

TRANSPORTATION IMPROVEMENT PROGRAM

GRAND VALLEY METROPOLITAN PLANNING ORGANIZATION

STATE FY 2022 TO 2025



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**

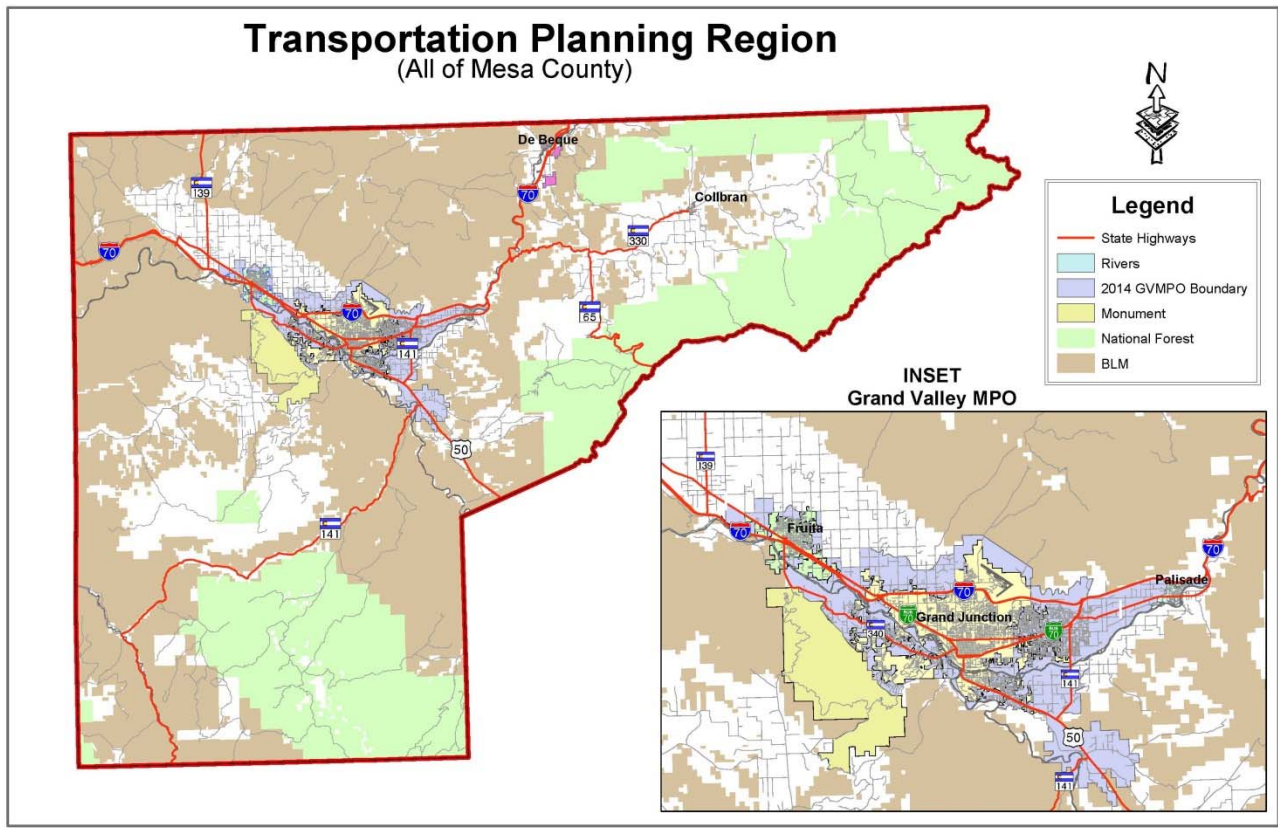
April 26, 2021

2022-2025 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), comprised of local representatives from the City of Grand Junction City Council, the Mesa County Board of County Commissioners, the City of Fruita City Council, and the Town of Palisade Board of Trustees, jointly 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 GVMPO 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 by staff to the GVRTC. The GVRTC may adopt the TIP or refer it back to the TAC for further revision. A copy of the final, adopted 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 2022-2025 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 2045 Regional Transportation Plan (GV 2045 RTP), adopted in February 2020. The project prioritization criteria and the selection methodology are described within the GV 2045 RTP, available for review at <https://gv2045rtp.com/>

