

Unified Planning Work Program



2022-2023

August 23, 2021



Grand Valley
Metropolitan Planning Organization



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Grand Valley Regional Transportation Committee

Scott McInnis, Mesa County, Chair
Greg Mikolaj, Town of Palisade, Vice Chair
Lori Buck, City of Fruita
Dennis Simpson, City of Grand Junction

Grand Valley MPO Technical Advisory Committee

CDOT Region 3, Mark Rogers
City of Fruita, Sam Atkins
City of Grand Junction, Trent Prall
Grand Valley Transit, Valdon Lewis
Mesa County, Scott Mai
Town of Palisade, Matt Lemon
Town of Collbran, Melonie Matarozzo
Town of DeBeque, Tim Meloveck

Grand Valley MPO Staff

Dana Brosig, MPO Director
Kathy Young, Assistant to the MPO Director
Dean Bressler, Senior Engineer, Transportation Planning
Andy Gingerich, Transit Coordinator
Sarah Brooks, Mobility Manager
Chris Benson, Bus Stop Maintenance Technician

Recent Accomplishments

- Completed a redesign of the Grand Valley Transit website.
- Prepared for and completed the Federal Transit Administration Fiscal Year 2021 Triennial Review.
- Grand Valley 2045 Regional Transportation Plan – Ongoing Implementation with partner agencies.
- Prepared and adopted the 2022-2025 Transportation Improvement Program
- Fully supported CDOT and the City of Grand Junction in the preparation of a USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program application seeking \$24.5 million in funding for a Mobility Hub, I-70B Improvements, Dos Rios Pedestrian Bridge, and 2nd Street Promenade.
- Ongoing project development support to CDOT
- Working with CDOT and the City of Grand Junction, prepared and advertised a Request for Proposal for professional services to plan and design US 6B, North Avenue, as an Enhanced Transit Corridor.

