

# Unified Planning Work Program



2016-2017

Amendment #1

07-25-16



Grand Valley  
Metropolitan Planning Organization



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## **Grand Valley Regional Transportation Committee**

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Phyllis Norris, City of Grand Junction, Vice Chair

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City of Grand Junction, Trent Prall

Grand Valley Transit, Lee Harrington

Mesa County, James Nall

Town of Palisade, Ron Quarles

Town of Collbran

Town of DeBeque

## **Grand Valley MPO Staff**

Todd Hollenbeck, MPO Director

Kathy Young, Assistant to the MPO Director

Dean Bressler, Senior Transportation Planner/Traffic Engineer

Elizabeth (Biz) Collins, Transportation Planner

## **Recent Accomplishments**

Grand Valley 2040 Regional Transportation Plan – Implementation

Grand Valley Transit Operations, Route, and Schedule Analysis Completed; Implemented Route Changes

Kicked off a Comprehensive Transportation Planning Process with Colorado National Monument and Other Public Land Management Agencies

US 6C – Clifton, Planning and Environmental Linkages Study – Completed this CDOT-led Project

Safe Routes to School – Awarded Non-Infrastructure Funding and Kicked Off 2016-2017 Program

Supported the City of Grand Junction, Town of Palisade, and Mesa County in the Submittal of Applications for Federal Lands Access Program Funding

CDOT's Division of Transit and Rail and Colorado Department of Local Affairs Awarded Funding to Purchase Compressed Natural Gas Buses and Substantially Upgrade Fueling Equipment

Prepared and Issued the RFP for the GVT Operational Contract

Prepared and Issued the RFP for Exterior Bus Advertising Contract

Travel Demand Modeling for Analysis of Alternatives for Municipal Projects

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## I. INTRODUCTION

### GRAND VALLEY METROPOLITAN PLANNING ORGANIZATION OVERVIEW

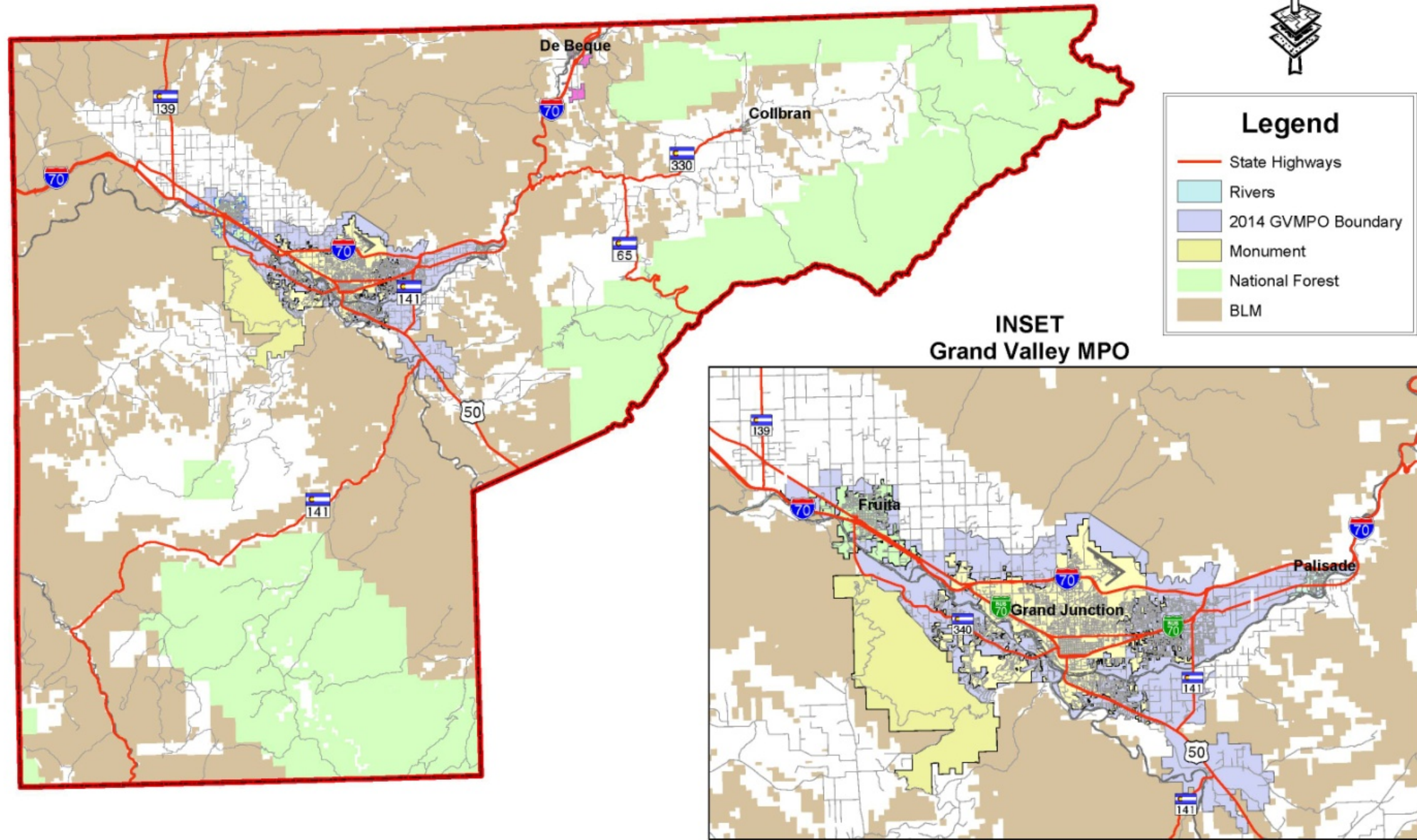
Every metropolitan area with a population of more than 50,000 persons must have a designated Metropolitan Planning Organization (MPO) for transportation to qualify for federal highway and/or transit assistance. The Grand Valley Metropolitan Planning Organization (GVMPO) is the MPO serving the Urbanized Area of the Grand Valley, and lies within the Transportation Planning Region (all of Mesa County). The GVMPO includes the City of Grand Junction, City of Fruita, Town of Palisade, and portions of Mesa County. Oversight is provided by the Grand Valley Regional Transportation Committee (GVRTC), with membership made up of one locally elected official from each of the four municipalities in the Urbanized Area. Ex-officio members include the Colorado Department of Transportation (CDOT), as well as the Towns of Collbran and DeBeque (although these towns are within the Grand Junction Metropolitan Statistical Area, they are not within the Urbanized Area of the GVMPO).

