

**Transportation Improvement Program**  
**Fiscal Year 2017-2020**

**Bristol Tennessee/Virginia Urban Area  
Metropolitan Planning Organization**

**DRAFT**

**October 2016**

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**RESOLUTION 16 - \_\_\_\_**

**A Resolution Adopting the Bristol Tennessee-Virginia Urban Area  
Fiscal Year 2017 - 2020 Transportation Improvement Program**

WHEREAS, in accordance with Federal requirements of the U. S. Department of Transportation, the Metropolitan Planning Organization is required to adopt a Transportation Improvement Program of Federally funded projects; and

WHEREAS, State and local agencies and transit providers involved with transportation planning for the Bristol Metropolitan Planning Area have cooperatively developed the Fiscal Year 2017-2020 Transportation Improvement Program; and

WHEREAS, the Fiscal Year 2017-2020 Transportation Improvement Program represents project priorities and Federal-Aid funding programmed for the Bristol Metropolitan Planning Area.

NOW, THEREFORE, BE IT RESOLVED by the Executive Board of the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization as follows:

That Resolution 16-\_\_\_\_ is hereby adopted, approving the Bristol Tennessee/Virginia Urban Area Fiscal Year 2017-2020 Transportation Improvement Program.

\_\_\_\_\_  
Chairman, Executive Board

\_\_\_\_\_  
Date

\_\_\_\_\_  
Secretary

## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Bristol Metropolitan Planning Organization hereby certifies, with concurrence of the Tennessee Department of Transportation and Virginia Department of Transportation, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 USC 134, 49 USC 5303 (Highways and Transit);
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended 942 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination, on the basis of race, 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;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) 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.

\_\_\_\_\_  
Chairman, Executive Board

\_\_\_\_\_  
Date

# BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION

## FISCAL YEAR 2017 – 2020 TRANSPORTATION IMPROVEMENT PROGRAM

### INTRODUCTION

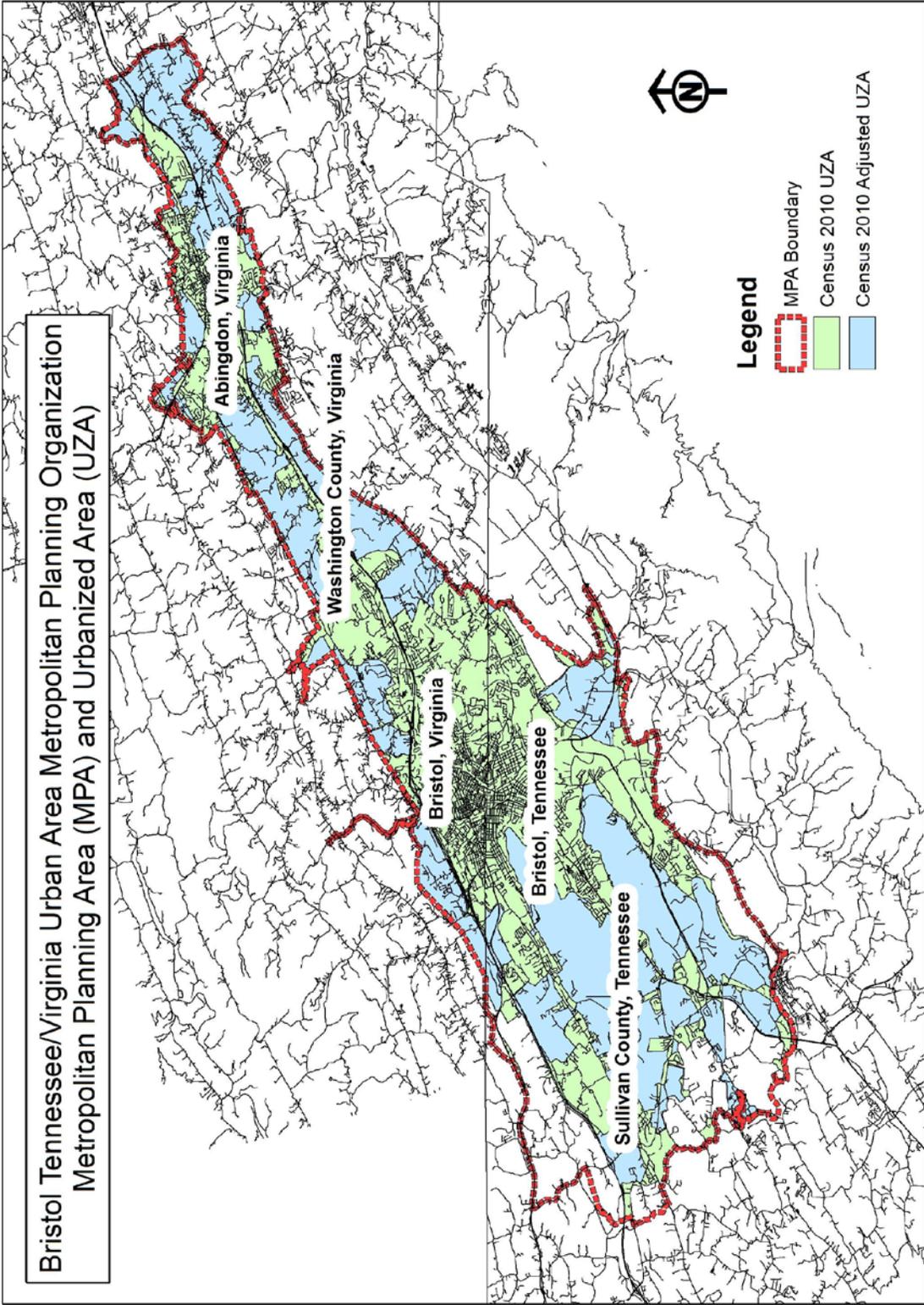
**PURPOSE:** The Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization (MPO), as required by the Fixing Americas Surface Transportation Act (FAST Act), develops and regularly updates the Transportation Improvement Program (TIP). The purpose of the TIP is to document how federal transportation funds will be expended within the MPO’s Metropolitan Planning Area. The TIP represents a four-year program of projects, which reflects funding allocations and priorities to ensure coordination for transportation improvements by local, state, and federal agencies and includes capital and non-capital projects (or phases of projects) proposed for highway and public transportation programs as well as transportation alternatives, safety projects, pedestrian walkways, and bicycle facilities. If applicable, the TIP also includes projects that are regionally significant even if they not federally funded. The *Bristol Tennessee/Virginia Urban Area FY 2017-2020 Transportation Improvement Program* represents an update to the FY 2014-2017 TIP adopted in December 2013.

Each state is also required to develop a State-wide Transportation Improvement Program (STIP), which represents a four-year program of projects and reflects funding allocations and priorities at the state level. As such, the MPO’s TIP is incorporated in the STIP by reference.

**MPO PLANNING AREA:** Following the 1980 Census, the U. S. Bureau of the Census designated Bristol, Tennessee/Virginia as an “Urbanized Area” (an urbanized area means a geographic area with a population of 50,000 or more). As a result, the area came under the provisions of the Federal-aid Highway Act and Urban Mass Transportation Act, as amended, which requires a “continuing, comprehensive, and cooperative” (3-C) transportation planning process in all urbanized areas. The Bristol MPO was established in 1982 under agreement with the governors of the State of Tennessee and Commonwealth of Virginia, and the local governments within the urbanized area.

Each successive Census has redefined the boundary of the urbanized area based on the changes in population characteristics. As delineated by the 2010 Census, the Bristol Tennessee/Virginia urbanized area includes the City of Bristol, Tennessee; the City of Bristol, Virginia (an independent city outside of the jurisdiction of any county); the Town of Abingdon, Virginia; and certain surrounding areas of Sullivan County, Tennessee, and Washington County, Virginia.

Census urbanized area boundaries do not correspond to known geographic or municipal boundaries and are typically very irregular. Federal regulations allow MPOs to smooth out irregularities for transportation planning purposes to maintain administrative continuity and encompass fringe areas having urban characteristics. The smoothed area is known as the “adjusted UZA” or the “Federal-Aid Urban Area” and is utilized by the Federal Highway Administration to determine whether a roadway is functionally classified as urban or rural. The Metropolitan Planning Area (MPA) for the Bristol Tennessee/Virginia Urban Area Metropolitan Planning Organization represents the existing [adjusted] urbanized area and the contiguous geographic area expected to become urbanized within a 20-year forecast period of the *Bristol Tennessee/Virginia Urban Area Long-Range Transportation Plan Year 2040* (Map 1).



Map 1

**AIR QUALITY:** Under the provisions of the Clean Air Act, the Bristol MPO is currently in attainment with the National Ambient Air Quality Standards (NAAQS) for the 8-hour ozone standard. The MPO continues to support activities to reduce regional ozone levels and to monitor regulations and guidance provided by the Environmental Protection Agency on the 8-hour ozone standard.

## REGULATORY REQUIREMENTS

**FEDERAL LEGISLATION:** On December 4, 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed by the President and became Federal law. The FAST Act superseded the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), and represents the current Federal legislation funding surface transportation programs. The FAST Act builds on and refines many of the transportation programs and policies defined by MAP-21 and continues the transformation of the Federal-aid highway program by refocusing project decision making on performance-based planning and programming.

**NATIONAL GOALS:** It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:

- 1) Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2) Infrastructure condition – To maintain the highway infrastructure asset system in a state of good repair.
- 3) Congestion reduction – To achieve a significant reduction in congestion on the National Highway System.
- 4) System reliability – To improve the efficiency of the surface transportation system.
- 5) Freight movement and economic vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6) Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7) Reduce project delivery delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

**PLANNING FACTORS:** The FAST Act identifies 10 planning strategies to be considered by the MPO in developing transportation plans and programs:

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2) Increase the safety of the transportation system for motorized and non-motorized users.
- 3) Increase the security of the transportation system for motorized and non-motorized users.
- 4) Increase the accessibility and mobility of people and freight.
- 5) Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

- 6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- 7) Promote efficient system management and operation.
- 8) Emphasize the preservation of the existing transportation system.
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- 10) Enhance travel and tourism.

**PLANNING EMPHASIS AREAS:** The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issue Planning Emphasis Areas (PEAs) on topical areas for MPOs and States to consider in their work programs and transportation planning activities. These include:

- 1) Models of Regional Planning Cooperation – Where appropriate, promote coordination of transportation plans and programs across Transit Agency, MPO, and State boundaries to ensure a regional approach to transportation planning.
- 2) Access to Essential Services – As part of the planning process, identify transportation connectivity gaps in access to essential services. (Essential services include employment, health care, schools/education, and recreation.)
- 3) FAST Act Implementation – Development and implementation of performance based planning and programming.

**PERFORMANCE MANAGEMENT:** Performance based planning was initiated with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and continued under the Fixing Americas Surface Transportation Act (FAST Act) The U.S. Department of Transportation (USDOT) is currently implementing the new requirements and establishing performance measures through a number of Federal rulemakings released in several phases. The rulemaking process provides public and private transportation stakeholders with the opportunities to review and comment on proposed performance measures. With the exception of the Final Rule for the Highway Safety Performance Measures, the Notice of Proposed Rulemaking is on-going.

Once the USDOT performance measures are finalized, TDOT and VDOT will set state performance targets in reference to the national performance measures. Lastly, the MPO will establish performance targets after the state-wide performance targets have been defined (Figure 1).

**Figure 1**  
**Flow Chart of Performance Measures and Performance Targets**



After performance targets are selected, MAP-21 and the FAST Act require the MPO to reflect these targets in metropolitan transportation plans and programs. The TIP, to the extent possible, must provide a description of the anticipated effect of the TIP toward achieving the performance targets established in the metropolitan transportation plan. The intent of performance-based planning and programming is to link investment priorities to achieving performance targets.

## PUBLIC PARTICIPATION

**PUBLIC PARTICIPATION:** The objective of the public participation process is to provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the planning process for the development of transportation programs (23 CFR 450.316). Pursuant to that objective, it is the responsibility of the MPO to obtain citizen participation for transportation planning needs and to take all public comments into account in the development of plans and programs including the Transportation Improvement Program (TIP).

The development of the FY 2017-2020 TIP provided public review and comment on the program of projects as outlined in the adopted Public Participation Plan for the Bristol MPO. All meetings, public hearings, and comment periods for the TIP are published in the *Bristol Herald Courier*. In addition, opportunities for public participation and comment during the TIP development is provided to interested parties by utilizing public notification and direct postcard mailings. To provide opportunities for comments from traditionally underserved groups, special efforts are made to provide MPO announcements and information to local social service agencies, neighborhood groups, and minority organizations.

The TIP is published for a ten-day public comment and review period prior to adoption of the final document. The TIP is also available on the [MPO website](#)<sup>1</sup> for comment. If significant unresolved comments or issues are identified, approval of the TIP can be deferred until a subsequent meeting with an additional comment period afforded to the public. A summary of all comments received, either verbally or in writing, is made available to the Executive Board prior to adoption and incorporated into the final TIP document. Before final approval, the public is afforded the opportunity to provide comments to the MPO Executive Board on the draft TIP.

**CONSULTATION WITH OTHER PUBLIC AGENCIES:** In developing the TIP the MPO is required to consult and coordinate, as appropriate, with agencies and officials responsible for other planning activities within the metropolitan planning area. Consultation and consideration of other related planning activities that are affected by transportation includes agencies and officials representing State and local planned growth, economic development, environmental protection, airport operations, freight movements, recipients of Federal Transit Administration funds, government agencies, non-profit organizations that provide non-emergency transportation services, and recipients of assistance under 23 USC 204 (Department of Interior).

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<sup>1</sup> [www.bristoltn.org/136/Metropolitan-Planning-Organization.cfm](http://www.bristoltn.org/136/Metropolitan-Planning-Organization.cfm)

The consultation process for the Bristol MPO includes review and documentation, to the extent practicable, of available comprehensive plans and program elements or strategies of other planning agencies to coordinate and determine consistency of planning activities in development of the TIP. In addition, the MPO provides affected agencies with draft plans and documents for review and comment prior to consideration by the MPO's Executive Board. A summary analysis and report on the disposition of comments, suggested enhancements and/or modifications identified in the consultation process with other planning agencies is incorporated in the final TIP document.

**TITLE VI AND ENVIRONMENTAL JUSTICE:** Title VI of the Civil Rights Act of 1964 affirms "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Correspondingly, Environmental Justice Executive Order 12898 states "Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations".

As part of the transportation planning process the Bristol MPO must address Title VI and Environmental Justice to minimize disproportionately adverse effects on minority populations and low-income groups in the development and implementation of transportation projects. The *Bristol Tennessee/Virginia Urban Area Long-Range Transportation Plan Year 2040* provides an assessment of proposed transportation projects located in minority and low-income areas. In addition, the MPO and local transit systems maintain Title VI reporting requirements for appropriate Federal and State agencies to assess current and proposed projects in relation to the requirements of Title VI.

**ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS:** The MPO annually makes available to the public a listing of Federally funded projects for which funding was obligated in the previous Fiscal Year (October 1 through September 30). An obligated project is one that has been approved by the federal government for reimbursement. The project listing is consistent with the funding categories identified in the TIP and includes the amount of funds programmed in the TIP, the amount obligated in the program year, and the amount of funds remaining and available for use in subsequent years. The annual listing is compiled and published within three months after the end of the program year.

## TIP DEVELOPMENT

**TIP DEVELOPMENT/PROJECT SELECTION:** Project priorities for the Transportation Improvement Program (TIP) are established by local governmental jurisdictions in cooperation with the State Department(s) of Transportation and the MPO. Transportation projects originate with the development of the MPO's long-range transportation plan (LRTP) and the TIP serves as a management tool to accomplish the objectives of the adopted transportation plan. As a result, the TIP is consistent<sup>2</sup> with the *Bristol Tennessee/Virginia Urban Area Long-Range Transportation Plan Year 2040*.

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<sup>2</sup> TIP project pages include reference to the LRTP project number or state the project is consistent with the overall objectives of LRTP.

In addition, the Bristol MPO’s planning process is also consistent with the transportation plans of local governments, applicable regional Intelligent Transportation Systems architectures and state(s) Strategic Highway Safety Plan, which defines emphasis areas to integrate transportation safety in the planning process. This also includes the recently completed Tennessee 25-Year Long-Range Transportation Policy Plan and the Virginia Statewide Multimodal Long-Range Transportation Policy Plan (VTrans2040).

The Tennessee Department of Transportation and Virginia Department of Transportation, in cooperation with the MPO, are responsible for selecting projects for inclusion in the TIP. *(Note: The MPO has the authority to select projects for inclusion in the TIP using a determined amount of local Surface Transportation Block Grant Program (STBG) funds sub-allocated to the MPO by the Tennessee Department of Transportation. This is not applicable to Virginia, which does not sub-allocate STBG funds to small urbanized areas).* In order for the MPO to evaluate projects for funding, criteria for prioritizing projects are based on the goals and objectives established in the long range transportation plan and the ten Federal planning factors identified by the FAST Act (Figure 2). Projects included in prior TIPs, which have federal funds obligated, are given funding priority for the next phase of development.

