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Chris Colclasure
 CDPHE- Air Pollution Control Division
 Kathy Gilliland
 Transportation Commission

MPO Staff

- Terri Blackmore
Executive Director
- Becky Karasko
Regional Transportation
Planning Director
- Rena Steffen
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- Crystal Hedberg
Finance Manager
- Mary Warring
Mobility Coordinator

Next Council Meeting
 August 6, 2015
 Greeley Family Fun Plex
 1501 65th Ave.
 Greeley, CO

**NORTH FRONT RANGE TRANSPORTATION &
 AIR QUALITY PLANNING COUNCIL
 MEETING AGENDA**

July 9, 2015
 Severance Town Hall
 3 S Timber Ridge Parkway
 Severance, CO
 Council Dinner 5:30 p.m.
 MPO Council Meeting – 6:00 to 8:30 p.m.

1. *Pledge of Allegiance/2-Minute Public Comment (accepted on items not for Action)*
Anyone in the audience will be given time to speak to any item on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the Regular Agenda. Members of the public will be given an opportunity to speak to the item before the Council acts upon it.

- 2. Acceptance of Meeting Agenda
- 3. Approval of Minutes-Lead Planning Agency for Air Quality/MPO- June 4, 2015 (Pg.7)

PUBLIC HEARING:

- 4. Air Quality Conformity Determinations Angela Horn 5 min

Lead Planning Agency for Air Quality Agenda

COUNCIL REPORTS:

- 5. Air Pollution Control Division Report (Pg.15) (Written Report)

Metropolitan Planning Organization (MPO) Agenda

- Executive Director Report (Pg. 17) Terri Blackmore 5 min

COMMITTEE REPORTS:

- 7. Finance (Pg.20) Kevin Ross 5 min
- 8. TAC (Pg. 24) (Written Report)

ACTION ITEM:

- 9. Air Quality Conformity Determinations (Pg.26) Angela Horn 5 min
- 10. 1st Quarter Unaudited Financials (Pg.30) Crystal Hedberg 10 min
- 11. FY2016 UPWP and Budget (Pg.40) Ross/Blackmore 15 min
- 12. Executive Director Evaluation Process (Pg.42) Troy Mellon 15 min

PRESENTATION:

- 13. North I-25 Plan Update (Pg. 45) Johnny Olson 20 min

DISCUSSION:

- 14. 2040 Regional Transportation Element (Pg.61) Mallette/Karasko 20 min

COUNCIL REPORTS:

- Transportation Commission Report Kathy Gilliland 15 min
- CDOT Region 4 Report Johnny Olson
- STAC Report (Written Report)
- North I-25 Shaffer/Conway
- Transportation Summit Update Sean Conway
- Host Council Member Report Don Brookshire
- Other Council Members Reports Council Members

MEETING WRAP-UP:

- Final Public Comment (2 minutes each) 5 min
- Next Month's Agenda Topic Suggestions



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the Planning Council Chair.
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the Chair, come and stand before the Council and state name and address for the record. (All proceedings are taped.)
4. For each Action agenda item, the order of business is as follows:
 - MPO staff presentation
 - Planning Council discussion
 - Public input on the agenda item
 - Planning Council questions
 - Planning Council action
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

1310	State funds for surface transportation
5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5316 <i>(see 5307 or 5311)</i>	FTA program funding for Job Access Reverse Commute (JARC; a pre-MAP-21 program)
5317 <i>(see 5310)</i>	FTA program funding for “New Freedom” (a pre-MAP-21 program)
5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQC	Congestion Mitigation & Air Quality Improvement Program funds (also CMAQ)
AQCC	Air Quality Control Commission (of Colorado)
AQTC	Air Quality Technical Committee
AWD	Average Weekday Traffic (also see ADT)
CAAA	Clean Air Act Amendments of 1990 (federal)
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (a FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CPG	Consolidated Planning Grant (combination of FHWA & FTA planning funds)
DOT	(United States) Department of Transportation

DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
FY	Fiscal Year (October - September for federal funds; July to June for state funds)
FFY	Federal Fiscal Year
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MDT	Model Development Team
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NOx	Nitrogen Oxide
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
PL	Planning (funds)
PPP (also P3)	Public Private Partnership

R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RPP	Regional Priority Program (a funding program of the Transportation Commission)
RTP	Regional Transportation Plan
RTP (<i>see TAP</i>)	Recreational Trails Funds - FHWA Environment funds
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Replaced by MAP-21)
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (funds)
SRP	State Rail Plan
SRTS (<i>see TAP</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	State Transportation Advisory Committee
STE (<i>see TAP</i>)	Surface Transportation Program funds (FHWA) for Transportation Enhancement Activities (a pre-MAP-21 FHWA funding program)
STIP	Statewide Transportation Improvement Program
STU	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
STP	Surface Transportation Program (a FHWA funding program)
STP-Metro	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
TAC	Technical Advisory Committee (of the NFRMPO)
TAP	Transportation Alternatives Program (a FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TE	Surface Transportation Program funds for Transportation Enhancement Activities (a pre-MAP-21 FHWA funding program; now see TAP)
TEA-21	Transportation Equity Act for the 21st Century (replaced by MAP-21)
TIP	Transportation Improvement Program
Title VI	Refers to the U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

NFRMPO Council Meeting

Severance Town Hall -- 3 S Timber Ridge Pkwy

4th Ave (Weld CR 74)
& Timber Ridge Pkwy

4th St

Severance

WCR 23

WCR 74

257

Harmony Rd

WCR 15

Windsor

392



1 Miles

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June 4, 2015 Council Meeting Minutes

**Meeting Minutes of the
NORTH FRONT RANGE TRANSPORTATION &
AIR QUALITY PLANNING COUNCIL**

**June 4, 2015
6 p.m.
Milliken Town Hall
1101 Broad Street
Milliken, CO**

Voting Members

Present

Chris Colclasure	-APCD
John Morris	-Evans
Bob Overbeck	-Fort Collins
Robb Casseday	-Greeley
Tom Donnelly	-Larimer County
Paula Cochran	-LaSalle
Joan Shaffer	-Loveland
Jordan Jemiola	-Milliken
Paul Steinway	-Timnath
Kathy Gilliland	-Trans. Commission
Sean Conway	-Weld County
John Vazquez	-Windsor

Absent

Jan Dowker	-Berthoud
Kevin Ross	-Eaton
Don Brookshire	-Severance
Paul Steinway	-Timnath
*No member	-Garden City

MPO STAFF:

Terri Blackmore, Alex Gordon, Becky Karasko, Josh Johnson, Renae Steffen

IN ATTENDANCE:

Eric Bracke, Leah Browder, Kent Brown, John Holdren, Myron Hora, Seth Hyberger, Will Jones, Dave Klockeman, Janet Lundquist, Suzette Mallette, Bob Sakaguchi, Gary Thomas, Karen Schneiders, Milt Tokunaga, Nick Wharton, Martina Wilkinson.

Chair Conway called the MPO Council meeting to order at 6:08 p.m.

PUBLIC COMMENT:

There was no public comment.

1. ACCEPTANCE OF THE MEETING AGENDA:

The agenda was accepted as presented.

2. APPROVAL OF THE MINUTES:

The May 7, 2015 Minutes were approved as submitted.

Jordan Jemiola, Milliken Trustee, introduced Milliken's TAC member, Seth Hyberger, Milliken Town Administrator, Kent Brown, and Mayor of Milliken, Milt Tokunaga to the Council.

Tokunaga welcomed the Council to Milliken and reported on the intersection improvements at US 257 and SH 60 as well as the Johnstown/Milliken Trail which is scheduled to be completed by the end of the year. He thanked the MPO for their assistance with the funding for the trail.

Lead Planning Agency for Air Quality Agenda

Chair Conway opened the Air Quality portion of the meeting.

- 3. Air Pollution Control Division Report** – Chris Colclasure, Planning and Policy Program Manager of the Air Pollution Control Division (APCD) briefly reviewed information from the Monthly Report from CDPHE to the NFRT&AQPC May 2015.

COUNCIL DISCUSSION:

Donnelly commended Colclasure and the CDPHE for their letter submitted to the U.S. Environmental Protection Agency (EPA) *State of Colorado Comments, Docket ID EPA-HQ-OAR-2008-0699; FRL-9918-43-OAR*, which was included in the May Council packet and asked him for an update on the proposal.

Colclasure thanked Donnelly, summarized the content of the letter, and indicated the EPA has a deadline under a court-approved consent decree to issue a standard in October. CDPHE is uncertain what the new standard will be but will keep the Council updated.

Conway expressed his appreciation to Colclasure and the CDPHE for their efforts to remedy the situation.

Metropolitan Planning Organization (MPO) Agenda

Chair Conway opened the MPO portion of the meeting.

- 4. Executive Director Report:** Terri Blackmore, Executive Director, reviewed the June 2015 Director's Report and added the following:
 - The Independent Auditor's Report for FY 2014 has been finalized and is posted on the NFRMPO website.
 - Four of the six Triennial Review corrective action documents have been completed and will be sent to FTA next week. The sub recipient procurement and inventory documentation will require a greater time and labor-intensive process, but will be completed and submitted by the September 21st and December 31 deadlines respectively.
 - The MPO planning team is seeking opportunities for public outreach in both Windsor and Timnath during the summer months. They will be completing surveys on Regional Transit REcommendation and the Regional Transportation Plan as well as providing outreach materials for Ozone awareon behalf of RAQC.
 - Continued request for contact information, topics and dates to attend and give a presentation to each board or council at their community's regularly scheduled meeting. A sign-up sheet was passed around to the Council members.

COMMITTEE REPORTS:

- 5. Transportation Advisory Committee (TAC)** - A written report was provided.

CONSENT ITEM:**6. RAQC Memorandum of Agreement- Terri Blackmore**

Blackmore reminded the Council that this agreement formalizes what the MPO's responsibilities are when providing education and outreach for the RAQC as part of the MPO's contract with CDPHE.

Morris made a motion to approve the Memorandum of Agreement for Coordinating Air Quality and Transportation Planning By and Between the Regional Air Quality Council and the North Front Range Transportation & Air Quality Planning Council. The motion was seconded and it passed unanimously.

ACTION ITEM:**Executive Director Evaluation Process- Troy Mellon**

Mellon explained that because there had been multiple occasions where the Executive Director Evaluation had been overlooked in the past, the Articles of Association Committee (Articles Committee) had been assigned the task of formalizing an on-time process. He asked the Council to review the Article XI Staffing and Support Draft and asked if there were any comments.

COUNCIL DISCUSSION:

Overbeck questioned why the statement following the asterisk in Article XI (3) (f) was included, indicating it seemed backwards to him that the Executive Director would get a raise if they were not given a review.

Blackmore explained that the recommendation had come from the Colorado Department of Local Affairs (DOLA) because the Council had failed to act in a timely manner, as stated in her contract, for two years in a row. She added that the increase could be changed following an appropriate review process.

Morris asked what type of evaluation process was being determined in Article XI (3) (b) and whether the draft had been reviewed by legal counsel.

Mellon replied that the Executive Committee would be determining which evaluation survey would be used.

Blackmore confirmed that the MPO attorney had reviewed it.

Donnelley expressed his concerns about the current language used because he felt the Council should have more control over salary increases. He requested it be reconsidered, affirming that the principal goal was to not ever need to use this policy, but to give a responsible review with an appropriate raise to the Executive Director of the MPO, both now and in the future.

There was a comprehensive discussion regarding the language used in the Executive Director Evaluation Process section of Article XI-Staffing and Support Draft, specifically concerning the need to define the type of process to be used and how to create a reasonable formula for a salary increase for the Executive Director in the absence of a formal evaluation.

