

Unified Planning Work Program



2018-2019

Amendment #1

Adopted - August 27, 2018



Federal Transit
Administration



COLORADO

Department of
Transportation

Grand Valley

Metropolitan Planning Organization



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Grand Valley Regional Transportation Committee

Bennett Boeschstein, City of Grand Junction, Chair

Dave Karisny, City of Fruita, Vice Chair

Scott McInnis, Mesa County

Roger Granat, Town of Palisade

Grand Valley MPO Technical Advisory Committee

CDOT Region 3, Mark Rogers

City of Fruita, Ken Haley

City of Grand Junction, Trent Prall

Grand Valley Transit, Valdon Lewis

Mesa County, Scott Mai

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 – Ongoing Implementation
- Ongoing project development support to CDOT
 - I-70B (with current focus on I-70B, 1st Street and Grand Avenue to Ute/Pitkin)
 - SH 340
 - US 6C
 - US 6A
- Coordinated with CDOT Region 3, CDOT HQ, and FHWA to evaluate alternative approaches to Safety Performance Management Target Setting
- Technical Support for the Grand Junction Circulation Plan Update and Complete Streets Policy, adopted by City of Grand Junction, July 2018
- Leading the preparation of an updated Transportation Impact Fee Study
- Technical Support to Mesa County with an update to their Road and Bridge Specifications
- GVT Strategic Plan completed April 2018
- Received and placed into service three (3) CNG Gillig buses in May 2018
- Ongoing Transportation Planning Process with Colorado National Monument, the Bureau of Land Management, Mesa County, City of Grand Junction, and the Colorado West Land Trust

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I. INTRODUCTION

GRAND VALLEY METROPOLITAN PLANNING ORGANIZATION OVERVIEW

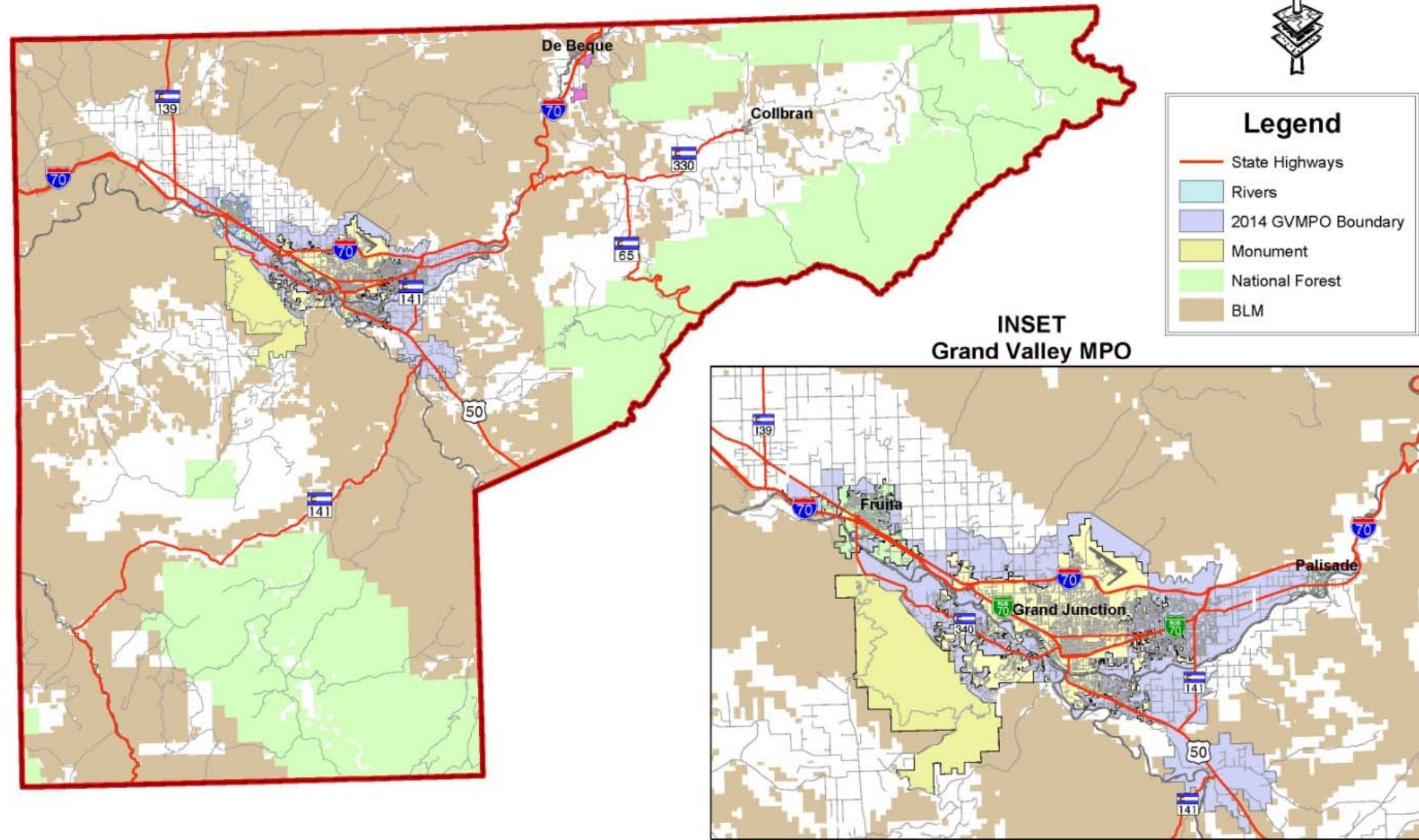
Every metropolitan area with a population of more than 50,000 persons must have a designated Metropolitan Planning Organization (MPO) for transportation to qualify for federal highway and/or transit assistance. The Grand Valley Metropolitan Planning Organization (GVMPO) is the MPO serving the Urbanized 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.