**Figure 2  
Project Selection Criteria \***

<b>System Efficiency</b>	<b>Points</b>
Improves Traffic Operations	10
Improves Access to Major Highways	5
Improves Freight Movement	5
<b>Economic Development</b>	
Improves Access to Commercial and Industrial Areas	10
Increases Accessibility Options for Freight	5
Promotes Revitalization and Infill Development	5
<b>Healthy and Sustainable Communities</b>	
Contributes to Maintaining or Improving Air Quality	5
Reduces Greenhouse Gas Emissions	5
Promotes Active Transportation Opportunities	5
<b>Mobility</b>	
Alternate Transportation Mode	5
Access Management	5
Transit Capital Project	5
<b>User Safety and Security</b>	
Addresses Safety/Functional Issues	10
Improves Security of the Transportation System	5

**\*15 Points for partially programmed in TIP**

Virginia Smart Scale (House Bill 2) was adopted in 2014 and requires the development of a prioritization and scoring process for project funding. The prioritization process evaluates projects as they relate to congestion, mitigation, economic development, accessibility, safety, environmental quality and land use coordination. Although Smart Scale provides a quantifiable process for making project funding decisions, projects still require inclusion in the MPO planning process and long-range transportation for Smart Scale eligibility and subsequently inclusion in the TIP for implementation.

State Sponsored Projects are submitted by TDOT and VDOT to be included in the TIP that will be funded by various Federal sources. For State sponsored projects, the MPO staff and Executive Board reviews the list of State projects to provide input and/or prioritization. This review and/or prioritization is provided to the States for their consideration in developing the projects for the next cycle of TIP funding.

Funding sources for State sponsored projects include National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), and specific grant programs. Projects funded under the NHPP are selected by the State in consultation with the MPO.

For Public Transportation Projects, the State(s) and affected public transit operators work with the MPO to ensure projects are consistent with the Transportation Plan goals and objectives as well as safety and security planning. The States(s) and transit agencies coordinate with the MPO staff to develop the appropriate local, State, and Federal revenues and provide the MPO with a fiscally-constrained projects list. The subsequent transit project listing is vetted with the MPO Technical Staff/Executive Board and the public prior to being considered for final approval for incorporation in the TIP.

**TIP AMENDMENTS/ADJUSTMENTS:**

Transportation Improvement Program (TIP) amendments can be initiated by State and local governments for revisions in funding and cost estimates, revisions to project priorities, or award of additional grant funds for project implementation. Amendments to the TIP require compliance with the MPO TIP process and approval of the Executive Board.

Amendments to the TIP must afford the opportunity for a public comment process. TIP adjustments, those that involve changes in funding sources or revised cost estimates for previously approved projects, do not require a public input process.

The TIP amendment/adjustment policy outlined by TDOT for Tennessee MPO programmed projects includes a sliding scale for changes to the costs of projects to determine which category of revision is required (Figure 3).

**Figure 3  
TDOT Changes to Project Cost Thresholds**

<b>Total Project Cost for all Phases Programmed in the TIP</b>	<b>Amendment</b>	<b>Administrative Adjustment</b>
Up to \$2 million	≥ 75%	< 75%
\$2 million to \$15 million	≥ 50%	< 50%
\$15 million to \$75 million	≥ 40%	< 40%
\$75 million and above	≥ 30%	< 30%

**TDOT TIP Amendment:** An amendment is a major change in an approved TIP and is defined as follows:

- A major change in the total project cost (see Changes in Project Cost Thresholds).
- Adding a new project or deleting a programmed project.
- A major change in the scope of a project. Examples include, but are not limited to, changing the number of through-lanes, adding/deleting non-motorized facilities, changing mode (e.g., rolling stock or facility type for transit), changing capital category (i.e., transit funding), or changing termini.
- A change requiring a new regional air quality conformity finding (where applicable).

**TDOT TIP Adjustment:** An adjustment is a minor change in an approved TIP and is defined as follows:

- A minor change in the total project cost (see Changes in Project Cost Thresholds).
- A minor change in project description/termini for clarification.
- Shifting funds between projects within the TIP (see Changes in Project Cost Thresholds).
- Adding funds already identified in the TIP in an existing project or as available funds (see Changes in Project Cost Thresholds).
- Adding a prior project phase to a project in the TIP (see Changes in Project Costs Thresholds).
- Moving a project from year to year within the TIP.
- A minor change that does not or will not alter the air quality conformity finding.
- Changes requested by FHWA/ FTA as to the withdrawal or re-establishment of funds in the TIP.
- Moving funds between similarly labeled groupings, regardless of the percent change.
- Adjustments in revenue to match actual revenue receipts.

For Virginia funded TIP projects, a sliding scale establishes limits where amendments will be required and is based on the specific phase being authorized (Figure 4).

**Figure 4  
VDOT Amendment/Adjustment Scale**

TIP/STIP Estimate Amount	Limit Requiring Amendment
Up to \$2 million	100%
>\$2 million to \$10 million	50%
>\$10 million to \$20 million	25%
>\$20 million to \$35 million	15%
>\$35 million	10%*

\*Not to exceed \$10 million.

**VDOT TIP Amendment:** An amendment is a major change in an approved TIP and is defined as follows:

- Adding a new project or deleting a programmed project.
- Changes in project phasing.
- A significant change in project description or scope.
- Any change which is not air quality neutral.
- Funding changes greater than allowable under the sliding scale.

**VDOT TIP Adjustment:** An adjustment is a minor change in an approved TIP and is defined as follows:

- Minor changes in project description.
- Moving a project from year to year within the TIP.
- Minor changes within a project phase.
- Funding changes less than the threshold established in the sliding scale.

## FINANCIAL PLAN

**FINANCIAL PLAN:** Transportation projects are funded through many different sources. Most projects are funded with some combination of Federal, State, and local funds. As required by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), and subsequently the FAST Act, the funding identified in the FY 2017-2020 program of projects represents a financially constrained Transportation Improvement Program (TIP) for the Metropolitan Planning Area. The TIP is considered financially constrained when all the programmed project costs do not exceed the available or anticipated revenues. Funding sources for FY 2017 projects are based on current funding obligations. The outlying years through 2020 are based on projected apportionments of funding.

**FEDERAL FUNDING:** The greatest funding source for highway and road projects, as well as public transportation, is from the Federal government. Surface transportation authorization acts authorize spending for transportation programs and funding apportionments at the Federal level. The Fixing Americas Surface Transportation Program (FAST Act), was signed into law on December 4, 2015 providing surface transportation program funding for fiscal years (FY) 2016 through 2020. The previous MAP-21 legislation consolidated many of the funding programs from the previous federal transportation act, the Safe, Accountable, Flexible Transportation Equity Act-A Legacy of Users (SAFETEA-LU), to less than 30 programs. The FAST Act maintains the major funding programs established by MAP-21 and created two new programs specifically for freight. The following Federal funding programs are applicable to the Bristol Tennessee/Virginia Urban Area MPO (Appendix D provides a comprehensive description of program funding sources).

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 states 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).

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 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.

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.

**FEDERAL APPORTIONMENT:** Apportionment is the Federal distribution of transportation funds to each State as prescribed by a statutory formula. Prior to MAP-21, each apportioned Federal program had its own formula for distribution and the Federal assistance received by a State was the sum of the amounts it received for each program. MAP-21, and continued with the FAST Act, changed this process and provides a total combined Federal apportionment to each State and then divides that apportionment among the State's individual formula programs.

The division of Federal funding among States includes an adjustment, if needed, to ensure that each State receives an equitable return on its share of Federal gas tax contributions to the Highway Trust Fund. Previously, this minimum guarantee was apportioned to each State under the Equity Bonus Program as a separate funding category. With MAP-21 and the FAST Act, this funding adjustment is included in the statutory formula for each State's total Federal apportionment [prior to the division of a State's funding among the various programs].

**STATE FUNDING:** The State of Tennessee has legislation that established funding for highways and public transportation through motor fuel taxed and vehicle registrations. A variety of programs exist including allocations to cities and counties for maintenance and construction projects. A portion of the money is retained by TDOT for ongoing maintenance and operations, resurfacing, bridges, construction/reconstruction and to match Federal funds.

The Commonwealth of Virginia's legislation that establishes funding for highways and public transit programs is through a combination of sales and transportation-related taxes. In addition to the Commonwealth Transportation Fund, the General Assembly also authorizes the issuance of Capital Project Revenue (CPR) bonds for special transportation projects as well as the Revenue Sharing Program (RSP) to match local project funding on a dollar for dollar basis.

**LOCAL FUNDING:** Local jurisdictions have demonstrated a continuing commitment in annually funding the local share of costs necessary to implement transportation projects and have included in the budget planning process any funding required for the local share of funds identified in the TIP. Funding for Fiscal Year 2017 is appropriated through the legislative budget process. The remaining three years indicate the intent to include those projects in their respective budgets.

**OPERATIONS AND MAINTENANCE FUNDING:** Operation and maintenance of the existing road network is funded through State and local funding sources, as well as Federal funding. Both Tennessee and Virginia provide local jurisdictions funding for the maintenance of certain highways. In Virginia, the allocation of maintenance funds is based on the number of moving lane miles of highways. Tennessee maintenance funds are distributed to local jurisdictions based on population. The interstate system is operated and maintained by the State Department(s) of Transportation. At the local level, the two major sources of transportation revenue include the general fund and the issuance of bonds for major improvements or reconstruction. Street maintenance includes resurfacing, patching and repairing, right-of-way maintenance, and snow removal. Operations and maintenance for public transportation is funded by Federal, State, and local sources and is based on annual allocations of grant funds.

**GROUPED PROJECTS:** By agreement with the Tennessee Department of Transportation and Virginia Department of Transportation, the MPO is including grouped projects in the TIP for state-wide funding categories. The use of project groupings is permitted under 23 CFR 450.326(h). Projects that are not considered to be of appropriate scale for individual identification 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 must be non-regionally significant, environmentally neutral, and exempt from air quality conformity.

The TIP includes a description of all grouping categories, eligible activities, and funding information necessary to demonstrate financial constraint. All projects located within the MPO Metropolitan Planning Area must be included in the TIP, including those projects that are eligible for grouping. TDOT project groupings include the Surface Transportation Program, Highway Safety Improvement Program, and the National Highway Performance Program (See Appendix E for a more comprehensive list of TDOT allowable group activities). Virginia program activities for state-wide and district-wide funding categories include: Safety/ITS/Operational Improvements, Transportation Alternatives, Rail, Bridge Replacement and Repair, as well as maintenance categories and public transportation activities (See Appendix F for a more comprehensive list of VDOT allowable group activities).

**FINANCIALLY CONSTRAINED FY 2017-2020 TIP:** The TIP Funding Tables for Tennessee and Virginia summarize by year the funding amounts programmed in the TIP and reflect “year of expenditure” dollars for highway and public transportation programs as well as operations and maintenance activities. The tables include expenditures and estimated revenues expected for each funding source and demonstrate the plan is financially constrained by year. The funding tables also include the cumulative balance of the TIP by year, which represents a running total of un-programmed funds. The cumulative balance is defined as the difference between cost and revenues for the previous year plus the current year expected revenues minus the total expenditures.

The financial summary tables are based on annual allocations of funds including any State and local matching dollars. These revenue sources are all reasonably expected to be made available and committed to the project phase during the programmed year of the TIP. The revenue sources for local STBG funding is based on past year allocations. For MPO revenue projections, a 3% annual growth rate was utilized based on the assumed inflation rate established by TDOT. The project cost for each phase has also been inflated 3.6% per year to compensate for the increased cost of construction. It should be noted the referenced inflation rate applies to “planning-level” cost only and will be revised during more rigorous cost estimates during project development and engineering.

The funding tables also include reasonably expected operation and maintenance revenues and expenditures for the 4-year program of projects. Costs associated with operations and maintenance were derived from annual costs provided by the Tennessee and Virginia Departments of Transportation and local jurisdictions annual budgets. For both Tennessee and Virginia, costs were inflated 3.6 percent annually to determine an annual operation and maintenance cost. It is assumed that the same level of service will be maintained per year by each jurisdiction/agency in the future years. As a result, it is anticipated the sufficient funds will be allocated to maintain the existing infrastructure prior to new capital investments.

Operation and maintenance of public transportation is identified by programmed expenditures for FTA Section 5307, Section 5310, and Section 5311 funds. Costs for public transportation are based on the current level of service being maintained with a 3% annual inflation rate for outlying years. These funds are matched with State operating assistance and local dollars. The financial plan shows the public transportation systems will be maintained and operated during the life of the plan.

The following financial tables demonstrate the *Bristol Tennessee/Virginia Urban Area FY 2017-2020 Transportation Improvement Program* is financially constrained.

- LIST OF TABLES:**
- Table 1 – Tennessee Highway Program
  - Table 2 – Virginia Highway Program
  - Table 3 – Bristol Tennessee Transit
  - Table 4 – Bristol Virginia Transit
  - Table 5 – Northeast Tennessee Transit (N.E.T. Trans)
  - Table 6 – District Three Transit

**Table 1**  
**Tennessee Highway Program**

Funding Source	2017				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
NHPP	\$ -	\$ 19,440	\$ 19,440	\$ 19,440	\$ -
STBG (State)	\$ -	\$ 101,551	\$ 101,551	\$ 101,551	\$ -
PHSIP	\$ -	\$ 2,813	\$ 2,813	\$ 2,813	\$ -
HSIP	\$ -	\$ 220,844	\$ 220,844	\$ 220,844	\$ -
TAP	\$ -	\$ -	\$ -	\$ -	\$ -
STATE	\$ -	\$ 55,099	\$ 55,099	\$ 55,099	\$ -
STBG-S (State)	\$ -	\$ 40,059	\$ 40,059	\$ 40,059	\$ -
STBG-L (Local)	\$ 4,749,480	\$ 556,406	\$ 5,305,886	\$ 4,400,000	\$ 905,886
LOCAL	\$ -	\$ 1,110,000	\$ 1,110,000	\$ 1,110,000	\$ -
O & M (STATE)	\$ -	\$ 5,504,703	\$ 5,504,703	\$ 5,504,703	\$ -
O & M (LOCAL)	\$ -	\$ 4,208,858	\$ 4,208,858	\$ 4,208,858	\$ -
<b>Total</b>	\$ 4,749,480	\$ 11,819,773	\$ 16,569,253	\$ 15,663,367	\$ 905,886

Funding Source	2018				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
NHPP	\$ -	\$ 19,440	\$ 19,440	\$ 19,440	\$ -
STBG (State)	\$ -	\$ 101,551	\$ 101,551	\$ 101,551	\$ -
PHSIP	\$ -	\$ 2,813	\$ 2,813	\$ 2,813	\$ -
HSIP	\$ -	\$ 220,844	\$ 220,844	\$ 220,844	\$ -
TAP	\$ -	\$ -	\$ -	\$ -	\$ -
STATE	\$ -	\$ 55,099	\$ 55,099	\$ 55,099	\$ -
STBG-S (State)	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-L (Local)	\$ 905,886	\$ 573,098	\$ 1,478,984	\$ 1,478,984	\$ -
LOCAL	\$ -	\$ 521,016	\$ 521,016	\$ 521,016	\$ -
O & M (STATE)	\$ -	\$ 5,702,872	\$ 5,702,872	\$ 5,702,872	\$ -
O & M (LOCAL)	\$ -	\$ 4,360,377	\$ 4,360,377	\$ 4,360,377	\$ -
<b>Total</b>	\$ 905,886	\$ 11,557,110	\$ 12,462,996	\$ 12,462,996	\$ -

Funding Source	2019				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
NHPP	\$ -	\$ 19,440	\$ 19,440	\$ 19,440	\$ -
STBG (State)	\$ -	\$ 101,551	\$ 101,551	\$ 101,551	\$ -
PHSIP	\$ -	\$ 2,813	\$ 2,813	\$ 2,813	\$ -
HSIP	\$ -	\$ 220,844	\$ 220,844	\$ 220,844	\$ -
TAP	\$ -	\$ -	\$ -	\$ -	\$ -
STATE	\$ -	\$ 55,099	\$ 55,099	\$ 55,099	\$ -
STBG-S (State)	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-L (Local)	\$ -	\$ 590,291	\$ 590,291	\$ -	\$ 590,291
LOCAL	\$ -	\$ -	\$ -	\$ -	\$ -
O & M (STATE)	\$ -	\$ 5,908,176	\$ 5,908,176	\$ 5,908,176	\$ -
O & M (LOCAL)	\$ -	\$ 4,517,350	\$ 4,517,350	\$ 4,517,350	\$ -
<b>Total</b>	\$ -	\$ 11,415,564	\$ 11,415,564	\$ 10,825,273	\$ 590,291

Funding Source	2020				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
NHPP	\$ -	\$ 19,440	\$ 19,440	\$ 19,440	\$ -
STBG (State)	\$ -	\$ 101,551	\$ 101,551	\$ 101,551	\$ -
PHSIP	\$ -	\$ 2,813	\$ 2,813	\$ 2,813	\$ -
HSIP	\$ -	\$ 220,844	\$ 220,844	\$ 220,844	\$ -
TAP	\$ -	\$ -	\$ -	\$ -	\$ -
STATE	\$ -	\$ 55,099	\$ 55,099	\$ 55,099	\$ -
STBG-S (State)	\$ -	\$ -	\$ -	\$ -	\$ -
STBG-L (Local)	\$ 590,291	\$ 608,000	\$ 1,198,291	\$ -	\$ 1,198,291
LOCAL	\$ -	\$ -	\$ -	\$ -	\$ -
O & M (STATE)	\$ -	\$ 6,120,670	\$ 6,120,670	\$ 6,120,670	\$ -
O & M (LOCAL)	\$ -	\$ 4,679,975	\$ 4,679,975	\$ 4,679,975	\$ -
<b>Total</b>	\$ 590,291	\$ 11,808,392	\$ 12,398,683	\$ 11,200,392	\$ 1,198,291