PERFORMANCE-BASED PLANNING AND PROGRAMMING TARGETS

Background Information

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation Act (FAST ACT) requires that all state departments of transportation and metropolitan planning organizations use a performance based planning and programming approach as part of the Transportation Performance Management (TPM) program. FHWA defines TPM as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

As part of the TPM program each state DOT and MPO must adopt targets to strive for within the planning and programming process. State DOTs and MPOs are required to set targets for performance measures related to safety (PM1), state of good repair (PM2), and system performance (PM3). The MPO can state that it supports the state’s targets, or it can create its own unique targets. By supporting the state’s targets, the MPO will reflect support of the target through its planning and programming activities. The GVMPO developed its process for setting targets through close coordination with CDOT.

Safety Performance Measures (PM1)

The Highway Safety Improvement Program (HSIP) regulations (23 CFR Part 924) require state DOTs to set targets for the five safety performance measures established by the US DOT by August 31, 2017 and annually thereafter. The National Performance Management Measures regulations (29 CFR Part 490) require MPOs to set targets no later than 180 days after the respective state DOT sets targets.

CDOT set the following targets in August 2020 for the 2017-2021 five year average:

| National Performance Measure | CDOT Statewide Target |
|--|----------------------------------|
| Number of Fatalities* | 603 |
| Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) | 1.113 |
| Number of Serious Injuries* | 3,161 |
| Rate of Serious Injuries per 100M VMT | 5.828 |
| Number of Non-motorized Fatalities and Serious Injuries | 551 |

By resolution adopted February 22, 2021, the GVRTC agreed “to set targets by supporting the CDOT statewide safety targets for 2017-2021 and agrees to plan and program projects to contribute toward the accomplishment of the statewide safety targets.”

Pavement and Bridge Infrastructure Condition Performance Measures (PM2) and System Performance Measures (PM3)

The National Highway Performance Program requires developing measures and setting targets for the National Highway System (NHS) for assessing Pavement Condition and Bridge Condition (PM2), and assessing Interstate System reliability (person-miles and freight), and Congestion Mitigation and Air Quality Improvement/Mitigation Program (where applicable) (PM3).

State DOTs and MPOs are required to establish 4-year targets, and MPOs must establish targets by either 1) supporting the statewide target or 2) defining a target unique to the MPO. MPOs are not required to provide a separate report to FHWA. However, state DOTs and MPOs need to coordinate and mutually agree to an established reporting process. The GVMPO and CDOT have closely coordinated the establishment of GVMPO targets for PM2 and PM3.

CDOT set the following 4-year targets (2022) for PM2 and PM3:

- (1) Pavement Condition (see updated Pavement Condition targets at the end of this section)
 - i. Percentage of pavements on the Interstate System in Good Condition – 47%
 - ii. Percentage of pavements on the Interstate System in Poor Condition – 1%
 - iii. Percentage of pavements on the Non-Interstate NHS System in Good Condition – 51%
 - iv. Percentage of pavements on the Non-Interstate NHS System in Poor Condition – 2%

- (2) Bridge Condition
 - i. Percentage of NHS bridges classified as in Good Condition – 44%
 - ii. Percentage of NHS bridges classified as in Poor Condition – 4%

(3) System Reliability

- i. Interstate Level of Travel Time Reliability (LOTTR) – 81%
- ii. Non-Interstate NHS Level of Travel Time Reliability (LOTTR) – 64%

(4) Freight Movement

- i. Truck Travel Time Reliability (TTTR) Index for the Interstate System – 1.5.

By resolution adopted November 1, 2018, the GVRTC agreed “to set targets by supporting the CDOT statewide PM2 and PM3 targets and agrees to plan and program projects to contribute toward the accomplishment of the statewide targets.”