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I. INTRODUCTION

GRAND VALLEY METROPOLITAN PLANNING ORGANIZATION OVERVIEW

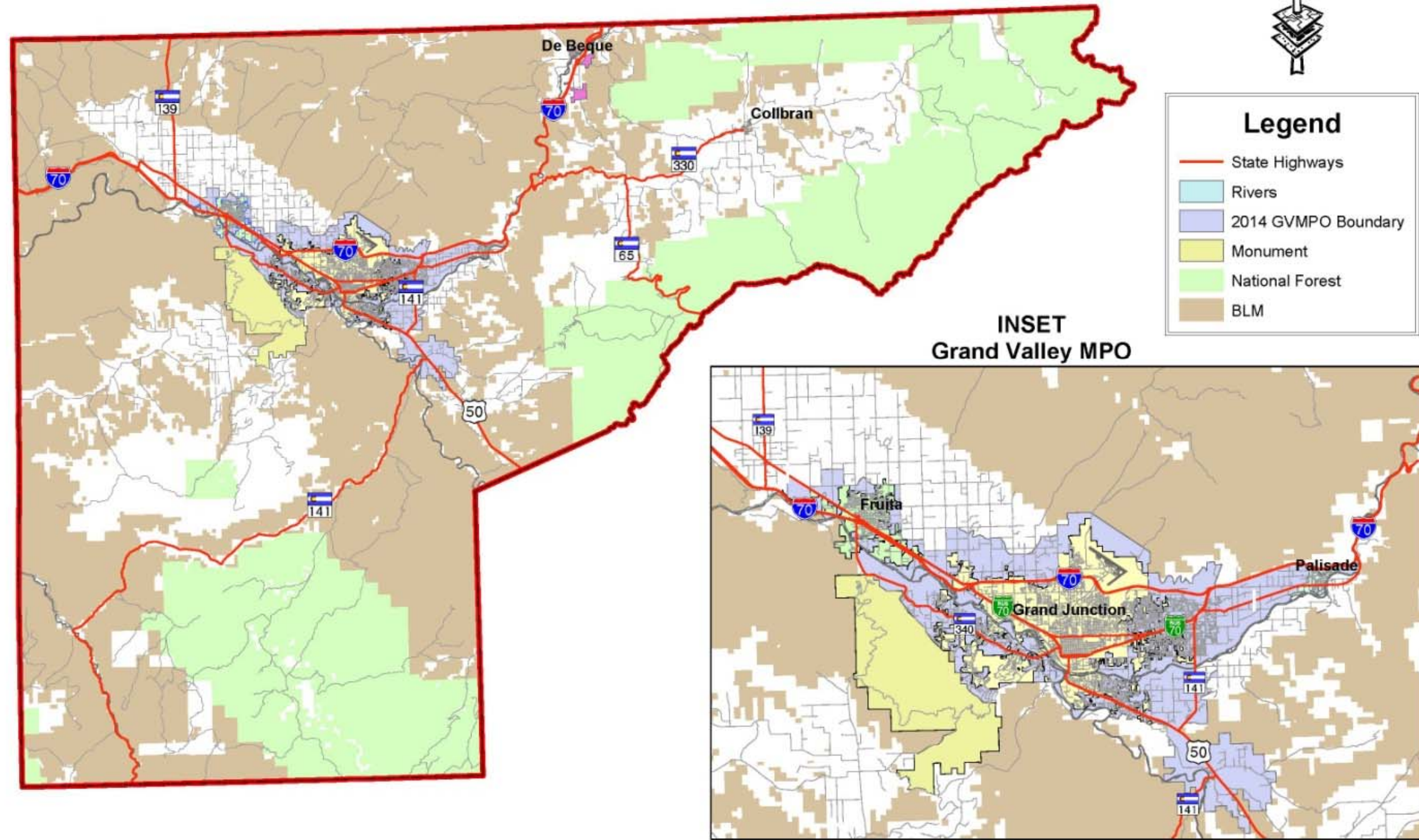
Metropolitan areas with a population of more than 50,000 persons must have a designated Metropolitan Planning Organization (MPO) for transportation to qualify for federal highway and/or transit assistance. The Grand Valley Metropolitan Planning Organization (GVMPO) is the MPO serving the Urbanized Area of the Grand Valley, and lies within the Grand Valley Transportation Planning Region (GVTPR), all of Mesa County. The GVMPO includes the City of Grand Junction, City of Fruita, Town of Palisade, and portions of Mesa County. The Grand Valley Regional Transportation Committee (GVRTC) provides oversight, 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 GVTPR, they are outside 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. The MPO's role is to develop and maintain transportation plans for the area to assure that federal funds will be available to support locally developed plans and projects.

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.

