

BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION
ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS FOR FY 2015
OCTOBER 1, 2014 – SEPTEMBER 30, 2015

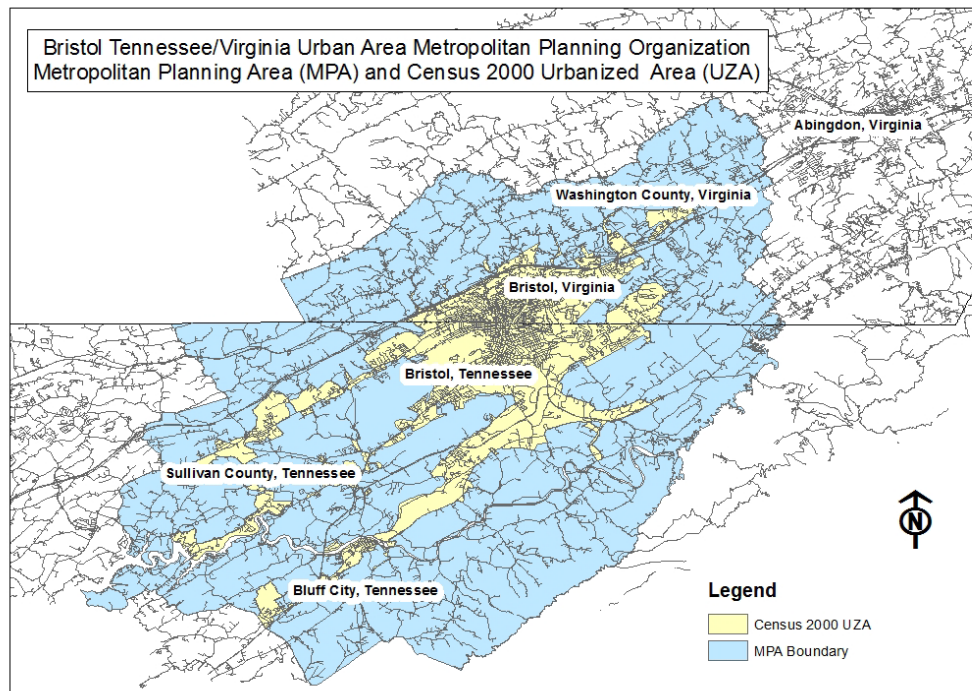
PURPOSE OF THIS REPORT

To ensure that the public will have an accurate understanding of how federal funds are actually being spent on transportation projects, Congress included a requirement in the Moving Ahead for Progress in the 21st Century Act (MAP-21) that organizations responsible for approving the Transportation Improvement Program publish an annual listing of project obligations. This report responds to that directive and lists all transportation projects in the Bristol Metropolitan Planning Area that were obligated federal funds in Federal Fiscal Year 2015 (October 1, 2014 – September 30, 2015).