Due to improved collection of pavement distresses data and updated condition data since the above four-year targets were established, the four-year targets for the pavement targets were adjusted by CDOT October 1, 2020, to the following:

(1) Pavement Condition

- i. Percentage of pavements on the Interstate System in Good Condition – 40%
- ii. Percentage of pavements on the Interstate System in Poor Condition – 5%
- iii. Percentage of pavements on the Non-Interstate NHS System in Good Condition – 40%
- iv. Percentage of pavements on the Non-Interstate NHS System in Poor Condition – 5%

By resolution adopted February 22, 2021, the GVRTC agreed “to set targets by supporting the CDOT statewide PM2 and PM3 targets, replacing the 2018 pavement targets with the adjustments made the 1st day of October 2020, and agrees to plan and program projects to contribute toward the accomplishment of the statewide targets.”

Transit Asset Management (TAM)

The Federal Transit Administration (FTA) requires recipients of FTA funds to maintain and document minimum Transit Asset Management (TAM) standards. The purpose of these standards is to create a strategic and systematic practice of procuring, operating, inspecting, maintaining, and replacing transit capital assets and to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost effective, and reliable public transportation.

Transit capital assets owned by Mesa County for the operation of Grand Valley Transit (GVT) are repaired, assessed against annual targets, and replaced according to the Grand Valley Transit Asset Management Plan (TAMP), March 1, 2018. The TAMP is intended to fulfill the requirements of MAP-21 and the FTA. Mesa County and GVT will monitor FTA guidance and update the plan as needed. The TAMP provides direction for Mesa County and GVT to protect and preserve capital assets for maximum utilization.

Progress, Monitoring, and Next Steps

Performance-Based Planning and Programming and the GVMPO targets for the PM1, PM2, PM3,

and TAM measures noted above are integrated into the Regional Transportation Plan and the TIP. The Grand Valley 2045 RTP (GV 2045 RTP) for Mesa County that includes a Long Range Transportation Plan for the Urbanized Area of the Grand Valley was adopted February 2020. The GV 2045 RTP was prepared utilizing a data-driven approach to evaluate projects and their anticipated effect toward achieving the national performance goals and performance targets established by the GVMPO. All projects and programs in the TIP will work toward achieving the national performance goals and GVMPO targets.

Updates in performance measures and targets will be monitored by the MPO staff and changes or updates will be reported to the GVMPO TAC and GVRTC.

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 six 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.

TRANSPORTATION ALTERNATIVES PROGRAM: The Transportation Alternatives Program Set-Aside authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. Application is made to CDOT periodically 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 Preventive Maintenance | BPM |
| Construction Bridge Program | CBP |
| Bridge Off-System | BRO |
| Hazard Elimination | HAZ |
| RAMP | RMP |
| Transportation Alternatives Program | TAP |
| Transportation Commission | TC |

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:

| | |
|---|-----|
| Local | L |
| Local Overmatch | LO |
| National Highway System | NHS |
| Highway Safety Improvement Program | HAZ |
| State Highway Funding | SHF |
| Surface Transportation Program | STP |
| Surface Transportation Program – Any Area | STA |
| Surface Transportation Program – Flexible | STF |
| Transportation Commission | TC |

NON-FEDERAL CASH MATCH REQUIREMENTS

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

LIST OF ACRONYMS

- ADA Americans with Disabilities Act
- 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
- 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 2022-2025 Transportation Improvement Program
04-26-21**