The United States Department of Transportation (USDOT) relies on the MPO's to ensure that highway, bicycle, pedestrian, and transit projects using federal funds are the result of a credible planning process and meet local priorities. USDOT will not approve federal funding for urban highway and transit projects unless they are on the MPO's program. Thus, the MPO's role is to develop and maintain the necessary transportation plan for the area to assure that federal funds support these locally developed plans.

### PLANNING AREA

The GVMPO Planning Area Boundary (the Urbanized Area) is shown in the figure on the following page. The Urbanized Area extends from the City of Fruita eastward to the Town of Palisade, and encompasses the City of Grand Junction and portions of unincorporated Mesa County between the three municipalities. The Urbanized Area is approximately 104 square miles with a current estimated population of approximately 130 thousand persons. The Mesa County Census Designated Urban Area was adjusted to incorporate final 2010 Census results and was adopted by the GVRTC on October 27, 2014. The GVMPO Planning Area Boundary was adjusted and adopted by the GVRTC on December 15, 2014 (see the figure on the following page). Each of these adjustments was coordinated with appropriate Division of Transportation Development staff members at CDOT.

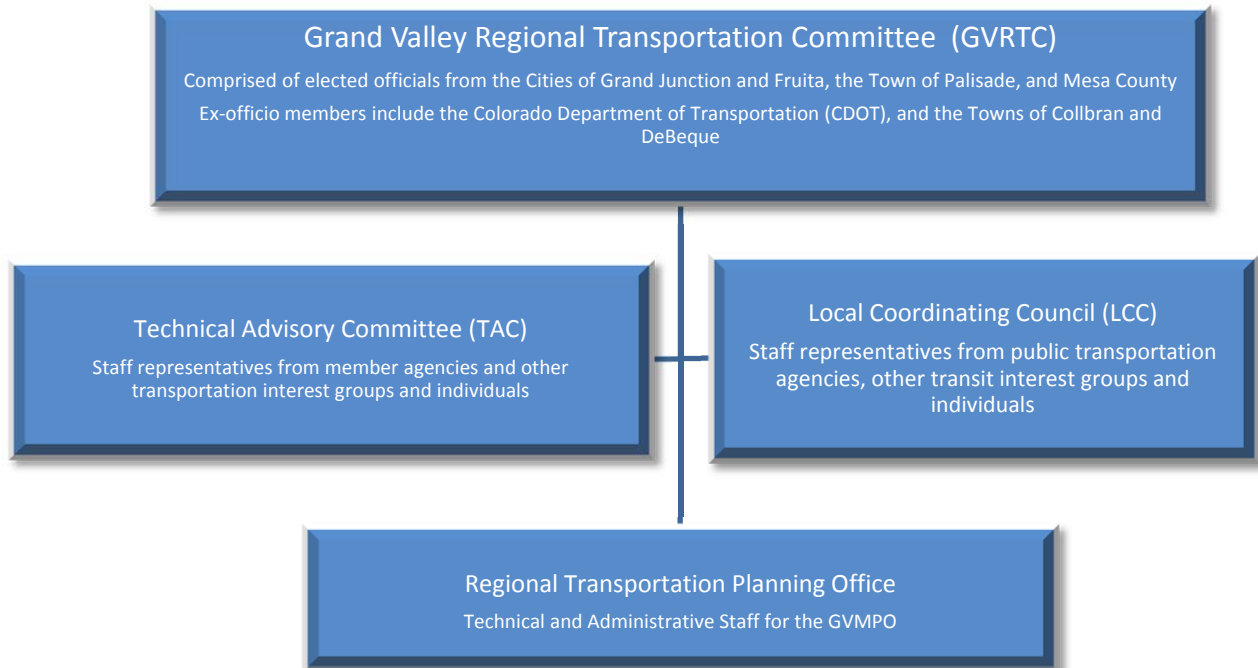
# Transportation Planning Region (All of Mesa County)