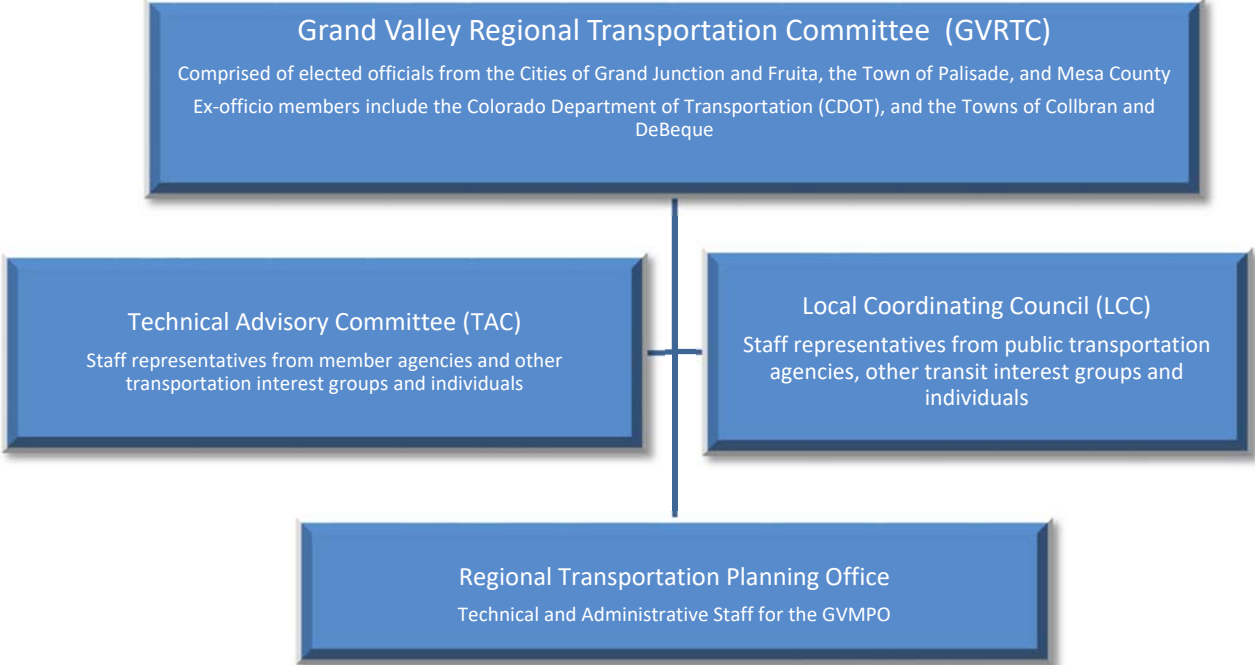
Transportation Planning Region (All of Mesa County)



TRANSPORTATION PLANNING REGION AND GRAND VALLEY MPO PLANNING AREA

ORGANIZATIONAL STRUCTURE

The GVMPO functions under a committee structure comprised of a transportation policy 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 adopted 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 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 current Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP)
- Regional Multimodal 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 2022-2023, October 1, 2021 through September 30, 2023, and will be considered for adoption by the GVRTC prior to October 1, 2021.

II. CURRENT ISSUES AND REQUIREMENTS

PLANNING FACTORS AND FEDERAL INITIATIVES

This UPWP has been fully updated in response to the FHWA/FTA UPWP Approval Letter submitted to CDOT September 29, 2020. In particular, FHWA and FTA provided three lists following the approval letter: 1) Required Changes that each MPO must address in future 2021 UPWP Amendments and/or next UPWP, 2) Areas of Concern, and 3) General Reminders and Process Improvement Recommendations. Each listed item was considered and addressed, as appropriate. The remainder of this section outlines key federal legislation, initiatives and the ten planning factors to be addressed by work program tasks.

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, President Obama signed the Fixing America’s Surface Transportation Act or “FAST Act” into law on December 4, 2015. 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:

1. Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increases the safety of the transportation system for motorized and non-motorized users.
3. Increases the security of the transportation system for motorized and non-motorized users.
4. Increases the accessibility and mobility options available to people and for freight.
5. 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.
6. Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promotes efficient system management and operation.
8. Emphasizes the preservation of the existing transportation system.
9. Improves the resiliency and reliability of the transportation system and reduces or mitigates stormwater impacts of surface transportation.
10. Enhances travel and tourism.

As additional new legislation or amendments to existing legislation may be enacted, and as rules are promulgated for new 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 for FY 2022-23, as shown in the following table.

The following factors are addressed through the work program tasks for 2022-2023.

Planning Factor/Work Program/Task	Economic Vitality	System Safety	System Security	Accessibility	Protect Environment	System Integration	Efficiency	System Preservation	Resiliency	Travel/Tourism
Task1. Program Administration	X	X	X	X	X	X	X	X	X	X
Task2. Regional Transportation Planning	X	X	X	X	X	X	X	X	X	X
Task3. Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X
Task4. Transportation, Transit, and Multi-Modal Planning	X	X	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 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)
- Fully updating the GVT website (see <http://gvt.mesacounty.us/> for more information)
- Regular social media posts
- Preparing a comprehensive GVMPO Public Participation Plan
- Strategies to engage the public early in the planning process, following up on the success of the GV 2045 RTP public outreach process