**Table 2**  
**Virginia Highway Program**

Funding Source	2017				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
NHPP	\$ -	\$ -	\$ -	\$ -	\$ -
STBG (State)	\$ -	\$ 4,807,866	\$ 4,807,866	\$ 4,807,866	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
TAP	\$ -	\$ -	\$ -	\$ -	\$ -
AC*	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ -
GARVEE*	\$ -	\$ 8,926,000	\$ 8,926,000	\$ 8,926,000	\$ -
HB2*	\$ -	\$ 4,183,000	\$ 4,183,000	\$ 4,183,000	\$ -
STATE	\$ -	\$ 265,262	\$ 265,262	\$ 265,262	\$ -
LOCAL	\$ -	\$ -	\$ -	\$ -	\$ -
O & M (STATE)	\$ -	\$ 11,933,591	\$ 11,933,591	\$ 11,933,591	\$ -
O & M (LOCAL)	\$ -	\$ 7,221,714	\$ 7,221,714	\$ 7,221,714	\$ -
<b>Total</b>	\$ -	\$ 38,337,433	\$ 38,337,433	\$ 38,337,433	\$ -

Funding Source	2018				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
NHPP	\$ -	\$ -	\$ -	\$ -	\$ -
STBG (State)	\$ -	\$ 8,661,587	\$ 8,661,587	\$ 8,661,587	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
TAP	\$ -	\$ -	\$ -	\$ -	\$ -
AC*	\$ -	\$ 10,385,307	\$ 10,385,307	\$ 10,385,307	\$ -
GARVEE*	\$ -	\$ -	\$ -	\$ -	\$ -
HB2*	\$ -	\$ 2,895,000	\$ 2,895,000	\$ 2,895,000	\$ -
STATE	\$ -	\$ 1,149,717	\$ 1,149,717	\$ 1,149,717	\$ -
LOCAL	\$ -	\$ -	\$ -	\$ -	\$ -
O & M (STATE)	\$ -	\$ 12,363,200	\$ 12,363,200	\$ 12,363,200	\$ -
O & M (LOCAL)	\$ -	\$ 7,481,695	\$ 7,481,695	\$ 7,481,695	\$ -
<b>Total</b>	\$ -	\$ 42,936,506	\$ 42,936,506	\$ 42,936,506	\$ -

Funding Source	2019				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
NHPP	\$ -	\$ -	\$ -	\$ -	\$ -
STBG (State)	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
TAP	\$ -	\$ -	\$ -	\$ -	\$ -
AC*	\$ -	\$ -	\$ -	\$ -	\$ -
GARVEE*	\$ -	\$ -	\$ -	\$ -	\$ -
HB2*	\$ -	\$ 1,266,000	\$ 1,266,000	\$ 1,266,000	\$ -
STATE	\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL	\$ -	\$ -	\$ -	\$ -	\$ -
O & M (STATE)	\$ -	\$ 12,808,275	\$ 12,808,275	\$ 12,808,275	\$ -
O & M (LOCAL)	\$ -	\$ 7,751,036	\$ 7,751,036	\$ 7,751,036	\$ -
<b>Total</b>	\$ -	\$ 21,825,311	\$ 21,825,311	\$ 21,825,311	\$ -

Funding Source	2020				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
NHPP	\$ -	\$ -	\$ -	\$ -	\$ -
STBG (State)	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
TAP	\$ -	\$ -	\$ -	\$ -	\$ -
AC*	\$ -	\$ -	\$ -	\$ -	\$ -
GARVEE*	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ -
HB2*	\$ -	\$ 3,781,000	\$ 3,781,000	\$ 3,781,000	\$ -
STATE	\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL	\$ -	\$ -	\$ -	\$ -	\$ -
O & M (STATE)	\$ -	\$ 13,269,373	\$ 13,269,373	\$ 13,269,373	\$ -
O & M (LOCAL)	\$ -	\$ 8,030,074	\$ 8,030,074	\$ 8,030,074	\$ -
<b>Total</b>	\$ -	\$ 27,080,447	\$ 27,080,447	\$ 27,080,447	\$ -

\* FUNDING SOURCE TO BE DETERMINED.

**Table 3**

**Bristol Tennessee Transit**

Funding Source	2017				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5307 (O & M)	\$ -	\$ 311,238	\$ 311,238	\$ 311,238	\$ -
STATE (O & M)	\$ -	\$ 393,200	\$ 393,200	\$ 248,990	\$ 144,210
LOCAL (O & M)	\$ -	\$ 62,248	\$ 62,248	\$ 62,248	\$ -
FTA 5307 (CAPITAL)	\$ 376,277	\$ 63,942	\$ 440,219	\$ 63,942	\$ 376,277
FTA 5339 (CAPITAL)	\$ -	\$ 38,478	\$ 38,478	\$ 38,478	\$ -
STATE (CAPITAL)	\$ -	\$ 12,803	\$ 12,803	\$ 12,803	\$ -
LOCAL (CAPITAL)	\$ -	\$ 12,803	\$ 12,803	\$ 12,803	\$ -
<b>Total</b>	\$ 376,277	\$ 894,712	\$ 1,270,989	\$ 750,502	\$ 520,487

Funding Source	2018				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5307 (O & M)	\$ -	\$ 320,575	\$ 320,575	\$ 320,575	\$ -
STATE (O & M)	\$ -	\$ 404,996	\$ 404,996	\$ 256,460	\$ 148,536
LOCAL (O & M)	\$ -	\$ 64,115	\$ 64,115	\$ 64,115	\$ -
FTA 5307 (CAPITAL)	\$ 376,277	\$ 65,860	\$ 442,137	\$ 65,860	\$ 376,277
FTA 5339 (CAPITAL)	\$ -	\$ 38,479	\$ 38,479	\$ -	\$ 38,479
STATE (CAPITAL)	\$ -	\$ 8,233	\$ 8,233	\$ 8,233	\$ -
LOCAL (CAPITAL)	\$ -	\$ 8,233	\$ 8,233	\$ 8,233	\$ -
<b>Total</b>	\$ 376,277	\$ 910,491	\$ 1,286,768	\$ 723,476	\$ 563,292

Funding Source	2019				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5307 (O & M)	\$ -	\$ 330,193	\$ 330,193	\$ 330,193	\$ -
STATE (O & M)	\$ -	\$ 417,146	\$ 417,146	\$ 264,154	\$ 152,992
LOCAL (O & M)	\$ -	\$ 66,037	\$ 66,037	\$ 66,037	\$ -
FTA 5307 (CAPITAL)	\$ 376,277	\$ 67,835	\$ 444,112	\$ 444,112	\$ -
FTA 5339 (CAPITAL)	\$ 38,479	\$ 35,482	\$ 73,961	\$ 73,961	\$ -
STATE (CAPITAL)	\$ -	\$ 64,759	\$ 64,759	\$ 64,759	\$ -
LOCAL (CAPITAL)	\$ -	\$ 64,759	\$ 64,759	\$ 64,759	\$ -
<b>Total</b>	\$ 414,756	\$ 1,046,211	\$ 1,460,967	\$ 1,307,975	\$ 152,992

Funding Source	2020				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5307 (O & M)	\$ -	\$ 340,098	\$ 340,098	\$ 340,098	\$ -
STATE (O & M)	\$ -	\$ 429,660	\$ 429,660	\$ 272,078	\$ 157,582
LOCAL (O & M)	\$ -	\$ 68,020	\$ 68,020	\$ 68,020	\$ -
FTA 5307 (CAPITAL)	\$ -	\$ 69,871	\$ 69,871	\$ -	\$ 69,871
FTA 5339 (CAPITAL)	\$ -	\$ 36,546	\$ 36,546	\$ -	\$ 36,546
STATE (CAPITAL)	\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL (CAPITAL)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ 944,195	\$ 944,195	\$ 680,196	\$ 263,999

**Table 4**

**Bristol Virginia Transit**

Funding Source	2017				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5307 (O & M)	\$ -	\$ 226,900	\$ 226,900	\$ 226,900	\$ -
STATE (O & M)	\$ -	\$ 91,476	\$ 91,476	\$ 91,476	\$ -
LOCAL (O & M)	\$ -	\$ 135,424	\$ 135,424	\$ 135,424	\$ -
FLEX STP (CAPITAL)	\$ -	\$ 64,000	\$ 64,000	\$ 64,000	\$ -
STATE (CAPITAL)	\$ -	\$ 12,800	\$ 12,800	\$ 12,800	\$ -
LOCAL (CAPITAL)	\$ -	\$ 3,200	\$ 3,200	\$ 3,200	\$ -
<b>Total</b>	\$ -	\$ 533,800	\$ 533,800	\$ 533,800	\$ -

Funding Source	2018				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5307 (O & M)	\$ -	\$ 233,707	\$ 233,707	\$ 233,707	\$ -
STATE (O & M)	\$ -	\$ 94,220	\$ 94,220	\$ 94,220	\$ -
LOCAL (O & M)	\$ -	\$ 139,487	\$ 139,487	\$ 139,487	\$ -
FLEX STP (CAPITAL)	\$ -	\$ 65,920	\$ 65,920	\$ 65,920	\$ -
STATE (CAPITAL)	\$ -	\$ 13,184	\$ 13,184	\$ 13,184	\$ -
LOCAL (CAPITAL)	\$ -	\$ 3,296	\$ 3,296	\$ 3,296	\$ -
<b>Total</b>	\$ -	\$ 549,814	\$ 549,814	\$ 549,814	\$ -

Funding Source	2019				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5307 (O & M)	\$ -	\$ 240,718	\$ 240,718	\$ 240,718	\$ -
STATE (O & M)	\$ -	\$ 97,046	\$ 97,046	\$ 97,046	\$ -
LOCAL (O & M)	\$ -	\$ 143,671	\$ 143,671	\$ 143,671	\$ -
FLEX STP (CAPITAL)	\$ -	\$ 67,897	\$ 67,897	\$ 67,897	\$ -
STATE (CAPITAL)	\$ -	\$ 13,580	\$ 13,580	\$ 13,580	\$ -
LOCAL (CAPITAL)	\$ -	\$ 3,395	\$ 3,395	\$ 3,395	\$ -
<b>Total</b>	\$ -	\$ 566,307	\$ 566,307	\$ 566,307	\$ -

Funding Source	2020				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5307 (O & M)	\$ -	\$ 247,939	\$ 247,939	\$ 247,939	\$ -
STATE (O & M)	\$ -	\$ 99,958	\$ 99,958	\$ 99,958	\$ -
LOCAL (O & M)	\$ -	\$ 147,981	\$ 147,981	\$ 147,981	\$ -
FLEX STP (CAPITAL)	\$ -	\$ 69,935	\$ 69,935	\$ 69,935	\$ -
STATE (CAPITAL)	\$ -	\$ 13,987	\$ 13,987	\$ 13,987	\$ -
LOCAL (CAPITAL)	\$ -	\$ 3,497	\$ 3,497	\$ 3,497	\$ -
<b>Total</b>	\$ -	\$ 583,297	\$ 583,297	\$ 583,297	\$ -

**Table 5**

**N.E.T. Trans (Northeast Tennessee Transit) \***

Funding Source	2017				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5311 (O & M)	\$ -	\$ 1,989,817	\$ 1,989,817	\$ 1,989,817	\$ -
STATE (O & M)	\$ -	\$ 944,909	\$ 944,909	\$ 944,909	\$ -
LOCAL (O & M)	\$ -	\$ 944,909	\$ 944,909	\$ 944,909	\$ -
FTA 5310 (CAPITAL)	\$ -	\$ 83,571	\$ 83,571	\$ 83,571	\$ -
FTA 5339 (CAPITAL)	\$ -	\$ 800,777	\$ 800,777	\$ 800,777	\$ -
STATE (CAPITAL)	\$ -	\$ 110,563	\$ 110,563	\$ 110,563	\$ -
LOCAL (CAPITAL)	\$ -	\$ 110,563	\$ 110,563	\$ 110,563	\$ -
<b>Total</b>	\$ -	\$ 4,985,109	\$ 4,985,109	\$ 4,985,109	\$ -

Funding Source	2018				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5311 (O & M)	\$ -	\$ 2,049,511	\$ 2,049,511	\$ 2,049,511	\$ -
STATE (O & M)	\$ -	\$ 1,024,756	\$ 1,024,756	\$ 1,024,756	\$ -
LOCAL (O & M)	\$ -	\$ 1,024,756	\$ 1,024,756	\$ 1,024,756	\$ -
FTA 5310 (CAPITAL)	\$ -	\$ 86,078	\$ 86,078	\$ 86,078	\$ -
FTA 5339 (CAPITAL)	\$ -	\$ 824,800	\$ 824,800	\$ 824,800	\$ -
STATE (CAPITAL)	\$ -	\$ 113,860	\$ 113,860	\$ 113,860	\$ -
LOCAL (CAPITAL)	\$ -	\$ 113,860	\$ 113,860	\$ 113,860	\$ -
<b>Total</b>	\$ -	\$ 5,237,621	\$ 5,237,621	\$ 5,237,621	\$ -

Funding Source	2019				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5311 (O & M)	\$ -	\$ 2,110,996	\$ 2,110,996	\$ 2,110,996	\$ -
STATE (O & M)	\$ -	\$ 1,055,499	\$ 1,055,499	\$ 1,055,499	\$ -
LOCAL (O & M)	\$ -	\$ 1,055,499	\$ 1,055,499	\$ 1,055,499	\$ -
FTA 5310 (CAPITAL)	\$ -	\$ 88,661	\$ 88,661	\$ 88,661	\$ -
FTA 5339 (CAPITAL)	\$ -	\$ 849,544	\$ 849,544	\$ 849,544	\$ -
STATE (CAPITAL)	\$ -	\$ 117,276	\$ 117,276	\$ 117,276	\$ -
LOCAL (CAPITAL)	\$ -	\$ 117,276	\$ 117,276	\$ 117,276	\$ -
<b>Total</b>	\$ -	\$ 5,394,751	\$ 5,394,751	\$ 5,394,751	\$ -

Funding Source	2020				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5311 (O & M)	\$ -	\$ 2,174,326	\$ 2,174,326	\$ 2,174,326	\$ -
STATE (O & M)	\$ -	\$ 1,087,164	\$ 1,087,164	\$ 1,087,164	\$ -
LOCAL (O & M)	\$ -	\$ 1,087,164	\$ 1,087,164	\$ 1,087,164	\$ -
FTA 5310 (CAPITAL)	\$ -	\$ 91,321	\$ 91,321	\$ 91,321	\$ -
FTA 5339 (CAPITAL)	\$ -	\$ 875,031	\$ 875,031	\$ 875,031	\$ -
STATE (CAPITAL)	\$ -	\$ 120,794	\$ 120,794	\$ 120,794	\$ -
LOCAL (CAPITAL)	\$ -	\$ 120,794	\$ 120,794	\$ 120,794	\$ -
<b>Total</b>	\$ -	\$ 5,556,594	\$ 5,556,594	\$ 5,556,594	\$ -

\* FUNDING REPRESENTS DISTRICT-WIDE SERVICE AREA.

**Table 6**

**District Three Public Transit \***

Funding Source	2017				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5311 (O & M)	\$ -	\$ 952,119	\$ 952,119	\$ 952,119	\$ -
STATE (O & M)	\$ -	\$ 366,731	\$ 366,731	\$ 366,731	\$ -
LOCAL (O & M)	\$ -	\$ 560,387	\$ 560,387	\$ 560,387	\$ -
ADTAP (CAPITAL)	\$ -	\$ 256,262	\$ 256,262	\$ 256,262	\$ -
STATE (CAPITAL)	\$ -	\$ 51,253	\$ 51,253	\$ 51,253	\$ -
LOCAL (CAPITAL)	\$ -	\$ 12,813	\$ 12,813	\$ 12,813	\$ -
<b>Total</b>	\$ -	\$ 2,199,565	\$ 2,199,565	\$ 2,199,565	\$ -

Funding Source	2018				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5311 (O & M)	\$ -	\$ 980,582	\$ 980,582	\$ 980,582	\$ -
STATE (O & M)	\$ -	\$ 377,733	\$ 377,733	\$ 377,733	\$ -
LOCAL (O & M)	\$ -	\$ 577,199	\$ 577,199	\$ 577,199	\$ -
ADTAP (CAPITAL)	\$ -	\$ 263,950	\$ 263,950	\$ 263,950	\$ -
STATE (CAPITAL)	\$ -	\$ 52,791	\$ 52,791	\$ 52,791	\$ -
LOCAL (CAPITAL)	\$ -	\$ 13,197	\$ 13,197	\$ 13,197	\$ -
<b>Total</b>	\$ -	\$ 2,265,452	\$ 2,265,452	\$ 2,265,452	\$ -

Funding Source	2019				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5311 (O & M)	\$ -	\$ 1,010,103	\$ 1,010,103	\$ 1,010,103	\$ -
STATE (O & M)	\$ -	\$ 389,064	\$ 389,064	\$ 389,064	\$ -
LOCAL (O & M)	\$ -	\$ 594,515	\$ 594,515	\$ 594,515	\$ -
ADTAP (CAPITAL)	\$ -	\$ 271,868	\$ 271,868	\$ 271,868	\$ -
STATE (CAPITAL)	\$ -	\$ 54,374	\$ 54,374	\$ 54,374	\$ -
LOCAL (CAPITAL)	\$ -	\$ 13,593	\$ 13,593	\$ 13,593	\$ -
<b>Total</b>	\$ -	\$ 2,333,517	\$ 2,333,517	\$ 2,333,517	\$ -

Funding Source	2020				
	Carry Over	New Revenue	Total Revenue	Project Costs	Balance (Carry Over)
FTA 5311 (O & M)	\$ -	\$ 1,040,406	\$ 1,040,406	\$ 1,040,406	\$ -
STATE (O & M)	\$ -	\$ 400,737	\$ 400,737	\$ 400,737	\$ -
LOCAL (O & M)	\$ -	\$ 612,349	\$ 612,349	\$ 612,349	\$ -
ADTAP (CAPITAL)	\$ -	\$ 280,024	\$ 280,024	\$ 280,024	\$ -
STATE (CAPITAL)	\$ -	\$ 56,006	\$ 56,006	\$ 56,006	\$ -
LOCAL (CAPITAL)	\$ -	\$ 14,001	\$ 14,001	\$ 14,001	\$ -
<b>Total</b>	\$ -	\$ 2,403,523	\$ 2,403,523	\$ 2,403,523	\$ -

\* FUNDING REPRESENTS DISTRICT-WIDE SERVICE AREA.