TRANSPORTATION PLANNING REGION AND GRAND VALLEY MPO PLANNING AREA

## ORGANIZATIONAL STRUCTURE

The GVMPO functions under a committee structure comprised of an executive board – the GVRTC, and Technical Advisory Committee (TAC), Local Coordinating Council (LCC), and agency staff.



## UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) is prepared and approved every two years and amended as necessary by the GVRTC. The UPWP documents the transportation planning and related tasks to be accomplished during the coming two fiscal years. It sets the planning priorities of the GVMPO and directs the focus of staff resources. The UPWP helps assure that planning resources are allocated according to regional needs as identified by the Cities of Grand Junction and Fruita, the Town of Palisade, Mesa County, and Grand Valley Transit (GVT), in addition to CDOT, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). The UPWP also serves as a management tool, a program budget, and includes anticipated financial resources and expenditures for the coming two fiscal years. The goal of the MPO is to ensure a continuing, cooperative, and comprehensive approach to transportation planning for the metropolitan area, both short and long range, with proper coordination among:

- City and county governments, transit operators, and regional agencies;
- State agencies including CDOT; and
- FHWA and FTA of the United States Department of Transportation (U.S. DOT)

This document outlines metropolitan planning requirements and issues and presents a work program of planning activities to address them. The UPWP has been developed to respond to several local and regional planning issues including the expansion of public transit options, the development of walkable/bikeable communities, and the integration of transportation, land use, urban design, and economic development decision making.

The UPWP is highlighted by the following activities:

- Implementation of the recently updated Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP)
- Regional Multi-Modal and Active Transportation Planning Activities
- Transit Planning
- Regional Travel Demand Modeling
- Transportation Planning and Traffic Engineering Assistance to Member Jurisdictions

The current UPWP was prepared for FY 2016-2017, October 1, 2015 through September 30, 2017, and was adopted by the GVRTC August 24, 2015. This UPWP Amendment #1 provides an update to cover FY 2017, October 1, 2016 through September 30, 2017, and was adopted by the GVRTC July 25, 2016.

## II. CURRENT ISSUES AND REQUIREMENTS

### PLANNING FACTORS AND FEDERAL INITIATIVES

*Moving Ahead for Progress in the 21st Century (MAP-21)*, the federal transportation legislation passed by U.S. Congress and signed by the President in 2012, defines specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. Current legislation calls for MPOs to conduct planning that:

- Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increases the safety of the transportation system for motorized and non-motorized users.
- Increases the security of the transportation system for motorized and non-motorized users.
- Increases the accessibility and mobility options available to people and for freight.
- Protects and enhances the environment, promotes energy conservation, and improves quality of life, and promotes consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promotes efficient system management and operation.
- Emphasizes the preservation of the existing transportation system.

Following the August 2015 adoption of this UPWP the *Fixing America's Surface Transportation Act* or "FAST Act" was 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 Department'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.



As additional new legislation or amendments to existing legislation may be enacted, and as rules are promulgated for the FAST Act and other relevant legislation, this UPWP will be amended as appropriate.

In all aspects of developing this two-year work program, the GVMPO has strived to integrate and identify activities and programs that are supportive of national goals. Further, the goals identified in the RTP are consistent with national goals. Each of these factors is addressed through various work program tasks selected for FY 2016-17, as shown in the following table.

The following factors are addressed through the work program tasks for 2016-2017.