| Type of Improvements, Transit Capital, Transit Operating | Project Description | Sponsor | Funding Program or Type | To be deleted from final 2022-2025 TIP 2021 | | | 2022 | 2023 | 2024 | 2025 (new funding amounts) | Total (new TIP) |
|--|---|-------------------|-------------------------|---|------------------------------|---|-----------------|------------------|-------------|----------------------------|------------------|
| | | | | through Amendment #7 | 2021, expect to be obligated | 2021, if not obligated, will roll to 2022 | | | | | |
| MPO Priority Projects | | | | | | | | | | | |
| Capacity, Safety, and Geometric | I-70B 24 Road to 15th Street I-70B Widening Rimrock East to Grand Ave. Construct intersection at 1st Street and Grand Avenue | CDOT | RPP | \$ 4,368 | \$ (4,368) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | FAS | \$ 6,492 | \$ (6,492) | \$ - | \$ 1,000 | \$ 1,682 | \$ - | \$ - | \$ 2,682 |
| | | | SB 267 | \$ - | \$ - | \$ - | \$ 8,000 | \$ 8,000 | \$ - | \$ - | \$ 16,000 |
| | | | PAN | \$ 5,600 | \$ (5,600) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ 16,460 | \$ (16,460) | \$ - | \$ 9,000 | \$ 9,682 | \$ - | \$ - | \$ 18,682 |
| Safety and Geometric | SH 340 Placeholder for future project | CDOT | RPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | FAS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capacity, Safety and Geometric | US 6C - Clifton to Palisade Corridor-wide Includes I-70B to 33 Rd (\$15M) | CDOT | RPP | \$ 200 | \$ (200) | \$ - | \$ 1,200 | \$ - | \$ - | \$ - | \$ 1,200 |
| | | | FAS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | SB 267 | \$ 7,000 | \$ - | \$ 7,000 | \$ 7,000 | \$ 7,000 | \$ - | \$ - | \$ 21,000 |
| | | | Total | \$ 7,200 | \$ (200) | \$ 7,000 | \$ 8,200 | \$ 7,000 | \$ - | \$ - | \$ 22,200 |
| Capacity, Safety and Geometric | US 6A - 15 Road to I-70B Corridor, Intersection Improvements (20 Rd) | CDOT | RPP | \$ - | \$ - | \$ - | \$ 1,300 | \$ - | \$ - | \$ - | \$ 1,300 |
| | | | FAS (TC) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | SB 267 | \$ 3,000 | \$ (3,000) | \$ - | \$ 3,000 | \$ 4,000 | \$ - | \$ - | \$ 7,000 |
| | | | Total | \$ 3,000 | \$ (3,000) | \$ - | \$ 4,300 | \$ 4,000 | \$ - | \$ - | \$ 8,300 |
| Capacity, Safety and Geometric | US 6B - North Avenue Corridor and Intersection Improvements | CDOT | RPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | FAS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | SUR | \$ - | \$ - | \$ - | \$ 4,500 | \$ - | \$ - | \$ - | \$ 4,500 |
| | | | SB 267 | \$ 1,000 | \$ (1,000.00) | \$ - | \$ 2,400 | \$ - | \$ - | \$ - | \$ 2,400 |
| | | | SB 267 (add) | \$ 2,000 | \$ (2,000.00) | \$ - | \$ 3,000 | \$ 3,000 | \$ - | \$ - | \$ 6,000 |
| | | | TC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 3,000 | \$ (3,000) | \$ - | \$ 9,900 | \$ 3,000 | \$ - | \$ - | \$ 12,900 | | | |
| Safety and Geometric | I-70 Mainline Safety Improvements I-70 Palisade to Debeque, Safety and Geometric - Design - project scope TBD | CDOT | TC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | FAS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Amounts shown in thousands. New projects, new project phases, and new funding shown in red font. FY2025 funding amounts are newly programmed. Totals by project, program area, and full TIP do not include FY2021 amounts expected to be obligated.

BPM-Bridge Preventive Maint.
 BRO-Bridge Off-System
 CBP-Construction Bridge Prog.
 BE-Bridge Enterprise
 FBE-Federal Bridge Enterprise
 FAS-FASTER
 HAZ-Hazard Elimination
 SB 267-Senate Bill 267
 SB 001-includes MMOF-Multimodal Options Fund
 SGN-Signal
 RPP-Regional Priority Projects
 SUR-Surface Treatment
 TAP-Transportation Alternatives Program
 TC-Transportation Commission (state)
 DOLA-Department of Local Affairs
 L-Local Match
 LO-Local Overmatch

