

BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS FOR FY 2017  
OCTOBER 1, 2016 – SEPTEMBER 30, 2017

#### 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 21<sup>st</sup> Century Act (MAP-21), and retained in the Fixing America's Surface Transportation Act (FAST Act), 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 2017 (October 1, 2016 – September 30, 2017).

#### BACKGROUND

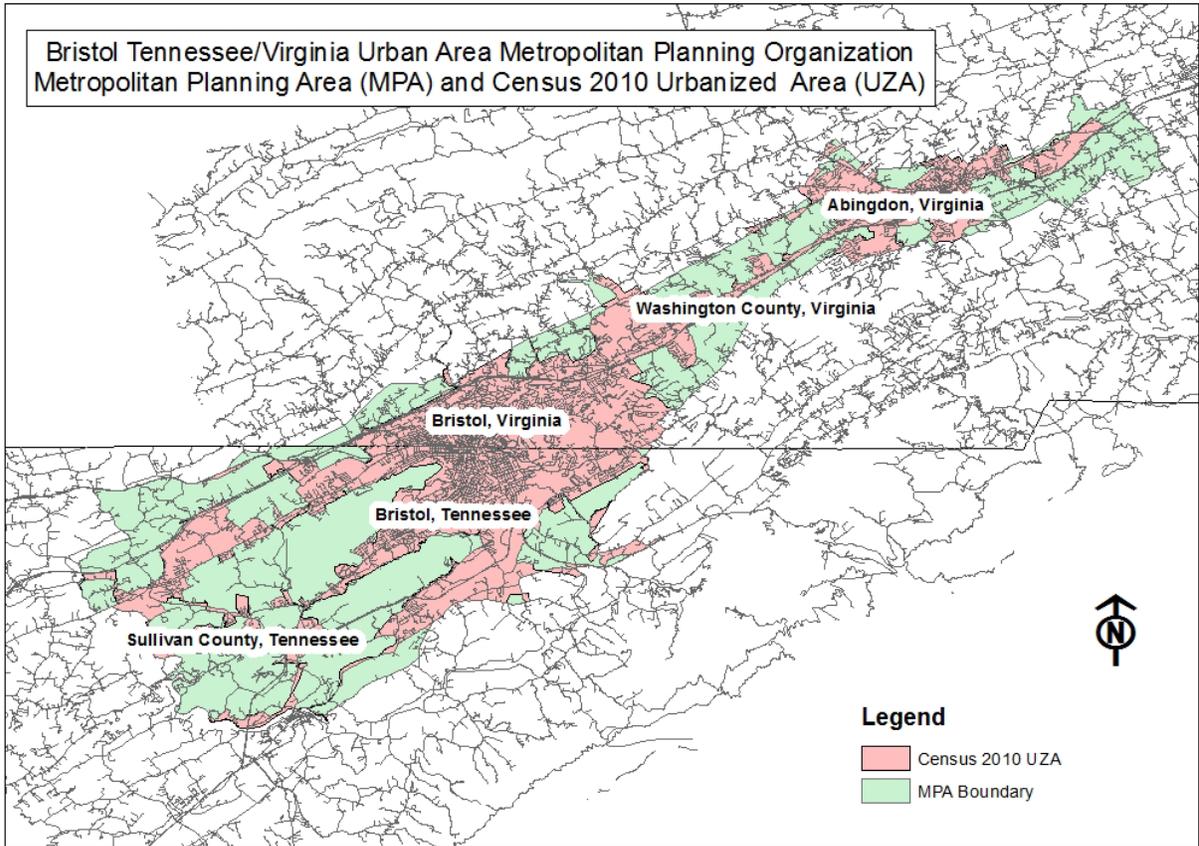
The federal transportation act requires, as a condition for spending federal highway or transit funds in urbanized areas, the designation of a Metropolitan Planning Organization (MPO). The MPO has responsibility for planning, programming, and coordinating federal investments. The MPO process creates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

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 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 (Map-A)

#### 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 Tennessee/Virginia Urban Area Long-Range Transportation Plan Year 2040* was adopted in September 2016.

Map-A



#### 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 2017-2020 Transportation Improvement Program* was adopted in November 2016. 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 list identifies the funding categories established by the current federal transportation legislation, the Fixing America's Surface Transportation Act (FAST Act) as well as any carry-over funding from the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

National Highway Performance Program (NHPP) projects can be funded only if they are on the National Highway System (NHS). Roadways eligible for this funding include rural and urban roads serving major population centers, international border crossings, intermodal transportation centers, and major travel destinations. It includes the Interstate System, other urban and rural principal arterials, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, the defense strategic highway network, and strategic highway network connectors. The NHPP provides support for the condition and performance of the NHS and for construction of new facilities. NHPP projects must support progress toward the achievement of performance targets established by each state's asset management plan. Funding distributed to each state is based on lane-miles of principal arterials (excluding Interstate), vehicle-miles traveled on those arterials, diesel fuel used on the state's highways, and per capita principal arterial lane-miles.