Conway directed the Articles Committee to identify in Article XIV (3) (b) that a "survey" process will be chosen each year and also requested that they craft language for Article XIV (3) (f) that defines the Executive Director's increase in the event the Council fails to take action at a January meeting, at a range which is equivalent to the range approved for staff salary increases in the annual budget for the UPWP of the related year, with an appropriate exceedance rate. He cited that the Council as a whole had agreed to amend the NFRMPO Articles of Association to accommodate this new section. The Articles Committee will provide the Council with the proposed amendment, via email, at least twenty-one (21) days prior to the July 9, 2015 MPO Council meeting. The resolution adopting the amendment will be on the July 9th Council meeting agenda as an action item. He also identified that Council members would still have the ability to modify the resolution at the July 9th meeting.

Blackmore agreed to have the new draft reviewed by the MPO's legal counsel before it was sent out to the Council members.

DISCUSSION ITEMS:

7. 2040 Regional Transportation Plan Financial Plan – Becky Karasko

Becky Karasko, Regional Transportation Planning Director, briefly reviewed AIS information and gave the 2040 Regional Transportation Plan (RTP) Financial Plan presentation to the Council.

8. Regional Transit Recommendations- Becky Karasko

Karasko reviewed the 2040 Regional Transit Element Recommendations AIS and map with the Council.

COUNCIL DISCUSSION:

Shaffer identified that there was not a notation on the presentation documents that identified the monies as being in thousands.

Karasko apologized and indicated that the plan documents in the packet had the appropriate notations. She asked if the Council had any questions, comments or concerns they would like passed on to the TAC.

Conway asked for confirmation that the recommendations only provide future Councils with the opportunity to consider potential mass-transportation connections.

Karasko replied that was correct and added that this recommendation lays a foundation for further studies to be done on the three connections to determine if they may be successful. The MPO staff was asked by staff to present these two items to garner Council's initial reaction to both the Transit recommendation and the financial plan..

Conway thanked Karasko for her presentations.

COUNCIL REPORTS:

Transportation Commission: Kathy Gilliland, Transportation Commissioner, District 5, reported that Johnny Olson, had given a very informative presentation at the June 3rd I-25 Corridor meeting in which he emphasized plans for the corridor, and potentials for the Presidential resiliency grants. She recommended that Olson give the same presentation to the Council at an upcoming MPO meeting. She also requested that comments made to the media by any Council member either be sanctioned by the MPO Council as a whole, in advance, or be given as a personal statement and not connected to their MPO affiliation.

CDOT Region 4: Myron Hora, CDOT R4, thanked Karen Schneiders for providing the status update handouts each month and reviewed the CDOT Project Status Updates (June 4, 2015) handout with the Council.

COUNCIL DISCUSSION:

Gilliland asked Hora to expound on the need to have the individual communities show their support for I-25.

Hora said that CDOT is requesting letters of support of I-25 for the Presidential Challenge and Resilience and Recovery grants in time for the next I-25 Coalition meeting on July 1st. Letters should be concentrated on the important social, economic and environmental aspects of what I-25 provides each community while incorporating the effects that the 2013 flooding had on transportation systems regarding those aspects.

Blackmore communicated that Housing and Urban Development (HUD) would probably be making the final decision and suggested that letters with personal stories from the flood would make the biggest impact.

Hora added the importance of including transportation issues, such as not being able to get to jobs or home to families.

Shaffer asked for confirmation that the letters would be sent to Governor Hickenlooper. She also requested that the North I-25 Plan Presentation be sent electronically to all the Council members.

Hora confirmed that the letters should be addressed to the Governor's office and agreed to send the out the presentations.

Conway asked for Council's approval for Blackmore to draft a letter that would be sent on behalf the MPO.

Casseday moved to approve the Drafting and Delivery of a Letter of Support for I-25 from the MPO Council. The motion was seconded and it passed unanimously.

Statewide Transportation Advisory Committee (STAC) Report: Blackmore indicated that the Draft STAC Meeting Minutes had been provided in the packet. Conway reminded the Council of Bustang's maiden voyage on June 9th.

North I-25: Gilliland stated that a presentation summarizing the Political polling conducted by Magellan Strategies regarding the public's support of the TRANS II had been given at the last meeting and she hoped it would be made available to the Council once it was distributed to the North I-25 Coalition.

Conway commented that he had requested the results of that poll be expounded upon at the Transportation Summit on June 15th.

Blackmore stated that during a lengthy discussion about funding it was mentioned that the polling group had been asked if they expected the legislature to spend money on transportation and the answer was that they did. She said in the discussion it was stated that all of the coalitions in Northern Colorado should be advocating that the legislature spend money from the general fund on transportation.

Gilliland indicated that other states have set aside money from the general fund specifically for transportation but Colorado does not.

Blackmore encouraged all Northern Colorado Coalitions to go to the State Legislature as a group.

Conway said he believed there will be many proposals in front of the legislature next year and added that there is a lot of competition for general funding in Colorado, mainly K-12 and higher education. He believes there will be new funding mechanisms coming in the future. He also indicated that no money from the general fund goes to CDOT. He announced that full copies of Magellan Strategies Political Polling will be available following David Flaherty's presentation at the Transportation Summit but he would also like it to be included in the July Council packet.

Other Council Reports:

Milliken- Jemiola reported that Milliken is happy that a section of the US 257 trail has been completed and they have approved funding, additional to the grant money provided by the MPO, to complete the section between Johnstown and Milliken. They are hoping to work with some of the oil and gas companies to obtain some concrete there.

LaSalle- Cochran invited everyone to LaSalle Days July 17-19.

Evans- Morris reported that the rain has caused some issues in the city. The 35th Avenue project (37th Ave to Prairie View Park) which was funded with MPO money is scheduled to begin soon.

Johnstown- Mellon announced that Johnstown BBQ Day will be on June 6th. It includes a fireman's pancake breakfast at the firehouse, parade, fireworks and a street dance. He also indicated that there is a party interested in building a new sporting goods store in Johnstown with a small Ferris wheel, walk-through aquarium, bowling alley, golf simulator and shooting range.

Greeley- Casseday reported the following:

- Recent rain and runoff has caused numerous arteries to close for several days.
- Work at West 10th Street and US 34 is running one month ahead of schedule on the construction.
- There is a lot of remodel work throughout the city.
- The City Council approved Greeley's Bicycle Plan.
- A new bus schedule will help make the Greeley bus system much more efficient.
- Invitation to all to attend Friday Fest and Greeley Unexpected kick-off on June 5th.
- Blues Fest begins June 5th.
- Greeley Stampede June 26th –July 4th.

Loveland- Shaffer informed the Council of the following:

- She recently attended the Colorado Rail Passenger Association (ColoRail) Membership meeting. Their Rail Authority was created through the State Legislature and funded up to \$1M by Governor Hickenlooper. ColoRail was instrumental in getting the highly successful Ski Train which may provide a solid private investment for transportation, up and running again.
- Governor's Art Show is a Rotary fundraiser that features predominantly Colorado artists' work for sale. It is a very high quality juried show at the Loveland Museum through June 28.
- Thanked CDOT, David Krutsinger and Karen Schneiders for completing the Rail Study.

Larimer County- Donnelly reported the following:

- Flood recovery work is continuing on CR27 and CR43. FHWA has agreed to assist with reconstruction there.
- The bridge on CR17 over the Poudre River which is an MPO funded collaborative effort project between Larimer County, Loveland and Fort Collins, should be open by the end of the summer.
- The Larimer County Fair will be held July 31- August 4th at The Ranch in Loveland.

Fort Collins- Overbeck announced the following:

- First Friday Gallery Walk is on June 5th. Old Town Square is being renovated but shops and restaurants will still be open.
- The Poudre River is running very high but is not currently in danger.
- He was honored to have won a 2014 Award of Excellence from the Colorado Broadcasters Association as a co-host of the Community at Work show, which is hosted on a rotating basis by the Health District, Larimer County and the City of Fort Collins. The show earned top honors for Best News/Talk Show Host or Team in the major market category.

Weld County- Conway reported the following:

- WCR 29 progress in outstanding.
- WCR 49 (8th Street) over the both the Poudre and Platte Rivers is on track to open in September. They are still determining what the speed limit should be on some of the more intense turns.

- Encouraged everyone to attend the Transportation Summit on June 15th at the Island Grove Exhibition Hall.

Final Public Comment: There was no final public comment.

FINAL WRAP-UP:

Next Month's Agenda Topic Suggestions: Gilliland recommended having Johnny Olson present the North I-25 Plan. Shaffer suggested that the review of the Rail Study be presented at a future meeting but that it was not necessary for July.

The meeting was adjourned at 7:44 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Air Pollution Control Division Report: June 2015

Monthly Report from CDPHE to the North Front Range Transportation and Air Quality Planning Council

June 2015

The Air Quality Control Commission:

- The AQCC held its annual retreat on June 18-19.
 - Commissioner Clouse was elected as Chair of the Executive Committee, Commissioner Milford was elected as Vice-Chair and Commissioner Butler was elected as Secretary.
 - The Commission and staff toured the Craig Generating Station and the Trapper Mine.
 - The Commission held a public comment session. Many residents of Craig expressed concern over the economic impacts of air quality regulations.
 - The Commission approved requests for public hearings to consider SO₂ designations and the conformity determination for NFRMPO's Fiscally Constrained 2040 Regional Transportation Plan, FY 2016-2019 Transportation Improvement Program, Upper Front Range 2040 Regional Transportation Plan and the FY 2016-2019 Colorado Statewide Transportation Improvement Program for the Upper Front Range Transportation Planning Region.
- The Commission's next meeting is scheduled for August 20 & 21 in Denver, CO.
- Information on the Commission's past and planned activities can be found on their website at: <https://www.colorado.gov/pacific/cdphe/aqcc>

The Air Pollution Control Division:

- Continues to consult with stakeholders regarding EPA's proposed Clean Power Plan and the forthcoming State Implementation Plan to attain the 2008 ozone standard.
- Divided its Stationary Sources Program into two programs, creating a new Compliance and Enforcement Program.

Executive Director Report: July 2015

July 2015 Director's Report

RTP, RTE and CMP adoption

- The Regional Transportation Plan (RTP) must be adopted prior to October to meet Federal Highway's deadline for a non-attainment area.
- Both the Regional Transit Element (RTE) and the Congestion Management Process (CMP) must be updated prior to the adoption of the RTP.
- The TAC is holding extra meetings in May and June to ensure that the schedule is met so that no projects are delayed.
- Chair Conway has asked Planning Council members make a special effort to attend during the next few months or send their alternates to ensure that we meet the federal deadlines so that all construction projects move forward.

Changes to the June Agenda

- Due to scheduling difficulties, the Finance Committee was unable to meet in May so the 1st Quarter Financial Statements and the FY 2016 Budget have been delayed to the July Planning Council meeting.

Air Quality Conformity

- The NFRMPO released the following plans for public comment on Air Quality Conformity on May 30. A Public Hearing will be held at the July 9 Planning Council meeting.
 - NFRMPO Fiscally Constrained 2040 Regional Transportation Plan
 - FY 2016-2019 Transportation Improvement Program
 - Upper Front Range 2040 Regional Transportation Plan
 - FY 2016-2019 Colorado Statewide Transportation Improvement Program for the Upper Front Range Transportation Planning Region

Mobility Coordination

- The NFRMPO Online Transit Guide is live @ noco.findmyride.info. The online guide provides information with direct links for transit services and connections within the MPO region and destinations to the south including Longmont and Denver. There will be postcards available at the Planning Council meeting for communities to take back to distribute within their communities with a link to the website.

RTE

- TAC reviewed the draft RTE Recommendation developed with the transit providers using input from the public and it is provided in the packet for Planning Council's preliminary consideration as part of the RTE. The RTE will be presented for Planning Council's discussion at the July meeting and TAC will make a recommendation for approval at the August meeting.

VanGo™

- The VanGo™ program sold four vans at the June Roller auction which averaged \$11,000.
- The VanGo™ program met with the Wyoming MPO to discuss vanpools that cross the Wyoming border. They would pay an insurance premium.