**Grand Valley Metropolitan Planning Organization
State FY 2022-2025 Transportation Improvement Program
04-26-21**

| Type of Improvements, Transit Capital, Transit Operating | Project Description | Sponsor | Funding Program or Type | To be deleted from final 2022-2025 TIP 2021 | | | 2022 | 2023 | 2024 | 2025 (new funding amounts) | Total (new TIP) |
|--|--|----------|-------------------------|---|------------------------------|---|-----------------|-------------|-------------|----------------------------|-----------------|
| | | | | through Amendment #7 | 2021, expect to be obligated | 2021, if not obligated, will roll to 2022 | | | | | |
| Multimodal Options Fund | | | | | | | | | | | |
| City of Grand Junction | 24 Road Multimodal Path | GJ | MMOF | \$ 360 | \$ (360) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | L | \$ 491 | \$ (491) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ 851 | \$ (851) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Town of Collbran | Town of Collbran Trail Feasibility Study | Collbran | MMOF | \$ 56 | \$ (56) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | L | \$ 15 | \$ (15) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ 71 | \$ (71) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| City of Fruita | City of Fruita Active Circulation Plan | Fruita | MMOF | \$ 45 | \$ (45) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | L | \$ 45 | \$ (45) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ 90 | \$ (90) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| GVMPO | Statewide Travel Survey | MC/CDOT | MMOF | \$ 50 | \$ (50) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | CDOT | \$ 50 | \$ (50) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ 100 | \$ (100) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local Projects | | | | | | | | | | | |
| Operational and Geometric | I-70B / F.5 Road Signalized Intersection | MC | L | \$ 3,000 | \$ (3,000) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ 3,000 | \$ (3,000) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Operational and Geometric | New I-70 Interchange at 29 Road (1601 study, funded jointly by City of Grand Junction and Mesa County) | GJ/MC | L | \$ 800 | \$ - | \$ 800 | \$ - | \$ - | \$ - | \$ - | \$ 800 |
| | | | Total | \$ 800 | \$ - | \$ 800 | \$ - | \$ - | \$ - | \$ - | \$ 800 |
| ADA Improvements | | | | | | | | | | | |
| CDOT Region 3 ADA Improvements | GVMPO Locations TBD | CDOT | ADA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Surface Treatment Program | | | | | | | | | | | |
| Surface Treatment - overlay | US 6C Clifton to Palisade | CDOT | SUR | \$ - | \$ - | \$ - | \$ 3,800 | \$ - | \$ - | \$ - | \$ 3,800 |
| | | | Total | \$ - | \$ - | \$ - | \$ 3,800 | \$ - | \$ - | \$ - | \$ 3,800 |
| Surface Treatment - overlay | SH 141B Mesa County | CDOT | SUR | \$ - | \$ - | \$ - | \$ 2,500 | \$ - | \$ - | \$ - | \$ 2,500 |
| | | | Total | \$ - | \$ - | \$ - | \$ 2,500 | \$ - | \$ - | \$ - | \$ 2,500 |
| Surface Treatment - overlay | I-70B (separate segments: east of the east Main Street intersection and west of 24 Road) | CDOT | SUR | \$ - | \$ - | \$ - | \$ 5,700 | \$ - | \$ - | \$ - | \$ 5,700 |
| | | | Total | \$ - | \$ - | \$ - | \$ 5,700 | \$ - | \$ - | \$ - | \$ 5,700 |

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**Grand Valley Metropolitan Planning Organization
State FY 2022-2025 Transportation Improvement Program
04-26-21**

| Type of Improvements, Transit Capital, Transit Operating | Project Description | Sponsor | Funding Program or Type | To be deleted from final 2022-2025 TIP 2021 | | | 2022 | 2023 | 2024 | 2025 (new funding amounts) | Total (new TIP) |
|---|---|----------|-------------------------|---|------------------------------|---|-----------|-----------|------|----------------------------|-----------------|
| | | | | through Amendment #7 | 2021, expect to be obligated | 2021, if not obligated, will roll to 2022 | | | | | |
| Signal Program | | | | | | | | | | | |
| Signal Replacements | Placeholder for future project | CDOT | SGN | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge State-System | | | | | | | | | | | |
| Bridge Maintenance | I-70 at the Mt. Garfield Trailhead Culvert maintenance or reconstruction (final scope and estimate TBD) | CDOT | BPM | \$ - | \$ - | \$ - | \$ - | \$ 2,400 | \$ - | \$ - | \$ 2,400 |
| | | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ - | \$ - | \$ - | \$ - | \$ 2,400 | \$ - | \$ - | \$ 2,400 |
| Bridge Off-System | | | | | | | | | | | |
| Placeholder for future project | | MC | BRO | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | L | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | LO | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Hazard Elimination Program | | | | | | | | | | | |
| Horizon Drive and G Road (27 1/2 Road) Intersection-Roundabout | | GJ | HAZ | \$ - | \$ - | \$ - | \$ - | \$ 1,500 | \$ - | \$ - | \$ 1,500 |
| | | | L | \$ - | \$ - | \$ - | \$ - | \$ 2,000 | \$ - | \$ - | \$ 2,000 |
| | | | Total | \$ - | \$ - | \$ - | \$ - | \$ 3,500 | \$ - | \$ - | \$ 3,500 |
| Scour | | | | | | | | | | | |
| Placeholder for future project | | CDOT | Scour | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Transportation Alternatives Program (TAP) | | | | | | | | | | | |
| Multi-use sidewalk, south side of US 6, Iowa Street to Palisade High School | | Palisade | TAP | \$ 800 | \$ (800) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | L | \$ 217 | \$ (217) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | LO | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ 1,017 | \$ (1,017) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Annual and Four-Year TIP Totals | | | | \$ 35,589 | \$ (27,789) | \$ 7,800 | \$ 43,400 | \$ 29,582 | \$ - | \$ - | \$ 80,782 |