The Surface Transportation Block Grant Program (STBG) provides a flexible funding program for planning, construction, reconstruction, and rehabilitation that may be used by states and localities for projects on any Federal-Aid Highway, and bridge projects on any public road. These funds can also be used for non-highway projects such as transit capital projects and pedestrian/bicycle facilities. Eligible activities also include advanced truck stop electrification systems, improvements to high crash or high congestion intersections, and environmental restoration and pollution abatement. Generally, STBG funds cannot be utilized on local roads or rural minor collectors; however, a number of exceptions to this requirement are identified in the FAST Act. STBG funds are distributed to the states based on lane-miles of Federal-Aid highways, total vehicle-miles traveled on those highways, and contributions to the Highway Trust Fund.

A proportionate share of each state's STBG funds are set-aside for the Transportation Alternatives Program (TAP), which provides funding for alternative transportation projects such as facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.

The Highway Safety Improvement Program (HSIP) provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads including non-state owned public roads. The program provides flexibility for states to target funds to their most critical safety needs. HSIP requires a data-driven, strategic approach to improving highway safety and projects must be consistent with the State Strategic Highway Safety Plan (SHSP). Under the provisions of Section 154, Open Container Transfer Provision, states are required to enact a law that prohibits the possession of open alcohol beverage in the passenger area of motor vehicles. States that fail to enact an open container law have a portion of their highway funds transferred to the Penalty Highway Safety Improvement Program (PHSIP) for HSIP eligible activities.

The Nationally Significant Freight and Highway Projects Program is a new program established by the FAST Act to provide financial assistance, known as FASTLANE grants, for highway, bridge, rail-grade crossing, intermodal and freight rail projects that will improve movement of both freight and people, increase competitiveness, reduce bottlenecks, and improve intermodal connectivity. Projects are awarded competitively and at least 25% of the funds are reserved for rural areas.

The National Highway Freight Program is a new funding category established by the FAST Act and expands the National Freight Policy provisions initiated by MAP-21. Funds are apportioned among states by formula for freight related highway improvements. Under the program, states will designate a national freight network comprised of the interstate system, and other roads, both urban and rural, that are critical to the safe and efficient shipment of freight. States are required to establish a freight advisory committee and develop a state freight investment plan to be eligible for funding.

The Federal Lands Transportation Program (FLTP) provides funding to improve the transportation infrastructure owned and maintained by Federal Lands Management Agencies (National Park Service, US Fish and Wildlife Service, US Forest Service, Bureau of Land Management, US Army Corps of Engineers, and Bureau of Reclamation). The Federal Lands Access Program (FLAP) was established to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The Access Program provides flexibility for a wide range of transportation projects with an emphasis on high-use recreation sites and economic generators.

Emergency Relief Program provides funds for emergency repairs and permanent repairs on Federal-aid highways and roads on federal lands that have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.

Advanced Construction (AC) allows states to begin a project in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. At some future date when Federal-aid is available, the state may convert an Advanced Construction project to a Federal-aid project by obligating the permissible share of its Federal-aid funds and receiving subsequent reimbursements.

Grant Anticipation Revenue Vehicles (GARVEES) is a type of debt instrument, typically a bond, which has a pledge of future Title 23 Federal-aid funding. In its broadest sense, a GARVEE bond is backed by future Federal-aid highway funding to advance the upfront funding of a particular project. GARVEEs enable a state to accelerate construction timelines and spread the cost of a transportation facility over its useful life rather than just the construction period.

FTA Section 5307 Formula Grants provide funding to urbanized areas for public transportation capital, planning, job access and reverse commute projects, as well as transit operating assistance. For urbanized areas (greater than 50,000 in population) the funding formula is based on population and population density, and the number of low-income individuals.

FTA Section 5339 Bus and Bus Facilities allocates funding to states and subrecipients for capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities provides funding for programs to service the special needs of transit-dependent populations beyond the traditional public transportation services or the complementary paratransit services of the Americans with Disabilities Act (ADA). Eligible activities include capital and operating projects that assist seniors and individuals with disabilities. Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities.