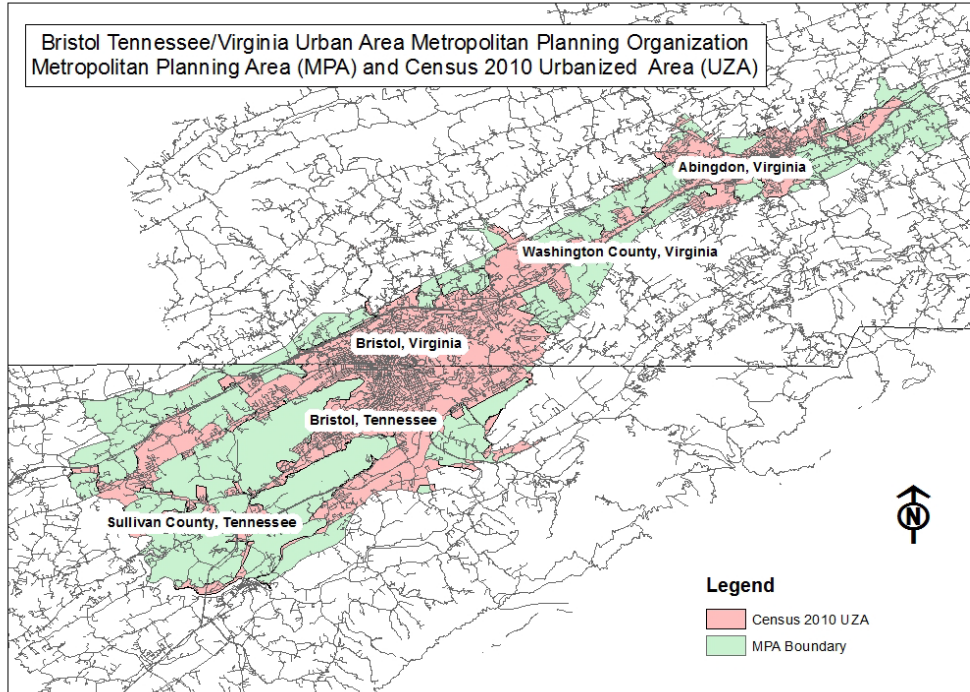
BACKGROUND

The federal transportation act requires, as a condition for spending federal highway or transit funds in urbanized areas, the designation of a Metropolitan Planning Organization (MPO). The MPO has responsibility for planning, programming, and coordinating federal investments. The MPO process creates a partnership among state, local governments, and transit operators in providing transportation improvements.

Prior to the 2010 Census, the Bristol MPO consisted of the City of Bristol Tennessee; the City of Bristol Virginia; Bluff City, Tennessee; and certain surrounding areas of Sullivan County, Tennessee, and Washington County, Virginia, as delineated in the Census 2000 designation of urbanized areas.



In September 2015 the Governors of Tennessee and Commonwealth of Virginia approved adjustments to the Bristol Metropolitan Planning Area based on the U.S. Census 2010 designations of urbanized areas. As a result, the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization now consists of the Town of Abingdon Virginia; the City of Bristol Tennessee; the City of Bristol Virginia; and certain surrounding areas of Sullivan County, Tennessee, and Washington County, Virginia.



Due to the 2015 revisions to the geographic boundaries of the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization, the list of federally obligated projects for Federal Fiscal Year 2015 includes projects within the previous Metropolitan Planning Boundary [based on the Census 2000] as well as the current MPA boundary.

REGIONAL TRANSPORTATION PLAN

Federal regulations require the MPO to adopt and maintain a long-range plan with a 20-year planning horizon, and to update the plan every five years. The transportation plan must include all transportation modes including bicycle and pedestrian facilities. Projects must be included in the adopted long-range transportation plan before they can be selected for funding and advanced for project implementation. The *Bristol Urban Area Long-Range Transportation Plan Year 2035* was adopted in February 2011.

TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is the adopted list of public transit, highway, pedestrian and bicycle projects that will receive federal transportation funds in the near future. The TIP serves as the implementing tool for the MPO's regional transportation plan and covers a four-year period. The *Bristol Urban Area 2014-2017 Transportation Improvement Program* was adopted in December 2013. All of the projects in this obligation report were programmed in the MPO's TIP or the State Transportation Improvement Program (STIP).

WHAT ARE "PROJECT OBLIGATIONS"?

The US Department of Transportation defines obligation as the federal government's legal commitment (promise) to pay or reimburse the states or other entities for the federal share of a project's eligible costs. An obligated project is one that has been approved by the federal government for reimbursement. Obligated projects were not necessarily initiated or completed in this reporting year. In addition, the obligated project cost reflected in this report may not be equal to final project cost.

OBLIGATION REPORT

The TIP identification number (if applicable), project location, project description, and total obligation amount are shown for each project. In addition to the obligation amount, the amount allocated in the TIP is shown, which does not always correspond to the obligated amount due to various reasons including project design schedules, letting dates for construction, or the obligated amount may not reflect the total cost.