III. WORK PROGRAM TASKS

TASK 1.0 PROGRAM ADMINISTRATION: \$239,193 (FEDERAL) + \$49,978 (LOCAL) = \$299,671 (TOTAL)

Currently all subtasks under Task 1.0 are programmatic, with completion occurring throughout the fiscal year. As such, this task and all included subtasks are currently on schedule and budget with the exception of the minor amount of carry-over shown in the FY 2022 Annual Budget shown on page 16 of this UPWP.

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 GVTPR.

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 2021 Accomplishments

- GVMPO TAC and GVRTC: Prepared for and conducted regular meetings, prepared for and provided relevant training and updates, incorporated TAC feedback and direction from the GVRTC into planning and programming processes
- Prepared for and conducted year-end and mid-year reviews
- Prepared and adopted FY 2020-2021 UPWP, Amendment #1

FY 2022-2023 Activities (Ongoing throughout FY 2022-2023)

- Manage the implementation of tasks within this FY 2022-2023 UPWP
- 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 legislative rule-making and guidance

- Work with neighboring TPRs to coordinate transportation opportunities
- Prepare any needed amendments to the FY 2022-2023 UPWP
- Work with the MPO to establish the administrative and technical procedures required (including provisions of 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 2022-2023 Specific End Products (Ongoing or as shown throughout FY 2022-2023)

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)
- TAC meetings and GVRTC meetings (regularly)
- Regional symposiums / summits on transportation-related issues (as needed)
- Monthly invoices and progress reports
- Maintain current MPO membership list and directory (ongoing)
- FY 2023 UPWP Amendment (Draft – July 2022 / Final - Adoption - August 2022)
- Staff support to the GVMPO TAC, LCC, and GVRTC, and other organized sub-committees (ongoing)
- Statewide Transportation Advisory Committee (monthly)
- Statewide MPO (monthly)
- Greenhouse Gas (GHG) Rulemaking (regular coordination with CDOT)
- 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 participation and outreach activities (ongoing)

Other Non-Salary Related Costs

Where possible all expenses are charged to the specific program category that 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: \$19,698 (FEDERAL) + \$3,976 (LOCAL) = \$23,674 (TOTAL)

Currently all subtasks under Task 2.0 are programmatic, with completion occurring throughout the fiscal year. This task and all included subtasks are currently on schedule and budget with the exception of the minor amount of carry-over shown in the FY 2022 Annual Budget shown on page 16 of this UPWP.

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 GVTPR is encompassed within the RTP
- The current RTP has a 2045 planning horizon and has been in place since adoption by the GVRTC in February 2020. The RTP is a long-term blueprint for the transportation system within the GVMPO/TPR. The RTP is continuously referred to by GVMPO staff and partners when pursuing funding and as funding becomes available for the implementation of prioritized projects.

Regional Travel Demand Modeling

Maintain the Mesa County Regional Travel Model (MCRTM) to assist with transportation planning activities, including the development of regional transportation plans, corridor and subarea planning, alternatives analyses, and detailed project planning.

MCRTM – For approximately the past 24 years, the GVMPO has invested in the development and maintenance of a computerized travel demand model (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 computer-based model that predicts 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 MCRTM 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 MCRTM 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 2021 Accomplishments

- **2045 Regional Transportation Plan (RTP) Implementation**

- **MCRTM Update and Implementation including:**

- Continued development of in-house technical capacity for running and maintaining the TransCAD travel demand modeling software
- Provided updates to the MCRTM Oversight Committee, comprised of representatives from the local jurisdictions and CDOT
- Ongoing participation in the FHWA’s Travel Model Improvement Program (TMIP)
- Regular participation in the Colorado Model User’s Group
- Ongoing participation with CDOT and big data providers such as INRIX, in the utilization of big data for MCRTM improvement
- 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 MCRTM documentation
- Continued work with Mesa County and the City of Grand Junction in the implementation of a traffic counting program that helps to meet the needs of the next MCRTM update

