicts between trains and automobiles. In late 2025, the Danville MPO was awarded a FY 25 Safe Streets and Roads for All (SS4A) Supplemental Planning grant, part of which will be utilized to develop a safety plan for the West Main Street corridor in Danville.

# **TIP FINANCIAL PLAN**

## Introduction

Federal 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 Fiscal Year 2027.

Table C presents anticipated fiscally-constrained funding projections for Federal Fiscal Year (FFY) 2027 – 2030 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).

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 four 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 four-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.).

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

Highway Projects  
FFY 2027 - 2030

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		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
<b>Federal</b>										
NHS/NHPP	\$1,174,110	\$1,174,110	\$0	\$0	\$3,543,222	\$3,543,222	\$0	\$0	\$4,717,332	\$4,717,332
STP/STBG	\$0	\$0	\$4,084	\$4,084	\$0	\$0	\$0	\$0	\$4,084	\$4,084
<b>Subtotal -- Federal</b>	<b>\$1,174,110</b>	<b>\$1,174,110</b>	<b>\$4,084</b>	<b>\$4,084</b>	<b>\$3,543,222</b>	<b>\$3,543,222</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,721,416</b>	<b>\$4,721,416</b>
<b>Other</b>										
State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal -- Other</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total</b>	<b>\$1,174,110</b>	<b>\$1,174,110</b>	<b>\$4,084</b>	<b>\$4,084</b>	<b>\$3,543,222</b>	<b>\$3,543,222</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,721,416</b>	<b>\$4,721,416</b>
<b>Multiple MPOs - Federal (3)</b>										
HSP	\$2,226,403	\$2,226,403	\$0	\$0	\$0	\$0	\$0	\$0	\$2,226,403	\$2,226,403
<b>Subtotal -- Multiple MPOs - Federal (3)</b>	<b>\$2,226,403</b>	<b>\$2,226,403</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,226,403</b>	<b>\$2,226,403</b>
<b>Statewide and/or Multiple MPO - Federal (3)</b>										
CMAQ (2)	\$9,852,982	\$9,852,982	\$4,992,225	\$4,992,225	\$0	\$0	\$0	\$0	\$14,845,207	\$14,845,207
<b>Subtotal -- Statewide and/or Multiple MPO - Federal (3)</b>	<b>\$9,852,982</b>	<b>\$9,852,982</b>	<b>\$4,992,225</b>	<b>\$4,992,225</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,845,207</b>	<b>\$14,845,207</b>
<b>Maintenance - Federal (4)</b>										
NHS/NHPP	\$11,287,243	\$11,287,243	\$4,000,000	\$4,000,000	\$401,000	\$401,000	\$403,000	\$403,000	\$16,091,243	\$16,091,243
STP/STBG	\$15,127,000	\$15,127,000	\$15,267,000	\$15,267,000	\$15,352,000	\$15,352,000	\$15,592,000	\$15,592,000	\$61,338,000	\$61,338,000
<b>Subtotal -- Maintenance - Federal (4)</b>	<b>\$26,414,243</b>	<b>\$26,414,243</b>	<b>\$19,267,000</b>	<b>\$19,267,000</b>	<b>\$15,753,000</b>	<b>\$15,753,000</b>	<b>\$15,995,000</b>	<b>\$15,995,000</b>	<b>\$77,429,243</b>	<b>\$77,429,243</b>

- (1) ACC -- Advance Construction -- Funding included in Federal Category based on year of AC Conversion
- (2) CMAQ/RSTP includes funds for TRANSIT projects
- (3) Statewide and/or Multiple MPO - Federal - Funding to be obligated in Multiple MPO Regions and/or Statewide for projects as identified
- (4) Maintenance Projects - Funding to be obligated for maintenance projects as identified

## **APPENDICES**



**RESOLUTION TO ADOPT THE DANVILLE MPO FISCAL YEAR 2027 - 2030  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

At a meeting of the Danville-Pittsylvania County Metropolitan Planning Organization (MPO) held on May 12, 2026, the following Resolution was adopted:

**WHEREAS**, it is necessary that the Danville MPO, Fiscal Year 2027-2030 Transportation Improvement Program (TIP) be considered for adoption by the Danville MPO, as prescribed by the laws and regulations 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 Danville MPO, the Danville MPO's TIP must be in compliance with national transportation law and policy as defined in the most recent adopted federal highway legislation including the Bipartisan Infrastructure Law (BIL) and other application federal and state policy requirements; and

**WHEREAS**, the Danville MPO observed a public participation process in considering adoption of the Fiscal Year 2027-2030 TIP and, further, the Danville MPO followed its Public Participation Plan in consideration of adoption of the Fiscal Year 2027-2030 TIP.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Danville MPO hereby adopts the Fiscal Year 2027-2030 TIP including observance of the planning requirements in compliance with the Bipartisan Infrastructure Law and its regulations, and further the Danville MPO staff is authorized to make technical changes to the document as needed to ensure funding and regulatory compatibility with federal and state provisions and conditions.

***Certification***

The undersigned duly qualified and acting as an officer of the Danville 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 May 12, 2026.

Signed: \_\_\_\_\_  
Printed: Lee Vogler  
Title: MPO Vice Chairman  
Date: May 12, 2026