Planning Factor/Work Program Task	Economic Vitality	System Safety	System Security	Accessibility	Protect Environment	Integration of System	Efficiency	System Preservation
Task1. Program Administration	X	X	X	X	X	X	X	X
Task2. Regional Transportation Planning	X	X	X	X	X	X	X	X
Task3. Transportation Improvement Program	X	X	X	X	X	X	X	X
Task4. Transportation, Transit, and Multi-Modal Planning	X	X	X	X	X	X	X	X

Note that sub tasks such as public involvement/public participation and data collection are an integral part of Work Program Tasks 1 through 4. Although public participation and data collection are described within the tasks, themselves, some public participation highlights are included here:

#### **Public Participation**

The GVMPO has strived to find better ways to inform and engage the general public (including special needs or under-represented populations) in every stage of the planning process. The GVMPO conducts ongoing public involvement activities that meet or exceed federal, state, and local requirements. Specific activities such as adoption of and amendments to the TIP also have specific public outreach requirements that are described within the TIP document. Efforts to improve public participation this year include:

- Improving and updating the GVMPO website (see <http://rtpo.mesacounty.us/> for more information)
- Updating the GVT website, as needed (see <http://gvt.mesacounty.us/> for more information)
- Maintaining stakeholder group discussion listserves
- Improving email notification lists
- Strategies to engage the public early in the planning process, following up on the success of the GV 2040 RTP public outreach process

### III. WORK PROGRAM TASKS

**TASK 1.0 PROGRAM ADMINISTRATION: \$243,194 (FEDERAL) + \$48,371 (LOCAL) = \$291,565 (TOTAL)**

#### Purpose

Administer the MPO and its work program in a manner that:

- Maintains the region’s eligibility to receive federal transportation capital and operating assistance, and
- Provides the environment for a continuous, cooperative, and comprehensive transportation planning process throughout the GVMPO and Grand Valley Transportation Planning Region (TPR).

*Program Administration includes the tasks necessary to manage and support both the planning staff and the planning process. Activities in this category provide for the overall management of the GVMPO transportation planning program, and ensure compliance with applicable federal and state requirements. This section includes organizational management, human resource management, administrative activities, interagency coordination, non-salary related costs, and financial management of the MPO.*

#### FY 2016 Accomplishments

- Prepared for and provided relevant training and updates to the GVMPO partners at TAC and GVRTC meetings
- Prepared for and conducted year-end and mid-year reviews
- Prepared and will adopt this FY 2016-2017 UPWP Amendment #1

#### FY 2017 Activities (Ongoing throughout FY 2017)

- Manage the implementation of tasks within this FY 2016-2017 UPWP, Amendment #1
- Prepare and review requests for proposals, contracts, quarterly progress reports and invoices, maintain membership lists, prepare meeting agendas, and record meeting minutes
- Monitor best practices for transportation planning through industry associations such as the National Academies Transportation Research Board (TRB), the American Planning Association (APA), the Association of MPOs (AMPO), the American Public Transportation Association (APTA), the American Association of State Highway and Transportation Officials (AASHTO), the Institute of Transportation Engineers (ITE), Association of Pedestrian and Bicycle Professionals (APBP), and National Association of City Transportation Officials (NACTO), among others
- Participate in meetings, workshops and conferences in order to stay current on innovative planning techniques
- Host or sponsor meetings or summits on current regional issues for outreach and/or education purposes
- Assist member jurisdictions with MPO related activities, including orientation sessions
- Work with CDOT and MPO members to make any necessary changes in the planning process as a result of MAP-21 rule-making and guidance
- Work with neighboring TPRs to coordinate transportation opportunities
- Prepare any additional needed amendments to the FY 2016-2017 UPWP, and prepare the FY 2018-2019 UPWP

- Work with the MPO to establish the administrative and technical procedures required (including provisions of MAP-21, the SuperCircular, and the FAST Act), prepare contractual agreements as required, attend all study meetings, distribute special and annual reports and study documents, review and analyze individual transportation planning projects and studies, and undertake general administrative activities (lead by CDOT)
- Coordinate FTA programs (lead by CDOT)

#### **FY 2017 Specific End Products (Ongoing or as shown throughout FY 2017)**

Support an ongoing transportation planning program through the execution of the tasks outlined in the work program.

- Purchase technology equipment to assist in program administration (as needed)
- Regular TAC meetings and GVRTC meetings (regularly)
- Regional symposiums / summits on transportation-related issues (as needed)
- Quarterly invoices and progress reports (quarterly)
- Maintain current MPO membership list and directory (ongoing)
- FY 2018-2019 UPWP (Draft – July 2017 / Final - Adoption - August 2017)
- Staff support to the GVMPO TAC, LCC, and GVRTC, and other organized sub-committees (ongoing)
- Statewide Technical Advisory Committee (monthly)
- Statewide MPO (monthly)
- Staff support for general office management and program administration (ongoing)
- Staff support for accounting and bookkeeping functions (ongoing)
- Preparation of GVMPO financial disbursement requests (as needed)
- Training committee/staff members on an individual basis (ongoing)
- Managing and updating the GVMPO website (ongoing)
- Data collection (ongoing)
- Development and implementation of the GVMPO's public involvement and outreach activities (ongoing)
- Safe Routes to Schools Program & Walking Audits
- Intermodal Facility Feasibility Study & Review