There are also negative obligations in the report. This is called deobligation and occurs when unused funds are credited back or released when not needed for a project phase. Deobligation can occur for several reasons including:

- Bids often come in at a lower amount than the obligation amount for a project. After the bid is accepted, the remaining funds are returned and shown as a negative obligation.
- A project phase is closed out causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same project.
- After a project is complete and all bills are paid, any remaining obligation authority is released and is shown as a deobligation.

FEDERAL FUNDING PROGRAMS

While federal funding is included in this report, no local or state funds are reported. The following chart identifies the funding categories established by the current federal transportation legislation, the Moving Ahead for Progress in the 21st Century Act (MAP-21), as well as carry-over funding from the previous Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

Federal Highway Funding Programs

MAP-21 Federal Programs	SAFETEA-LU Carry-Over Federal Programs	Funding Ratio
National Highway Performance Program (NHPP)		
Combines the Interstate Maintenance, National Highway System, and on-system Federal-Aid Highway Bridges into one program.	Interstate Maintenance (IM)	90% Federal 10% Non-Federal
	National Highway System (NHS)	80% Federal 20% Non-Federal
	Bridge Replacement and Rehabilitation - State (BRR, BR, BRBD)	80% Federal 20% Non-Federal
Surface Transportation Program (STP)		
Program is largely the same as under SAFETEA-LU with the exception that STP funds can be used on bridge projects on any public road and for Appalachian Development Highway System (ADHS) projects.	Surface Transportation Program (STP, L-STP)	80% Federal 20% Non-Federal
	Bridge Replacement and Rehabilitation - Local (BRR, BR, BRBD)	80% Federal 20% Non-Federal
Highway Safety Improvement Program (HSIP)		
Funding program is largely the same as under SAFETEA-LU.	Highway Safety Improvement Program (HSIP)	90% Federal 10% Non-Federal
Congestion Mitigation and Air Quality Program (CMAQ)		
Funding program is largely the same as under SAFETEA-LU.	Congestion Mitigation and Air Quality Program (CMAQ)	80% Federal 20% Non-Federal
Federal Lands and Tribal Transportation Programs		
Restructures the Indian Reservation Roads Program, Park Roads and Parkways Program, Refuge Roads Program, and Public Lands Highways Program into three programs.	Forest Highway/Public Lands or Public Lands Highways (FH/PL or PLHD)	100% Federal or 80% Federal 20% Non-Federal
Transportation Alternatives Program (TA)		
Combines the Transportation Enhancement Program, Safe Routes to School Program, and Recreational Trails Program into one program. Changes how some funds can be used, but in general continues to support funding for non-motorized transportation accommodations.	Transportation Enhancement Program (TE or ENH)	80% Federal 20% Non-Federal
	Safe Route to School Program (SRTS)	80% Federal 20% Non-Federal
	Recreational Trails Program (RTP)	80% Federal 20% Non-Federal

Federal Transit Funding Programs

MAP-21 Federal Programs	SAFETEA-LU Carry-Over Federal Programs	Funding Ratio
Urbanized Area Formula Program (Section 5307)		
<p>Program provides grants to Urbanized Areas for public transportation capital, planning, job-access and reverse-commute projects, and operating expenses.</p> <p>The Job Access and Reverse Commute Program was eliminated in MAP-21, but the program activities are an eligible expense under Section 5307/5310.</p>	Urbanized Area Formula Program (Section 5307)	80% Federal 20% Non-Federal (Capital) 50% Federal 50% Non-Federal (Operating)
	Job Access and Reverse Commute Program (Section 5316)	80% Federal 20% Non-Federal (Capital) 50% Federal 50% Non-Federal (Operating)
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)		
<p>MAP-21 consolidates the Elderly and Disabled Program and New Freedom Program into one program.</p> <p>Operating assistance is now available under this program.</p>	Elderly and Disabled Program (Section 5310)	80% Federal 20% Non-Federal
	New Freedom Program (Section 5317)	80% Federal 20% Non-Federal
Rural Formula Grant Program (Section 5311)		
<p>This program is largely the same as under SAFETEA-LU, with the exception that job access and reverse commute projects are now eligible for funding.</p>	Formula Grants for Rural Areas (Section 5311)	80% Federal 20% Non-Federal (Capital) 50% Federal 50% Non-Federal (Operating)
Bus and Bus Facilities (Section 5339)		
<p>Provides formula capital funding to replace, rehabilitate and purchase buses, vans, equipment, and bus-related facilities. Replaces the discretionary Section 5309 Bus and Bus Facilities Program</p>	Bus and Bus Facilities (Section 5309)	80% Federal 20% Non-Federal