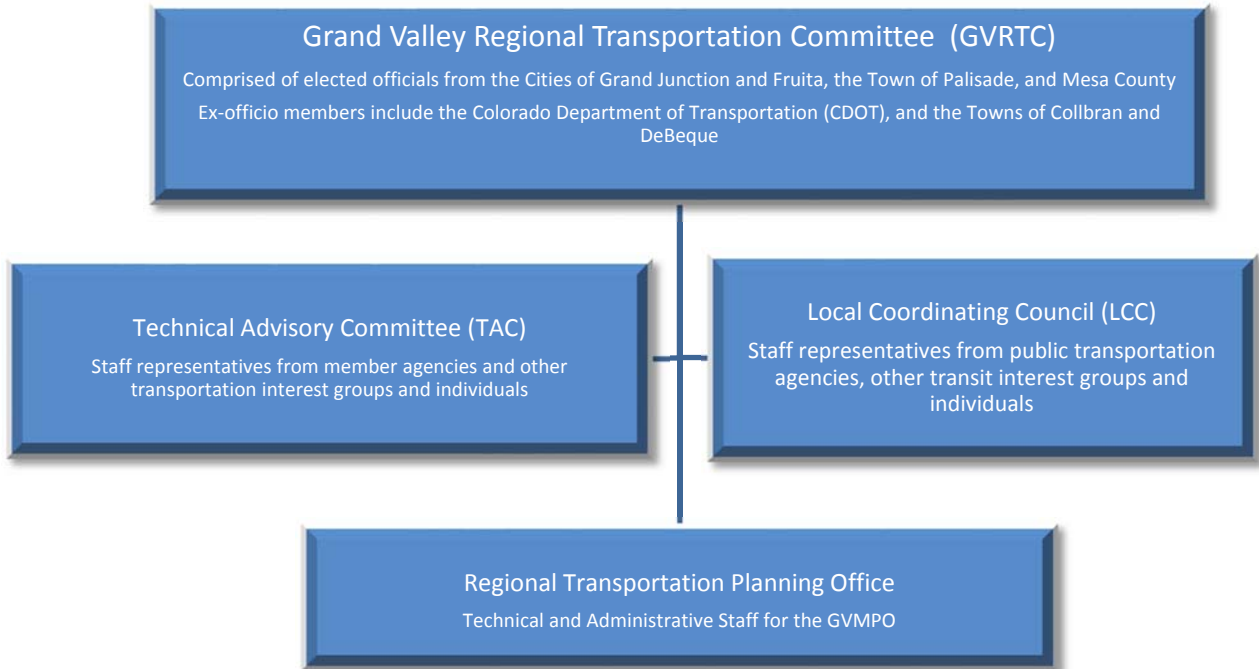
Transportation Planning Region (All of Mesa County)