FY 2022-2023 Activities

- 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. This includes periodic development and adoption of Transportation Performance Management (TPM) targets for PM1, PM2, and PM3.
- Participate in CDOT statewide planning processes, including attendance at meetings related to plans and supporting technical models and studies
- 2045 Regional Transportation Plan (RTP) Implementation

End Products (Ongoing or as shown throughout FY 2022-2023)

- Implementation of the 2045 RTP, including:
 - Work with partners to develop and implement prioritized projects
 - Implementation of policies and strategies – Chapter 2 of the 2045 RTP includes the plan Vision Statement and accompanying goals. Each goal has a corresponding set of policies and strategies. Policies serve as the guiding principles to help inform decisions made by GVMPO member jurisdictions. Strategies are listed for each goal and contain the action items for completing the goal. Implementation of the policies and strategies will be reviewed and updated with the TAC, and integrated into each successive annual update to the UPWP. The UPWP will be used to track and present progress:
 - Safety goals, policies, and strategies were reviewed with the TAC, August 2020. The crash reporting form DR2447 and the replacement form DR3447 were discussed. Member jurisdictions provided updates on their crash reporting processes.
 - Safety, System Condition, and System Performance were reviewed with the TAC and reported to the GVRTC, February 2022, and updated performance targets were adopted.

- Safety, System Condition, and System Performance updates were reviewed with the TAC and GVRTC at their respective meetings in April 2021.
 - RTP goals, policies, and strategies for both Active Transportation and Transit were incorporated into the Request for Proposal for a US 6B, North Avenue Enhanced Transit Corridor plan to be completed in partnership with CDOT, the City of Grand Junction and the GVMPO.
- Coordinate traffic count and other data collection activities with the member municipalities and CDOT (ongoing)
 - Continue participation in the Colorado Model Users Group and the Statewide Travel Model development process (ongoing)
 - Regular updates to the MCRTM to reflect revisions to the Existing plus Committed network (ongoing)
 - MCRTM model runs and output in response to needs of CDOT and the municipalities (ongoing)

TASK 3.0 TRANSPORTATION IMPROVEMENT PROGRAM: \$5,628 (FEDERAL) + \$1,136 (LOCAL) = \$6,764 (TOTAL)

Currently all subtasks under Task 3.0 are programmatic, with completion occurring throughout the fiscal year. This task and all included subtasks are currently on schedule and budget with the exception of the minor amount of carry-over shown in the FY 2022 Annual Budget shown on page 16 of this UPWP.

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 2021 Accomplishments

- Managed the FY 2020-2023 TIP through policy and administrative amendments (as needed)
- Developed and adopted Transportation Performance Management (TPM) targets for PM1, PM2, and PM3
- Refined the approach to Performance-Based Planning for inclusion in the FY 2022-2025 TIP
- Developed, prepared, and adopted the FY 2022-2025 TIP (adopted April 2021) (see <https://rtpo.mesacounty.us/transportation-improvement-program-tip/>)
- Conducted public involvement activities prior to amendments to the FY 2021-2024 TIP and prior to adoption of the FY 2022-2025 TIP

FY 2022-2023 Activities (Ongoing or as shown throughout FY 2022-2023)

- Maintain a financially feasible rolling four-year TIP for FYs 2022-2025. TIP projects and programs will be consistent with the MPO's 2045 RTP (as needed)

- Report on the status of TIP projects on a regular basis to CDOT and MPO membership (regularly)
- Ensure consistency with TPM and PM1, PM2, and PM3
- Coordinate with CDOT and project sponsors regarding project schedules and funding expenditures (continuous)
- Begin development of the FY 2023-2026 TIP (March 2022)

End Products (Ongoing or as shown throughout FY 2022-2023)

