

TRANSPORTATION IMPROVEMENT PROGRAM

GRAND VALLEY METROPOLITAN PLANNING ORGANIZATION

STATE FY 2017 TO 2020



Adopted by the

Grand Valley Regional Transportation Committee

Prepared in cooperation with the

Mesa County Regional Transportation Planning Office
Colorado Department of Transportation
Federal Highway Administration
Federal Transit Administration
Grand Valley Transit
Mesa County
City of Grand Junction
City of Fruita
Town of Palisade

May 23, 2016

Amendment #1, August 22, 2016

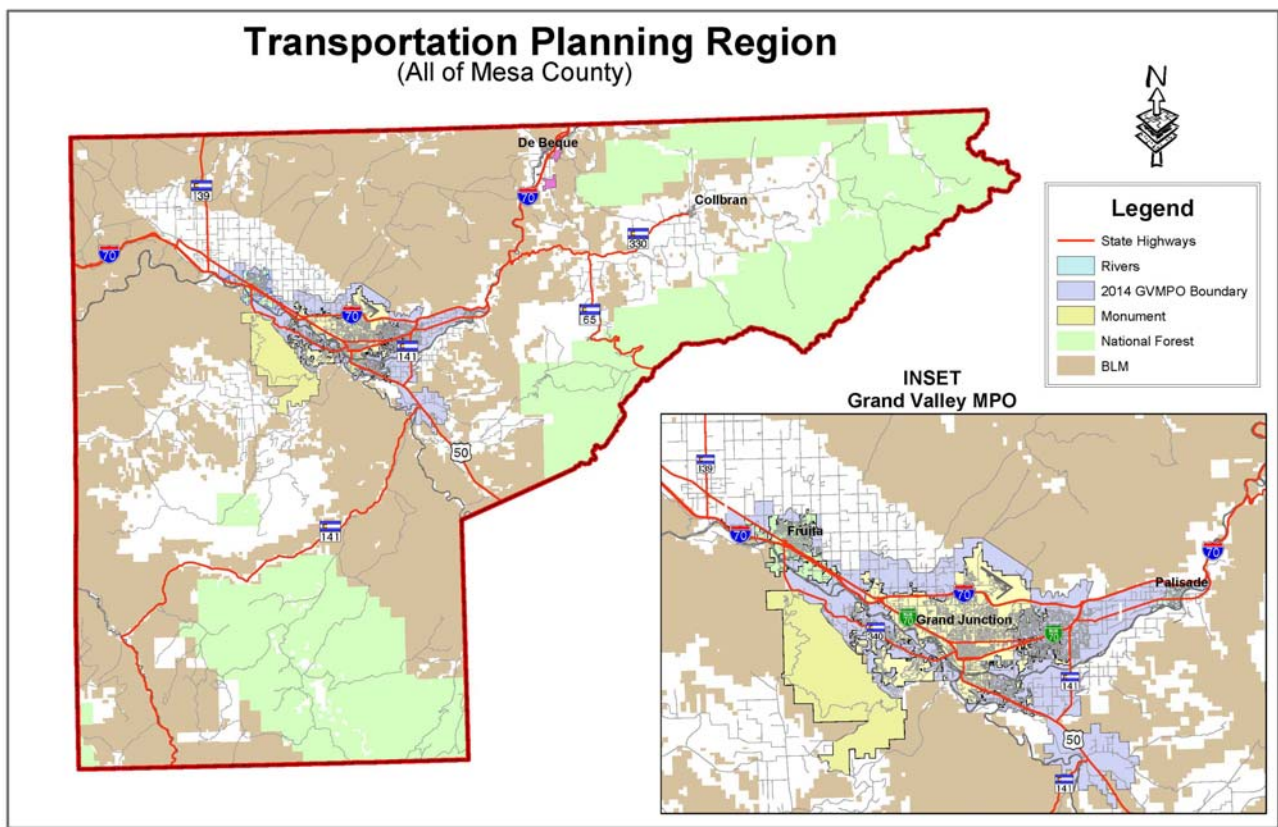
Amendment #2, April 12, 2017

2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM GRAND VALLEY METROPOLITAN PLANNING ORGANIZATION

INTRODUCTION

Federal law requires Transportation Improvement Programs (TIPs) for all metropolitan areas exceeding 50,000 in population. TIP's are developed by Metropolitan Planning Organizations designated by the Governor. The Grand Valley Metropolitan Planning Organization (GVMPO) lies within the Transportation Planning Region (all of Mesa County) and serves the Urbanized Area of the Grand Valley (see map and inset below).