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State FY 2022-2025 Transportation Improvement Program
04-26-21**

| Type of Improvements, Transit Capital, Transit Operating | Project Description | Sponsor | Funding Program or Type | To be deleted from final 2022-2025 TIP 2021 | | | 2022 | 2023 | 2024 | 2025 (new funding amounts) | Total (new TIP) |
|--|---|------------|-------------------------|---|------------------------------|---|-----------------|-----------------|-----------------|----------------------------|------------------|
| | | | | through Amendment #7 | 2021, expect to be obligated | 2021, if not obligated, will roll to 2022 | | | | | |
| FASTER Transit - Local Programs | | | | | | | | | | | |
| GVT Bus Stops, Safety Improvements | Including bus pullouts, sidewalks, benches, shelters, lighting 2020: ITS-Paratransit Upgrade & Fixed Route Replacement | MC | FAS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | L | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | Total | \$ - | | | \$ - | \$ - | \$ - | | \$ - |
| Bus Replacements - Capital | Bus Purchase | MC | FAS | \$ 150 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | L | \$ 38 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ 188 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Transit | | | | | | | | | | | |
| SB 001 - State Vulnerable & Senior Transpor | HopeWest - \$30,000 hospice trans ops Family Health West - \$30,000 van purchase (No matching funds are required) | MC | SB 001 | \$ 60 | \$ (60) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | L | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | Total | \$ 60 | \$ (60) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| SB 267 - Transit | Grand Valley Mobility Hub Study and Preconstruction Activities (match for RAISE Grant funding) | CDOT | SB 267 | \$ 60 | \$ (60) | \$ - | \$ - | \$ 500 | \$ - | \$ - | \$ 500 |
| | | | Total | \$ 60 | \$ (60) | \$ - | \$ - | \$ 500 | \$ - | \$ - | \$ 500 |
| SB 267 - Transit | US 6B - North Avenue Enhanced Transit Corridor Study and Improvements | CDOT GJ | SB 267 | \$ 150 | \$ - | \$ 150 | \$ 1,350 | \$ 500 | \$ - | \$ - | \$ 2,000 |
| | | | L | \$ 38 | \$ - | \$ 38 | \$ 338 | \$ - | \$ - | \$ - | \$ 375 |
| | | | Total | \$ 188 | \$ - | \$ 188 | \$ 1,688 | \$ 500 | \$ - | \$ - | \$ 2,375 |
| Transit - Federal and State Programs | | | | | | | | | | | |
| FTA 5307 - Urbanized Area Formula - Capital | Bus stop improvements such as sidewalks, bus pullouts, benches, shelters, lighting 2020: Mobile Ticketing and CNG Fueling Meter | Multiple | Fed | \$ 170 | \$ - | \$ 170 | \$ - | \$ - | \$ - | \$ - | \$ 170 |
| | | | MMOF | \$ 43 | \$ - | \$ 43 | \$ - | \$ - | \$ - | \$ - | \$ 43 |
| | | | L | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | Total | \$ 213 | \$ - | \$ 213 | \$ - | \$ - | \$ - | \$ - | \$ 213 |
| FTA 5307 - Urbanized Area Formula - Operating | To include operating assistance, preventative maintenance, ADA paratransit service, training | MC | Fed | \$ 1,910 | \$ (1,910) | \$ - | \$ 1,948 | \$ 1,987 | \$ 2,027 | \$ 2,068 | \$ 8,030 |
| | | | MMOF | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | | L | \$ 1,910 | \$ (1,910) | \$ - | \$ 1,948 | \$ 1,987 | \$ 2,027 | \$ 2,068 | \$ 8,030 |
| | | | Total | \$ 3,820 | \$ (3,820) | \$ - | \$ 3,896 | \$ 3,974 | \$ 4,054 | \$ 4,136 | \$ 16,060 |