- Maintenance of the TIP for FYs 2022-2025 (ongoing)
- Draft FY 2023-2026 TIP (March-April 2022)
- Adopt FY 2023-2026 TIP (April-May 2022)
- Maintenance of the TIP for FYs 2023-2026 (ongoing)

TASK 4.0 TRANSPORTATION, TRANSIT, AND MULTIMODAL PLANNING:

\$16,884 (FEDERAL) + \$3,408 (LOCAL) = \$20,292(TOTAL)

Currently all subtasks under Task 4.0 are programmatic, with completion occurring throughout the fiscal year. This task and all included subtasks are currently on schedule and budget with the exception of the minor amount of carry-over shown in the FY 2022 Annual Budget shown on page 16 of this UPWP.

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.

Ongoing Tasks and FY 2021 Accomplishments

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 meetings to improve the grant application and program procedures, as well as review of applications and participation in selection committee meetings, throughout FY 2021
- Ongoing support to the Cities of Grand Junction and Fruita, Town of Palisade, and Mesa County in their efforts to further develop multimodal 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 one GVMPO staff member serves 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:

- Public Transportation Agency Safety Plans
- Worked with CDOT’s Division of Transit and Rail (DTR) in the development and refinement of projects for inclusion in the Transit Development Program
- 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 efforts with GVT’s Coordinated Transit and Human Services Transportation Plan

Access Management, Support for Development Review, Other

The Grand Valley benefits 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, Mesa County, and local communities with process development and improvement, including:

- 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

- Assistance with updates to the roadway functional classifications of roads that are under the jurisdiction of the municipalities or Mesa County
- Local road access management studies
- Two staff are working with local and state economic development partners to plan for more efficient inter-modal freight movement through the Grand Valley.

Additional 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
- Multimodal Facility Feasibility Study & Review
- Technical assistance to local economic development offices and agencies
- Providing transportation related data and information
- Outreach, communication and coordination efforts

FY 2022-2023 Activities and End Products (Ongoing throughout FY 2022-2023)

- Continue work on all areas outlined above under *Ongoing Tasks and FY 2021 Accomplishments*
- Participation in Grand Valley freight coordination meetings with CDOT, OEDIT, local economic development partners, and business interests
- Continue work on regional bicycle & pedestrian planning activities
- Technical support for CDOT's SRTS program as a member of the Statewide SRTS Advisory Committee, including participation in meetings to improve the grant application and program procedures, as well as review of applications and participation in selection committee meetings for subsequent funding cycles
- Implementation of the Grand Valley SRTS Smart Project, a non-infrastructure grant funded project to promote walking and biking to school through an interactive map and incentive app as well as safety education in schools and throughout the community, this project funding was awarded to GVMPO during the FY 2021 cycle but implementation and project evaluation will extend into FY 2022-23
- Continue to support CDOT in the CDOT Statewide Travel Survey
- 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/plans-reports--studies/transit/>)
- 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 coordination of transportation planning and projects with Colorado National Monument, the Bureau of Land Management, Central Federal Lands Highway Division, FHWA, and other stakeholders (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 coordination and planning processes 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 MPO Meetings
- Statewide Freight Advisory Council
- 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 2022 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	\$290,156	\$10,500	\$29,306	\$29,306	\$24,500	\$0	\$383,769
NEW PROGRAM EXPENSES	\$281,403	\$10,500	\$28,397	\$28,397	\$24,500	\$0	\$373,196
FY 2022 MPO OPERATING & REGIONAL ACTIVITIES	\$281,403	\$10,500	\$28,397	\$28,397	\$1,704	\$0	\$350,400
Task 1.0: Program Administration	\$239,193	\$10,500	\$24,137	\$24,137	\$1,704	\$0	\$299,671
Task 2.0: Regional Transportation Planning	\$19,698	\$0	\$1,988	\$1,988	\$0	\$0	\$23,674
Task 3.0: Transportation Improvement Program	\$5,628	\$0	\$568	\$568	\$0	\$0	\$6,764
Task 4.0: Transportation, Transit and Multi-Modal Planning	\$16,884	\$0	\$1,704	\$1,704	\$0	\$0	\$20,292
FY 2022 REGIONAL PARTNERS LOCAL FUNDING	\$0	\$0	\$0	\$0	\$22,796	\$0	\$22,796
City of Fruita	\$0	\$0	\$0	\$0	\$2,500	\$0	\$2,500
Mesa County	\$0	\$0	\$0	\$0	\$19,296	\$0	\$19,296
Town of Palisade	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000
CONTINUING PROGRAM EXPENSES (estimated amounts)	\$8,753	\$0	\$910	\$910	\$0	\$0	\$10,573
REGIONAL STUDIES / PROJECTS	\$8,753	\$0	\$910	\$910	\$0	\$0	\$10,573
Task 1.0: Program Administration	\$2,626	\$0	\$273	\$273	\$0	\$0	\$3,172
Task 2.0: Regional Transportation Planning	\$2,188	\$0	\$227	\$227	\$0	\$0	\$2,643
Task 3.0: Transportation Improvement Program	\$1,313	\$0	\$136	\$136	\$0	\$0	\$1,586
Task 4.0: Transportation, Transit and Multi-Modal Planning	\$2,626	\$0	\$273	\$273	\$0	\$0	\$3,172