Transportation Planning Region and Grand Valley MPO Planning Area



METROPOLITAN PLANNING ORGANIZATIONS (MPO)

MPO's have the responsibility for preparing and approving TIPs for their respective urbanized areas. Specific factors, which must be considered in their long range planning and TIP development, are mandated by the federal requirements under previous federal transportation legislation such as the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the current legislation, Fixing America's Surface Transportation Act (FAST Act), signed into law on December 4, 2015 by President Obama. The FAST Act is the first federal law in over ten years to provide long-term funding certainty

for surface transportation. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for the U.S. Department of Transportation's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs. Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down-payment for building a 21st century transportation system, increasing funding by 11 percent over five years. This is far short of the amount needed to reduce congestion on our roads and meet the increasing demands on our transportation systems.

TRANSPORTATION PLANNING PROCESS

A major responsibility of the Mesa County Regional Transportation Office (RTPO) and the GVMPO is the development of a Regional Transportation Plan (RTP) for Mesa County that includes a Long Range Transportation Plan for the Urbanized Area of the Grand Valley. This combined plan or RTP deals with highway networks, transit service, and pedestrian and bicycling facilities. The plan is based on projected population increases and employment trends and is designed to satisfy the mobility needs of citizens of the County and Urbanized Area.

The second product is a Transportation Improvement Program (TIP), which is a rolling four-year capital improvement program for highway, bicycle/pedestrian, and transit projects in the area to implement the recommendations of the RTP. Both the RTP and the TIP must be approved by the GVMPO. The RTP is updated on a regular basis, approximately every four to five years, while the TIP is approved annually.

The GVMPO assists the local governments and transit agency providers of the region in implementing projects within the TIP by programming federal funding for the projects. The GVMPO administers Surface Transportation Program (STP) funds for the Region. STP funds may be used for transportation facility improvements ranging from rehabilitation of existing facilities to new construction. Funds may also be used for transit capital improvements and ride share promotion.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP is a four year capital improvement program for the urbanized area of the Grand Valley. The GVMPO is charged with carrying out comprehensive, cooperative transportation planning by:

- Coordinating projects in the urbanized area initiated by individual City, County, and State agencies;
- Defining project costs and the available financial resources;
- Prioritizing the projects to make the best use of available resources.

The TIP serves not only the need in this area for an efficient transportation system, but also satisfies regulations jointly issued by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), regarding the content and purpose of the program. Amendments to an approved TIP are necessary to maintain federal funding for highways and streets within the planning area, and for federal assistance on transit programs. It is developed by the Grand Valley Regional

Transportation Committee (GVRTC), acting as the MPO. The TIP is prepared to encompass four fiscal years, and to roll ahead each year to include an additional year.

CONTENTS

The TIP shall contain all state and federally funded transportation projects in the urbanized area initiated by Mesa County, the City of Grand Junction, Town of Palisade, the City of Fruita and the Colorado Department of Transportation (CDOT). It is also necessary to include operating and/or capital grants from the FTA to agencies (public or private) in the urbanized area. The urbanized area (or Federal Aid Urban Boundary) is defined by the boundary of the MPO.

FORMAT

Format for the TIP is specified by federal and state requirements. Projects are broken out by:

1. General Category – (MPO Priority Projects, Surface Treatment, Transit, etc.)
2. Funding Source – (Regional Priority Projects-RPP, FASTER Safety-FAS, etc.)
3. Priority – the projects are listed by priority in the first year of the program.

Each project must identify the location, description, responsible agency, general purpose, and the breakdown of funding by year and by source. This format is standardized by CDOT for all urbanized areas, and the general purpose is to relate how the project furthers the goals of the State of Colorado's 25-year Transportation Plan.