Public Outreach Schedule

- The NFRMPO is still hoping to schedule outreach events in Timnath, Windsor, and Larimer County prior to Planning Council adoption on September 3. If you have a recommendation, please contact Alex Gordon at 970.416.2025 or agordon@nfrmpo.org. The shaded dates have been completed and the MPO received feedback from at least an additional 50 individuals.

Community	Event	Date
Fort Collins	PDT Open House	May 6, 2015
Johnstown	Johnstown BBQ Day	June 6, 2015
Berthoud	Berthoud Day	June 6, 2015
Greeley/Weld County	Transportation Summit	June 15, 2015
Eaton	Eaton Days	July 11, 2015
LaSalle	LaSalle Day	July 18, 2015
Milliken	Beef N Bean Day	August 8, 2015
Evans	Community Safety Day	August 8, 2015
Severance	Severance Day	August 15, 2015
Loveland	Old Fashioned Corn Roast Festival	August 22, 2015

COMMITTEE REPORT: Finance – June 17, 2015

Finance Committee Report

- Finance Committee met on June 17, 2015
- 1st Quarter 2015 Unaudited Financial Statements were reviewed
- The committee recommends that Council accept the statements as presented.
- A draft of the 2016 UPWP budget was reviewed.
- Based upon a recommendation from the auditors, the VanGo™ program was budgeted separately for FY 2016
- Proceeds from the sale of vans originally funded with FTA funds need to be tracked and placed in a new FTA grant.
- These FTA Van sale funds will be used for preventative maintenance to transition these funds to local control.
- The VanGo™ program has budgeted the use of approximately \$50,000 of reserve funds for purchase of vehicles
- An additional \$10,000 of Colorado Department of Health and Environment funds for a total of \$35,000 has been budgeted for 2016 due to working on the State Implementation Plan for the new Air Quality Moderate Target

The committee recommends that Council approve the draft budget as part of the FY 2016 UPWP

FINANCE COMMITTEE | Minutes

Meeting date | time 6/17/2015 7:30 AM | Meeting location Mimis Café, 1450 Fall Rive Dr., Loveland

Meeting called by Terri Blackmore, Crystal Hedberg
Type of meeting NFRMPO Financial Update

Members Present:
Kevin Ross
Gerry Horak Paula Cochran
Staff Present:
Terri Blackmore Crystal Hedberg

1. Approval of Minutes
Minutes of the April Finance Committee meeting were approved.

AGENDA TOPICS

Time allotted | 7:30-7:55am | Agenda topic 1st Quarter 2015 Unaudited Financial Statements and Investment Report | Presenter Crystal Hedberg

2. Discussion: Review recommendation on unaudited NFRMPO 1st Quarter 2015 financial statement.
Review investment report.

Conclusion: The 1st quarter 2015 unaudited financial statements were reviewed. Horak moved to recommend Council accept the financial statements. Cochran seconded the motion. The motion passed

Action items

Person responsible

Finance Committee recommends Council accept the 1 st Quarter 2015 Unaudited Financial Statements .	Kevin Ross
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Time allotted | 7:55-8:15am | Agenda topic 2016 Draft Budget Presenter Terri Blackmore

3. Discussion: Review a draft of the 2016 UPWP budget. This Budget will be approved as part of the 2016 UPWP.

Conclusion: A draft of the 2016 UPWP budget was reviewed. It was noted that the VanGo™ budget was broken out from the NFRMPO budget. This is a result of guidance from the auditors, who recommended a separate budget. Proceeds from the sale of vans purchased with FTA funds, need to be tracked separately and placed in a new FTA grants. Those funds will be used for preventative maintenance of vans. The VanGo™ program will be using approximately \$50,000 of funds from reserves to purchase new vehicles. The 2016 NFRMPO budget has fewer funding sources, then the 2015 budget. For 2016, the Colorado Department of Health and Environment has

been asked to fund an additional \$10,000 due to additional work on the State Implementation Plan for the change to a moderate Non-attainment area. Cochran moved to recommend Council approve the 2016 budget as part of the 2016 UPWP. Horak seconded the motion. The motion passed.

Action items

Person responsible

Finance Committee recommends Council approve the 2016 budget as part of the 2016 UPWP.	Kevin ross
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The next meeting of the Finance Committee is scheduled for Wednesday, July 22, 2015.

COMMITTEE REPORT: TAC – June 17, 2015

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
June 17, 2015**

APPROVAL OF THE MAY 20, 2015 TAC MINUTES AND THE MAY 27, 2015 TAC WORK SESSION

MEETING NOTES:

The May 20, 2015 TAC meeting minutes and May 27, 2015 TAC Work Session meeting notes were approved unanimously.

ACTION ITEM:

FY 2016 UPWP Tasks Recommendation to Council – Blackmore introduced the FY2016 Unified Planning Work Program (UPWP) and informed TAC about Council's request for a recommendation on the Tasks portion. She explained Finance Committee recommended approval of the UPWP Budget and she was asking the TAC to recommend approval of the tasks. Mallette made a motion to recommend the FY2016 UPWP to Council as presented with a correction to a title. The motion failed due to lack of votes from those present.

OUTSIDE PARTNERS REPORTS (verbal):

NoCo Bike Ped Collaborative – Johnson reported on highlights from the June 10th meeting, including a presentation from Fort Collins and Alta Planning on wayfinding; a discussion about additional bike counters to be added throughout the region; and the continued planning for the November 5, 2015 Bike & Walk Conference at the University of Northern Colorado (UNC).

Regional Transit items – Jones discussed the Hill-N-Park Study, a partnership between Greeley-Evans Transit and Weld County. He also reported on the Ride Free with ID program year-end results which showed an increase of 313 percent in student-age riders from the previous academic year.

Senior Transportation – Thomas shared that Fort Collins recently held a senior summit where transportation was highlighted. He noted the Riders Guide is active and requested Mary Warring give a presentation on it to TAC. Lundquist reported on the June 15th Transportation Summit hosted by Weld County was a success with over 350 in attendance.

PRESENTATIONS:

CDOT NAVIGATE Presentation – Schuch introduced Cathy Cole and the Colorado Department of Transportation (CDOT) NAVIGATE tool. Cole explained the purpose of the tool is to provide increased transparency between local agencies and CDOT on projects.

DISCUSSION ITEMS:

2015 Congestion Management Process – Buckley presented the 2015 Congestion Management Process (CMP), highlighting various updates including travel time index, vehicle miles traveled, and transit performance measures.

2040 Regional Transit Element – Karasko presented the complete 2040 Regional Transportation Element (RTE) document and informed TAC of Council's request for a recommendation on the 2040 RTE from TAC.

2040 Regional Transportation Plan: Chapters 1 and 12 – Karasko presented Chapters 1 and 12 highlighting changes from the previous plan.

Additional CMAQ Funding Allocation – Johnson informed TAC on available FY2014 Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds and presented the approved funding allocation process. TAC agreed to work offline with impacted parties to make a recommendation for additional CMAQ allocation prior to July 1st.

ACTION ITEM: Air Quality Conformity Determinations

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By					
July 9, 2015 Severance	Air Quality Conformity Determinations	Angela Horn					
Objective / Request Action							
Staff requests Council make a positive air quality conformity finding using the Denver-North Front Range (Northern Subarea) 8-Hour Ozone Conformity Determination Report and the Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas Conformity Determination Report.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action					
Key Points							
<p>1. Environmental Protection Agency (EPA) requires an updated air quality conformity determination regarding ozone and CO for the fiscally constrained 2040 Regional Transportation Plan (RTP).</p> <p>2. Both air quality conformity determination reports address assumptions about the future transportation system as programmed in the NFRMPO's FY2016-19 Transportation Improvement Program (TIP). The ozone report also includes proposed projects located in the Upper Front Range Transportation Planning Region (UFRTPR) featured in their 2040 RTP and included in the FY 2016 -19 Statewide TIP (STIP).</p> <p>Both reports require approval actions—conformity findings—by the Council with concurrence by Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the EPA.</p>							
Committee Discussion							
<p>Preliminary results of the updated model were reviewed by the Interagency Consultation Group (ICG) in cooperation with the Denver Regional Council of Governments (DRCOG) and the Regional Air Quality Council (RAQC). The ICG includes staff from regional, state, and federal transportation and environmental/health agencies. These conformity determination reports are being processed under the Colorado Air Quality Control Commission's (AQCC) Regulation Number 10 deemed by Air Pollution Control Division (APCD) as "non-routine," which requires a review by AQCC.</p>							
Supporting Information							
<p>The ozone standard for the Northern Subarea¹ of 0.075 ppm is classified as Marginal and does not require changes to the State Implementation Plan (SIP) at this time. The emission budgets pertaining to ozone are based on precursor pollutants: volatile organic compounds (VOCs) and nitrogen oxides (NOx).</p> <p>The Motor Vehicle Emission Budgets (MVEB's) for CO remain the same. The conformity reports reflect new demographic and travel projections out to 2040, previous 2035. This is the only change from the previous conformity determination Council made in March 2015.</p> <p>The test results for all pollutants (CO, NOx, and VOC) indicate no failures in the horizon years. Therefore, conformity is demonstrated for the Fort Collins and Greeley CO maintenance areas and the Denver-North Front Range 8-hour Ozone (Northern Subarea) nonattainment area. These tables demonstrate compliance with MVEBs for CO and ozone precursors for the projected years.</p>							
Fort Collins Emissions Test (Tons per Day)							
Pollutant	SIP Budget	2015	2019*	2025	2035	2040	Pass/Fail
Carbon Monoxide (CO)	60	36.91	32.33	21.65	13.28	12.77	Pass
Greeley Emissions Test (Tons per Day)							
Pollutant	SIP Budget	2015	2019*	2025	2035	2040	Pass/Fail
Carbon Monoxide (CO)	60	22.79	20.24	14.27	9.25	9.32	Pass

* Socio-economic and vehicle travel data were interpolated for 2023 (for Fort Collins) and for 2019 (for Greeley) between the 2015 and 2025 model years in the regional travel demand model. The emissions test was run for these interpolated years, per 40 CFR 93.118(d)(2).

8-Hour Ozone Conformity for Denver-North Front Range (Northern Subarea¹)
(Emission Tons per Day²)

Pollutant	SIP Budgets	2015	2025	2035	2040	Pass/Fail
Volatile Organic Compounds (VOC)	19.5	9.99	7.08	4.45	4.10	Pass
Oxides of Nitrogen (NOx)	20.5	16.95	8.61	4.39	3.89	Pass

¹The Northern Subarea includes the NFRMPO region and the UFR TPR “donut” area (within the Northern Subarea).

²The emissions of both VOC and NOx shown in the table are considered conservative due to two modeling assumptions:

- Additional VOC emission reductions would have been calculated if a more stringent, lower gasoline Reid Vapor Pressure (RVP) specification had been modeled. The assumed RVP for the Northern Subarea was 8.5 pounds per square inch (psi) and 10 percent by volume ethanol in all gasoline. In contrast, EPA established an applicable standard for gasoline at 7.8 psi under the federal volatility control program in the Denver-Boulder-Greeley-Ft. Collins-Loveland, Colorado 1997 8-hour ozone nonattainment area—as codified in volume 40 of the Code of Federal Regulations (CFR) Part 81-- during the high ozone season, effective on March 31, 2010.
- No emission reduction credit in the model had been calculated for the State-only inspection and maintenance (I/M) program currently active in Larimer and Weld counties.

Full Reports Online:

The Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas Conformity Determination and Denver-North Front Range (Northern Subarea) 8-Hour Ozone Conformity Determination documents are available on the NFRMPO website at: www.nfrmpo.org/AirQuality.aspx.

Advantages

- Approval of this conformity determination allows the Council to adopt the fiscally constrained 2040 RTP and readopt the FY 2016-2019 TIP in September 2015 to remain in compliance and to allow federal projects to move forward.

Disadvantages

- None noted

Analysis /Recommendation

Staff requests Council review the conformity determination reports and any public comment received to make a positive conformity finding, contingent on AQCC approval on August 20, 2015.