# **TENNESSEE MULTIMODAL FY 2017-2020 TIP**

**BRISTOL TENNESSEE / VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	TDOT PIN #	COUNTY	L RTP #	PRIORITY
T1-2	112454.00	SULLIVAN	#T1-2	

LEAD AGENCY	CONFORMITY STATUS	MILEAGE	TOTAL PROJECT COST
BRISTOL CITY	N/A	1.2	\$7,550,059

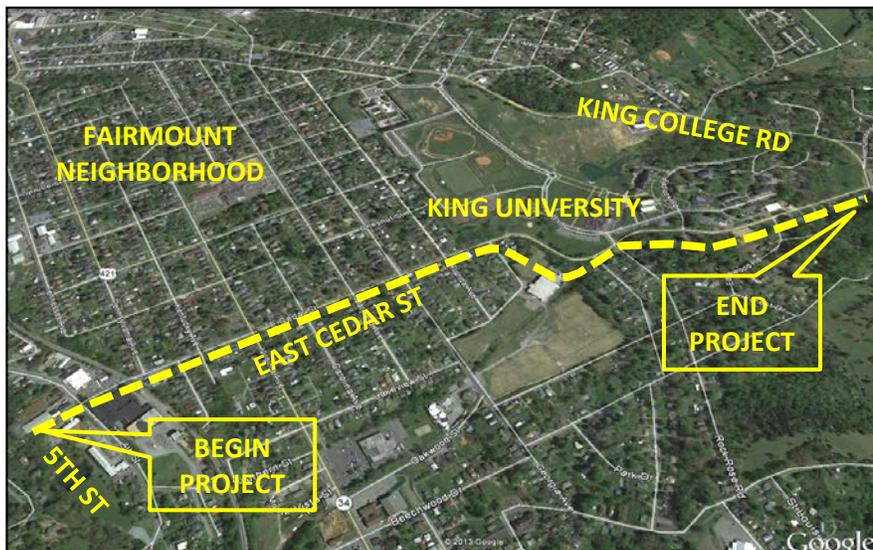
ROUTE / PROJECT NAME  
EAST CEDAR STREET

TERMINI / INTERSECTION  
EAST CEDAR STREET FROM 5TH STREET TO KING COLLEGE ROAD

TYPE OF IMPROVEMENT  
STREET RECONSTRUCTION; ROADWAY REALIGNMENT BETWEEN GOLF ST. AND HALVERSTADT DR.; MODIFICATIONS TO INTERSECTIONS INCLUDING THE ADDITION OF TURN LANES AND SIGNAL UPGRADES INCLUDING SIGNAL PRE-EMPTION FOR THE RAILROAD CROSSING ON EAST CEDAR ST.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	ROW	STBG-L	500,000	400,000		100,000
	CN	STBG-L	5,000,000	4,000,000		1,000,000
	CN	STBG-S	50,059	40,059		10,000
2018	CN	STBG-L	2,000,000	1,478,984		521,016
2019						
2020						

COMMENTS	ADJUSTMENTS	AMENDMENTS
PE FUNDED IN PREVIOUS TIP. \$280,000 HAS BEEN OBLIGATED FOR RIGHT-OF-WAY.		



**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	TDOT PIN #	COUNTY	L RTP #	PRIORITY
TN-SRTS	118970.00	SULLIVAN	CONSISTENT WITH LRTP	

LEAD AGENCY	CONFORMITY STATUS	MILEAGE	TOTAL PROJECT COST
BRISTOL CITY	N/A	0.6	\$129,534

ROUTE / PROJECT NAME  
SAFE ROUTES TO SCHOOL PROGRAM-FAIRMOUNT ELEMENTARY SCHOOL

TERMINI / INTERSECTION  
PHASE 3-PIN 118970.00 MARYLAND AVE (BETWEEN E. CEDAR ST. AND MAPLE STREET).

TYPE OF IMPROVEMENT  
PHASE 3-NEW CONSTRUCTION OF 1,022 LINEAR FEET OF SIDEWALK IN THE VICINITY OF FAIRMOUNT ELEMENTARY SCHOOL, INCLUDING INSTALLATION OF HANDICAP RAMPS AND CROSSWALKS.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, CN	SRTS	129,534.00	129,534.00	-	-
2018						
2019						
2020						

COMMENTS  
CARRYOVER SAFETEA-LU FUNDED PROJECT. \$129,534 UNOBLIGATED FUNDS FUNDS FROM PREVIOUS TIP MOVED TO FY 2017-2020 TIP TO COMPLETE THE PROJECT.

ADJUSTMENTS  
AMENDMENTS



**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP # 82001	TDOT PIN # 	COUNTY SULLIVAN	L RTP # CONSISTENT WITH LRTP	PRIORITY 
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LEAD AGENCY TDOT	CONFORMITY STATUS N/A	MILEAGE N/A	TOTAL PROJECT COST \$8,000,000
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ROUTE / PROJECT NAME  
PENALTY-HIGHWAY SAFETY IMPROVEMENT PROGRAM (PHSIP) GROUPING

TERMINI / INTERSECTION  
BRISTOL MPO

TYPE OF IMPROVEMENT  
SEE APPENDIX E GROUPING DESCRIPTIONS FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, ROW, CN	PHSIP	3,125	2,813	313	
2018	PE, ROW, CN	PHSIP	3,125	2,813	313	
2019	PE, ROW, CN	PHSIP	3,125	2,813	313	
2020	PE, ROW, CN	PHSIP	3,125	2,813	313	

COMMENTS	ADJUSTMENTS	AMENDMENTS

**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP # 82002	TDOT PIN # 	COUNTY SULLIVAN	L RTP # CONSISTENT WITH LRTP	PRIORITY 
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LEAD AGENCY TDOT	CONFORMITY STATUS N/A	MILEAGE N/A	TOTAL PROJECT COST \$507,756
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ROUTE / PROJECT NAME  
SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) GROUPING

TERMINI / INTERSECTION  
BRISTOL MPO

TYPE OF IMPROVEMENT  
SEE APPENDIX E GROUPING DESCRIPTIONS FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, ROW, CN	STBG	126,939	101,551	25,388	
2018	PE, ROW, CN	STBG	126,939	101,551	25,388	
2019	PE, ROW, CN	STBG	126,939	101,551	25,388	
2020	PE, ROW, CN	STBG	126,939	101,551	25,388	

COMMENTS	ADJUSTMENTS	AMENDMENTS

**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP # 82003	TDOT PIN # 	COUNTY SULLIVAN	L RTP # CONSISTENT WITH LRTP	PRIORITY 
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LEAD AGENCY TDOT	CONFORMITY STATUS N/A	MILEAGE N/A	TOTAL PROJECT COST \$97,200
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ROUTE / PROJECT NAME  
NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) GROUPING

TERMINI / INTERSECTION  
BRISTOL MPO

TYPE OF IMPROVEMENT  
SEE APPENDIX E GROUPING DESCRIPTIONS FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, ROW, CN	NHPP	24,300	19,440	4,860	
2018	PE, ROW, CN	NHPP	24,300	19,440	4,860	
2019	PE, ROW, CN	NHPP	24,300	19,440	4,860	
2020	PE, ROW, CN	NHPP	24,300	19,440	4,860	

COMMENTS	ADJUSTMENTS	AMENDMENTS

**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	TDOT PIN #	COUNTY	L RTP #	PRIORITY
82004		SULLIVAN	CONSISTENT WITH LRTP	

LEAD AGENCY	CONFORMITY STATUS	MILEAGE	TOTAL PROJECT COST
TDOT	N/A	N/A	\$981,529

ROUTE / PROJECT NAME  
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) GROUPING

TERMINI / INTERSECTION  
BRISTOL MPO - SAFETY (HIGHWAY HAZARD ELIMINATION)

TYPE OF IMPROVEMENT  
SEE APPENDIX E GROUPING DESCRIPTIONS FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, ROW, CN	HSIP	245,382	220,844	24,538	
2018	PE, ROW, CN	HSIP	245,382	220,844	24,538	
2019	PE, ROW, CN	HSIP	245,382	220,844	24,538	
2020	PE, ROW, CN	HSIP	245,382	220,844	24,538	

COMMENTS	ADJUSTMENTS	AMENDMENTS

**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	TDOT PIN #	COUNTY	L RTP #	PRIORITY
BTT-G1		BRISTOL CITY	CONSISTENT WITH LRTP	

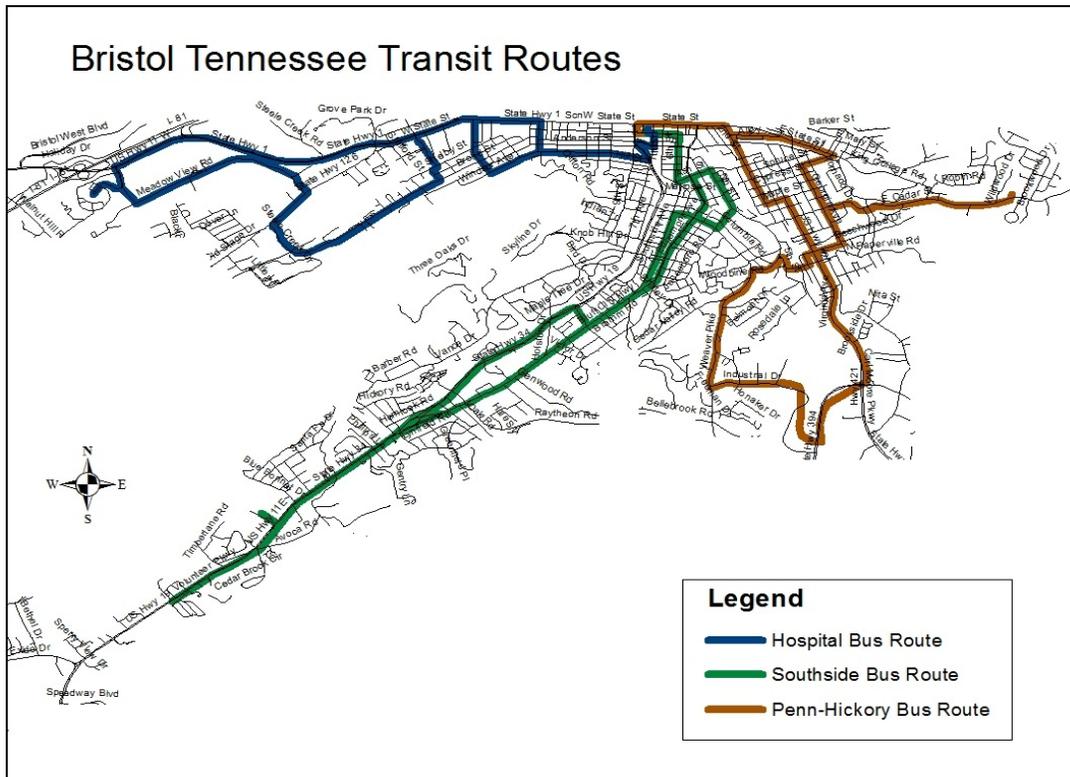
LEAD AGENCY	CONFORMITY STATUS	TOTAL PROJECT COST
BRISTOL, TENNESSEE (TRANSIT SYSTEM)	N/A	\$2,604,206

PROJECT NAME
TRANSIT SYSTEM PRESERVATION

PROJECT DESCRIPTION
OPERATING ASSISTANCE, PURCHASE OF OFFICE, SHOP, AND OPERATING EQUIPMENT FOR EXISTING FACILITIES, PREVENTATIVE MAINTENANCE AND NON-FIXED ROUTE ADA PARATRANSIT SERVICE.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	Operating	FTA 5307	622,476	311,238	248,990	62,248
2018	Operating	FTA 5307	641,150	320,575	256,460	64,115
2019	Operating	FTA 5307	660,384	330,193	264,154	66,037
2020	Operating	FTA 5307	680,196	340,098	272,078	68,020

COMMENTS	ADJUSTMENTS	AMENDMENTS



**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	TDOT PIN #	COUNTY	L RTP #	PRIORITY
BTT-G2		BRISTOL CITY	CONSISTENT WITH LRTP	

LEAD AGENCY	CONFORMITY STATUS	TOTAL PROJECT COST
BRISTOL, TENNESSEE (TRANSIT SYSTEM)	N/A	\$857,943

PROJECT NAME
TRANSIT VEHICLES

PROJECT DESCRIPTION
PURCHASE NEW REPLACEMENT BUSES OR NEW VEHICLES FOR MINOR FLEET EXPANSIONS, REHABILITATION OF TRANSIT VEHICLES, PURCHASE SUPPORT VEHICLES, PURCHASE VEHICLE OPERATING EQUIPMENT (RADIOS, FAREBOXES, LIFTS, ETC.)

FEDERAL FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	Capital	FTA 5307	79,928	63,942	7,993	7,993
		FTA 5339	48,098	38,478	4,810	4,810
2018	Capital	FTA 5307	82,326	65,860	8,233	8,233
		FTA 5339	-	-	-	-
2019	Capital	FTA 5307	555,140	444,112	55,514	55,514
		FTA 5339	92,451	73,961	9,245	9,245
2020	Capital	FTA 5307	-	-	-	-
		FTA 5339	-	-	-	-

COMMENTS	ADJUSTMENTS	AMENDMENTS

**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	TDOT PIN #	COUNTY	L RTP #	PRIORITY
NET-G1		BRISTOL CITY	CONSISTENT WITH LRTP	

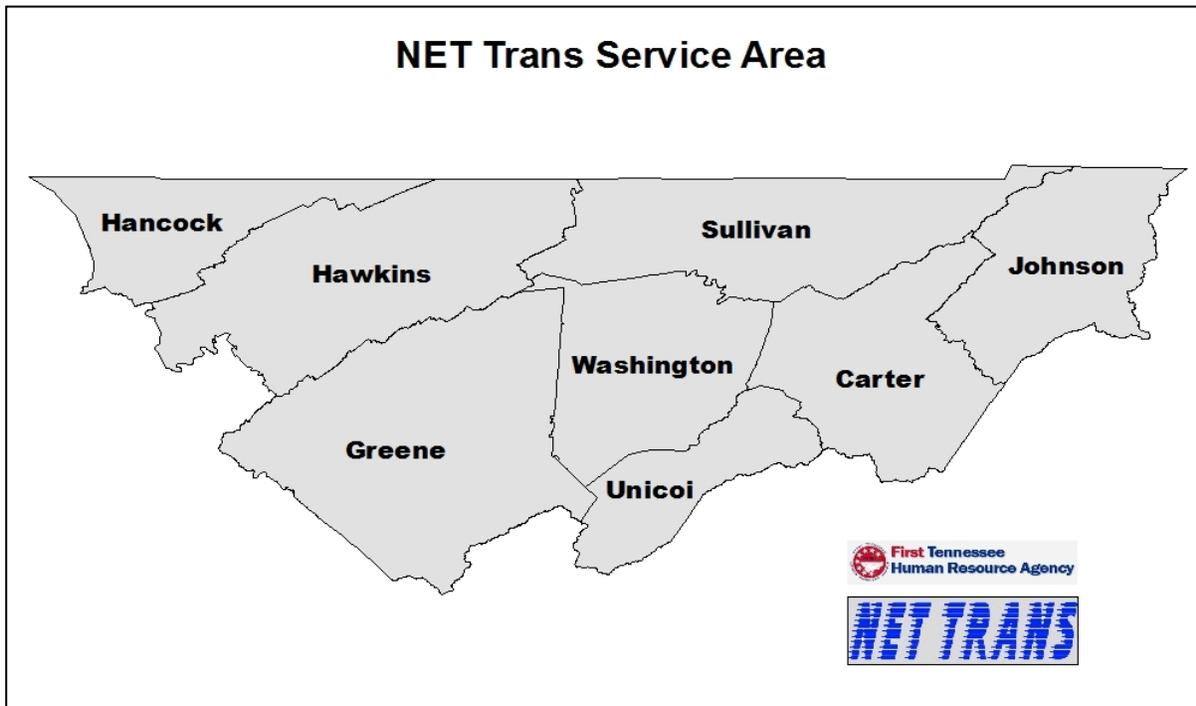
LEAD AGENCY	CONFORMITY STATUS	TOTAL PROJECT COST
NET Trans	N/A	\$16,649,306

PROJECT NAME  
TRANSIT SYSTEM PRESERVATION

PROJECT DESCRIPTION  
OPERATING ASSISTANCE, PURCHASE OF OFFICE, SHOP, AND OPERATING EQUIPMENT FOR EXISTING FACILITIES, AND PREVENTATIVE MAINTENANCE.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	Operating	FTA 5311	3,979,635	1,989,817	944,909	944,909
2018	Operating	FTA 5311	4,099,023	2,049,511	1,024,756	1,024,756
2019	Operating	FTA 5311	4,221,994	2,110,996	1,055,499	1,055,499
2020	Operating	FTA 5311	4,348,654	2,174,326	1,087,164	1,087,164

COMMENTS	ADJUSTMENTS	AMENDMENTS
FUNDING REPRESENTS TOTAL SERVICE AREA.		