#### **Other Non-Salary Related Costs**

Where possible all expenses are charged to the specific program category which benefits from the expenditure. Expenses that are attributed to general costs associated with running the office that cannot be tied to a specific work task detailed in this document will be charged to Program Administration and include:

- Staff training and capacity building expenses (travel, registrations, etc.)
- General program administration and management
- Staff travel expenses
- Purchase of office support equipment, supplies, and postage

- Dues for professional organization membership

<b>TASK 2.0 REGIONAL TRANSPORTATION PLANNING: \$19,919 (FEDERAL) + \$4,140 (LOCAL) = \$24,059 (TOTAL)</b>
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## Purpose

### Regional Transportation Plan

Maintain a long range plan for the region's transportation needs that is: 1) technically based on the latest available data on land use, demographics, and travel patterns; 2) philosophically based on regional goals and values, and 3) financially based on predictable, reliable funding sources.

- Utilize a transportation planning process that is multi-jurisdictional and is both regional and local in its nature and necessity
- The GVMPO is a federally-designated agency charged with preparing a Regional Transportation Plan (RTP) for the Grand Valley urbanized area (under federal code 23CFR Part 450); the long range plan for the entire Grand Valley TPR is encompassed within the RTP

### Regional Travel Demand Modeling

Maintain the regional travel demand model (TDM) to assist with transportation planning activities, including the development of regional transportation plans, corridor and subarea planning, alternatives analyses, and detailed project planning.

***Travel Demand Model (TDM)** – For approximately the past 20 years, the GVMPO has invested in the development and maintenance of a computerized TDM. In recent years the GVMPO has used TransCAD travel demand modeling software developed by Caliper Corporation (see <http://www.caliper.com/tcovu.htm> for more information). TransCAD is a complex and technically sophisticated computer based model that helps predict travel behavior in future years utilizing the four-step process (trip generation, trip distribution, mode choice, and trip assignment). Calibrated to existing data and travel characteristics, the TDM uses forecasted travel network changes along with socioeconomic and land use data inputs to predict travel demand. This tool allows various investments in transportation improvements to be tested for performance and worthiness prior to committing to the project. The TDM can also be used to produce data inputs for forecasted vehicle miles traveled and travel speed for air quality mobile source emission modeling.*

### Statewide Transportation Plan

The GVMPO coordinates with CDOT in the development of the Statewide Transportation Plan. This plan is a vision document that outlines multimodal transportation options in Colorado over the next 10 to 25 years. CDOT includes all TPRs and MPOs, including the GVMPO, in a highly collaborative process that results in the Statewide Transportation Plan.

## FY 2016 Accomplishments

### 2040 REGIONAL TRANSPORTATION PLAN UPDATE

The GVMPO updated the Grand Valley 2040 Regional Transportation Plan (2040RTP) throughout 2014, culminating in adoption of the RTP by the GVRTC on December 15, 2014 (see <http://gv2040rtp.org> for more information). The RTP is a long-term blueprint for the transportation system within the GVMPO. This RTP provides a vision out to the year 2040.

A summary of activities completed for the plan update includes:

- Extensive public outreach and community visioning efforts to guide the development and implementation of the RTP

- Assessed the region’s changing transportation needs
- Validation or updates to planning assumptions
- Identification of potential new projects or corridors
- Coordination with CDOT, RTP steering committee, TAC, and GVRTC on priorities
- Developed financial assumptions
- Consistent with MAP-21, developed initial performance measures for the plan
- Assessed potential changes due to GVT’s recently completed Mesa County Coordinated Transit and Human Services Transportation Plan, December 8, 2014
- Collected and analyzed various safety, demographic, and traffic data sets
- Completed socioeconomic data forecasting
- Updated the region’s travel demand forecasting model
- Began work on existing conditions and trends analysis for the 2045 Plan
- Implementation and maintenance of the 2040RTP

**TDM development activities for FY 2016 year include:**

- Continued development of in-house technical capacity for running and maintaining the TransCAD travel demand modeling software
- Provided updates to the TDM Oversight Committee, comprised of representatives from the local jurisdictions and CDOT
- Worked with local communities to update model input data for future land use and demographics
- Completed travel demand model runs as needed for various requests or studies
- Maintained TDM documentation
- Worked with Mesa County to develop a traffic counting program that helps to meet the needs of the next TDM update