Attachments

- Resolution No. 2015-08
- See full reports online, as noted above.

Rev. 9/17/2014



RESOLUTION NO. 2015-08
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING CONFORMITY DETERMINATIONS
FOR THE NORTH FRONT RANGE METROPOLITAN PLANNING AREA 2040 FISCALLY
CONSTRAINED REGIONAL TRANSPORTATION PLAN
AND THE FY2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM
AND FOR THE NORTHERN SUBAREA OF THE UPPER FRONT RANGE TRANSPORTATION
PLANNING REGION 2040 REGIONAL TRANSPORTATION PLAN
AND FOR THE NORTHERN SUBAREA OF THE UPPER FRONT RANGE TRANSPORTATION
PLANNING REGION PORTION OF THE COLORADO FY2016-2019 STATEWIDE
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, 49 CFR PART 613 §450.324 requires development through continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process of a fiscally constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) for Metropolitan Planning Organizations (MPOs); and

WHEREAS, the Planning Council as the MPO is the agency responsible for developing and amending the RTP and TIP; and

WHEREAS, portions of the cities of Fort Collins and Greeley are currently designated as maintenance areas for carbon monoxide (CO) for which the Planning Council performs conformity determinations; and

WHEREAS, the Planning Council through a Memorandum of Agreement (MOA) (2008) has agreed to perform ozone conformity determinations for the Northern Subarea of the Denver-North Front Range 8-hour ozone nonattainment area which includes portions of Larimer and Weld counties outside the MPO contained in the Upper Front Range Transportation Planning Region (UFRTPR); and

WHEREAS, Section 93.110(a) of the conformity rule requires conformity determinations based on the most recent planning assumptions in force at the time of conformity analysis; and

WHEREAS, the planning assumptions for the Northern Subarea were updated prior to conformity analysis, updating from forecast year 2035 to 2040; and

WHEREAS, the air quality conformity determinations conducted on the MPO’s fiscally constrained 2040 RTP and FY2016-2019 TIP, and the UFRTPR 2040 RTP and the Colorado FY2016-2019 Statewide TIP (STIP) using the 2040 planning assumptions were within the federally approved emissions budgets; and

WHEREAS, the Planning Council received no public comment opposing the finding of conformity during the public comment period or during the public hearing;

NOW, THEREFORE, BE IT RESOLVED BY North Front Range Transportation & Air Quality Planning Council, the fiscally constrained 2040 RTP, FY2016-2019 TIP, 2040 UFRTPR RTP, and the Colorado FY2016-2019 STIP conform to the State Implementation Plan (SIP) demonstrating positive air quality conformity determinations.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held the 9th day of July, 2015.

Sean Conway, Chair

ATTEST:

Terri Blackmore, Executive Director

ACTION ITEM: 1st Quarter Unaudited Financials



Memorandum

To: NFRMPO Council
From: Crystal Hedberg
Date: July 9, 2015
Re: CY 2015 1st Quarter Unaudited Financial Statements

Background

The NFRMPO Unaudited Financial Statements for the 1st Quarter of Calendar Year 2015 is attached for your review and acceptance. This includes financial statements for the North Front Range Transportation and Air Quality Planning Council (Combined), The NFRMPO (MPO) and VanGo (VanGo). The NFRMPO operates on an accrual basis for the CY 2015 for reporting financial records. Accrual basis means that revenues are recognized when earned and expenses when incurred.

The NFRMPO is reimbursed for indirect costs using a CDOT approved indirect cost rate. Indirect costs are those costs not readily identified with a specific project or organizational activity but incurred for the joint benefit to both projects and activities. Indirect costs include costs which are frequently referred to as overhead expenses (for example rent) and general administrative expenses (for example accounting department costs and office supplies). In approving annual indirect cost rates, CDOT uses expenditures based on the last audited financial statements, usually two years in arrears (for example, the 2015 indirect cost rate was calculated using the 2013 audited financial statement information). If the approved rate results in an overage or a shortfall compared to actual expenses, these amounts are added to or subtracted from indirect costs the following year. The rate is calculated by dividing the indirect costs by direct payroll which includes salaries and benefits. The Indirect rate calculated in the Unified Planning Work Program is based on the estimated costs for the current planning year.

The NFRMPO 2015 revenues for 1st Quarter were \$475,094 (\$208,225 MPO and \$266,867 VanGo). The NFRMPO 2015 expenditures for the 1st Quarter were \$481,816 (\$246,741 MPO and \$235,075 VanGo). The first quarter expenditures exceeded revenues resulting in a net shortfall of \$6,723 (\$38,516 shortfall for the MPO and \$31,793 surplus for VanGo). The VanGo surplus is due to the sale of vans. The MPO shortfall is due to the adjustment of the indirect cost rate to account for the overbilling of indirect costs in 2014, in effect paying back the excess funds received.

The NFRMPO March 31, 2015 Unaudited Balance Sheet is attached for your review and acceptance. The NFRMPO has fixed assets of \$1,183,965 (\$39,345 MPO and \$1,144,620 VanGo), savings of \$981,070 (\$245,382 MPO and \$735,688 VanGo) and investments of \$382,989 (\$120,514 MPO and \$262,475 VanGo) that provides the cash flow while the organization awaits reimbursements from CDOT and local agencies.

Action

The Finance Committee recommends that the NFRMPO Council review and accept the CY 2015 1st Quarter Unaudited Financial Statements dated March, 31, 2015.

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Fort Collins, Colorado 80521
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Executive Director
Becky Karasko
Regional Transportation
Planning Director
Rena Steffen
Administrative Director
Crystal Hedberg
Finance Manager
Mary Warring
Mobility Coordinator*

North Front Range Transportation Air Quality Planning Council
 Unaudited Statement of Net Assets-Combined
 For the Three Months Ending Tuesday, March 31, 2015

ASSETS

Cash and Cash Equivalents	\$378,431
Cash-Savings	981,070
Investments	382,989
Receivables	244,326
Capital Assets, net	1,183,965
Grant Receivables for Long Term Liabilities	<u>23,367</u>
Total Assets	<u><u>3,194,148</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	116,013
Deferred Revenue	191,390
Capital Leases	7,495
Accumulated Leave	<u>23,367</u>
Total Liabilities	<u><u>338,266</u></u>

FUND BALANCE

Unreserved	2,862,604
Current Year Revenue over (under) Expenditures	<u>(6,723)</u>
Total Fund Balance	<u><u>2,855,881</u></u>

Total Liabilities and Fund Balance	<u><u>3,194,148</u></u>
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North Front Range Transportation Air Quality Planning Council
 Unaudited Revenues, Expenditures, Change in Fund Balance-Combined
 For the Three Months Ending Tuesday, March 31, 2015

	2015	2015	2015	2015	2015		%
	1st Qtr Budget	1st Qtr Actual	Quarterly Variance	Annual Budget	1st Qtr Year to Date	Annual Variance	Complete
REVENUE							
FHWA - Federal Income - CPG	\$275,312	\$141,239	\$134,073	\$1,101,248	\$141,239	\$960,009	12.83%
FHWA - Federal Income - STP-Metro - Matched	42,755	4,623	38,132	171,019	4,623	166,396	2.70% ①
FHWA - Federal Income -STP Metro-Unmatched	9,375		9,375	37,500		37,500	0.00% ②
State Planning Funds	6,250	3,652	2,598	25,000	3,652	21,348	14.61%
State-APCD	6,250	6,114	136	25,000	6,114	18,886	24.46%
State - FASTER Funds	16,000		16,000	64,000		64,000	0.00% ③
FTA-Federal Income-Section 5307							
FTA - Federal income - Section 5310	20,000	8,582	11,418	80,000	8,582	71,418	10.73%
FTA - Federal income - Section 5311		10,000	(10,000)		10,000	(10,000)	0.00%
FTA - Federal Income - Section 5317		1,539	(1,539)		1,539	(1,539)	0.00%
Subtotal Grant Revenue	375,942	175,748	200,194	1,503,767	175,748	1,328,019	11.69%
Local match - Member Entites	70,351	32,402	37,949	281,404	32,402	249,002	11.51%
100% Local	75		75	300		300	0.00%
Subtotal Local - All Sources	70,426	32,402	38,024	281,704	32,402	249,302	11.50%
Program Revenue - Fares	242,321	266,488	(24,167)	969,283	266,488	702,795	27.49%
City of Fort Collins Funds	56,078		56,078	224,310		224,310	0.00% ④
Subtotal VanGo Revenue-All Sources	298,398	266,488	31,910	1,193,593	266,488	927,105	22.33%
Miscellaneous Revenue							
Interest Earned		455	(455)		455	(455)	0.00%
Subtotal Other Revenue Sources		455	(455)		455	(455)	0.00%
Total Revenue- Combined Sources	744,766	475,094	269,672	2,979,064	475,094	2,503,970	15.95%
EXPENDITURES/EXPENSES							
Administration	58,950	45,978	12,972	235,800	45,978	189,822	19.50%
Transportation Planning	205,500	113,646	91,854	821,999	113,646	708,353	13.83%
VanGo	66,000	49,995	16,005	264,000	49,995	214,005	18.94%
Mobility Management	17,000	8,893	8,107	68,001	8,893	59,108	13.08%
Subtotal Payroll Expense	347,450	218,512	128,938	1,389,800	218,512	1,171,288	15.72% ⑤
Professional Services & Consulting	65,245	46,530	18,715	260,980	46,530	214,450	17.83%
Subtotal professional Services & Consulting	65,245	46,530	18,715	260,980	46,530	214,450	17.83%
Fleet Expense	177,911	149,345	28,566	711,643	149,345	562,298	20.99%
Insurance Expense	1,000	1,047	(47)	4,000	1,047	2,953	26.18%
Office Furniture/Equipment (non-cap)	1,500	4,344	(2,844)	6,000	4,344	1,656	72.40% ⑥
Office Supplies	1,175	1,378	(203)	4,700	1,378	3,322	29.32%
Communications (phone/data/fax)	3,916	2,352	1,564	15,665	2,352	13,313	15.02%
Postage	800	239	561	3,200	239	2,961	7.47% ⑦
Printing	6,537	582	5,955	26,146	582	25,564	2.23% ⑧
Rent	26,792	26,350	442	107,166	26,350	80,816	24.59%
Credit Card Fees (VanGo)	5,000	4,274	726	20,000	4,274	15,726	21.37%
Other Office Operating (Facility, Repairs, Furniture move	7,405	2,098	5,307	29,619	2,098	27,521	7.08%
Recycling,Office Equipent Lease, Water)							
Dues, licensing and Subscriptions	2,480	2,537	(58)	9,919	2,537	7,382	25.58%
Maintenance Contracts - Copier maintenance/usage	15,182	17,338	(2,156)	60,728	17,338	43,390	28.55%
Software maintenance							
Other Operating Expenses	12,500	65	12,435	50,000	65	49,935	0.13%
Bad Debt (VanGo)		(309)	309		(309)	309	0.00%
Event/Meeting Expense	3,276	2,620	656	13,103	2,620	10,483	19.99%
Indirect Costs							0.00%
Travel/Conference/Training Expense	5,738	637	5,100	22,950	637	22,313	2.78% ⑨
Capitalized Equipment /Vehicles	60,861		60,861	243,445		243,445	0.00% ⑩
Pass Through JARC/New Freedom Funds		1,876	(1,876)		1,876	(1,876)	0.00%
Subtotal Other Expenses	332,071	216,773	115,298	1,328,284	216,773	1,111,511	16.32%
Total Expenditures/Expenses	744,766	481,816	262,949	2,979,064	481,816	2,497,248	16.17%
Excess(Deficiency) of Revenue over Expenditures)		(6,723)	6,723		(6,723)	6,723	0.00%

Explanation of Variances

- ① Only salaries has been charged thru march 31, 2015. Travel date expenditures and updates to the TIP program will be made as the year
- ② Contact executed by CDOT in February. Preventative maintenance expenditures will be applied beginning with March purchases.
- ③ State FASTER funds will be used for van purchases later in the year.
- ④ These funds will be processed later in the year after Council has approved the POP.
- ⑤ The final vacant position wasn't filled until February.
- ⑥ The majority of the non capitalized equipment was purchased in the first quarter. These purchases included some replacement computers and additional monitor screens.
- ⑦ A large portion of the postage budget is for VanGo safety meetings will take place this fall.
- ⑧ Printing costs are the copy overages from the contracted amount. To date, this has been minimal.
- ⑨ These expenditures occur later in the year.
- ⑩ No equipment or vans were purchased in the first quarter. Purchases will occur later in the year.