PROCESS

Projects in the TIP are originally proposed for inclusion by the implementing agencies. Projects are then considered by members of the Technical Advisory Committee (TAC), which is comprised of representatives from all public agencies and other interested individuals involved in construction or operation of transportation systems in the Grand Junction Urbanized area.

After review of the program, the TIP is forwarded to the GVRTC, comprised of local representatives from the Grand Junction City Council, the Mesa County Board of Commissioners, the City of Fruita and the Town of Palisade. The GVRTC may adopt the TIP or refer it back to the TAC for further revision. A copy of the final document is sent to CDOT for review and approval.

Finally, the TIP is sent to the Governor for approval and forwarded to the FHWA for concurrence and/or comments. The FTA, Region VIII office in Denver, Colorado also receives a copy of the approved document.

Amendments to the TIP are required when there are major changes in the cost of a project or when there are additions or deletions of projects within the TIP. Flexibility is required to allow for construction cost changes or for the allocation of additional federal or state funds. Amendments are

processed and approved in accordance with the procedures outlined in the TIP Amendment Process section below.

PROJECT PRIORITY STATEMENT

This TIP implements those needed improvements identified in the MPO's adopted long-range transportation plan. The projects selected and incorporated within the FY 2017-2020 TIP are consistent with MAP-21, FAST, and with the GVMPO's Unified Planning Work Program (UPWP). These projects are financially feasible for the appropriate funding category, and the projects present MPO project priorities.

MPO project priorities were established in the Grand Valley 2040 Regional Transportation Plan (GV 2040 RTP), adopted in December 2014. The project prioritization criteria and the selection methodology are described therein. The GV 2040 RTP is available for review at www.gv2040rtp.org

TIP AMENDMENT PROCESS (ADOPTED APRIL 28, 2014)

Amendments to the TIP are necessary in order to facilitate project implementation, identify changes in funding and scheduling, and add or delete projects. TIP amendments will be forwarded to CDOT upon approval at the appropriate organizational level, as described below. Amendments approved by the GVRTC will be accompanied by a Resolution of Adoption. Any member may request GVRTC review of action(s) taken by the GVMPO staff or the TAC.

The two types of amendments are described below:

GVRTC (Policy) Amendments (initial TAC processing required)

1. Any new project is a policy amendment. This applies to RPP and any other Federal fund source or FASTER funded projects.
2. Adding funds to an existing project that makes the total \$2.5M or more. This applies to RPP and any other Federal fund source or FASTER funded projects. The \$2.5M threshold would be the total of the project cost in the 6 TIP years (four years beginning with the 2016-2019 TIP); any amendment that will bring a project's total cost to \$2.5M or more will be considered a policy amendment at that time.
3. A modification in a project's activity, location or schedule that results in a formal re-evaluation of the National Environmental Policy Act (NEPA) document.
4. Adding projects that require air quality conformity determination, if applicable.
5. Deleting projects from the TIP.

Administrative (GVMPO Staff) Amendments

Any amendments that do not meet the criteria for a policy amendment, including, but not limited to:

1. A change in funding source.
2. A change in project cost that results in a project total of less than \$2.5M of RPP or any other federal fund source or FASTER funded projects, annually, whichever is larger.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP is developed through a cooperative process between CDOT, MPOs, Federal, City, and County Governments. The STIP is the statewide counterpart to the TIP (projects developed by the MPO's for their respective TIP's are also included in the STIP).

PUBLIC INVOLVEMENT

Policy Amendments

1. Upon completion of a DRAFT TIP or TIP Policy Amendment, a public notice (legal ad) will be published in the Grand Junction Daily Sentinel. The legal ad shall contain the same information shown in the TIP for each amendment item. The public notice will be published a minimum of two weeks prior to the scheduled public hearing date or e-mail vote by the GVRTC.
2. On the 1st day the DRAFT TIP or TIP amendment is available for public review, the document will be available in hard copy at the GVMPO/RTPO office. In addition, on that same date, the DRAFT TIP or TIP amendment will be available on-line on the GVMPO/RTPO web site home page under the Transportation Improvement Program link. During the TIP amendment review period, the GVMPO Office Administrator will e-mail or provide a hard-copy of the latest DRAFT TIP amendment to any requesting party.
3. Any comments received will be considered for inclusion in the DRAFT TIP or TIP Amendment.
4. Comments will also be taken during the public comment period at the GVRTC meeting.