**FY 2017 Activities (Ongoing throughout FY 2017)**

- Continue work on existing conditions and trends analysis for the 2045 Plan
- Carry-out long-range planning tasks (potentially with consultant assistance) to evaluate 1) system preservation and maintenance, 2) system resiliency, 3) roadway safety, 4) non-motorized facility conditions and level of service, 5) future year revenue forecasts and financial plans, among other tasks
- Participate in CDOT statewide planning processes, including attendance at meetings related to plans and supporting technical models and studies

**End Products (Ongoing or as shown throughout FY 2017)**

- Ongoing implementation of the 2040RTP, including:
  - 29 Road Interchange
  - I-70B 24 Road to 15<sup>th</sup> Street

- SH 340/Redlands Parkway Intersection
- US 6C – Clifton, Planning and Environmental Linkages Study
- US 6 Fruita to I-70B
- Prepare RFP for consultant services to assist with preparation of 2045RTP (FY 2017)
- Coordinate traffic count and other data collection activities with the member municipalities and CDOT (ongoing)
- Begin updates to the regional TDM for the next RTP (2045) (January 2016)
- Continue participation in the Statewide Travel Model Peer Exchange (ongoing)
- Regular updates to the TDM to reflect revisions to the Existing plus Committed network (ongoing)
- TDM model runs and output in response to needs of CDOT and the municipalities (ongoing)

**TASK 3.0 TRANSPORTATION IMPROVEMENT PROGRAM: \$4,926 (FEDERAL) + \$1,024 (LOCAL) = \$5,950 (TOTAL)**

**Purpose**

Develop and maintain the Transportation Improvement Program (TIP), a regional program that prioritizes and schedules transportation projects consistent with adopted short and long-range plans.

*The GVMPO and the Governor jointly certify the planning processes on what is currently a four-year basis as the TIP and Statewide Transportation Improvement Program (STIP) are developed and updated. The TIP is a rolling four-year capital improvement program for highway, bicycle, pedestrian, and transit projects in the GVMPO region to implement the recommendations of the RTP. The STIP is the planning document that identifies the transportation projects CDOT intends to fund over a rolling four-year period to maintain a full four years of programmed projects. The STIP is prepared in cooperation with local government entities throughout the state, including the TPRs and MPOs. Projects included in the STIP must be consistent with corridor visions outlined in RTPs and the Statewide Transportation Plan.*

**FY 2016 Accomplishments**

Managed the FY 2016-2019 TIP through formal amendments and administrative adjustments (see <https://rtpo.mesacounty.us/template.aspx?id=14725> )

- Developed, prepared, and adopted FY 2017-2020 TIP (see <https://rtpo.mesacounty.us/template.aspx?id=14725> )
- Conducted public involvement activities prior to amendments to the FY 2016-2019 TIP and prior to adoption of the FY 2017-2020 TIP

**FY 2017 Activities (Ongoing or as shown throughout FY 2017)**

- Maintain a financially feasible rolling four-year TIP for FYs 2017-2020. TIP projects and programs will be consistent with the MPO's 2040 RTP (as needed)
- Report on the status of TIP projects on a regular basis to CDOT and MPO membership (regularly)
- Coordinate with CDOT and project sponsors regarding project schedules and funding expenditures (continuous)
- Begin development on the FY 2018-2021 TIP (March 2017)

**End Products (Ongoing or as shown throughout FY 2017)**

- Maintenance of the TIP for FYs 2017-2020 (ongoing)
- Draft FY 2018-2021 TIP (April 2017)
- Adopt FY 2018-2020 TIP (May 2017)

**TASK 4.0 TRANSPORTATION, TRANSIT, AND MULTI-MODAL PLANNING: \$15,668 (FEDERAL) + \$3,258 (LOCAL) = \$18,926 (TOTAL)**

**Purpose**

Provide increased emphasis on issues related to alternate modes and regional inter-modal connectivity including:

- Local bus (GVT), other transit providers, regional transit services, and AMTRAK
- Pedestrian and bicycle facilities/network
- Commercial freight movers (truck, rail, and air)
- Connections between modes of travel/transport

This task includes both long and short range transportation planning projects and studies, public participation, transportation management, transit planning, transportation and land use linkages, bicycle and pedestrian facilities planning, technical assistance, safety and security, environmental planning, community and environmental impact analysis, and interaction with the technical and planning staff at the member jurisdictions.