GROUPED PROJECTS

By agreement with the Tennessee Department of Transportation and Virginia Department of Transportation, the MPO includes grouped projects (lump-sum) in the TIP for state-wide funding categories. The use of project groupings is permitted under 23 CFR 450.324(f). Projects may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d); and/or 40 CFR part 93. Projects that are funded by such groupings are to be of a scale small enough not to warrant individual identification and must be non-regionally significant, environmentally neutral, and exempt from air quality conformity.

FEDERAL OBLIGATED PROJECTS REPORT

The following tables of federally obligated projects are based on information provided by the Tennessee Department of Transportation and Virginia Department of Transportation.

BRISTOL TENNESSEE / VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION
VIRGINIA FEDERAL HIGHWAY ADMINISTRATION OBLIGATED FUNDS FOR FISCAL YEAR 2015

Project #	Location	Route	Project Description	Funding	Date	Federal Funds Obligated	TIP Amount Programmed	TIP/STIP Reference
9825	Washington Co. VA	I-81	6-lane widening from TN State Line to 3.2 mi. North of TN State Line.	IM/NH	FFY-15	\$ (2,742)	\$ 69,590,000	9825
103710	Washington Co. VA	RT 11	From Mt. Vernon Rd to Highlands Blvd.	STP	FFY-15	\$ 179,998	\$ 994,938	103710
T9928806	Grouped Project	Grouped Project	Construction: Safety/ITS/Operational Improvements	NHPP	FFY-15	\$ 2,387,879	\$ -	VA-G3
				IM/NH	FFY-15	\$ 2,096,217	\$ 590,433	VA-G3
				STP	FFY-15	\$ 9,903,694	\$ 6,711,758	VA-G3
				STP	FFY-15	\$ (1,127,348)	\$ 6,711,758	VA-G3
				EB*	FFY-15	\$ 184,875	\$ -	VA-G3

TOTAL VIRGINIA FHWA FEDERALLY OBLIGATED FUNDS \$ 14,752,663
 FEDERAL FUNDS DEOBLIGATED \$ (1,130,090)

* The Equity Bonus (EB) program ensures that each State receives a specified percentage of aggregate funding for major highway programs based on State's share of contributions to the Highway Trust Fund.

BRISTOL TENNESSEE / VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION
FEDERAL TRANSIT ADMINISTRATION OBLIGATED FUNDS FOR FISCAL YEAR 2015

Project #	Location	System	Project Description	Funding	Date	Federal Funds Obligated	TIP Amount Programmed	TIP/STIP Reference
TN-90-X380	Bristol TN	Bristol Tennessee Transit	Operating Assistance	Section 5307	FFY-15	\$ 342,000	\$ 350,000	BTT-G1

TOTAL TENNESSEE FTA FEDERALLY OBLIGATED FUNDS \$ 342,000

Project #	Location	System	Project Description	Funding	Phase	Federal Funds Obligated	TIP Amount Programmed	TIP/STIP Reference
Section 5307	Bristol VA	Bristol Virginia Transit	Operating Assistance	Section 5307	FFY-15	\$ 200,100	\$ 258,300	BVT-G1

TOTAL VIRGINIA FTA FEDERALLY OBLIGATED FUNDS \$ 200,100