Administrative Amendments

There will no public notice of administrative amendments. Administrative amendments will be posted on the GVMPO/RTPO website www.mesacounty.us/rtpo for public viewing.

Copies of the proposed TIP and STIP are made available on the GVMPO/RTPO web site for all interested parties www.mesacounty.us/rtpo

Mailed written comments should be sent to:

Grand Valley Metropolitan Planning Organization
Attn: Kathy Young
P.O. Box 20,000 Dept. 5093
Grand Junction, CO 81502-5001

FEDERAL AID TRANSPORTATION FUNDING – OVERVIEW

The TIP is developed in compliance with FHWA and FTA regulations within MAP-21 and FAST. Federally funded projects in the TIP follow these regulations.

FEDERAL FUNDS PROGRAMMED BY THE GVMPO

CONGESTION MITIGATION / AIR QUALITY (CMAQ) FUNDS: The GVMPO does not currently qualify for these funds. This funding program is for projects that can be proven to reduce traffic congestion and/or improve air quality in non-attainment areas. Projects such as park and ride lots, signal coordination, trails and pedestrian facilities, and rideshare qualify for these funds. Demonstration of the projects air quality benefit must be shown in order to be eligible for this fund.

FTA SECTION 5307 PROGRAM: This program can be used for capital funds and for eligible preventive maintenance costs. The funding is distributed annually by apportionment based on population, population density, and bus revenue miles of service.

FTA SECTION 5309 PROGRAM: This program provides discretionary funding for capital improvement projects such as the purchase of buses or the construction of operating and maintenance facilities. FTA allocates these funds throughout the country on the basis of need. This fund is purely discretionary and is usually approved in the fall of each year, after the publication of the TIP. The projects listed in the TIP funded with FTA 5309 funds are shown for illustrative purposes only. If any of these projects are awarded funding, the TIP will be amended to show these changes.

FEDERAL FUNDS PROGRAMMED BY CDOT

BRIDGE REPLACEMENT PROGRAM: This program provides funds for the replacement of substandard bridges, both on and off federal-aid systems. Bridges must have a span of 20 feet in order to be eligible to receive these funds. CDOT evaluates all eligible bridges in the state and bridges with a sufficiency rating less than 50 are eligible to receive funding on a first-come, first-served basis. CDOT re-inventories the bridges about every two years. The State Transportation Commission has established a policy that 65% of these funds are used for bridges on the state system with the remaining 35% being used for bridges under local jurisdiction. Application is made to the Joint Highway Committee for all local jurisdictions.

ENHANCEMENTS: There are ten types of Enhancements, which include historic preservation, bicycle and pedestrian facilities, transit, water runoff mitigation, and safety projects including hazard elimination, railroad crossings, and railroad protective devices. Application is made to CDOT annually and projects are recommended for funding by a CDOT advisory committee.

NATIONAL HIGHWAY SYSTEM (NHS): This funding category can only be used by CDOT and includes all interstate and other major U.S. routes and state highways.

NON-URBAN AREA STP: These funds may be spent on projects within cities that are outside of urbanized areas and that have a population under 5,000 as part of the STP program. Local jurisdictions outside the urbanized area can apply for these funds through the Joint Highway Committee.

RAILROAD CROSSINGS / RAILROAD PROTECTIVE DEVICES: These funds may be spent on railroad crossings statewide for modernization and safety improvements. Local jurisdictions can apply for these funds through the Joint Highway Committee.

FTA SECTION 5310 PROGRAM: This program provides funding to private non-profit agencies for capital improvements for the provision of transportation services to elderly and disabled persons. CDOT established a committee to review project applications and to make recommendations for these funds. CDOT applies to FTA for approval to fund the recommended projects.

FTA SECTION 5339 PROGRAM: This program provides discretionary funding for capital improvement projects such as the purchase of buses or the construction of operating and maintenance facilities. FTA allocates these funds throughout the country on the basis of need. This fund is purely discretionary and is usually approved in the fall of each year, after the publication of the TIP. The projects listed in the TIP funded with FTA 5339 funds are shown for illustrative purposes only. If any of these projects are awarded funding, the TIP will be amended to show these changes.