<u>1st Quarter Professional Services & Consulting (1)</u>	1st Quarter			Year-to-Date			
	2015	2015	Variance Over	2015	2015	Variance Over	%
	Budget	Actual	(Under)	Budget	Actual	(Under)	
Professional Services & Consulting Administration							
Information Technology Services							
ITX Technology	\$ 7,250.00	\$ 8,888.25	\$ 1,638.25	\$ 29,000.00	\$ 8,888.25	\$ (20,111.75)	30.65%
Njevity	\$ 250.00	\$ 175.00	\$ (75.00)	\$ 1,000.00	\$ 175.00	\$ (825.00)	17.50%
Audit Services							
Anton Collins Mitchell, LLP	\$ 3,150.00	\$ 6,250.00	\$ 3,100.00	\$ 12,600.00	\$ 6,250.00	\$ (6,350.00)	49.60% (a)
Legal Services							
Bell, Gould & Scott PC	\$ 1,125.00	\$ 7,402.50	\$ 6,277.50	\$ 4,500.00	\$ 7,402.50	\$ 2,902.50	164.50% (b)
Human Services							
Mountain States Employers Council							0.00%
	\$ 11,775.00	\$ 22,715.75	\$ 10,940.75	\$ 47,100.00	\$ 22,715.75	#####	48.23%
VanGo™ Program							
Planning							
Land Use/Travel Demand Model							
Cambridge Systematics	\$ 4,750.00	\$ 8,614.10	\$ 3,864.10	\$ 19,000.00	\$ 8,614.10	\$ (10,385.90)	45.34% (c)
Cambridge Systematics-CDOT	\$ 2,050.00	\$ 3,898.22	\$ 1,848.22	\$ 8,200.00	\$ 3,898.22	\$ (4,301.78)	47.54% (c)
Model Updates							
Travel Speed Data	\$ 4,200.00	\$ -	\$ (4,200.00)	\$ 16,800.00	\$ -	\$ (16,800.00)	0.00%
Website Upgrade	\$ 25,000.00	\$ -	\$ (25,000.00)	\$ 100,000.00	\$ -	\$ (100,000.00)	0.00%
TIP updates	\$ 10,875.00	\$ -	\$ (10,875.00)	\$ 43,500.00	\$ -	\$ (43,500.00)	0.00%
	\$ 5,095.00	\$ -	\$ (4,922.85)	\$ 20,380.00	\$ -	\$ (20,380.00)	0.00%
Severence Transportation Plan							
Felsburg Holt & Ullevig	\$ -	\$ 471.09	\$ 471.09	\$ -	\$ 471.09	\$ 471.09	(d)
	51,970.00	12,983.41	(7,862.29)	207,880.00	12,983.41	(194,896.59)	6.25%
Mobility Management							
Online Guide	\$ -	\$ 10,000.00	\$ 10,000.00		\$ 10,000.00	\$ 10,000.00	(e)
Volunteer Drivers Program	\$ 1,500.00	\$ 831.30	\$ (668.70)	\$ 6,000.00	\$ 831.30	\$ (5,168.70)	13.86%
	\$ 1,500.00	\$ 10,831.30	\$ 9,331.30	\$ 6,000.00	\$ 10,831.30	\$ 4,831.30	180.52%
1st Qtr Quarter Professional Services & Consulting Total	\$ 65,245.00	\$ 46,530.46	\$ (18,714.54)				
Year-to-Date Professional Services & Consulting Total				\$ 260,980.00	\$ 46,530.46	\$ 214,449.54	17.83%

- (a) Auditing services are paid within the time frame that they are performed.
- (b) Additional expenses due to new legal council
- (c) Projects carried over from FFY 2014
- (d) Project carried over from FFY 2014 - Completed by the end of the 1st qtr.
- (e) This project carried over from FFY 2014 and funded 100% by CDOT.

MPO
 Unaudited Statement of Net Assets
 For the Three Months Ending Tuesday, March 31, 2015

ASSETS	
Cash and Cash Equivalents	\$154,872
Cash-Savings	245,382
Investments	120,514
Receivables	220,000
Capital Assets, net	39,345
Grant Receivables for Long Term Liabilities	12,970
Total Assets	<u>793,083</u>

LIABILITIES AND NET ASSETS

LIABILITIES	
Accounts Payable and Accrued Liabilities	47,132
Deferred Revenue	191,390
Capital Leases	7,495
Accumulated Leave	12,970
Total Liabilities	<u>258,988</u>

FUND BALANCE	
Unreserved	572,611
Current Year Revenue over (under) Expenditures	<u>(38,516)</u>
Total Fund Balance	<u>534,095</u>

Total Liabilities and Fund Balance	<u>793,083</u>
------------------------------------	----------------

MPO
Revenues, Expenditures, Change in Fund Balance
For the Three Months Ending Tuesday, March 31, 2015

	2015	2015	2015	2015	2015	2015	%
	1st Qtr Budget	1st Qtr Actual	Quarterly Variance	Annual Budget	1st Qtr Year to Date	Annual Variance	Complete
REVENUE							
FHWA - Federal Income - CPG	\$275,312	\$141,239	\$134,073	\$1,101,248	\$141,239	\$960,009	12.83%
FHWA - Federal Income - STP-Metro - Matched	42,755	4,623	38,132	171,019	4,623	166,396	2.70%
FHWA - Federal Income -Step Metro-Unmatched							
State Planning Funds	6,250	3,652	2,598	25,000	3,652	21,348	14.61%
State-APCD	6,250	6,114	136	25,000	6,114	18,886	24.46%
FTA - Federal income - Section 5310	20,000	8,582	11,418	80,000	8,582	71,418	10.73%
Fed Income-Section 5311		10,000	(10,000)		10,000	(10,000)	0.00%
FTA - Federal Income - Section 5317		1,539	(1,539)		1,539	(1,539)	0.00%
Subtotal Grant Revenue	350,567	175,748	174,819	1,402,267	175,748	1,226,519	12.53%
Local match - Member Entites	70,351	32,402	37,949	281,404	32,402	249,002	11.51%
100% Local	75		75	300		300	0.00%
Subtotal Local - All Sources	70,426	32,402	38,024	281,704	32,402	249,302	11.50%
Miscellaneous Revenue							
Interest Earned		75	(75)		75	(75)	0.00%
Subtotal Other Revenue Sources		75	(75)		75	(75)	0.00%
Total Revenue- Combined Sources	420,993	208,225	212,767	1,683,971	208,225	1,475,746	12.37%
EXPENDITURES/EXPENSES							
Administration	58,950	45,978	12,972	235,800	45,978	189,822	19.50%
Transportation Planning	205,500	113,646	91,854	821,999	113,646	708,353	13.83%
Mobility Management	17,000	8,891	8,109	68,001	8,891	59,110	13.08%
Subtotal Payroll Expense	281,450	168,515	112,935	1,125,800	168,515	957,285	14.97%
Professional Services & Consulting	65,245	46,215	19,030	260,980	46,215	214,765	17.71%
Subtotal professional Services & Consulting	65,245	46,215	19,030	260,980	46,215	214,765	17.71%
Fleet Expense	3,125	792	2,333	12,500	792	11,708	6.33%
Insurance Expense	1,000	1,047	(47)	4,000	1,047	2,953	26.18%
Office Furniture/Equipment (non-cap)	1,500	4,344	(2,844)	6,000	4,344	1,656	72.40%
Office Supplies	1,175	1,378	(203)	4,700	1,378	3,322	29.32%
Communications (phone/data/fax)	3,916	2,352	1,564	15,665	2,352	13,313	15.02%
Postage	625	230	395	2,500	230	2,270	9.18%
Printing	6,537	556	5,981	26,146	556	25,590	2.13%
Rent	26,792	26,350	442	107,166	26,350	80,816	24.59%
Credit Card Fees (VanGo)							
Other Office Operating (Facility, Repairs, Furniture move Recycling,Office Equipent Lease, Water)	3,125	2,098	277	9,500	2,098	7,402	22.08%
Dues, licensing and Subscriptions	1,875	1,775	100	7,500	1,775	5,725	23.66%
Maintenance Contracts - Copier maintenance/usage	9,902	16,949	(6,297)	42,609	16,949	25,660	39.78%
Software maintenance							
Other Operating Costs	12,500	65	12,435	50,000	65	49,935	0.13%
Bad Debt (VanGo)							
Event/Meeting Expense	2,026	2,362	(337)	8,103	2,362	5,741	29.16%
Indirect Costs	(13,912)	(30,696)	16,784	(55,648)	(30,696)	(24,952)	55.16%
Travel/Conference/Training Expense	4,613	533	4,080	18,450	533	17,917	2.89%
Capitalized Equipment /Vehicles	9,500		9,500	38,000		38,000	0.00%
Pass Through JARC/New Freedom Funds		1,876	(1,876)		1,876	(1,876)	0.00%
Subtotal Other Expenses	74,298	32,011	42,288	297,191	32,011	265,180	10.77%
Total Expenditures/Expenses	420,993	246,741	174,252	1,683,971	246,741	1,437,230	14.65%
Excess(Deficiency) of Revenue over Expenditures)		(38,516)	38,516		(38,516)	38,516	0.00%

- (1) Only salaries have been charged thru march 31, 2015. Other expenditures and updates to the TIP program made as the year progresses
- (2) The final vacant position wasn't filled until February.
- (3) The majority of the non capitalized equipment were purchased in the first quarter. These purchases included some replacement computers and additional monitor screens.
- (4) Some of the annual maintenance contracts are paid in January

VanGo
 Unaudited Statement of Net Assets
 For the Three Months Ending Tuesday, March 31, 2015

ASSETS	
Cash and Cash Equivalents	\$223,559
Cash-Savings	735,688
Investments	262,475
Receivables	24,326
Capital Assets, net	1,144,620
Grant Receivables for Long Term Liabilities	10,397
Total Assets	<u><u>2,401,065</u></u>
LIABILITIES AND NET ASSETS	
LIABILITIES	
Accounts Payable and Accrued Liabilities	68,881
Long-Term Liabilities	
Accumulated Leave	10,397
Total Liabilities	<u><u>79,278</u></u>
FUND BALANCE	
Unreserved	2,289,993
Current Year Revenue over (under) Expenditures	31,793
Total Fund Balance	<u><u>2,321,786</u></u>
Total Liabilities and Fund Balance	<u><u>2,401,065</u></u>

VanGo
Unaudited Revenue, Expenditures Changes in Fund Balance
For the Three Months Ending Tuesday, March 31, 2015