**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	TDOT PIN #	COUNTY	L RTP #	PRIORITY
NET-G2		BRISTOL CITY	CONSISTENT WITH LRTP	

LEAD AGENCY	CONFORMITY STATUS	TOTAL PROJECT COST
NET Trans	N/A	\$4,624,729

PROJECT NAME
TRANSIT VEHICLES AND EQUIPMENT

PROJECT DESCRIPTION
PURCHASE NEW REPLACEMENT BUSES OR NEW VEHICLES FOR MINOR FLEET EXPANSIONS, REHABILITATION OF TRANSIT VEHICLES, PURCHASE SUPPORT VEHICLES, PURCHASE VEHICLE OPERATING EQUIPMENT (RADIOS, FAREBOXES, LIFTS, ETC.)

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	Capital	FTA 5310	104,463	83,571	10,446	10,446
		FTA 5339	1,000,971	800,777	100,097	100,097
2018	Capital	FTA 5310	107,598	86,078	10,760	10,760
		FTA 5339	1,031,000	824,800	103,100	103,100
2019	Capital	FTA 5310	110,827	88,661	11,083	11,083
		FTA 5339	1,061,930	849,544	106,193	106,193
2020	Capital	FTA 5310	114,151	91,321	11,415	11,415
		FTA 5339	1,093,789	875,031	109,379	109,378

COMMENTS	ADJUSTMENTS	AMENDMENTS
FUNDING REPRESENTS TOTAL SERVICE AREA.		

**VIRGINIA MULTIMODAL FY 2017-2020 TIP**

**BRISTOL TENNESSEE / VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	VDOT UPC #	CITY / COUNTY	L RTP #	PRIORITY
105753	105753	BRISTOL CITY (MPO)	V2-1	

LEAD AGENCY	CONFORMITY STATUS	MILEAGE	TOTAL PROJECT COST
VDOT	N/A	0.8	\$9,988,000

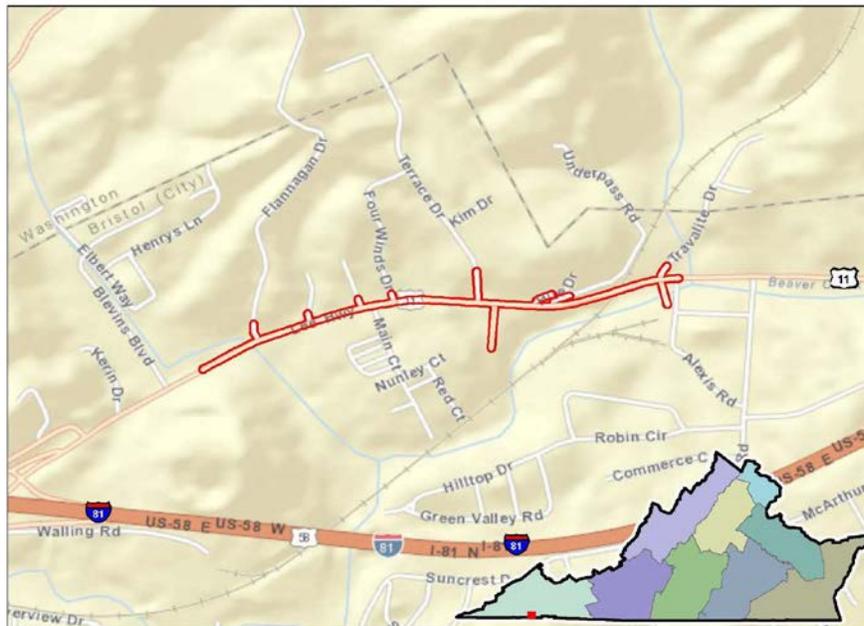
ROUTE / PROJECT NAME  
LEE HIGHWAY/ROUTE 11 (HB2)

TERMINI / INTERSECTION  
450 FT. EAST OF BLEVINS BLVD. TO ALEXIS DR.

TYPE OF IMPROVEMENT  
IMPROVE EXITING 3-LANE TO 4-LANE WITH TURN LANES, INSTALLATION OF TWO SIGNALS, ACCESS MANAGEMENT IMPROVEMENTS AND SHARED USE PATH.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, ROW, CN	HB2	588,000	-	-	-
2018	PE, ROW, CN	HB2	600,000	-	-	-
2019			-	-	-	-
2020	PE, ROW, CN	HB2	2,609,000	-	-	-

COMMENTS	ADJUSTMENTS	AMENDMENTS



**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	VDOT UPC #	CITY / COUNTY	L RTP #	PRIORITY
T17456	T17456	WASHINGTON COUNTY (MPO)	V2-4	

LEAD AGENCY	CONFORMITY STATUS	MILEAGE	TOTAL PROJECT COST
VDOT	N/A	0.6	\$21,200,000

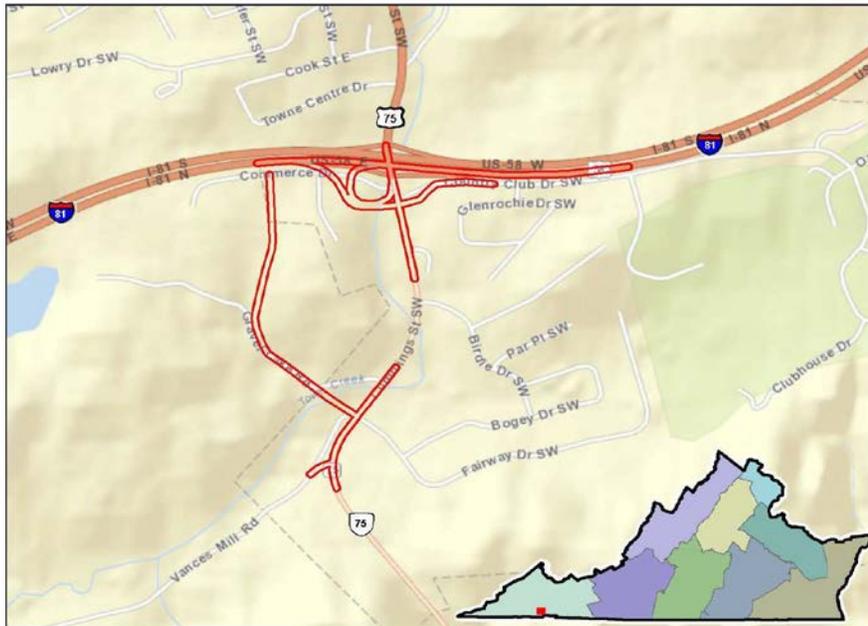
ROUTE / PROJECT NAME  
I-81 EXIT 17 RAMP IMPROVEMENTS (HB2)

TERMINI / INTERSECTION  
0.2 MI. NORTH INTERSECTION WITH RT. 75 TO VANCES MILL RD.

TYPE OF IMPROVEMENT  
EXIT 17 RECONFIGURATION TO REALIGN NB ON-OFF RAMP AND FRONTAGE ROAD RELOCATION. IMPROVE CAPACITY WITH RT. 75 TURN LANES AND PARK AND RIDE LOT. REALIGNMENT OF GRAVEL LAKE ROAD.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, ROW, CN	GARVEE	8,926,000	-	-	-
2018			-	-	-	-
2019			-	-	-	-
2020	PE, ROW, CN	GARVEE	2,000,000	-	-	-

COMMENTS	ADJUSTMENTS	AMENDMENTS



**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	VDOT UPC #	CITY / COUNTY	L RTP #	PRIORITY
T17465	T17465	WASHINGTON COUNTY (MPO)	V2-3	

LEAD AGENCY	CONFORMITY STATUS	MILEAGE	TOTAL PROJECT COST
VDOT	N/A	0.4	\$9,736,000

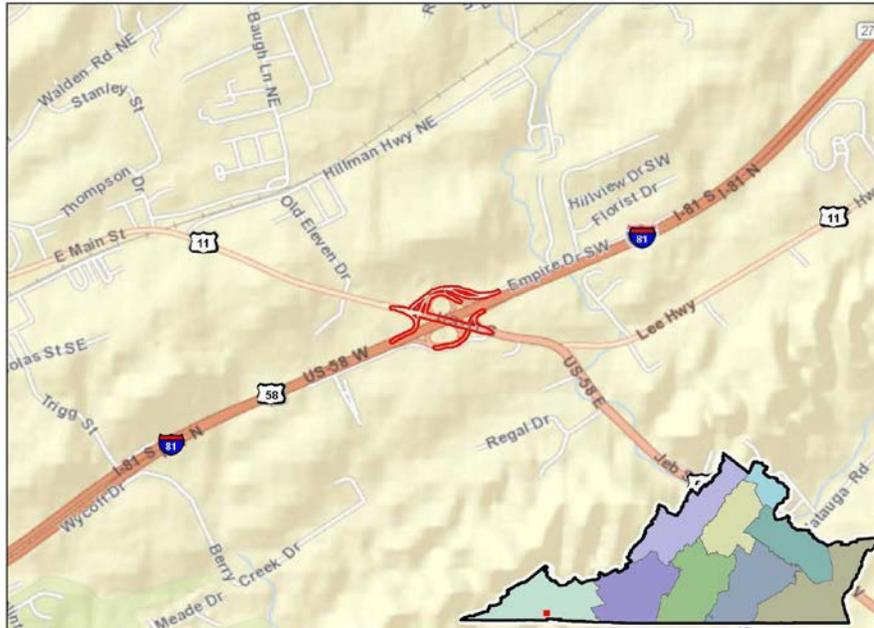
ROUTE / PROJECT NAME  
I-81 EXIT 19 RAMP IMPROVEMENTS (HB2)

TERMINI / INTERSECTION  
0.2 MI. WEST INTERSECTION WITH RT. 11 TO 0.2 MI. EAST INTERSECTION WITH RT. 11

TYPE OF IMPROVEMENT  
EXIT 19 RECONFIGURATION TO REALIGN NBL & EBL ON-OFF RAMPS AND FRONTAGE ROAD WITH NEW SIGNALS.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, ROW, CN	HB2	3,595,000	-	-	-
2018	PE, ROW, CN	HB2	2,295,000	-	-	-
2019	PE, ROW, CN	HB2	1,266,000	-	-	-
2020	PE, ROW, CN	HB2	1,172,000	-	-	-

COMMENTS	ADJUSTMENTS	AMENDMENTS



**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP # VA-TAP	VDOT UPC # 999901	CITY / COUNTY BRISTOL DISTRICT-WIDE BRISTOL CITY (MPO) WASHINGTON COUNTY (MPO)	L RTP # CONSISTENT WITH LRTP	PRIORITY
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LEAD AGENCY VDOT	CONFORMITY STATUS N/A	MILEAGE N/A	TOTAL PROJECT COST \$0
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ROUTE / PROJECT NAME  
CONSTRUCTION: TRANSPORTATION ALTERNATIVES/BYWAY/NON-TRADITIONAL

TERMINI / INTERSECTION  
BRISTOL DISTRICT/BRISTOL MPO

TYPE OF IMPROVEMENT  
SEE APPENDIX F GROUPING DESCRIPTIONS FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, ROW, CN	TAP	-	-	-	-
2018	PE, ROW, CN	TAP	-	-	-	-
2019	PE, ROW, CN	TAP	-	-	-	-
2020	PE, ROW, CN	TAP	-	-	-	-

COMMENTS PROJECTS SELECTED ON AN ANNUAL APPLICATION FOR FUNDING	ADJUSTMENTS	AMENDMENTS
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**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP # VA-G3	VDOT UPC # 999906	CITY / COUNTY BRISTOL DISTRICT-WIDE BRISTOL CITY (MPO) WASHINGTON COUNTY (MPO)	L RTP # CONSISTENT WITH LRTP	PRIORITY
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LEAD AGENCY VDOT	CONFORMITY STATUS N/A	MILEAGE N/A	TOTAL PROJECT COST \$12,242,266
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ROUTE / PROJECT NAME  
CONSTRUCTION: SAFETY/ITS/OPERATIONAL IMPROVEMENTS

TERMINI / INTERSECTION  
BRISTOL DISTRICT/BRISTOL MPO

TYPE OF IMPROVEMENT  
SEE APPENDIX F GROUPING DESCRIPTIONS FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	CN	AC*	1,075,269	1,000,000	75,269	-
2018	CN	AC*	11,166,997	10,385,307	781,690	-
2019			-	-	-	-
2020			-	-	-	-

COMMENTS * FUNDING SOURCE TO BE DETERMINED.	ADJUSTMENTS	AMENDMENTS
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**BRISTOL METROPOLITAN PLANNING ORGANIZATION  
FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP # VA-G4	VDOT UPC # 999903	CITY / COUNTY BRISTOL DISTRICT-WIDE BRISTOL CITY (MPO) WASHINGTON COUNTY (MPO)	LRTP # CONSISTENT WITH LRTP	PRIORITY
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LEAD AGENCY VDOT	CONFORMITY STATUS N/A	MILEAGE N/A	TOTAL PROJECT COST \$8,228,246
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ROUTE / PROJECT NAME  
MAINTENANCE: PREVENTIVE MAINTENANCE AND SYSTEM PRESERVATION

TERMINI / INTERSECTION  
BRISTOL DISTRICT/BRISTOL MPO

TYPE OF IMPROVEMENT  
SEE APPENDIX F GROUPING DESCRIPTIONS FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	CN	STBG	3,902,270	3,121,816	780,454	-
2018	CN	STBG	4,325,976	3,460,781	865,195	-
2019			-	-	-	-
2020			-	-	-	-

COMMENTS FUNDING TO BE OBLIGATED AS PROJECTS ARE IDENTIFIED.	ADJUSTMENTS	AMENDMENTS
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**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP # VA-G5	VDOT UPC # 999904	CITY / COUNTY BRISTOL DISTRICT-WIDE BRISTOL CITY (MPO) WASHINGTON COUNTY (MPO)	L RTP # CONSISTENT WITH LRTP	PRIORITY
LEAD AGENCY VDOT	CONFORMITY STATUS N/A	MILEAGE N/A	TOTAL PROJECT COST \$4,346,672	

ROUTE / PROJECT NAME  
MAINTENANCE: PREVENTIVE MAINTENANCE FOR BRIDGES

TERMINI / INTERSECTION  
BRISTOL DISTRICT/BRISTOL MPO

TYPE OF IMPROVEMENT  
SEE APPENDIX F GROUPING DESCRIPTIONS FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017			-	-	-	-
2018	CN	STBG	4,346,672	3,477,338	869,334	-
2019			-	-	-	-
2020			-	-	-	-

COMMENTS FUNDING TO BE OBLIGATED AS PROJECTS ARE IDENTIFIED.	ADJUSTMENTS	AMENDMENTS
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**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP # VA-G6	VDOT UPC # 999905	CITY / COUNTY BRISTOL DISTRICT-WIDE BRISTOL CITY (MPO) WASHINGTON COUNTY (MPO)	LRTP # CONSISTENT WITH LRTP	PRIORITY
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LEAD AGENCY VDOT	CONFORMITY STATUS N/A	MILEAGE N/A	TOTAL PROJECT COST \$2,728,226
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ROUTE / PROJECT NAME  
MAINTENANCE: TRAFFIC AND SAFETY OPERATIONS

TERMINI / INTERSECTION  
BRISTOL DISTRICT/BRISTOL MPO

TYPE OF IMPROVEMENT  
SEE APPENDIX F GROUPING DESCRIPTIONS FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	CN	STBG	1,326,312	1,061,050	265,262	-
2018	CN	STBG	1,401,914	1,121,531	280,383	-
2019	CN	STBG	-	-	-	-
2020	CN	STBG	-	-	-	-

COMMENTS FUNDING TO BE OBLIGATED AS PROJECTS ARE IDENTIFIED.	ADJUSTMENTS	AMENDMENTS
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**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	VDOT UPC #	COUNTY	L RTP #	PRIORITY
VA-G2	999907	DISTRICT-WIDE	CONSISTENT WITH LRTP	

LEAD AGENCY	CONFORMITY STATUS	MILEAGE	TOTAL PROJECT COST
VDOT	N/A	N/A	\$1,553,671

ROUTE / PROJECT NAME  
 CONSTRUCTION: BRIDGE REHABILITATION/REPLACEMENT/RECONSTRUCTION

TERMINI / INTERSECTION  
 BRISTOL DISTRICT/BRISTOL MPO

TYPE OF IMPROVEMENT  
 SEE APPENDIX F GROUPING DESCRIPTIONS FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	CN	STBG	781,250	625,000	156,250	-
2018	CN	STBG	752,421	601,937	150,484	-
2019				-	-	-
2020				-	-	-

COMMENTS	ADJUSTMENTS	AMENDMENTS
FUNDING TO BE OBLIGATED AS PROJECTS ARE IDENTIFIED.		