STATE FUNDS PROGRAMMED BY CDOT

FUNDING ADVANCEMENTS FOR SURFACE TRANSPORTATION AND ECONOMIC RECOVERY ACT OF 2009 (FASTER):

- Bridge Safety
- Transit
- Roadway Safety

FUNDING SOURCES PRESENTED IN THIS TIP

The GVMPO TIP is organized by funding program. Projects in the TIP are categorized according to the sources of funding that are found in the STIP. There is a wide range of federal/non-federal match ratios across the funding sources. The specific funding source(s) is shown in the column labeled “Funding Type” with abbreviations as follows:

HIGHWAY

Regional Priority Projects	RPP
FASTER Safety	FAS
Surface Treatment	SUR
Bridge	BPM
Hazard Elimination	HES
RAMP	RMP
Transportation Alternatives Program	TAP

TRANSIT

FTA 5307: Small Urban Cities (FTA funds allocated on a formula basis to urban areas with a population between 50,000 and 100,000)

FTA 5309: Capital Investment Program (discretionary capital funds)

FTA 5310: Transportation for Elderly Persons & Persons with Disabilities

FTA 5316: Job Access Reverse Commute (JARC)
 FTA 5339 Transit 5339: Bus and Bus Facilities

The following abbreviations may also appear in project-specific entries:

Capital Development Committee (CDOT)	CDC
Interstate Maintenance	IM
Local	L
Local Overmatch	LO
National Highway System	NHS
Railroad Crossing Program – At Grade	RAG
Surface Transportation Program Hazard Elimination	SHE
State Highway Funding	SHF
Surface Transportation Program	STP
Surface Transportation Program – Any Area	STA
Surface Transportation Program – Flexible	STF
Transportation Commission Contingency (CDOT)	TCC

NON-FEDERAL CASH MATCH REQUIREMENTS

As the sponsor of a federally funded project the GVMPO, CDOT, and municipalities have to pay a percentage of the total project cost. This is referred to in the TIP as the Local Match. Different funds typically have different cash match percentages.

LIST OF ACRONYMS

- ADT Average Daily Traffic
- AADT Annual Average Daily Traffic
- CDOT Colorado Department of Transportation
- DOT U.S. Department of Transportation
- EPA U.S. Environmental Protection Agency
- FHWA Federal Highway Administration
- FTA Federal Transit Administration
- GVMPO Grand Valley Metropolitan Planning Organization
- GVRTC Grand Valley Regional Transportation Committee
- GVT Grand Valley Transit
- HPMS Highway Performance Management System
- MPO Metropolitan Planning Organization
- NAAQS National Ambient Air Quality Standard
- NEPA National Environmental Policy Act
- PM 2.5 Particulate Matter less than 2.5 micrometers
- RTP Regional Transportation Plan
- SIPs State Implementation Plans

STIP	Statewide Transportation Improvement Program
STP	Federal Surface Transportation Program Funds
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled

Grand Valley Metropolitan Planning Organization
State FY 2017-2020 Transportation Improvement Program
Adopted 05-23-16
Amendment 2 - 04-12-17