	2015	2015	2015	2015	2015	2015	%
	1st Qtr Budget	1st Qtr Actual	Quarterly Variance	Annual Budget	1st Qtr Year to Date	Annual Variance	Complete
REVENUE							
Metro-Unmatched	\$9,375		\$9,375	\$37,500		\$37,500	0.00% (a)
State - FASTER Funds	16,000		16,000	64,000		64,000	0.00% (b)
Subtotal Grant Revenue	25,375		25,375	101,500		101,500	0.00%
Program Revenue - Fares	227,321	210,968	16,353	909,283	210,968	698,315	23.20%
Sale of Vehicles	15,000	55,520	(40,520)	60,000	55,520	4,480	92.53% (c)
City of Fort Collins Funds	56,078		56,078	224,310		224,310	0.00%
Subtotal VanGo Revenue-All Sources	323,774	266,488	57,286	1,295,093	266,488	1,028,605	20.58%
Interest Earned		380	(380)		380	(380)	0.00%
Subtotal Other Revenue Sources		380	(380)		380	(380)	0.00%
Total Revenue- Combined Sources	323,774	266,868	56,906	1,295,093	266,868	1,028,225	20.61%
EXPENDITURES/EXPENSES							
Fleet Expense							
Fleet Insurance	31,250	56,677	(25,427)	125,000	56,677	68,323	45.34%
Fleet Lease Payments	6,300	6,300		25,200	6,300	18,900	25.00%
Fleet Motor Fuel & Oil	72,511	48,204	24,307	290,043	48,204	241,839	16.62%
Fleet Repairs & Maintenance	58,650	33,959	24,691	234,600	33,959	200,641	14.48%
Fleet Repairs & Maintenance- Insurance Deductible	3,400	500	2,900	13,600	500	13,100	3.68%
Guaranteed Ride Home	1,175	227	948	4,700	227	4,473	4.83%
Fleet Other	1,500	2,686	(1,186)	6,000	2,686	3,314	44.77% (d)
Subtotal Fleet Expense	174,786	148,553	26,233	699,143	148,553	550,590	21.25%
VanGo Payroll	66,000	49,995	16,005	264,000	49,995	214,005	18.94%
Professional Services and Consulting		315	(315)		315	(315)	0.00%
Postage	175	10	165	700	10	690	1.43% (e)
Credit Card Fees	5,000	4,274	726	20,000	4,274	15,726	21.37%
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease, Water)		26	(26)		26	(26)	0.00%
Dues, Licensing and Subscriptions	605	763	(158)	2,419	763	1,656	31.54% (f)
Maintenance Contracts - Copier maintenance/usage	4,530	389	4,141	18,119	389	17,730	2.15% (g)
Bad Debt		(309)	309		(309)	309	0.00%
Rideshare Promotion	5,030		5,030	20,119		20,119	0.00%
Event/Meeting Expense	1,250	258	992	5,000	258	4,742	5.16% (e)
Indirect Costs	13,912	30,696	(16,784)	55,648	30,696	24,952	55.16%
Travel/Conference/ Training	1,125	105	1,020	4,500	105	4,395	2.33% (h)
Capitalized Equipment/Vehicles	51,361		51,361	205,445		205,445	0.00%
Subtotal Other Expenses	82,988	36,212	46,776	331,950	36,212	295,738	10.91%
Total Expenditures/Expenses	323,774	235,075	88,699	1,295,093	235,075	1,060,018	18.15%
Excess(Deficiency) of Revenue over Expenditures)		31,793	(31,793)		31,793	(31,793)	0.00%

Explanation of Variances

- (a) Contact executed by CDOT in February. Preventative maintenance expenditures will be applied beginning with March purchases
(b) State FASTER funds will be used for van purchases later in the year
(c) The budget was for the sale of 8 vans at \$7,500. Through 1st quarter 8 vans were sold at an average cost of \$6,940. Additional vans will be sold during the year. Staff will prepare a budget amendment to reflect this.
(d) 1st and 2nd quarter insurance premiums were paid during the 1st quarter
(e) The majority of these costs occur in the fall when the program conducts the annual safety meetings
(f) Annual dues were expended in the 1st quarter.
(g) The annual maintenance charge on the VanGo website occurs in 4th quarter
(h) The one conference that VanGO staff attends takes place during the summer

North Front Range Transportation and Air Quality Planning Council
Cash and Investment Instution Listing
As of March 31,2015

<i>Institution</i>	<i>Account Number</i>	<i>Balance as of March 31, 2015</i>		
		<i>VanGo</i>	<i>MPO</i>	<i>Total</i>
Cash				
1st National Bank	0022		\$ 154,796.92	\$ 154,796.92
1st National Bank	7343	\$ 223,559.06		\$ 223,559.06
Petty Cash			\$ 75.00	\$ 75.00
Total Cash		\$ 223,559.06	\$ 154,871.92	\$ 378,430.98
Savings				
Community Banks of Colorado	0439		\$ 245,381.91	\$ 245,381.91
Public Service Credit Union	0095	\$ 245,522.17		\$ 245,522.17
First Bank	0597	\$ 245,000.00		
1st National Bank	6539	\$ 245,165.84		\$ 245,165.84
Total Savings		\$ 735,688.01	\$ 245,381.91	\$ 736,069.92
Investments				
COLOTRUST	8001	\$ 262,474.81	\$ 120,513.77	\$ 382,988.58
Total Investments		\$ 262,474.81	\$ 120,513.77	\$ 382,988.58

ACTION ITEM: FY2016 UPWP and Budget



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*Terri Blackmore
Executive Director
Becky Karasko
Regional Transportation
Planning Director
Rena Steffen
Administrative Director
Crystal Hedberg
Finance Manager
Mary Warring
Mobility Coordinator*

Memorandum

To: NFRMPO Planning Council
From: Terri Blackmore
Date: July 9, 2015
Re: FY2016 Unified Planning Work Program (UPWP) and Budget

Background

The TAC reviewed and prioritized possible work tasks at the February TAC meeting. The NFRMPO staff prepared the FY2016 work program to reflect the prioritization identified by the TAC.

FHWA, CDOT, and Planning Council have all agreed the NFRMPO will approve only the FY2016 UPWP at this time because the agency's lease is due for renewal in February 2017 and it is likely to significantly impact the budget for FY2017.

The Finance Committee met on June 17 and reviewed the FY2016 UPWP budget and will recommend Planning Council approval. The TAC met on June 17, but due to the heavy work load with reviewing the draft plan documents most TAC members did not have time to review the FY2016 UPWP. The FHWA and some TAC members made recommendations for improvements which have been incorporated. To have the UPWP approved by CDOT and FHWA in time to start the year on October 1, Planning Council needs to adopt it on July 9.

Action

Finance Committee is recommending Council approve the FY2016 Unified Planning Work Program as presented.

ACTION ITEM: Executive Director Evaluation Process

ARTICLE XI – STAFFING AND SUPPORT **DRAFT**

1. The administration and coordination needs of the Council shall be provided by the Council staff.
2. To provide for the operation of the Council activities, the Council shall appoint an Executive Director. The Executive Director shall hire and assign titles and duties to the staff for the completion of the activities of the Council.
3. The Council shall review the performance of the Executive Director annually using the following procedure:
 - a. August- The Executive Director will provide an annual goals and accomplishments report to the Executive Committee for review at least one week prior to the August Council meeting. The Executive Committee will share the report with the Council at the August meeting.
 - b. September- The Executive Committee will meet informally with MPO staff to determine which evaluation survey process is appropriate for that year (e.g., Internal, 360, staff only, Council only, etc.).
 - c. October- Conduct the survey chosen by the Executive Committee at the beginning of the month in order to provide results at the November Council meeting.
 - d. November- Provide survey results to the ED and Council.
 - e. December- Hold Executive Session at the December Council meeting to complete the evaluation process and finalize any negotiations.
 - f. January (of the following year)- Approve the Executive Director Evaluation and contract as appropriate. *If the Planning Council fails to take action on the Executive Director's contract at the January meeting, the average percentage approved for salary increases approved as part of the annual budget when the previous Unified Planning Work Program and Budget was approved, or three percent, whichever is less, will go into effect on the Executive Director's anniversary date.



**RESOLUTION NO. 2015-09
OF THE NORTH FRONT RANGE TRANSPORTATION
AND AIR QUALITY PLANNING COUNCIL
ADOPTING AMENDMENTS TO THE ARTICLES OF ASSOCIATION**

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (“Council”) created through exercising the powers set forth in Article XIV, Section 18(2) of the Colorado Constitution and Part 2 of Article 1 of Title 29, C.R.S., as amended; and

WHEREAS, the Council adopted the Articles of Association in January, 1988, as amended most recently in May 3, 2012; and

WHEREAS, the amendment process laid out in Article XI (May 2012), of the Articles of Association has been followed with adequate written notice provided to the NFRMPO Council; and

WHEREAS, it is the desire of the MPO Council Members to make certain revisions to the Articles of Association that include changes to Articles XI – STAFFING AND SUPPORT, adding section 3 outlining the procedure for the annual review of the Executive Director.

NOW, THEREFORE, BE IT RESOLVED BY THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL, the Planning Council amends the Articles of Association to update:

1. Articles IV – Staffing and Support to include a process for the annual review of the Executive Director.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 1st day of July 9, 2015.

Sean Conway, Chair

ATTEST:

Terri Blackmore, Executive Director

PRESENTATION: North I-25 Plan Update



COLORADO

Department of
Transportation



North I-25 Plan
Johnny Olson, CDOT Region 4
Myron Hora, CDOT Region 4

1



I-25: Denver to Wellington
Accomplishments and Progress

- SH 7 to SH 66 Environmental Assessment - 1994
- North Front Range Transportation Alternatives Feasibility Study (2001)
 - Recommendation is an HOV lane from Denver to Fort Collins
- Construction Projects - Total \$300M
 - Del Camino Interchange - 1997
 - Harmony Road Interchange - 1998
 - SH 7 to SH 52 - 2001
 - SH 52 to SH 119 - 2004
 - SH 119 to SH 66 - 2006
 - Crossroads Roundabouts - 2009 (Loveland, \$2.7M)
 - US 34 Interchange Interim - 2010 (Loveland, \$12.8M)
 - SH 392 Interchange - 2010 (Fort Collins & Windsor, \$4.6M)

2



I-25: Denver to Wellington Accomplishments and Progress

- Environmental Impact Statement (EIS)
 - Includes a priced managed lane/tolled express lane (TEL) - HOV is a component of TEL.
 - North I-25 Phase 1 Record of Decision (ROD) was signed in December 2011
- Maintenance
 - Over the last ten years, CDOT has spent approximately \$10 million/year
 - Life span of repairs is 5 to 10 years
 - 45 structures are currently functionally obsolete

3



Plan for the Future

Why a tolled express lane?

- We cannot build our way out of congestion
- An express lane has operational strategies to provide travel reliability, flexibility in responding to changing conditions
- TC adopted Managed Lanes Policy Directive requires consideration of managed lanes to address congestion
- Current fiscal condition limits funding availability from state
- Revenues provide for future, long-term maintenance

4



Preferred Alternative



5



North I-25 Phase 1 – by 2035



6



EIS Estimates

- Overall Capital Costs of Preferred alternative \$2.1B (2009 \$'s)
- Phase 1
 - Fiscally Constrained 2035 RTP
 - Estimated at \$670M (2009 \$'s)
 - \$26M Commuter Rail ROW (State Funds, no foreseeable construction)
 - Highway Projects:
 - SH 56 to SH 66
 - Centerra Single Point Urban Interchange (SPUI)
 - Crossroads to SH 14

7



North I-25 Phase 2 - by 2055



8



North I-25 Phase 3 – by 2075



9



Moving Forward

- Constructing I-25 from US 36 to 120th
 - Interim Project - Adding an express Lane
- Express Bus Service beginning in Summer 2015
 - Six round trips / day
- RAMP Funds
 - \$55 million to add a managed lane from 120th Avenue North
 - \$35 million for Crossroads Interchange bridges
- MPO and CDOT Funds
 - Design and Construct Climbing Lane at Berthoud Hill
 - MPO also participating with \$2 million in Crossroads Project
- Designing interim and final location improvements from SH 66 to SH 14

10



Add a Lane Options

Project	Estimate Range
Add Express Lane on Preferred Alternate (SH 402 to Poudre River)	\$285M ~ \$400M
Interim Managed Lane (SH 402 to Poudre River)	\$67M ~ \$93M
Interim Managed Lane plus Bridge replacement (Resiliency at structures)	\$93M ~\$120M

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September 2013 Flood Event on I-25