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

Attachments:

- 1) Signed certification for Title VI Assurance (49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation)
- 2) Restrictions on Lobbying statement (31 USC 1352 - Limitation on use of appropriated funds to influence certain Federal contracting and financial transactions)

Note the above were submitted with the GVMPO 2022-2025 TIP, April 2021

GRAND VALLEY METROPOLITAN PLANNING ORGANIZATION
ANNUAL TITLE VI ASSURANCES

1. There have been no lawsuits or complaints alleging discrimination on the basis of race, color, or national origin filed against the Grand Valley Metropolitan Planning Organization (GVMPO) within the last year January 1, 2020, through to the present.
2. There are no pending applications to any federal agency by the GVMPO other than to the Federal Transit Administration (FTA).
3. There were no civil rights compliance reviews performed on the GVMPO by any local, state, or federal agency during the period January 1, 2020, through to the present.
4. Title VI will be enforced by the GVMPO for all contractors. All contracts with the GVMPO include compliance measures that, in effect, state that failure to comply with Title VI requirements will result in termination of the contract. A copy of the standard contract language regarding Title VI is attached as Appendix A.

Dated: April 27, 2021



Dana Brosig, Director
Grand Valley Metropolitan Planning Organization

APPENDIX A TO TITLE VI ASSURANCE: STANDARD CONTRACT LANGUAGE REGARDING TITLE VI

During the performance of this contract, the contractor, for itself, its assignees and successors in the interest (hereinafter referred to as the contractor) agrees as follows:

1. **Compliance with Regulations:** The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the U.S. Department of Transportation (hereinafter, USDOT) Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by Mesa County or the Federal Transit Administration, to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to Mesa County, or the Federal Transit Administration, as appropriate, and shall set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of the contractor's noncompliance with nondiscrimination provisions of the contract, Mesa County shall impose contract sanctions as it or the Federal Transit Administration, may determine to be appropriate, including, but not limited to:
 1. Withholding of payments to the contractor under the contract until the contractor complies;
 - and/or 2. Cancellation, termination, or suspension of the contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as Mesa County or the Federal Transit Administration, may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request Mesa County to enter into such litigation to protect the interests of Mesa County, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

CERTIFICATION OF RESTRICTIONS ON LOBBYING

I, Dana Brosig, Director, hereby certify on behalf of the Grand Valley Metropolitan Planning Organization that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, A Disclosure Form to Report Lobbying, in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31 USC.

This document is signed this 27th day of April 2021.



Dana Brosig, Director
Grand Valley Metropolitan Planning Organization