Type of Improvements; Transit Capital or Transit Operating		Project Description	Sponsor	Funding Type	2017	2018	2019	2020	Future	Total
MPO Priority Projects										
Capacity, Safety, and Geometric	I-70B 24 Road to 15th Street	I-70B Widening Rimrock East to Grand Ave	CDOT	RPP						\$ -
				FAS	\$ 5,500	\$ 1,800				\$ 7,300
				Total	\$ 5,500	\$ 1,800	\$ -	\$ -	\$ -	\$ 7,300
Safety and Geometric	SH 340 at Redlands Parkway Intersection	Reconstruct to a roundabout	CDOT	HES	\$ 2,600					\$ 2,600
				Total	\$ 2,600	\$ -	\$ -	\$ -	\$ -	\$ 2,600
Safety and Geometric	SH 340	Shoulder project	CDOT	RPP		\$ 300				\$ 300
				Total	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ 300
Capacity, Safety and Geometric	US 6 - Clifton to Palisade	MP 37.4 - 45, Preliminary Engineering	CDOT	RPP	\$ 921					\$ 921
				FAS			\$ 700			\$ 700
				Total	\$ 921	\$ -	\$ 700	\$ -	\$ -	\$ 1,621
Capacity, Safety and Geometric	US 6 Fruita to I-70B (MP 20-25.9)	US 6 and Intersection Improvements	CDOT	TC	\$ 500					\$ 500
				RPP	\$ 400	\$ 650				\$ 1,050
				Total	\$ 900	\$ 650	\$ -	\$ -	\$ -	\$ 1,550
Safety and Geometric	I-70 Upgrade Existing Interchanges	I-70 Exit 49	CDOT	RPP	\$ -	\$ 1,682				\$ 1,682
				FAS	\$ 250	\$ 750				\$ 1,000
				Total	\$ 250	\$ 2,432	\$ -	\$ -	\$ -	\$ 2,682
Safety and Geometric	I-70 Mainline Safety Improvements	I-70 Palisade to Debeque, Safety and Geometric - Design	CDOT	TC	\$ 750					\$ 750
				FAS		\$ 400		\$ 1,000		\$ 1,400
				Total	\$ 750	\$ 400	\$ -	\$ 1,000	\$ -	\$ 2,150

Changes are shown in yellow highlight.

US 6 Fruita to I-70B (MP 20-25.9), US 6 and Intersection Improvements:
 TC increased from zero to \$500 for 2017

I-70 Mainline Safety Improvements, I-70 Palisade to Debeque, Safety and Geometric - Design:
 TC increased from zero to \$750 for 2017

- BPM-Bridge
- FAS-FASTER
- HES-Hazard Elimination
- RMP-RAMP
- RPP-Regional Priority Projects
- SUR-Surface Treatment
- TAP-Transportation Alternatives Program
- TC-Transportation Commission (state)
- L-Local Match

Funding amounts shown are in thousands

**Grand Valley Metropolitan Planning Organization
State FY 2017-2020 Transportation Improvement Program
Adopted 05-23-16
Amendment 2 - 04-12-17**

Type of Improvements; Transit Capital or Transit Operating		Project Description	Sponsor	Funding Type	2017	2018	2019	2020	Future	Total
Local Projects										
Operational and Geometric		New I-70 Interchange at 29 Road	GJ/MC	L	\$ 1,000					\$ 1,000
				Total	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000
Surface Treatment Program (paving only)										
Overlay		SH 340 MP 7.22-9.50, Redlands	CDOT	SUR	\$ 1,500					\$ 1,500
				Total	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Bridge Off-System										
Bridge Replacement				BPM						\$ -
				L						\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Hazard Elimination Program										
				HES						\$ -
				Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Scour										
Scour Mitigation / Protection		I-70 MP 39-40, Salt Wash Scour	CDOT	Scour			\$ 1,285			\$ 1,285
				Total	\$ -	\$ -	\$ 1,285	\$ -	\$ -	\$ 1,285
Transportation Alternatives Program (TAP)										
Operational, Safety, and Geometric		Multimodal conversion of US 50/B½ Road overpass to accommodate bicycles and pedestrians	GJ	TAP	\$ 1,200					\$ 1,200
				L	\$ 300					\$ 300
				Total	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ 1,500
Annual and Four-Year TIP Totals					\$ 14,921	\$ 5,582	\$ 1,985	\$ 1,000	\$ -	\$ 23,488

BPM-Bridge
FAS-FASTER
HES-Hazard Elimination
RMP-RAMP
RPP-Regional Priority Projects
SUR-Surface Treatment
TAP-Transportation Alternatives Program
TC-Transportation Commission (state)
L-Local Match

Funding amounts shown are in thousands

Grand Valley Metropolitan Planning Organization
State FY 2017-2020 Transportation Improvement Program
Adopted 05-23-16
Amendment 2 - 04-12-17