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, updated and amended for the second of the two years, and further 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, Grand Valley Transit (GVT), 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 U.S. Department of Transportation (USDOT)

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 Technical Assistance to Member Jurisdictions

This two-year UPWP was prepared for FY 2018-2019, October 1, 2017 through September 30, 2019, and was adopted by the GVRTC June 26, 2017. This UPWP Amendment #1 provides an update to cover FY 2019, October 1, 2018 through September 30, 2019, and will be considered for adoption by the GVRTC prior to October 1, 2018.

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. More recently the *Fixing America's Surface Transportation Act or "FAST Act"* was signed into law on December 4, 2015 by President Obama. Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. Federal 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.

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 2018-19, as shown in the following table.

The following factors are addressed through the work program tasks for 2018-2019.

Planning Factor/Work Program Task	Economic Vitality	System Safety	System Security	Accessibility	Protect Environment	Integration of System	Efficiency	System Preservation
Task 1. Program Administration	X	X	X	X	X	X	X	X
Task 2. Regional Transportation Planning	X	X	X	X	X	X	X	X
Task 3. Transportation Improvement Program	X	X	X	X	X	X	X	X
Task 4. 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 and 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) + \$48,372 (LOCAL) = \$291,566 (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 2018 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 2018-2019 UPWP, Amendment #1

FY 2019 Activities (Ongoing throughout FY 2019)

- Manage the implementation of tasks within this FY 2018-2019 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 FAST Act rule-making and guidance
- Work with neighboring TPRs to coordinate transportation opportunities
- Prepare any needed amendments to the FY 2018-2019 UPWP, and prepare the FY 2020-2021 UPWP
- Work with the MPO to establish the administrative and technical procedures required (including provisions 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 2019 Specific End Products (Ongoing or as shown throughout FY 2019)

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 2019 UPWP Amendment (Draft – July 2018 / Final - Adoption - August 2018)
- Staff support to the GVMPO TAC, LCC, and GVRTC, and other organized sub-committees (ongoing)
- Statewide Transportation 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)

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

TASK 2.0 REGIONAL TRANSPORTATION PLANNING: \$19,919 (FEDERAL) + \$4,140 (LOCAL) = \$24,059 (TOTAL)

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 2018 Accomplishments

2040 REGIONAL TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION

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 <https://rtpo.mesacounty.us/globalassets/rtpo/plans-reports--studies/other/2040-regional-transportation-plan.pdf> 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 for the plan update, ongoing plan implementation, and preparation for the 2045 plan 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 and the FAST Act, developed initial performance measures for the plan
- Assessed potential changes due to GVT’s 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

- Continued work on existing conditions and trends analysis for the 2045 Plan
- Implementation and maintenance of the 2040RTP

TDM development activities for FY 2018 and ongoing include:

- Continued development of in-house technical capacity for running and maintaining the TransCAD travel demand modeling software
- Providing updates to the TDM Oversight Committee, comprised of representatives from the local jurisdictions and CDOT
- Ongoing participation in the FHWA’s Travel Model Improvement Program (TMIP)
- Participation in the Technology Policy Working Group and Scenario Planning Working Group
- Ongoing participation with CDOT and big data providers such as INRIX, in the utilization of big data for TDM improvement
- Working 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
- Continued work with Mesa County in the implementation of a traffic counting program that helps to meet the needs of the next TDM update

FY 2019 Activities (Ongoing throughout FY 2019)

- 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
- Prepare and issue an RFP for consultant services for updating the TDM
- 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 2019)

- Ongoing implementation of the 2040RTP, including:
 - 29 Road Interchange
 - I-70B 24 Road to 15th Street (with current focus on I-70B, 1st Street and Grand Avenue to Ute/Pitkin)
 - SH 340/Redlands Parkway Intersection
 - US 6C – Clifton
 - US 6 Fruita to I-70B
- Prepare RFP for consultant services to assist with preparation of 2045RTP (FY 2019)
- 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) (throughout FY 2019)

- Continue participation in the Colorado Model Users Group and the Statewide Travel Model development process (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 TIP follows the fiscal year (FY) for the State of Colorado, July 1 through June 30.