**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	DRPT #	COUNTY	L RTP #	PRIORITY
BVT-G1	GROUP 1	BRISTOL CITY	CONSISTENT WITH LRTP	

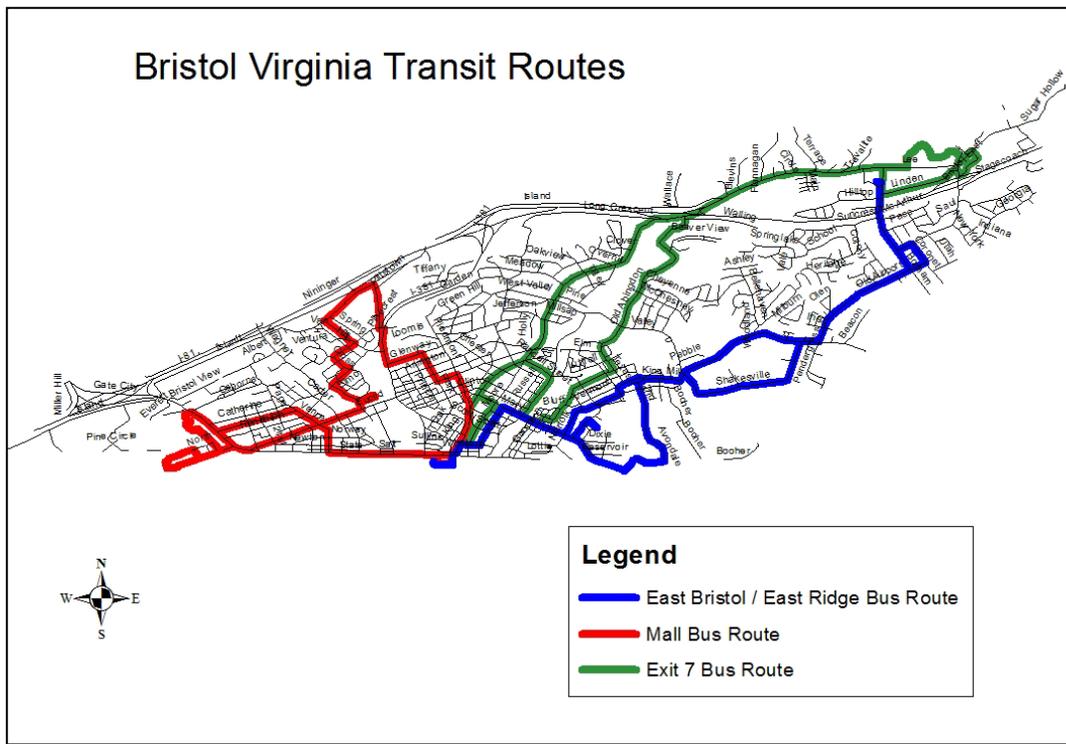
LEAD AGENCY	CONFORMITY STATUS	TOTAL PROJECT COST
BRISTOL, VIRGINIA (TRANSIT SYSTEM)	N/A	\$1,898,527

PROJECT NAME
TRANSIT SYSTEM PRESERVATION

PROJECT DESCRIPTION
OPERATING ASSISTANCE, PURCHASE OF OFFICE, SHOP, AND OPERATING EQUIPMENT FOR EXISTING FACILITIES, PREVENTATIVE MAINTENANCE AND NON-FIXED ROUTE ADA PARATRANSIT SERVICE.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	Operating	FTA 5307	453,800	226,900	91,476	135,424
2018	Operating	FTA 5307	467,414	233,707	94,220	139,487
2019	Operating	FTA 5307	481,435	240,718	97,046	143,671
2020	Operating	FTA 5307	495,878	247,939	99,958	147,981

COMMENTS	ADJUSTMENTS	AMENDMENTS
DOES NOT INCLUDE FAREBOX REVENUE.		



**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	DRPT #	COUNTY	L RTP #	PRIORITY
BVT-G3	GROUP 3	BRISTOL CITY	CONSISTENT WITH LRTP	

LEAD AGENCY	CONFORMITY STATUS	TOTAL PROJECT COST
BRISTOL, VIRGINIA (TRANSIT SYSTEM)	N/A	\$334,691

PROJECT NAME
TRANSIT VEHICLES AND EQUIPMENT

PROJECT DESCRIPTION
PURCHASE NEW REPLACEMENT BUSES OR NEW VEHICLES FOR MINOR FLEET EXPANSIONS, REHABILITATION OF TRANSIT VEHICLES, PURCHASE VEHICLE OPERATING EQUIPMENT (FAREBOXES, LIFTS, ETC.)

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	Capital	STP FLEX	80,000	64,000	12,800	3,200
2018	Capital	STP FLEX	82,400	65,920	13,184	3,296
2019	Capital	STP FLEX	84,872	67,897	13,580	3,395
2020	Capital	STP FLEX	87,419	69,935	13,987	3,497

COMMENTS	ADJUSTMENTS	AMENDMENTS

**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	DRPT #	COUNTY	L RTP #	PRIORITY
DIST3-G1	GROUP 1	DISTRICT THREE	CONSISTENT WITH LRTP	

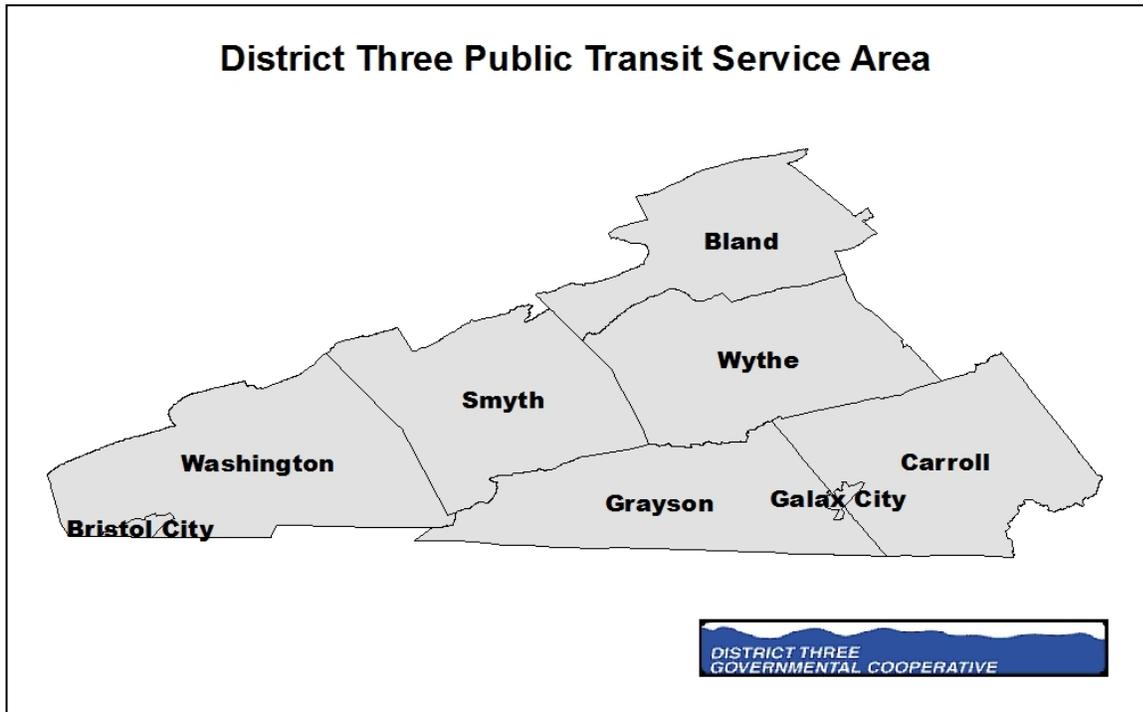
LEAD AGENCY	CONFORMITY STATUS	TOTAL PROJECT COST
DISTRICT THREE PUBLIC TRANSIT	N/A	\$7,862,025

PROJECT NAME
TRANSIT SYSTEM PRESERVATION

PROJECT DESCRIPTION
OPERATING ASSISTANCE, PURCHASE OF OFFICE, SHOP, AND OPERATING EQUIPMENT FOR EXISTING FACILITIES, AND PREVENTATIVE MAINTENANCE.

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	Operating	FTA 5311	1,879,237	952,119	366,731	560,387
2018	Operating	FTA 5311	1,935,614	980,682	377,733	577,199
2019	Operating	FTA 5311	1,993,682	1,010,103	389,064	594,515
2020	Operating	FTA 5311	2,053,492	1,040,406	400,737	612,349

COMMENTS	ADJUSTMENTS	AMENDMENTS
FUNDS DO NOT INCLUDE FAREBOX REVENUE. FUNDING REPRESENTS TOTAL SERVICE AREA.		



**BRISTOL TENNESSEE/VIRGINIA URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM**

TIP / STIP #	DRPT #	COUNTY	L RTP #	PRIORITY
DIST3-G3	GROUP 3	DISTRICT THREE	CONSISTENT WITH LRTP	

LEAD AGENCY	CONFORMITY STATUS	TOTAL PROJECT COST
DISTRICT THREE PUBLIC TRANSIT	N/A	\$1,340,132

PROJECT NAME
TRANSIT VEHICLES AND EQUIPMENT

PROJECT DESCRIPTION
PURCHASE NEW REPLACEMENT BUSES OR NEW VEHICLES FOR MINOR FLEET EXPANSIONS, REHABILITATION OF TRANSIT VEHICLES, PURCHASE VEHICLE OPERATING EQUIPMENT (FAREBOXES, LIFTS, ETC.)

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
2017	Capital	ADTAP*	320,328	256,262	51,253	12,813
2018	Capital	ADTAP*	329,938	263,950	52,791	13,197
2019	Capital	ADTAP*	339,835	271,868	54,374	13,593
2020	Capital	ADTAP*	350,031	280,024	56,006	14,001

COMMENTS	ADJUSTMENTS	AMENDMENTS
FUNDING REPRESENTS TOTAL SERVICE AREA. *APPALACHIAN DEVELOPMENT PUBLIC TRANSPORTATION ASSISTANCE PROGRAM (FTA SECTION 5311).		

## **APPENDICES**

## Appendix A

### List of Acronyms

AC	Advanced Construction
BTT	Bristol Tennessee Transit
BVT	Bristol Virginia Transit
CE	Categorical Exclusion
CFR	Certified Federal Register
CN	Construction Phase
CPR	Capital Projects Fund
CTB	Commonwealth Transportation Board
DBE	Disadvantaged Business Enterprise
DEQ	[Virginia] Department of Environmental Quality
DOT	Department of Transportation
DRPT	[Virginia] Department of Rail and Public Transportation
DTPT	District Three Public Transit
EB	Equity Bonus Program (SAFETEA-LU)
EN	Transportation Enhancements Program (SAFETEA-LU)
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTDD	First Tennessee Development District
FTHRA	First Tennessee Human Resource Agency
FY	Fiscal Year
GARVEES	Grant Anticipation Revenue Vehicles
GIS	Geographic Information System
HPP	High Priority Project (SAFETEA-LU)
HSIP	Highway Safety Improvement Program
INVEST	Infrastructure Voluntary Evaluation Sustainability Tool
ITS	Intelligent Transportation System
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
MOA	Memorandum of Agreement
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program
O & M	Operations and Maintenance
OP	Operating Funds (Transit)
PE	Preliminary Engineering
PE-N	Preliminary Engineering for NEPA
PE-D	Preliminary Engineering for Design
PL	Metropolitan Planning Funds (Section 112 of the Federal-Aid Highway Act)
PPP	Public Participation Plan

ROW	Right-of-Way Phase
RPO	Rural Planning Organization
RS	Roadscapes (SAFETEA-LU)
RSP	Revenue Sharing Program
SAFETEA-LU	Safe, Accountable, Flexible Transportation Equity Act-A Legacy for Users
Section 5303	FTA Transit Planning Funds
Section 5307	FTA Urbanized Area Formula Program
Section 5310	FTA Enhanced Mobility of Seniors and Individuals with Disabilities
Section 5311	FTA Rural Area Formula Program
Section 5339	FTA Capital Program Funds
SPR	State Planning and Research Funds
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
SYIP	[Virginia] Six-Year Improvement Program
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TDEC	Tennessee Department of Environment and Conservation
TDM	Travel Demand Model
TDOT	Tennessee Department of Transportation
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TMPD	[Virginia] Transportation and Mobility Planning Division
TN	Tennessee
TNMUG	Tennessee Model Users Group
TRIMS	Tennessee Roadway Information and Management System
TSM	Transportation Systems Management
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
UZA	Urbanized Area
VA	Virginia
VDOT	Virginia Department of Transportation

## Appendix B

### TIP AND STIP GLOSSARY

PE-N (Preliminary Engineering – NEPA): Includes activities from the inception of the project, fulfilling the requirements of the National Environmental Policy Act of 1969 and all applicable legislation, regulations, executive orders, and directives, up to the approval of the environmental document.

PE-D (Preliminary Engineering – Design): Preliminary engineering design work, according to accepted engineering practices, after approval of the environmental document.

ROW (Right-of-Way): Work from the distribution of ROW plans up to advertising for bids or commencement of work by the Agency, dealing with real property acquisition, temporary and permanent easements, and utility relocation.

CONST (Construction): Work by the agency or contractor(s) to construct the project, possibly including utility relocation.

OPERATIONS: Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of transit vehicle systems, traffic signal systems, or intelligent transportation systems.

PURCHASE/ACQUIRE: Procuring equipment, software, or vehicles.

ITS (Intelligent Transportation Systems): Procuring, developing, or integrating technology to manage transportation facilities, improve safety, or mobility.

## Appendix C

### REFERENCE GUIDE FOR TIP PROJECT PAGE

#### BRISTOL METROPOLITAN PLANNING ORGANIZATION FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

TIP / STIP # <span style="color: red; font-weight: bold;">①</span>	TDOT PIN # <span style="color: red; font-weight: bold;">②</span>	COUNTY <span style="color: red; font-weight: bold;">③</span>	LRTP # <span style="color: red; font-weight: bold;">④</span>	PRIORITY <span style="color: red; font-weight: bold;">⑤</span>
LEAD AGENCY <span style="color: red; font-weight: bold;">⑥</span>		CONFORMITY STATUS <span style="color: red; font-weight: bold;">⑦</span>	MILEAGE <span style="color: red; font-weight: bold;">⑧</span>	TOTAL PROJECT COST <span style="color: red; font-weight: bold;">⑨</span>
ROUTE / PROJECT NAME <span style="color: red; font-weight: bold;">⑩</span>				
TERMINI / INTERSECTION <span style="color: red; font-weight: bold;">⑪</span>				
TYPE OF IMPROVEMENT <span style="color: red; font-weight: bold;">⑫</span>				

FISCAL YEAR	TYPE OF WORK	FUNDING TYPE	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
<span style="color: red; font-weight: bold;">⑬</span>	<span style="color: red; font-weight: bold;">⑭</span>	<span style="color: red; font-weight: bold;">⑮</span>	<span style="color: red; font-weight: bold;">⑯</span>	<span style="color: red; font-weight: bold;">⑰</span>	<span style="color: red; font-weight: bold;">⑰</span>	<span style="color: red; font-weight: bold;">⑰</span>

COMMENTS <span style="color: red; font-weight: bold;">⑱</span>	ADJUSTMENTS <span style="color: red; font-weight: bold;">⑱</span>	AMENDMENTS <span style="color: red; font-weight: bold;">⑱</span>
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- ① Project number assigned by the MPO or the State Transportation Improvement Number.
- ② Project number assigned by TDOT or VDOT
- ③ City and/or County where project is located.
- ④ Project number and/or page number in the MPO's LRTP.
- ⑤ MPO evaluation of the project based on the LRTP goals and objectives and project horizon year.
- ⑥ The agency responsible for development/administration of the project.
- ⑦ If the project is subject to air quality standards or exempt.
- ⑧ Length of the project.
- ⑨ Total cost of the project for all project phases (PE, ROW, CN).
- ⑩ Project name or highway route number.
- ⑪ Beginning and end location of the project.
- ⑫ Description of the project.
- ⑬ Federal fiscal year the project phase is programmed.
- ⑭ Type of work programmed (PE, ROW, CN).
- ⑮ Funding source being utilized.
- ⑯ Total amount of funds for the identified project phase (PE, ROW, CN).
- ⑰ The amount of Federal, State, and local funds programmed.
- ⑱ Any additional project notes or comments.
- ⑱ Reference to any TIP Amendments or Administrative Adjustments on the project.