- All 4 major drainage ways that cross I-25 experienced flooding
- Scour damage occurred at all four locations totaling approximately **\$3 Million**
- Three crossings had just short of a 100-year event and the Poudre River crossing only experienced a 12-year event
- ***I-25 was closed for an entire day due to overtopping of the roadway***



12



September 2013 Flood Event on I-25



Scour Damage at the Big Thompson River and St. Vrain Creek

13



Future Threats and Risk Profile

- Damaged to I-25 wasn't significant during the 2013 event
- *But it could have been a different story...*
- A crisis was avoided in 2013, but serious consideration needs to be taken to *reduce risks along I-25 to protect for future events*

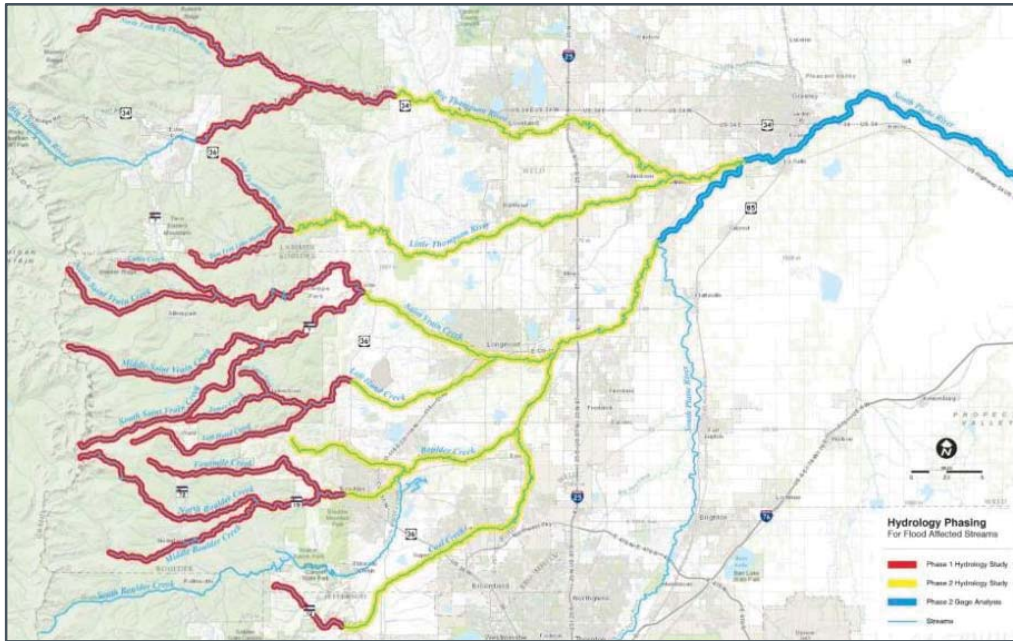


Figure 10. Morning of September 13 at 0716 hours. Looking south. Photo Credit: James Flohr, CDOT Resident Engineer.

14



Hydrologic Re-evaluations



15



Hydrologic Re-evaluations

I-25 Location	2013 Event Flow Rate (CFS)	Return Interval (Based on new data)
St. Vrain Creek	23,500	~100-year
Little Thompson River	15,173	~100 year
Big Thompson River	19,600	~90 year
Cache La Poudre	7,632	~12 year

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Risk and Resiliency Pilot Program

- The Risk and Resiliency program allows FHWA to *enhance* disaster funding decisions based on *risks* and the *added benefits* of increased investment
- The program leverages transportation infrastructure investments to protect the *safety, social, economic and environmental* interests of the community
- Resiliency Review Process
 - Assess risk
 - Assess vulnerability of assets
 - Estimate consequences
 - Criticality Score

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I-25 at St. Vrain Creek

General Scope:

- Riprap installation for the protection of the banks of St. Vrain Creek and the I-25 structures
- Re-grading of the existing river channel
- Channel excavation

Approximate Cost
\$1.3M



18



I-25 at the Little Thompson River

General Scope:

- Replacing the I-25 bridges to EIS width and alignment with the capacity to convey the new 100-year flow rate
- Resulting required tie-ins to the north and southbound lanes of I-25
- Additional riprap to protect embankment and structures

Approximate Cost
\$26.2M



19



I-25 at the Big Thompson River

General Scope:

- Replacing the I-25 bridges and frontage road bridge to EIS width and alignment with the capacity to convey the new 100-year flow rate
- Raise the roadway profile
- Additional riprap to protect embankment, bridges and channel

Approximate Cost
\$36.9M



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I-25 at the Cache La Poudre River

General Scope:

- Replace the I-25 bridges to EIS width and alignment with the capacity to convey the 100-year flow rate
- Channel improvements to eliminate the Kechter Road split-flow
- Additional riprap to protect embankment and bridges

Approximate Cost
\$26.9M



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RnR – I-25 System Analysis

- Utilized the RnR pilot program
- System analysis from Longmont to Fort Collins
- Determined the potential reduction in risk
- Cost sharing possibility from the FHWA Emergency Relief Program Funding

I-25 Location	Resiliency Alternative Cost	CDOT Contribution	FHWA Contribution
St. Vrain Creek	\$1.3M	\$10K	\$1.3M
Little Thompson River	\$26.2M	\$23.8M	\$2.4M
Big Thompson River	\$36.9M	\$34.1M	\$2.8M
Cache La Poudre River	\$26.9M	\$10.3M	\$16.6M
TOTAL:	\$91.3M	\$68.2M	\$23.1M

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North I-25 Environmental Impact Study

- The I-25 Resilience project provides an opportunity to implement tangible portions of the EIS
- Without the 2013 event, CDOT would not have access to Federal Highway Emergency Relief funding
- The proposed improvements include building the new structures on the ultimate alignment with transitions and tie ins
- The scope of this project could grow as funding allows and opportunities could be evaluated as further funding is secured

23



Colorado Resilience Working Group

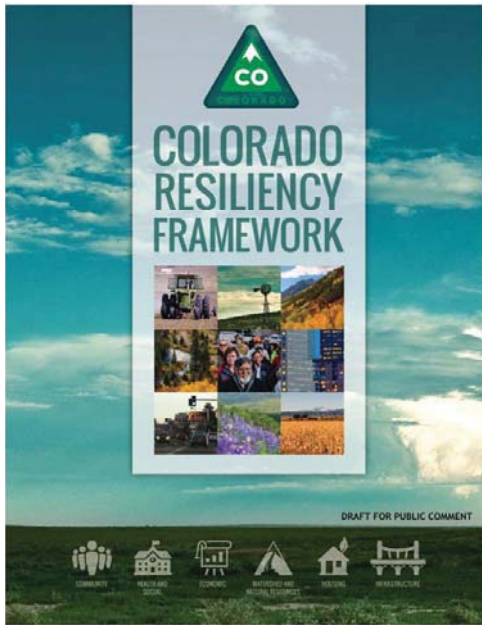
- Started by the Governor’s Office and the Colorado Resiliency and Recovery Office
- The group’s vision is to create *a resilient state of sustainable communities - with healthy people, vibrant economies, durable systems and abundant natural resources - that overcome challenges and support Colorado’s continued growth, recreation, beauty and quality of life*
- Developed the “Colorado Resilience Framework”, signed by the Governor June 1, 2015



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Colorado Resilience Working Group



- **Presidential Challenge**
 - \$1 billion competition
 - Also known as the National Disaster Resilience Competition
- Phase 1
 - Demonstrate the State's needs
 - Show planning capacity
 - Display an understanding of resiliency
 - Colorado submitted its application and is awaiting word...
- Phase 2
 - "Demonstration" projects
 - North I-25 could be an excellent candidate

25



Significance of North I-25

- **Commerce/Freight**
 - Only Major Freight Corridor in Colorado
 - Significant portion of the Western Transportation Trade Network
- **Regional Connectivity and Community**
 - AADT 63,000 at SH 14 to 133,000 at 120th
 - Primary north/south emergency route
 - State Demographer identified as corridor with fastest growing communities
- **Security and Defense**
 - National defense route
 - Access for Buckley and Warren Air Force Bases, Cheyenne Mountain, and Fort Carson
- **Tourism and Recreation**

26



Benefits of Improving I-25

- Provides access to 766,000 new citizens and 508,000 new jobs in the next 20 years in the areas of space exploration, medical science, and computer technology
- Maintains consistent access to support the local job market and provide economic benefits far in excess of the costs of the improvements
- Supports economic recovery
- Encourages smarter, sustainable transportation
- Reduces fuel consumption and greenhouse gas emissions due to reduced vehicle delay and idling

27



Funding Opportunities

- The Colorado Resilience Framework as well as the Risk and Resiliency Pilot Program highlight the significance of identifying opportunities where Colorado can invest in more resilient infrastructure to protect against future threats and hazards
- **I-25 presents a uniquely advantageous opportunity** for CDOT to implement resiliency to bounce back faster from a disaster on such a significant corridor
- **CDOT's required investment could be substantially reduced by leveraging FHWA ER funding and pursuing funding through the National Disaster Resilience Competition**

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Funding Opportunities

I-25 Location	Resiliency Alternative Cost	FHWA ER Contribution	\$30M Presidential Challenge		\$50M Presidential Challenge		Full Funding from the Presidential Challenge
			PC	CDOT	PC	CDOT	
St. Vrain Creek	\$1.3M	\$1.3M	\$0	\$10K	\$0M	\$10K	\$10K
Little Thompson River	\$26.2M	\$2.4M	\$13.6M	\$10.2M	\$23.8M	\$0	\$23.8M
Big Thompson River	\$36.9M	\$2.8M	\$13.7M	\$20.4M	\$23.5M	\$10.6M	\$34.1M
Cache La Poudre River	\$26.9M	\$16.6M	\$2.7M	\$7.6M	\$2.7M	\$7.6M	\$10.3M
TOTAL:	\$91.3M	\$23.1M	\$30M	\$38.2M	\$50M	\$18.2M	\$68.2M

29



How you can help I-25

- Participate in the upcoming Resiliency Framework discussion
- Establish a collective message
- Consistent communication
- When requested, provide letters of support
- Strong business coalition
- Support Senate Bill 228
- Anytime communities participate financially, it allows for leveraging of other funding

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DISCUSSION ITEM: 2040 Regional Transportation Element

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
July 9, 2015 Severance	2040 Regional Transit Element	Becky Karasko
Objective / Request Action		
TAC is requesting Planning Council review the 2040 Regional Transit Element (RTE).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> On April 30, 2015 staff met with the three local transit agencies to discuss a recommendation for the 2040 RTE. TAC reviewed the RTE recommendation at their May 20th meeting and further refined the recommendation. TAC discussed the full 2040 RTE document at their June 17th meeting. 		
Committee Discussion		
<p>The MPO Executive Committee met on April 23, 2015 and requested TAC provide a recommendation for the 2040 RTE. In response, Staff met with the local transit agencies and developed a recommendation. Council's discussion of and feedback on this 2040 RTE is being requested.</p> <p>TAC discussed the 2040 RTE recommendation and document at their May 20th and June 17th meetings.</p>		
Supporting Information		
<p>The 2040 RTE recommendation includes:</p> <ul style="list-style-type: none"> Further study into the transit connections between: <ul style="list-style-type: none"> Fort Collins and Greeley/Evans area; Greeley/Evans area and Loveland; and Greeley/Evans area and Denver. Additional service and investment along the US 287 corridor. <p>The full 2040 RTE document can be viewed here: http://nfrmpo.org/Projects/TransitElement.aspx.</p>		
Advantages		
<p>Having a recommendation for the 2040 RTE developed by the three local transit agencies and NFRMPO staff allows the agencies who will be operating future transit services in the region to formulate the vision for those services. A recommendation from TAC provides a starting point for Planning Council discussions on the 2040 RTE.</p>		
Disadvantages		
None noted.		
Analysis /Recommendation		
<p>TAC requests Planning Council review the recommendation listed in the Supporting Information section and provide feedback. At their July 15th meeting, TAC modify the recommendation as necessary will take action to recommend Council adopt the 2040 RTE.</p>		
Attachment		
<ul style="list-style-type: none"> 2040 RTE Executive Summary 		

EXECUTIVE SUMMARY

This 2040 Regional Transit Element (RTE) provides a long-range vision for regional transit services; however, the focus of the recommended actions is for the short-term. The region has had success in implementing regional transit, as shown by the FLEX route and the partnerships funding Greeley-Evans Transit (GET). It is through comprehensive analysis, cooperative action, and cohesive partnerships that a regional transit vision will become a reality. The 2040 RTE recommendation includes:

- Further study into the proposed transit connections between and the possible development of services using previously successful processes:
 - Fort Collins and Greeley/Evans area;
 - Greeley/Evans area and Loveland; and
 - Greeley/Evans area and Denver.
- Additional service and investment along the US 287 corridor provides the most promising opportunities for regional transit expansion at this time.