Type of Improvements; Transit Capital or Transit Operating		Project Description	Sponsor	Funding Type	2017	2018	2019	2020	Future	Total
FASTER Transit - Local Programs										
GVT Bus Stops, Safety Improvements	Including bus pullouts, sidewalks, benches, shelters, lighting	MC	FAS							\$ -
			L							\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Replacements - Capital	Bus Purchase	MC	FAS	\$ 272	\$ 140	\$ 145	\$ 150			\$ 707
			L	\$ 68	\$ 35	\$ 36	\$ 38			\$ 177
			Total	\$ 340	\$ 175	\$ 181	\$ 188	\$ -	\$ 884	
Transit - Federal and State Programs										
FTA 5307 - Urbanized Area Formula - Capital	Bus stop improvements such as sidewalks, bus pullouts, benches, shelters, lighting	Multiple	Fed	\$ 190	\$ 200	\$ 210	\$ 220			\$ 820
			L	\$ 48	\$ 50	\$ 54	\$ 55			\$ 207
			Total	\$ 238	\$ 250	\$ 264	\$ 275	\$ -	\$ 1,027	
FTA 5307 - Urbanized Area Formula - Operating	To include operating assistance, preventative maintenance, ADA paratransit service, training	MC	Fed	\$ 1,900	\$ 2,000	\$ 2,100	\$ 2,200			\$ 8,200
			L	\$ 1,900	\$ 2,000	\$ 2,100	\$ 2,200			\$ 8,200
			Total	\$ 3,800	\$ 4,000	\$ 4,200	\$ 4,400	\$ -	\$ 16,400	
FTA 5309 - Bus and Bus Facilities Program - Capital		MC	Fed							\$ -
			DOLA							\$ -
			L							\$ -
			Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FTA 5310 - Enhanced Mobility for Seniors and Individual with Disabilities Program - Capital Bus Replacement	Bus Purchase		Fed	\$ 572	\$ 325					\$ 897
			L	\$ 143	\$ 81					\$ 224
			Total	\$ 715	\$ 406	\$ -	\$ -	\$ -	\$ 1,121	

BPM-Bridge
FAS-FASTER
HES-Hazard Elimination
RMP-RAMP
RPP-Regional Priority Projects
SUR-Surface Treatment
TAP-Transportation Alternatives Program
TC-Transportation Commission (state)
L-Local Match

Funding amounts shown are in thousands

Grand Valley Metropolitan Planning Organization
State FY 2017-2020 Transportation Improvement Program
Adopted 05-23-16
Amendment 2 - 04-12-17

Type of Improvements; Transit Capital or Transit Operating		Project Description	Sponsor	Funding Type	2017	2018	2019	2020	Future	Total
FTA 5316 - Job Access Reverse Commuter Program-Capital	Bus purchase		Fed		\$ 106					\$ 106
			L		\$ 27					\$ 27
			Total		\$ 133	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316 - Job Access and Reverse Commuter Program - Operating			Multiple	Fed						\$ -
			L							\$ -
			Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5339 - Bus and Bus Facilities Program - Capital	GVT CNG Fueling Equipment		MC	Fed	\$ 273					\$ 273
				DOLA	\$ 341					\$ 341
				L	\$ 136					\$ 136
			Total		\$ 750	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5339 - Bus and Bus Facilities Program - Capital Bus Replacement	Bus purchase		Multiple	Fed	\$ 672	\$ 425	\$ 430	\$ 300		\$ 1,827
				FAS						\$ -
				L	\$ 168	\$ 106	\$ 108	\$ 75		\$ 457
			Total		\$ 840	\$ 531	\$ 538	\$ 375	\$ -	\$ -
Annual and Four-Year TIP Totals					\$ 6,816	\$ 5,362	\$ 5,183	\$ 5,238	\$ -	\$ 22,599
Annual and Four-Year TIP Totals - All Projects					\$ 21,737	\$ 10,944	\$ 7,168	\$ 6,238	\$ -	\$ 46,087

BPM-Bridge
FAS-FASTER
HES-Hazard Elimination
RMP-RAMP
RPP-Regional Priority Projects
SUR-Surface Treatment
TAP-Transportation Alternatives Program
TC-Transportation Commission (state)
L-Local Match

Funding amounts shown are in thousands