## Appendix D

### Highway Funding Program Descriptions

Federal Highway Administration Funds are allocated to the state in numerous categories. The major funding categories are described below:

**Appalachia Development Highway System (APD)** This program provides funding for routes with remaining work deemed eligible as approved by the Appalachian Regional Commission in the most recent APD Cost Estimate. This funding program was eliminated under MAP-21. The FAST Act continues that precedent with the elimination of a standalone funding category for APD. APD projects may be eligible for FAST Act STBG funds. Unexpended APD funds remain in place under pre-FAST Act rules and regulations. States can apply for 100% Federal share using APD or other apportioned funds for highways and access roads on the Appalachia Development Highway System.

**Bridge Replacement and Rehabilitation (BRR)** This program provides funding for bridge replacement, or to rehabilitate aging or substandard bridges based on bridge sufficiency ratings. This funding program was eliminated under MAP-21. The FAST Act continues that precedent with the elimination of a standalone funding category for BRR. All projects previously authorized under the BRR Program and carry-over funds will still be administered under previous rules and regulations of the BRR Program.

**Congestion Mitigation and Air Quality (CMAQ)** The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas).

Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, have a high level of effectiveness in reducing air pollution, and be included in the MPO's current transportation plan and TIP or the current STIP in areas without an MPO. Currently, all non-attainment areas in the state are located within an MPO area, meaning that air quality conformity must be demonstrated in the MPO long-range transportation plans.

Some specific eligible activities are described below:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard.
- Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement Intelligent Transportation System (ITS) solutions and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information.
- Purchase of integrated, interoperable emergency communications equipment.

- Projects that shift traffic demand to non-peak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.
- Purchase of diesel retrofits or conducts of related outreach activities.
- Facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) are explicitly eligible.
- Some expanded authority to use funds for transit operations.
- Workforce development, training, and education activities are also an eligible use of CMAQ funds.

**Demonstration Set Aside of the STP (DEMO)** This program provides special funding for certain projects.

**Enhancement Activity Set Aside of the STP (ENH)** This program provides funding for pedestrian and bicycle facilities; pedestrian and bicycle safety and educational activities; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification activities; historic preservation; rehabilitation of historic transportation buildings, structures, or facilities; preservation of abandoned railway corridors; control and removal of outdoor advertising; archaeological planning and research; environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; establishment of transportation museums. Under the Tennessee Roadscapes grant program, types of work will include landscaping, irrigation, benches, trash cans, paths, and signage. This funding program was eliminated under MAP-21. All projects previously authorized under the ENH Program and carry-over funds will still be administered under previous rules and regulations of the ENH Program.

**Forest Highway/Public Lands (FH/PL)** This funding program was eliminated under MAP-21. All projects previously authorized under the Forest Highway Program and carry-over funds from SAFETEA-LU will still be administered under previous rules and regulations of the Forest Highway Program.

**Federal Lands Access Program (FLAP)** This is a new program created under MAP-21 and continued under the FAST Act. It provides funds for projects on Federal Lands Access Transportation Facilities that are located on, adjacent to, or that provide access to Federal lands. A Federal Lands access transportation facility is defined as a public highway, road, bridge, trail, or transit system that is located on, adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a State, county, town, township, tribal, municipal, or local government. Funds are distributed by formula among States that have Federal Lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers. The Eastern Federal Lands Highway Division is responsible for administering the FLAP and serving the transportation engineering needs of these Federal Land Management agencies in Tennessee. Eligible Activities include but are not limited to: Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal Lands located on or adjacent to, or that: provide access to a Federal land (adjacent vehicular parking areas; acquisition of necessary scenic easements and scenic or historic sites; provisions for pedestrians and bicycles; environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; construction and reconstruction of roadside rest areas, including sanitary and water facilities); Operation and maintenance of transit facilities.

**High Priority Projects (HPP and HPP-L)** This program provides designated funding to the state (HPP) and Local Agencies (HPP-L) for specific projects identified by Congress.

**Highway Safety Improvement Program (HSIP)** The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The FAST Act continues the overarching requirement that HSIP funds be used for safety projects that are consistent with the State’s Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Under MAP-21, the HSIP statute listed a range of eligible HSIP projects. However, the list was non-exhaustive, and a State could use HSIP funds on any safety project (infrastructure-related or non-infrastructure) that met the overarching requirement. In contrast, the FAST Act limits HSIP eligibility to only those listed in statute—most of which are infrastructure-safety related.

**High Risk Rural Road (HRRR)** A HRRR is any rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated SHSP. This funding program was eliminated as a separate program under MAP-21. All projects previously authorized under the HRRR Program and carry-over funds will still be administered under previous rules and regulations of the HRRR Program.

**Interstate Maintenance (IM)** This program provides funding to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add capacity, and High-Occupancy-Vehicle (HOV) lanes can be added. This funding program was eliminated under MAP-21. All projects previously authorized under the IM Program and carry-over funds will still be administered under previous rules and regulations of the IM Program.

**National Highway Freight Program (NHFP)** The FAST Act established a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals. Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State’s freight plan (required in FY 2018 and beyond). In addition, a State may use not more than 10% of its total NHFP apportionment each year for freight intermodal or freight rail projects. Eligible uses of program funds are as follows:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
- Efforts to reduce the environmental impacts of freight movement.
- Environmental and community mitigation for freight movement.
- Railway-highway grade separation.
- Geometric improvements to interchanges and ramps.

- Truck-only lanes.
- Climbing and runaway truck lanes.
- Adding or widening of shoulders.
- Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP-21.
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
- Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
- Traffic signal optimization, including synchronized and adaptive signals.
- Work zone management and information systems.
- Highway ramp metering.
- Electronic cargo and border security technologies that improve truck freight movement.
- Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- Additional road capacity to address highway freight bottlenecks.
- Physical separation of passenger vehicles from commercial motor freight.
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN.
- Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility.
- Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles.
- Conducting analyses and data collection related to the NHFP, developing and updating freight performance targets to carry out section 167 of title 23, and reporting to the Administrator to comply with the freight performance target under section 150 of title 23.

**National Highway Performance Program (NHPP)** The FAST Act continues the NHPP, which provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets.
- Training of bridge and tunnel inspectors.

- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches that connect road segments of the NHS.
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.
- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs.
- Development and implementation of a State Asset Management Plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Environmental mitigation related to NHPP projects.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.
- Workforce development, training, and education activities are also an eligible use of NHPP funds.
- Installation of vehicle-to-infrastructure communication equipment.
- Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied).
- A project to reduce the risk of failure of critical NHS infrastructure (defined to mean a facility, the incapacity or failure of which would have a debilitating impact in certain specified areas).
- At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible NHPP project or group of projects.

**National Highway System (NHS)** This Program provides funding for major roads including the Interstate System, a large percentage of urban and rural principal arterials, the Strategic Defense Highway Network (STRAHNET), and strategic highway connectors. This funding program was eliminated under MAP-21. All projects previously authorized under the NHS Program and carry-over funds will still be administered under previous rules and regulations of the NHS Program.

**National Scenic Byways Program (NSBP)** This Program provides funding for roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways. This funding program was eliminated under MAP-21. All projects previously authorized under the NSBP Program and carry-over funds will still be administered under previous rules and regulations of the NSBP Program.

**Recreational Trails (RTP)** This program provides funding for the creation, rehabilitation and maintenance of multi-use recreational trails. The FAST Act eliminated the RTP in lieu of replacing it and other programs with a set-aside of STBG funding for transportation alternatives. All projects previously authorized under the RTP and carry-over funds will still be administered under previous rules and regulations of the RTP.

**Repurposed Funds (R-)** This acronym does not represent a specific funding program, but rather the re-designation of funds. The Consolidated Appropriations Act of 2016 allows States to repurpose certain funds originally earmarked for specific projects more than 10 years ago. The limitations in the provision are to ensure the projects are obligated promptly and used in the same geographic area as the original earmark to provide funding for other needed projects eligible under the Surface Transportation Block Grant Program. In this STIP, repurposed earmark funds are designated with 'R-' preceding the funding code.

**Safe Routes to School (SRTS)** This program provides funding for empowering communities to make walking and bicycling to school a safe and routine activity. This funding program was eliminated under MAP-21. All projects previously authorized under the SRTS Program and carry-over funds will still be administered under previous rules and regulations of the SRTS Program.

**Section 154** This Program provides funding to help save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement activity.

**State (STA)** This program provides 100% state funding by the state for various projects on the State Highway System.

**Surface Transportation Block Grant Program (STBG)** The FAST Act converted the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBG). The new STBG Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Eligible activities include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501.
- Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes.
- Construction of new bridges and tunnels on a Federal-aid highway.
- Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors.
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification.

- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.
- Highway and transit research, development, technology transfer.
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification.
- Surface transportation planning.
- Transportation alternatives - newly defined with set-aside, includes most transportation enhancement eligibilities.
- Transportation control measures.
- Development and establishment of management systems.
- Environmental mitigation efforts (as under National Highway Performance Program).
- Intersections with high accident rates or levels of congestion.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs.
- Recreational trails projects.
- Construction of ferry boats and terminals.
- Border infrastructure projects.
- Truck parking facilities.
- Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads.
- Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
- Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost- effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.
- Workforce development, training, and education activities are also an eligible use of STBG funds.
- Create and operate a State office to help design, implement, and oversee public- private partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances.
- At a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects.

Similar to the past STP funding, STBG projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A State may use up to 15% of its rural sub allocation on minor collectors. Other exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; inspection/evaluation of bridges, tunnels, and other highway assets; port terminal modifications; and projects within the pre-FAST Act title 23 definition of "transportation alternatives".

The FAST Act continues the MAP-21 set-aside of a share of each State's STBG apportionment for use on bridges not on Federal-aid highways ("off-system bridges"). The amount is to be not less than 15% of the State's FY 2009 Highway Bridge Program apportionment. The Secretary, after consultation with State and local officials, may reduce a State's set-aside requirement if the State has insufficient off-system bridge needs. For wholly State/locally funded projects to replace or rehabilitate deficient off-system bridges, any amounts spent that are in excess of 20% of project costs may be credited to the non-Federal share of eligible bridge projects in the State.

**Transportation Alternatives Program (TAP)** The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Generally, transportation alternatives eligibilities are the same as those under the prior TAP. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 1103) consist of:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including;
  - Inventory, control, or removal of outdoor advertising;
  - Historic preservation and rehabilitation of historic transportation facilities;
  - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
  - Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to;
  - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
  - Reduce vehicle caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The recreational trails program under section 206 of title 23.

- The safe routes to school program under section 1404 of the SAFETEA-LU.
  - Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off- street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
  - Non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
  - Safe Routes to School coordinator.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Ineligible Activities: Section 1103 of MAP-21 eliminated the definition of transportation enhancement activities in section 104 of title 23 and inserted in its place a definition of transportation alternatives, which does not include eligibility for certain activities that were previously eligible as transportation enhancements:
  - Safety and educational activities for pedestrians and bicycles. Exception: Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under the TAP funding). Note: Some of these activities may be eligible under HSIP. Non- construction projects for bicycle safety remain broadly eligible for STP funds.
  - Acquisition of scenic easements and scenic or historic sites.
  - Scenic or historic highway programs (including visitor and welcome centers). Note: A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible under section 101(a)(29)(D) of title 23.
  - Historic preservation as an independent activity unrelated to historic transportation facilities. Note: Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity; see section 101(a)(29)(E).
  - Operation of historic transportation facilities.
  - Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
  - Transportation museums.

The FAST Act newly allows an urbanized area with a population of more than 200,000 to use up to 50% of its sub-allocated TA funds for any STBG-eligible purpose (but still subject to the TA- wide requirement for competitive selection of projects). Additionally, it eliminated TAP's "Flexibility of Excess Reserved Funding" provision, which allowed the use of excess TAP funds for any TAP-eligible activity or for projects eligible under the CMAQ Program.

### Federal, State, and Local Match Requirements by Funding Program

Program Funding		Match Requirements
APD	Appalachia Development Highway System Projects	100% Federal
BRR	Bridge Replacement and Rehabilitation	80% Federal, 20% State
CMAQ	Congestion Mitigation Air Quality	80% Federal, 20% State/Local
DEMO	Demonstration project, special set aside	100% or 80% Federal, 20% State/Local
ENH	Enhancement Activity set aside of the STBG	80% Federal, 20% Local/State
FH/PL	Forest Highway/Public Lands Projects	100% or 80% Federal, 20% State
FLAP	Forest Lands Access Program	100% or 80% Federal, 20% State
HPP	High Priority Projects	80% Federal, 20% State
HPP-L	High Priority Projects (Local)	80% Federal, 20% Local
HRRR	High Risk Rural Roads	90% Federal, 10% State/Local
HSIP	Highway Safety Improvement Program	90% Federal, 10% State
IM	Interstate Maintenance Projects	90% Federal, 10% State
IMD	Interstate Maintenance Discretionary Funds	90% Federal, 10% State/Local
NHFP	National Highway Freight Program	90% or 80% Federal, 10% or 20% State
NHPP	National Highway Performance Program	80% Federal, 20% State
NHS	National Highway System Program	80% Federal, 20% State
NSBP	National Scenic Byways Program	100% or 80% Federal, 20% State/Local
PLHD	Public Lands Highways Discretionary Funds	100% Federal
RTP	Recreational Trails Projects	80% Federal, 20% State
Sect 154	Section 154	100% Federal
SRTS	Safe Routes to School	100% Federal
STA	State Funds	100% State
STBG	Surface Transportation Block Grant Program	80% Federal, 20% State
TAP	Transportation Alternatives Program	80% Federal, 20% State/Local

**TDOT Statewide Grouping Descriptions**

Activities delivered from TDOT's statewide groupings are limited to work types that are:

1. Located in non-metropolitan or rural areas – any located in a metropolitan area must be programmed in the MPO's TIP,
2. Not considered to be of appropriate scale for individual identification in a given program year,
3. Environmentally-neutral as categorical exclusions under 23 CFR 771.117(c) and (d),
4. Non-regionally significant, in non-attainment and maintenance areas, and
5. Exempt as defined in the EPA's transportation conformity regulations in 40 CFR Part 93, in non-attainment and maintenance areas.

Activities that do not meet these requirements must be individually identified in the STIP or respective MPO's TIP. The following tables elaborate on the allowable work types for the statewide groupings.

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p><b>Highway Safety Improvement Program(HSIP) Grouping</b></p> <p><b>STIP# 1799300</b></p>	<p>Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities.</p> <p>Eligibility of specific projects, strategies, and activities is generally based on:</p> <ul style="list-style-type: none"> <li>• Consistency with SHSP,</li> <li>• Crash experience, crash potential, or other data-supported means,</li> <li>• Compliance with the requirements of Title 23 of the USC, and</li> <li>• State’s strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads.</li> <li>• Projects to upgrade railway-highway grade crossings by eliminating hazards and installing protective devices.</li> </ul>	<ul style="list-style-type: none"> <li>• Intersection safety improvements</li> <li>• Pavement and shoulder widening (including a passing lane to remedy an unsafe condition)</li> <li>• Installation of rumble strips or another warning devices, if they do not adversely affect the safety or mobility of bicyclists and pedestrians</li> <li>• Installation of skid-resistant surface at intersections or locations with high crash frequencies</li> <li>• Improvements for pedestrian or bicyclist safety</li> <li>• Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices</li> <li>• The conduct of a model traffic enforcement activity at a railway-highway crossing</li> <li>• Construction of a traffic calming feature</li> <li>• Elimination of a roadside hazard</li> <li>• Installation, replacement, and other improvements of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity that addresses a highway safety problem consistent with the SHSP</li> <li>• Installation of emergency vehicle priority control systems at signalized intersections</li> <li>• Installation of traffic control or other warning devices at locations with high crash potential</li> <li>• Transportation safety planning</li> <li>• Collection, analysis, and improvement of safety data</li> <li>• Planning integrated interoperable emergency communications equipment or operational or traffic enforcement activities (including police assistance) related to work zone safety</li> <li>• Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes), and crash attenuators</li> <li>• The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife</li> <li>• Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones</li> <li>• Construction and operational improvements on high risk rural roads</li> <li>• Geometric improvements to a road for safety purposes that improve safety</li> <li>• Road safety audits</li> <li>• Roadway safety infrastructure improvements consistent with FHWA’s “Highway Design Handbook for Older Drivers and Pedestrians” (FHWA-RD-01-103)</li> <li>• Truck parking facilities eligible for funding under Section 1401 of MAP-21</li> <li>• Systemic safety improvements</li> <li>• Installation of vehicle-to-infrastructure communication equipment.</li> <li>• Pedestrian hybrid beacons.</li> <li>• Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands.</li> <li>• Other physical infrastructure projects not specifically enumerated in the list of eligible projects.</li> <li>• Workforce development, training, and education activities</li> </ul>

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Highway Safety Improvement Program (HSIP) Grouping (continued)</p> <p>STIP# 1799300</p>		<p>Activities included as part of the Highway Railroad Grade Crossing program:</p> <ul style="list-style-type: none"> <li>● Elimination of hazards of railway-highway crossings, including the separation or protection of grades at crossings</li> <li>● Reconstruction of existing railroad grade crossing structures</li> <li>● Relocation of highways to eliminate grade crossings</li> <li>● Installation of protective devices</li> </ul>