**Tasks and FY 2016 Accomplishments****Bicycle and Pedestrian Planning**

The GVMPO provides bicycle and pedestrian planning support in numerous capacities, including:

- Provided support to the City of Grand Junction, Town of Palisade, and Mesa County in a highly coordinated effort resulting in the submittal of three separate but complementary applications for Federal Lands Access Program (FLAP) funding.
- Follow up activities to maintain positive momentum following the biennial Grand Valley Walking and Biking Summit (see <http://healthymesacounty.org/wb-summit> for more information)
- Support for CDOT's Share the Road program through the implementation of the Grand Junction Shares the Road campaign
- Coordination with staff, appointed boards, and elected officials representing the local jurisdictions, for instance:
  - Regular collaboration with Urban Trails Committee (UTC) members, appointed by the Council of the City of Grand Junction; currently one GVMPO staff member serves as co-chair of the UTC
  - Coordination with School District 51 staff and faculty
  - Currently two GVMPO staff members serve on the board of directors of Grand Valley Bikes, the Grand Valley's primary advocacy organization for bicyclists
  - One GVMPO staff member serves as a committee member of the Healthy Mesa County Built Environment Action Team focused on increasing active transportation in the Grand Valley

- Currently two GVMPO staff members serve on the Colorado Bike Month and Bike to Work Day planning committee

### **Transit Planning**

The GVMPO works with GVT for short and long range transit planning, including the following general and specific activities:

- CDOT’s Division of Transit and Rail (DTR) awarded a grant to Mesa County, conditional on Colorado Department of Local Affairs (DOLA) funding, to purchase CNG buses and fueling equipment
- Completed the GVT Operations, Route and Schedule Analysis – GVT route modifications were implemented on May 21, 2016
- The RFP for the GVT operational contract was prepared and advertised
- The RFP for the exterior bus advertising contract was prepared and advertised
- Improving multi-modal travel modeling capability
- Home travel survey data analysis
- Demographic data technical assistance
- Special project studies
- Special needs population mobility management
- Coordination of planning effort with GVT’s Coordinated Transit and Human Services Transportation Plan

### **Access Management, Support for Development Review, Other**

The Grand Valley is benefitted by having Interstate 70 running in an east-west direction and close by the urbanized area. However, other routes are all limited access or full access roadways ranging from rural county highways to major arterial roads such as I-70B and US 50. They are of critical importance for maintaining long term mobility levels in Mesa County. The GVMPO is also committed to the added traffic safety provided by good roadway access management. The GVMPO will continue to work with CDOT and local communities in permitting processes in Mesa County. This includes:

- Providing information and technical assistance to applicants
- Attending pre-application coordination meetings with applicants and staff at the applicable local jurisdiction
- Working with local jurisdictions to enhance their efforts to improve access management policies
- Updates to the roadway functional classifications of roads that are under the jurisdiction of the municipalities or Mesa County
- Local road access management studies

### **Local Government Support**

The GVMPO provides staff support for carrying out project prioritization processes for Mesa County, the Cities of Grand Junction and Fruita, and the Town of Palisade. This allows coordination with the plans and programs of the GVMPO and advances the priorities in the RTP. On an ongoing basis the GVMPO provides technical assistance to participating communities to help ensure consistency between and among transportation plans and projects and local community plans. In addition the GVMPO assists in:

- Federal aid local government project delivery



- Supported and assisted in the development of a Complete Streets Policy for the Town of Palisade
- Technical assistance to local economic development offices and agencies
- Providing transportation related data and information
- Outreach, communication and coordination efforts

#### **FY 2017 Activities and End Products (Ongoing throughout FY 2017)**

- Continue work on all areas outlined above under **FY 2016 Accomplishments**
- Continue work on regional bicycle & pedestrian planning activities
- Continue updates and refinements to GVT routes and schedule that are responsive to public needs
- Collect and analyze data to improve efficiency of existing routes and future route expansion
- Continuously assess the performance of transit corridors and routes
- Continue work with the members of the LCC and other interested agencies to implement the Coordinated Human Services Transportation Plan (go to <https://rtpo.mesacounty.us/> click on *Plans, Reports & Studies*, then select *2040 Transit & Human Services Transportation Coordination Plan*)
- Coordinate with the Grand Junction Regional Airport Authority and participate in their master planning process
- Continue data collection and analysis of regional safety and security issues to identify needed improvements, and the ability of the region to respond to security threats
- Evaluate the potential for a commuter assistance program to help employees at major employment sites throughout the region identify alternative ways of traveling to work (this would be in addition to existing efforts)
- Continue support for regional and statewide freight planning activities through participation in the Freight Advisory Council
- Participation in the development and integration of Colorado Freight Plans, including the State Highway Freight Plan, State Freight and Passenger Rail Plan, Aviation Systems Plan, and Multimodal Freight Plan
- Continue work with Colorado National Monument and other public land managers on a Coordinated Transportation Plan (see also Special Outreach and Coordination Efforts below)
- Continued work with municipal partners to progress with development of ADA Transition Plans, in compliance with CDOT, FHWA, and FTA regulations, to be in place MPO-wide
- Coordinated with municipal partners to develop their Title VI Plans, in compliance with CDOT, FHWA, and FTA regulations, to be in place MPO-wide

