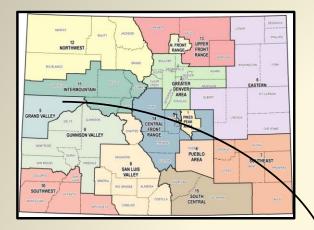
# **Transportation Legislation Review Committee - July 24, 2017**



### **ORGANIZATIONAL STRUCTURE**

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



**GRAND VALLEY TRANSIT** is administered by the GVMPO with oversight by the GVRTC and Mesa County Board of County Commissioners.



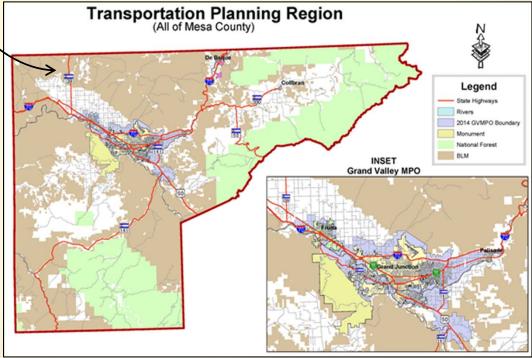
gvt.mesacounty.us

GRAND VALLEY METROPOLITAN PLANNING ORGANIZATION (GVMPO) Planning Area Boundary (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, making the GVMPO the smallest of the five MPOs in Colorado.

The **Grand Valley TPR** includes all of Mesa County and is 3,341 square miles in area with an estimated population of 150 thousand persons.

- Elevations range from 4,300 to 11,240 feet
- Gateway to public lands nearly 75% of Mesa County!
  - Colorado National Monument
  - McInnis Canyons National Conservation Area
  - Dominguez-Escalante National Conservation Area
  - BLM lands and multiple Special Recreation Management Areas and Wilderness Areas

- Grand Mesa National Forest
- Uncompange National Forest
- White River National Forest
- State protected areas
  Highline Lake State Park
  James M. Robb Colorado River State Park
  Vega State Park



#### Mesa County:

- Led by a three member County Commission
- Renowned health care services
- Agriculture: some 2,264 farms on 386,932 acres (2012 Census of Agriculture)
- Challenges of large geographic area, much of it sparsely populated

#### **City of Grand Junction:**

- County seat
- Led by a seven member council
- Mixed views on how to get local economy going again (get beyond boom-bust of extractive industries)
- Home to: Colorado Mesa University, St. Mary's Medical Center, JUCO, Lunch Loops trailhead, and the GJ Rockies

#### City of Fruita:

- Led by a mayor and six member council
- Proactively promoting Fruita as a tourist destination and playground for mountain biking and OHVs
- Gateway community to public lands
- Fruita Fat Tire Festival

#### Town of Palisade:

- Led by a seven member Board of Trustees
- Heart of Colorado Wine Country and peach growers
- Voters recently approved recreational marijuana sales
- Embraces its location as a gateway to BLM and National Forest lands, including development of the Palisade Plunge (a Governor's 16 in 16 Trail)
- ✓ All agree that a well-planned, multi-modal transportation system is essential to the future of the Grand Valley.

# Local Projects:

## **City of Grand Junction**

- 1<sup>st</sup> Street, Grand to Orchard
- B ½ Road Overpass of US 50
- Monument Corridor

## **Mesa County**

- Red Canyon Pedestrian Bridge Project
- 29 ½ Road, 16 Road Bridge Projects
- Multi-modal connection under 29 Road Bridge

#### **Town of Palisade**

- Peach Avenue sidewalk improvements
- Palisade Plunge (with Mesa County)

### **City of Fruita**

- Kokopelli Trail (west phase in design; east phase to go to bid Fall)
- Downtown Streetscape Design, US 6 to Circle Park
- Maple Street Bridge Design

# Common themes that emerged from the 2040 Regional Transportation Plan



- Build multimodal systems that enable people to easily travel from work to home or to readily transfer from bike to bus—The region's extensive trail networks, pedestrian amenities, transit routes, local streets, interstate highways, and truck routes are an interconnected multimodal network that could be more complete.
- Maintain what we have before adding new capacity—Residents did not broadly support significant new investments without first preserving existing roads, signs, bridges, trails, and sidewalks. Adequate funding is not available to fulfill all regional needs and the first priority for investment should be maintenance. Additional transportation dollars can then be directed toward improving multimodal infrastructure, including making roads safer for all users, adding shoulders to county roads and urban streets, creating additional bike and pedestrian routes, and upgrading interchanges and freight routes.
- **Support quality community growth**—There is widespread agreement that transportation substantially improves the livability of communities and the economic development prospects of the region.

## **Transit Capital:**

- GVT Bus Replacements FASTER Transit
- GVT Bus Purchases FTA 5310, 5316, 5339
- GVT Bus stop improvements (sidewalks, bus pullouts, benches, shelters, lighting) — FTA 5307
- Compressed Natural Gas Fueling Facility
  FTA 5339, DOLA

# **Transit Operating:**

GVT Operating – FTA 5307

# **Funding Needs:**

 I-70B, US 6 east and west, Orchard Avenue, 29 Road Interchange, I-70 mainline, Safe Routes to Schools...

## **MPO Priority Projects:**

- I-70B 24 Road to 15th Street
  - Current construction: Rimrock Ave to 1<sup>st</sup> St at North Ave and 1<sup>st</sup> St at Grand Ave
  - O Current design: 1st St to Ute/Pitkin
- SH 340 Projects
  - Resurfacing
  - Multi-modal improvements (shoulders and sidewalks)
  - SH 340 at Redlands Parkway Intersection
- US 6 Clifton to Palisade design
- US 6 Fruita to I-70B design
- I-70
  - Palisade Curves study
  - o Exit 49 construction