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p><b>National Highway Performance Program (NHPP) Grouping</b></p> <p><b>STIP# 1799003</b></p>	<p>Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including</p> <ul style="list-style-type: none"> <li>● Rehabilitation, resurfacing, restoration, preservation, and operational improvements,</li> <li>● Traffic operations,</li> <li>● Bridge and tunnel improvements,</li> <li>● Safety improvements,</li> <li>● Bicycle and pedestrian improvements, and</li> <li>● Environmental mitigation.</li> </ul>	<ul style="list-style-type: none"> <li>● Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance</li> <li>● Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition</li> <li>● Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps</li> <li>● Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> <li>○ Infrastructure-based intelligent transportation systems (ITS) capital improvements</li> <li>○ Traffic Management Center (TMC) operations and utilities</li> <li>○ Freeway service patrols</li> <li>○ Traveler information</li> </ul> </li> <li>● Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures</li> <li>● Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure</li> <li>● Rail-highway grade crossing improvements</li> <li>● Highway safety improvements: <ul style="list-style-type: none"> <li>○ Installation of new or improvement of existing guardrail</li> <li>○ Installation of traffic signs and signals/lights</li> <li>○ Spot safety improvements</li> </ul> </li> <li>● Sidewalk improvements</li> <li>● Pedestrian and/or bicycle facilities</li> <li>● Traffic calming and traffic diversion improvements</li> <li>● Noise walls</li> <li>● Wetland and/or stream mitigation</li> <li>● Environmental restoration and pollution abatement</li> <li>● Control of noxious weeds and establishment of native species</li> </ul>

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p><b>Surface Transportation Block Grant Program (STBG) Grouping</b></p> <p><b>STIP# 1799001</b></p>	<p>Projects and programs for the preservation and improvement of the conditions and performance of Federal-aid highways and public roads, including:</p> <ul style="list-style-type: none"> <li>Rehabilitation, resurfacing, restoration, preservation, and operational improvements on Federal-aid highways and designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501,</li> <li>Traffic operations on Federal-aid highways,</li> <li>Bridge and tunnel improvements on public roads,</li> <li>Safety improvements on public roads,</li> <li>Environmental mitigation</li> <li>Scenic and historic highway programs,</li> <li>Landscaping and scenic beautification,</li> </ul>	<p><b>Activities previously authorized under the Surface Transportation Program (STP):</b></p> <ul style="list-style-type: none"> <li>Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sightdistance</li> <li>Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition</li> <li>Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps</li> <li>Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> <li>Infrastructure-based intelligent transportation systems (ITS) capital improvements</li> <li>Traffic Management Center (TMC) operations and utilities</li> <li>Freeway service patrols</li> <li>Traveler information</li> </ul> </li> <li>Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures</li> <li>Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure</li> <li>Rail-highway grade crossing improvements</li> <li>Highway safety improvements: <ul style="list-style-type: none"> <li>Installation of new or improvement of existing guardrail</li> <li>Installation of traffic signs and signals/lights</li> <li>Spot safety improvements</li> </ul> </li> <li>Sidewalk improvements</li> <li>Pedestrian and/or bicycle facilities</li> <li>Traffic calming and traffic diversion improvements</li> <li>Transportation Alternatives as defined by 23 USC 213(B), 23 USC. 101(A)(29), and Section 1122 of MAP-21</li> <li>Noise walls</li> <li>Wetland and/or stream mitigation</li> <li>Environmental restoration and pollution abatement</li> <li>Control of noxious weeds and establishment of native species</li> </ul>

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Surface Transportation Block Grant Program (STBG) Grouping (continued)</p> <p><b>STIP# 1799001</b></p>	<ul style="list-style-type: none"> <li>• Historic preservation,</li> <li>• On- and off-road pedestrian and bicycle facilities,</li> <li>• Infrastructure projects for improving non-driver access to public transportation and enhanced mobility,</li> <li>• Community improvement activities,</li> <li>• Recreational Trail Program projects,</li> <li>• Safe Routes to School (SRTS) projects,</li> <li>• Transportation Enhancement projects,</li> <li>• Transportation Alternatives projects,</li> <li>• Projects for the creation, rehabilitation, and maintenance of multi-use recreational trails.</li> </ul>	<p><b>Activities previously authorized under the Transportation Enhancement Program:</b></p> <ul style="list-style-type: none"> <li>○ Pedestrian and bicycle facilities, safety, and educational activities</li> <li>○ Acquisition of scenic easements and scenic or historic sites</li> <li>○ Scenic or historic highway programs</li> <li>○ Landscaping and other scenic beautification activities</li> <li>○ Historic preservation</li> <li>○ Rehabilitation and operation of historic transportation buildings, structures, or facilities</li> <li>○ Preservation of abandoned railway corridors</li> <li>○ Inventory, control, and removal of outdoor advertising</li> <li>○ Archaeological planning and research</li> <li>○ Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity</li> <li>○ Establishment of transportation museums</li> <li>○ Activities under the Tennessee Roadscapes grant program, including landscaping, irrigation, benches, trash cans, paths, and signage</li> </ul> <p><b>Activities previously authorized under the Safe Routes to School Program (SRTS):</b></p> <ul style="list-style-type: none"> <li>● Sidewalk improvements</li> <li>● Traffic calming and speed reduction improvements</li> <li>● Pedestrian and bicycle crossing improvements</li> <li>● On-street bicycle facilities</li> <li>● Off-street bicycle and pedestrian facilities</li> <li>● Secure bicycle parking facilities</li> <li>● Traffic diversion improvements approximately within 2 miles of a school location</li> <li>● Non-infrastructure related activities: <ul style="list-style-type: none"> <li>○ Public awareness campaigns and outreach to press and community leaders</li> <li>○ Traffic education and enforcement in the vicinity of schools <ul style="list-style-type: none"> <li>• Student sessions on bicycle and pedestrian safety, health, and environment</li> <li>• Funding for training, volunteers, and managers of safe routes to school program</li> </ul> </li> </ul> </li> </ul> <p><b>Activities previously authorized under the Transportation Alternatives Program (TAP):</b></p> <ul style="list-style-type: none"> <li>● Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including: <ul style="list-style-type: none"> <li>○ Sidewalk improvements</li> <li>○ Bicycle infrastructure</li> <li>○ Pedestrian and bicycle signals</li> <li>○ Traffic calming techniques</li> <li>○ Lighting and other safety-related infrastructure</li> <li>○ Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990</li> </ul> </li> </ul>

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>Surface Transportation Block Grant Program (STBG) Grouping (continued)</p> <p>STIP# 1799001</p>	<ul style="list-style-type: none"> <li>Projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.</li> </ul>	<ul style="list-style-type: none"> <li>Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs</li> <li>Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users</li> <li>Construction of turnouts, overlooks, and viewing areas</li> <li>Community improvement activities, which include but are not limited to: <ul style="list-style-type: none"> <li>Inventory, control, or removal of outdoor advertising</li> <li>Historic preservation and rehabilitation of historic transportation facilities</li> <li>Vegetation management in transportation rights-of-way to improve roadways safety, prevent invasive species, and provide erosion control</li> <li>Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23 of the USC</li> </ul> </li> <li>Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to: <ul style="list-style-type: none"> <li>Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff</li> <li>Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats</li> </ul> </li> <li>Recreational Trails Program activities under 23 USC 206</li> <li>SRTS Program infrastructure-related projects, non-infrastructure-related activities (such as pedestrian and bicycle safety and educational activities advanced under the SRTS program), and SRTS Coordinator positions.</li> <li>Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways</li> </ul> <p><b>Activities previously authorized under the Recreational Trails Program (RTP):</b></p> <ul style="list-style-type: none"> <li>Maintenance and restoration of existing recreational trails</li> <li>Development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails</li> <li>Purchase and lease of recreational trail construction and maintenance equipment</li> <li>Construction of new recreational trails</li> <li>Acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors</li> <li>Assessment of trail conditions for accessibility and maintenance</li> <li>Development and dissemination of publications and operation of educational programs to promote safety and environmental protection</li> <li>Payment of costs to the State incurred in administering the program</li> </ul>

<b>Grouping Category</b>	<b>Function of Grouping Activities</b>	<b>Allowable Work Types</b>
<b>Workforce Development, Training, and Education Grouping</b>  <b>STIP# 1799700</b>	Surface transportation workforce development, training, and education activities.	<ul style="list-style-type: none"> <li>● Direct educational expenses (not including salaries) in connection with the education and training of transportation employees</li> <li>● National Highway Institute (NHI) course participation</li> <li>● College and University cooperative education programs relating to surface transportation including student internships, outreach to develop interest and promote participation in transportation careers, or activities that will help students prepare for a career in transportation</li> <li>● Local technical assistance programs (LTAP)</li> </ul>

**Construction Program Categories:****Transportation Enhancement/Byway/Other Non-Traditional Transportation (Construction Program) –**

Includes projects with scopes of work eligible for funding under the transportation enhancement program, regardless of funding source. Examples include: construction of interpretive pull-offs and overlooks; rehabilitation/restoration/reconstruction of historic buildings; tourist and welcome centers; transportation museums; pedestrian/bicycle facilities; parking facilities; wildflower plantings.

**Rail (Construction Program) –**

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

**Safety/ITS/Operational Improvements (Construction Program) –**

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

**Bridge Rehabilitation/Replacement/Reconstruction (Construction Program)**

Group would include bridge construction projects such as: bridge or drainage structure rehabilitation, reconstruction or replacement when said work is on or adjacent to the same alignment.

**Federal Lands Highway (Construction Program) –**

Group includes projects funded and/or administered by the Federal Lands Highway Division.

**Forest Highway (Construction Program) –**

Group includes projects funded and advanced as part of the Forest Highway program.

**Recreational Trails (Construction Program) –**

Group includes projects funded and advanced as part of the recreational trails program through the Department of Conservation and Recreation.

## **Maintenance Program Categories:**

### **Preventive Maintenance and System Preservation (Maintenance Program) –**

Includes the following examples of eligible work: Area wide programs for cleaning of drainage facilities, corrosion protection activities, and highway sign face cleaning; Any corrective, restorative, resurfacing, or rehabilitative/reconstruction of highway pavement which extends the service life of the pavement; Retrofitting of dowel bars; and Shoulder pulling and wedging for pavement edge drop-off mitigation. Definitions for this project group are outlined in a December 20, 2005 memorandum from Vince Mammano to Connie Sorrell.

### **Preventive Maintenance for Bridges (Maintenance Program) –**

Includes the eligible bridge activities outlined in the December 20, 2005 memorandum (i.e. seal/replace/reconstruction of joints, deck overlays, painting, cathodic protection, debris removal, retrofit of fracture critical members and fatigue prone details, and some concrete repairs). This definition was clarified in an email dated July 6, 2006 from Claude Napier to Quintin Elliott expanding the definition to include minor rehabilitation as well.

### **Traffic and Safety Operations (Maintenance Program) –**

Includes the following eligible activities as defined in the draft scope dated January 31, 2007: signs, traffic signals, pavement markings and markers, guardrail, replacement/preventive maintenance of roadway lighting, maintenance/replacement/upgrade of traffic calming devices, etc.

## **Transit Program Categories:**

### **Transit System Preservation –**

Operating assistance to transit agencies and the purchase of office, shop, and operating equipment for existing facilities. Includes preventative maintenance and non-fixed route ADA paratransit service

### **Transit Rail ROW Improvements –**

Construction or renovation of power, signal, and communications systems, the rehabilitation of track structures, track, and trackbed in existing rights-of-way, and railroad/highway crossing projects.

### **Transit Vehicles –**

Purchase/lease of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet; rehabilitation of transit vehicles; and the purchase of support vehicles. Also includes the purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.).

### **Transit Amenities –**

Construction of small passenger shelters and information kiosks; plantings, landscaping, fencing, lighting improvements, sign removal, etc.

**Transit Ridesharing –**

Continuation of ride-sharing and van-pooling promotion activities at current levels

**Transit Access –**

Bicycle and pedestrian facilities

**Transit Engineering –**

Engineering to assess social, economic, and environmental effects of proposed action or alternatives to that action

Appendix G

Status of Projects from Previous TIP (FY 2011 - 2014)

Project	Jurisdiction	Description	Type of Improvement	Status
ROUTE 11 (LEE HWY) (UPC 76501)	WASHINGTON COUNTY, VIRGINIA	BRISTOL CITY LIMITS TO I-81 EXIT 10	WIDEN FROM 2-LANES TO 4-LANES WITH SHARED USE PATH	PROJECT REMOVED BY HB2
I-81/OLD AIRPORT ROAD (UPC 91257)	BRISTOL, VIRGINIA	STAGE COACH ROAD TO LINDEN DRIVE	RECONSTRUCTION WITH TURN LANES AND MODIFICATION TO INTERSTATE RAMPS AT EXIT 7	PROJECT COMPLETE
ROUTE 11 (LEE HIGHWAY) (UPC 99380)	BRISTOL, VIRGINIA	OLD AIRPORT ROAD TO NORTH CORPORATE LIMITS	RECONSTRUCTION FROM 2-LANE TO 4-LANE WITH A SHARED USE PATH	UNDER CONSTRUCTION
ROUTE 11 (LEE HIGHWAY) (UPC 103394)	BRISTOL, VIRGINIA	ISLAND ROAD TO FLANNAGAN DR	RECONSTRUCTION FROM 2-LANE TO 4-LANE	PROJECT COMPLETE
COMMONWEALTH AVENUE (UPC 96932)	BRISTOL, VIRGINIA	INTERSECTION OF COMMONWEALTH AVE AND EUCLID AVE	SIGNAL UPGRADE	PROJECT COMPLETE
ROUTE 11 (LEE HIGHWAY) (UPC 96370)	BRISTOL, VIRGINIA	INTERSECTION OF LEE HIGHWAY AND VALLEY DRIVE	SIGNAL UPGRADE	PROJECT COMPLETE
ROUTE 11 (LEE HIGHWAY) (UPC 39671)	BRISTOL, VIRGINIA	INTERSECTION OF LEE HIGHWAY AND BONHAM ROAD	SIGNAL UPGRADE	PROJECT COMPLETE
EUCLID AVENUE (UPC 96372)	BRISTOL, VIRGINIA	INTERSECTION OF EUCLID AVE AND VANCE STREET	SIGNAL UPGRADE	PROJECT COMPLETE
COMMONWEALTH AVENUE (UPC 96871)	BRISTOL, VIRGINIA	INTERSECTION OF COMMONWEALTH AVE AND STATE STREET	INSTALL PEDESTRIAN SIGNALS	PROJECT COMPLETE
LINDEN DRIVE (UPC 97003)	BRISTOL, VIRGINIA	BEAVER CREEK BRIDGE ON LINEN DRIVE TO LINDEN DRIVE CENTER	INSTALL SIDEWALK	PROJECT COMPLETE
ROUTE 11 (LEE HIGHWAY) (UPC 103603)	BRISTOL, VIRGINIA	INTERSECTION OF MOORE ST AND MARTIN LUTHER KING JR BLVD	INSTALL ROUNDABOUT	PROJECT PENDING
FAIRMOUNT SAFE ROUTES TO SCHOOL PHASE 2 (TDOT# 114391)	BRISTOL, TENNESSEE	GEORGIA AVE FROM MAPLE ST TO E CEDAR ST KENTUCKY AVE FROM CHESTNUT ST TO PINE ST	REPLACEMENT OF 1,900 LF OF SIDEWAY AND INSTALLATION OF ADA FACILITIES	PROJECT COMPLETE
VOLUNTEER PARKWAY (US 11E/SR34) (TDOT# 105525)	BRISTOL, TENNESSEE	FROM ANDERSON ST TO HIGHWAY 394D INCLUSIVE OF SR 394 INTERCHANGE	LANDSCAPING IN HIGHWAY MEDIAN AND SR 394/11E INTERCHANGE	PROJECT COMPLETE
SR-34 AND SR-37 (TDOT# 82010)	BLUFF CITY, TENNESSEE	INTERCHANGE AT SR 34 AND SR 37 (US 11E AND US 19E)	CONSTRUCTION OF NEW DIAMOND INTERCHANGE	PROJECT COMPLETE
EAST CEDAR STREET (TDOT# 112454)	BRISTOL, TENNESSEE	FROM 5TH TO HALVERSTADT DRIVE	RECONSTRUCTION OF 2-LANE STREET WITH THE ADDITION OF TURN LANES AND SIDEWALKS	PE COMPLETE ROW UNDERWAY

Project	Jurisdiction	Description	Type of Improvement	Status
BRISTOL VIRGINIA TRANSIT (TIP# BVT-1 / BVT-2)	BRISTOL, VIRGINIA	ANNUAL PUBLIC TRANSPORTATION GRANT ASSISTANCE	OPERATING AND BUS CAPITAL ASSISTANCE	CONTINUING PROJECT
BRISTOL TENNESSEE TRANSIT (TIP# BTT-1 / BTT-2)	BRISTOL, TENNESSEE	ANNUAL PUBLIC TRANSPORTATION	OPERATING AND BUS CAPITAL ASSISTANCE	CONTINUING PROJECT