FTA Section 5311 Formula Grants are available rural areas (less than 50,000 in population) for public transportation capital, planning, and operating assistance. A majority of the funding formula is based on land area and population in rural areas with a small percentage apportioned based on revenue vehicle miles and number of low-income individuals.

#### 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  
**TENNESSEE FEDERAL HIGHWAY ADMINISTRATION OBLIGATED FUNDS FOR FISCAL YEAR 2017**

Project #	Location	Route	Project Description	Funding	Date	Action/Phase	Federal Funds Obligated	TIP Amount Programmed	TIP/STIP Reference
HSIP-I-81-1(125)	Sullivan Co.	I-81	Interchange at SR-394, Exit 69, SB exit ramp signalization	HSIP (Grouped)	10/28/2016	Adjust CN	\$ 187,200	\$ 8,000,000	82090
PHSIP-I-81-1(124)	Sullivan Co.	I-81	Tennessee Welcome Center SB Exit Ramp	PHSIP (Grouped)	12/15/2016	Adjust PE-N Authorize PE-D	\$ 49,000	\$ 400,000	82090
PHSIP-I-81-1(124)	Sullivan Co.	I-81	Tennessee Welcome Center SB Exit Ramp	PHSIP (Grouped)	12/29/2016	Authorize CN	\$ 1,084,000	\$ 1,500,000	82090
PHSIP-I-81-1(124)	Sullivan Co.	I-81	Tennessee Welcome Center SB Exit Ramp	PHSIP (Grouped)	4/24/2017	Adjust CN	\$ (117,000)	\$ 1,500,000	82090
STP-MHPP-9102(6)	Bristol TN.	East Cedar Street	From 5th Street to King College Road	STBG-L	2/2/2017	Adjust PE-D	\$ 169,200	\$ 211,500	T1-2
HSIP-8200(30)	Sullivan Co.	Various Local Roads	Local Roads Safety Initiative	HSIP (Grouped)	2/16/2017	Authorize PE-N	\$ 54,000	\$ 245,382	82004
NH-I-81-1(124)	Sullivan Co.	I-81	Walnut Hill Road to Virginia State Line (Paving)	NHPP	4/24/2017	Adjust CN	\$ 398,700	\$ 1,817,000	82060

TOTAL TENNESSEE FHWA FEDERALLY OBLIGATED FUNDS  
 FEDERAL FUNDS DEOBLIGATED

\$ 1,942,100  
 \$ (117,000)

BRISTOL TENNESSEE / VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
**VIRGINIA FEDERAL HIGHWAY ADMINISTRATION OBLIGATED FUNDS FOR FISCAL YEAR 2017**

Project #	Location	Route	Project Description	Funding	Date	Action/Phase	Federal Funds Obligated	TIP Amount Programmed	TIP/STIP Reference
T9928801	Grouped Project	Grouped Project	Transportation Enhancement/Byway Non-Traditional	HSIP	FFY-17	Grouped Project	\$ 44,900	\$ -	999901
T9928801	Grouped Project	Grouped Project	Transportation Enhancement/Byway Non-Traditional	STBG	FFY-17	Grouped Project	\$ (588)	\$ -	999901
T9928806	Grouped Project	Grouped Project	Construction Safety/ITS/Operational Improvements	NHPP	FFY-17	Grouped Project	\$ 830,443	\$ 830,443	999906
T9928806	Grouped Project	Grouped Project	Construction Safety/ITS/Operational Improvements	NHPP	FFY-17	Grouped Project	\$ (64)	\$ 830,443	999906
T9928806	Grouped Project	Grouped Project	Construction Safety/ITS/Operational Improvements	STBG	FFY-17	Grouped Project	\$ 2,410,210	\$ 1,000,000	999906
T9928806	Grouped Project	Grouped Project	Construction Safety/ITS/Operational Improvements	STBG	FFY-17	Grouped Project	\$ (492,672)	\$ 1,000,000	999906
T9928806	Grouped Project	Grouped Project	Construction Safety/ITS/Operational Improvements	EB	FFY-17	Grouped Project	\$ (25,134)	\$ -	999906
T9928806	Grouped Project	Grouped Project	Construction Safety/ITS/Operational Improvements	DEMO <sup>1</sup>	FFY-17	Grouped Project	\$ 271,789	\$ -	999906

TOTAL VIRGINIA FHWA FEDERALLY OBLIGATED FUNDS \$ 3,557,342  
 FEDERAL FUNDS DEOBLIGATED \$ (518,458)

<sup>1</sup> DEMO - Federally funded demonstration funds.