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 2018 Accomplishments

- Managed the FY 2018-2021 TIP through policy and administrative amendments (as needed)
- Developed, prepared, and adopted the FY 2019-2022 TIP (adopted April 2018) (see <https://rtpo.mesacounty.us/transportation-improvement-program-tip/>)
- Conducted public involvement activities prior to amendments to the FY 2018-2021 TIP and prior to adoption of the FY 2019-2022 TIP

FY 2019 Activities (Ongoing or as shown throughout FY 2019)

- Maintain a financially feasible rolling four-year TIP for FYs 2019-2022. 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 of the FY 2020-2023 TIP (March 2019)

End Products (Ongoing or as shown throughout FY 2019)

- Maintenance of the TIP for FYs 2019-2022 (ongoing)
- Draft FY 2020-2023 TIP (March-April 2019)
- Adopt FY 2020-2023 TIP (April-May 2019)

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

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 including BUSTANG, 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 2018 Accomplishments (and ongoing activities)**Bicycle and Pedestrian Planning**

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

- Technical support for CDOT's Safe Routes to School (SRTS) program as a member of the Statewide SRTS Advisory Committee, including participation in grant application review meetings at CDOT HQ
- Ongoing support to the Cities of Grand Junction and Fruita, Town of Palisade, and Mesa County in their efforts to further develop multi-modal transportation and recreational trail systems.
- 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 ongoing 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 a member 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
 - 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:

- Worked with CDOT's Division of Transit and Rail (DTR) in the development and refinement of projects

for inclusion in the Transit Development Program

- GVT Strategic Plan completed April 2018
- Received and placed into service three (3) CNG Gillig buses in May 2018
- GVT Route Analysis, Optimization, and Route Change Implementation July 2018
- 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 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 providing mobility and access 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:

- Transportation Impact Fee (TIF) coordination with local partners
- 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
- Intermodal Facility Feasibility Study & Review
- Technical support to the City of Grand Junction for a complete update to the Circulation Plan element of the Grand Junction Comprehensive Plan, including a Complete Streets Policy
- Technical assistance to local economic development offices and agencies

- Providing transportation related data and information
- Outreach, communication and coordination efforts

FY 2019 Activities and End Products (Ongoing throughout FY 2019)

- Continue work on all areas outlined above under FY 2018 Accomplishments
- Continue work on regional bicycle & pedestrian planning activities
- Technical support for CDOT's Safe Routes to School (SRTS) program as a member of the Statewide SRTS Advisory Committee, including participation in the grant application review meeting at CDOT HQ
- 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 (see <https://rtpo.mesacounty.us/globalassets/rtpo/plans-reports--studies/transit/2040-transit--human-services-transportation-coordination-plan.pdf>)
- Intermodal Facility Feasibility Study & Review – continue work with local economic development partners and CDOT
- 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)
- Continue 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
- Coordinate with municipal partners to maintain or 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:

- Ongoing comprehensive transportation planning process with the staff at Colorado National Monument, Bureau of Land Management, Mesa County, City of Grand Junction, 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 2019 ANNUAL BUDGET

	FEDERAL FUNDS	REGIONAL PLANNING CONTRACT	MESA COUNTY LOCAL MATCH	GRAND JUNCTION LOCAL MATCH	OTHER LOCAL CONTRIBUTIONS	LOCAL MATCH CARRYOVER	TOTAL
TOTAL MPO PROGRAM EXPENSES	\$273,207	\$10,500	\$28,397	\$28,397	\$24,500	\$0	\$365,000
NEW PROGRAM EXPENSES	\$273,207	\$10,500	\$28,397	\$28,397	\$24,500	\$0	\$365,000
FY 2019 MPO OPERATING & REGIONAL ACTIVITIES	\$273,207	\$10,500	\$28,397	\$28,397	\$0	\$0	\$340,500
Task 1.0: Program Administration	\$232,694	\$10,500	\$24,186	\$24,186	\$0	\$0	\$291,566
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
FY 2019 REGIONAL PARTNERS LOCAL FUNDING	\$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
CONTINUING PROGRAM EXPENSES (estimated amounts)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REGIONAL STUDIES / PROJECTS	\$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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