FASTER TRANSIT - Local Programs
Bus Replacements - Capital, Bus Purchase - grey highlights.
FY21 FAS and Local - Funds were programmed but not awarded, to drop off of new TIP.

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**Grand Valley Metropolitan Planning Organization
State FY 2022-2025 Transportation Improvement Program
04-26-21**

| Type of Improvements, Transit Capital, Transit Operating | Project Description | Sponsor | Funding Program or Type | To be deleted from final 2022-2025 TIP 2021 | | | 2022 | 2023 | 2024 | 2025 (new funding amounts) | Total (new TIP) | |
|---|---|----------|-------------------------|---|------------------------------|---|---------------|---------------|---------------|----------------------------|-----------------|-----------------|
| | | | | through Amendment #7 | 2021, expect to be obligated | 2021, if not obligated, will roll to 2022 | | | | | | |
| FTA 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities Program - Operating | Mobility Management | MC | Fed | \$ 58 | \$ (58) | \$ - | \$ 59 | \$ 60 | \$ 61 | \$ 62 | \$ 242 | |
| | | | L | \$ 15 | \$ (15) | \$ - | \$ 16 | \$ 17 | \$ 17 | \$ 18 | \$ 68 | |
| | | | Total | \$ 73 | \$ (73) | \$ - | \$ 75 | \$ 77 | \$ 79 | \$ 80 | \$ 311 | |
| Safe Routes to School | Grand Valley Safe Routes to School Smart Project, FY 21 L (Match from GVMPO local partners) \$20.25 | GVMPO | SRTS | \$ 81 | \$ (81) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | L | \$ 20 | \$ (20) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | Total | \$ 101 | \$ (101) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| FTA 5310 - Enhanced Mobility for Seniors and Individual with Disabilities Program - Capital Bus Replacement | Placeholder for future project | | Fed | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | L | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| FTA 5339 - Bus and Bus Facilities Program - Capital | Placeholder for future project | MC | Fed | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | L | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | | Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| FTA 5339 - Bus and Bus Facilities Program - Capital Bus Replacement Expansion Buses | Bus Purchase 2020 CDOT 5339 award-1 lowfloor & 3 cutaways replacement buses 2021 CDOT 5339 award - 2 lowfloor replacement buses and 3 paratransit cutaway expansion buses | Multiple | Fed | \$ 1,941 | \$ (723) | \$ 1,218 | \$ 630 | \$ 630 | \$ 630 | \$ 630 | \$ 3,738 | |
| | | | MMOF | \$ 220 | \$ - | \$ 220 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 220 |
| | | | L | \$ 265 | \$ (181) | \$ 84 | \$ 157 | \$ 157 | \$ 157 | \$ 157 | \$ 157 | \$ 712 |
| | | | Total | \$ 2,426 | \$ (904) | \$ 1,522 | \$ 787 | \$ 787 | \$ 787 | \$ 787 | \$ 787 | \$ 4,670 |
| Annual and Four-Year TIP Totals | | | | \$ 7,028 | \$ (4,917) | \$ 1,923 | \$ 6,446 | \$ 5,838 | \$ 4,920 | \$ 5,003 | \$ 24,129 | |
| Annual and Four-Year TIP Totals - All Projects | | | | \$ 42,616 | \$ (32,706) | \$ 9,723 | \$ 49,846 | \$ 35,420 | \$ 4,920 | \$ 5,003 | \$ 104,911 | |

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