#### **Special Outreach and Coordination Efforts**

GVMPO staff will continue to coordinate with and/or participate as members of numerous groups, organizations, and committees including the following:

- Kicked off a comprehensive transportation planning process with the staff at Colorado National Monument, other public land managers, and other stakeholders
- Statewide Transportation Advisory Committee (STAC)
- Statewide Freight Advisory Council

- Statewide MPO Meetings
- American Public Transportation Association (APTA)
- Colorado Association of Transit Agencies (CASTA)
- South West Transit Association (SWTA)
- Community Transportation Association (CTAA)
- Transit & Rail Advisory Committee (TRAC)
- Mesa County Air Quality Planning Committee
- Grand Junction Area Chamber of Commerce
- Grand Junction Economic Partnership
- CLUB 20
- Urban Trails Committee
- Grand Valley Bikes
- Six County Infrastructure Coalition (comprised of six Utah counties with transportation infrastructure interests that straddle the Colorado/Utah border)
- Various project specific steering committees and technical teams

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**FY 2017 ANNUAL BUDGET**

	FEDERAL FUNDS	REGIONAL PLANNING CONTRACT	MESA COUNTY LOCAL MATCH	GRAND JUNCTION LOCAL MATCH	OTHER LOCAL CONTRIBUTIONS	LOCAL MATCH CARRYOVER	TOTAL
<b>TOTAL MPO PROGRAM EXPENSES</b>	\$273,207	\$10,500	\$28,397	\$28,397	\$24,500	\$0	\$365,000
<b>NEW PROGRAM EXPENSES</b>	\$273,207	\$10,500	\$28,397	\$28,397	\$24,500	\$0	\$365,000
<b>FY 2017 MPO OPERATING &amp; REGIONAL ACTIVITIES</b>	\$273,207	\$10,500	\$28,397	\$28,397	\$0	\$0	\$340,500
Task 1.0: Program Administration	\$232,694	\$10,500	\$24,185.50	\$24,185.50	\$0	\$0	\$291,565
Task 2.0: Regional Transportation Planning	\$19,919	\$0	\$2,070	\$2,070	\$0	\$0	\$24,059
Task 3.0: Transportation Improvement Program	\$4,926	\$0	\$512	\$512	\$0	\$0	\$5,950
Task 4.0: Transportation, Transit and Multi-Modal Planning	\$15,668	\$0	\$1,629	\$1,629	\$0	\$0	\$18,926
<b>FY 2017 REGIONAL PARTNERS LOCAL FUNDING</b>	\$0	\$0	\$0	\$0	\$24,500	\$0	\$24,500
City of Fruita	\$0	\$0	\$0	\$0	\$2,500	\$0	\$2,500
Mesa County	\$0	\$0	\$0	\$0	\$21,000	\$0	\$21,000
Town of Palisade	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000
<b>CONTINUING PROGRAM EXPENSES (estimated amounts)</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>REGIONAL STUDIES / PROJECTS</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Task 1.0: Program Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Task 2.0: Regional Transportation Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Task 3.0: Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Task 4.0: Transportation, Transit and Multi-Modal Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**LIST OF ACRONYMS**

ADT	Average Daily Traffic	MPO	Metropolitan Planning Organization
AADT	Annual Average Daily Traffic	NAAQS	National Ambient Air Quality Standard
APTA	American Public Transit Association	NEPA	National Environmental Policy Act
CASTA	Colorado Association of Transit Agencies	NHI	National Highway Institute
CDOT	Colorado Department of Transportation	PM 2.5	Particulate Matter less than 2.5 micrometers
CPG	Consolidated Planning Grant	RPC	Regional Planning Contract
DOT	U.S. Department of Transportation	RTP	Regional Transportation Plan
EPA	U.S. Environmental Protection Agency	RTPO	Regional Transportation Planning Office
FAST	Fixing America’s Surface Transportation Act	SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
FHWA	Federal Highway Administration	SIPs	State Implementation Plans
FTA	Federal Transit Administration	STIP	Statewide Transportation Improvement Program
GVMPO	Grand Valley Metropolitan Planning Organization	STP	Federal Surface Transportation Program Funds
GVRTC	Grand Valley Regional Transportation Committee	TAC	Technical Advisory Committee
GVT	Grand Valley Transit	TC	Transportation Commission (Colorado)
HPMS	Highway Performance Management System	TIP	Transportation Improvement Program
IGA	Intergovernmental Agreement	TPR	Transportation Planning Region
MAP-21	Moving Ahead for Progress in the 21st Century	UPWP	Unified Planning Work Program
MOU	Memorandum of Understanding	VMT	Vehicle Miles Traveled

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