The entire North Front Range region will see significant population growth, with 84 percent more residents in 2040 than in 2010. Population and employment growth are occurring fastest within the I-25 sub-region. Population in the I-25 sub-region is expected to grow the greatest, resulting in 183 percent higher population in 2040 than in 2010. Other important demographic changes include:

- Fort Collins will remain the largest community, but will have the smallest rate of growth, adding 52 percent more people.
- Greeley will become larger than Fort Collins is today.
- Loveland will become larger than Greeley is today.

Employment will increase in the I-25 sub-region at the highest percentage, nearly double that of any other area in the North Front Range. The more developed and built out the sub-region, the less population and employment growth is projected to occur. Other factors impacting employment in the region include:

- The current population growth rate in the region outpaces the growth rate of jobs, this imbalance will cause even more residents to commute outside of the region for employment.
- The percentage of residents age 65+ will increase from 18 percent of the population in 2010, to 26 percent of the population by 2040. This may mitigate the number of residents traveling outside the region to employment.
- There will likely need to be intraregional movement for population and employment balance which will either result in added congestion or provide the opportunity to shift these trips to transit.

Ultimately, the best transit service plan will balance technical feasibility, social need, and political support. The region should:

- Assist smaller communities within the region with senior transit services for essentials, such as medical and grocery trips;
- Evaluate service between communities and to transit centers considered a priority;
- Develop service standards for each corridor; and
- Continue work set out in the previously completed feasibility studies.

Colorado Trans II Referendum Survey

April 8th - 9th, 2015

By Magellan Strategies



Colorado Trans II Referendum Survey

April 8th - 9th, 2015

1

About the Survey

- Statewide, 704 interviews of likely 2015 general election voters. Margin of error of +/-3.69%.
- Combination of landline automated dialing and live cell phone sample
- Conducted April 8th – 9th, 2015.
- Paid for by the Fix North I-25 Business Alliance, an initiative of area Chambers of Commerce created through the Northern Colorado Legislative Alliance.





Key Findings

Key Findings

- **TRANS II funding approach:** 51% support / 34% oppose / 15% undecided. Support increases to 61% and opposition decreases to 27% when respondents were given additional information about the ballot measure.
- **Alternative approaches:** 52% support increasing the state gas tax, while 54% oppose increasing license and car registration fees by \$20.
- Support for increasing the state gas tax is likely to drop below 50% when voters are informed of the specifics of the tax amount.

Key Findings

- Three out of four voters view transportation funding as an issue that should be addressed as a top priority in the state's current budget, and not addressed by creating new fees or raising taxes.
- Eight out of ten voters would like to see a portion of the state budget set aside for large, economically significant transportation projects.
- Nine out of ten voters view the state's roads, bridges and infrastructure as in need of repair. Among the 34% of voters who opposed the TRANS II approach, 79% agree with this view.

MAGELLAN
STRATEGIES

Ballot Test

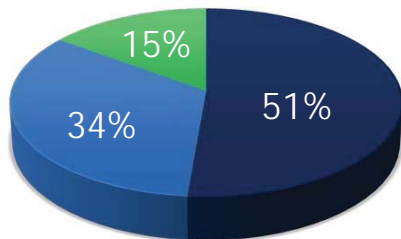
Trans II Referendum Ballot Test

As you may know, there may be a question on the ballot this November regarding funding for transportation projects across the state. I am now going to read to you the language of the possible ballot question:

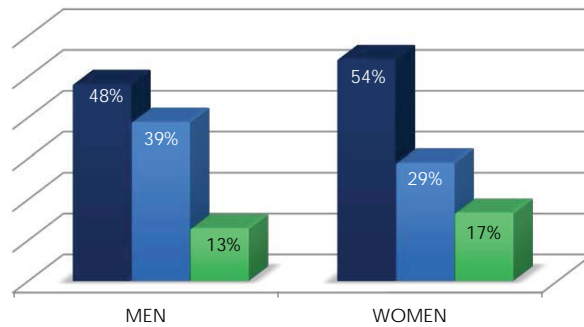
“Shall state of Colorado debt be increased up to 3.5 billion with a maximum repayment cost of 6 billion, with no increase in any taxes, for the purpose of addressing critical, priority transportation needs in the state by financing transportation projects that qualify for federal funding through the issuance of revenue anticipation notes and shall earnings on the proceeds of such notes constitute a voter-approved revenue change?”

Now that you have heard the ballot question, if the election were being held today would you vote YES to approve the ballot question or would you vote NO to reject the ballot question?

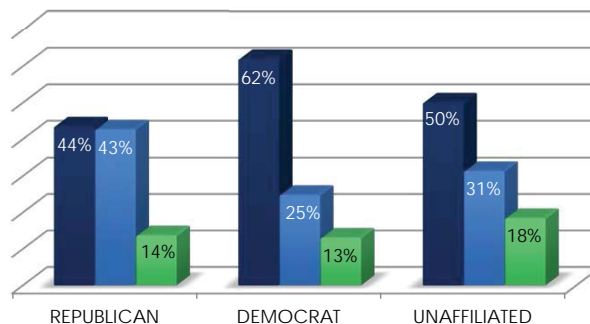
Trans II Referendum Ballot Test



■ YES, APPROVE ■ NO, REJECT ■ UNDECIDED

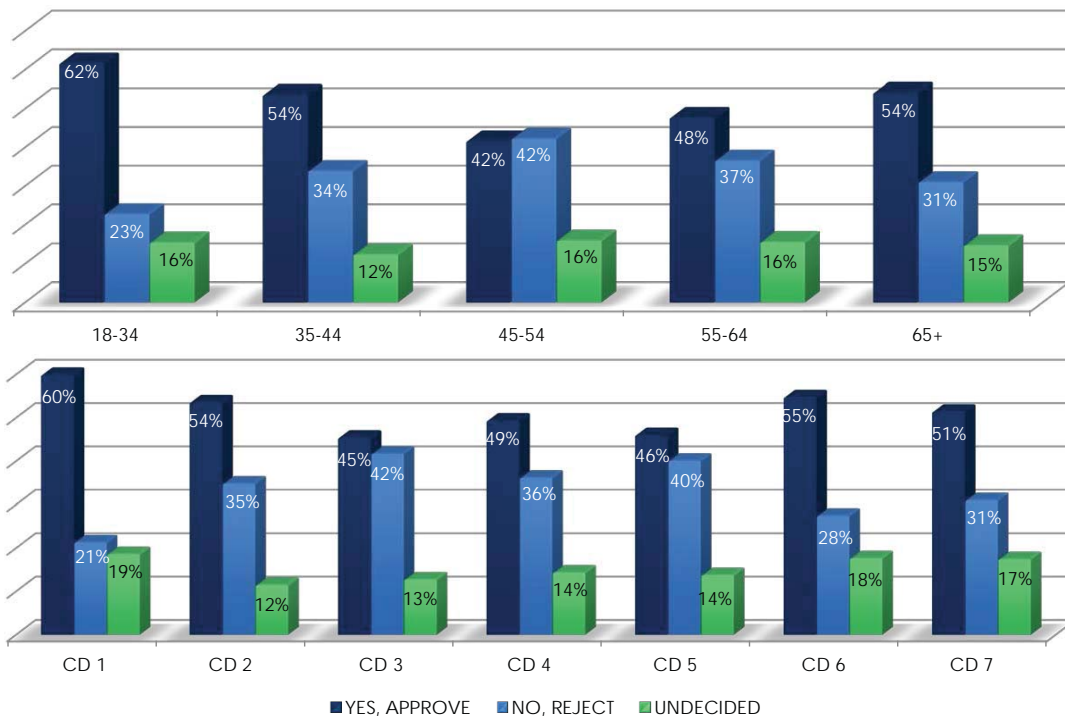


■ YES, APPROVE ■ NO, REJECT ■ UNDECIDED



■ YES, APPROVE ■ NO, REJECT ■ UNDECIDED

Trans II Referendum Ballot Test

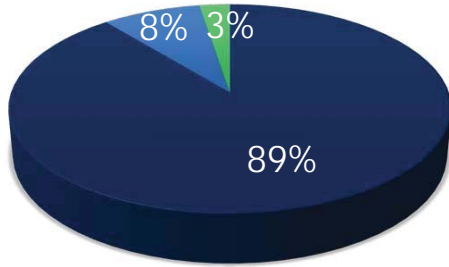


Voter Opinion on Colorado's Roads, Bridges and Infrastructure

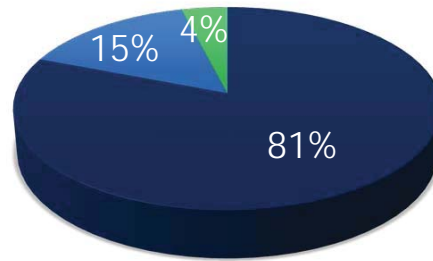
Please tell me if you agree or disagree with the following statements...

"Colorado's roads, bridges and infrastructure are in desperate need of maintenance and repair."

"Colorado's roads are too congested and are in dire need of additional lanes and capacity."

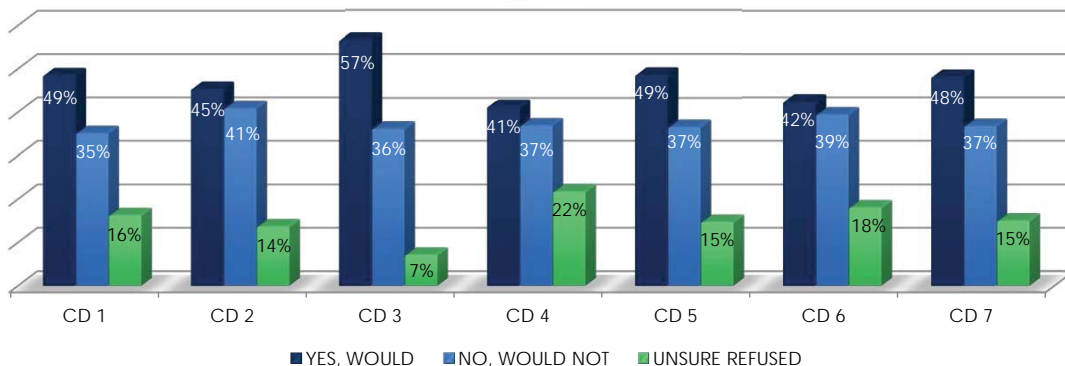
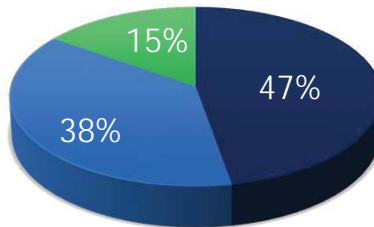


- TOTAL AGREE
- TOTAL DISAGREE
- UNSURE NO OPINION REFUSED



- TOTAL AGREE
- TOTAL DISAGREE
- UNSURE NO OPINION REFUSED

As you may know, if approved the transportation funds can only be spent on 33 different transportation and highway projects across the state. Would you be more likely to support the ballot measure if one of the transportation and highway projects has a direct impact on your daily commute or residential area?





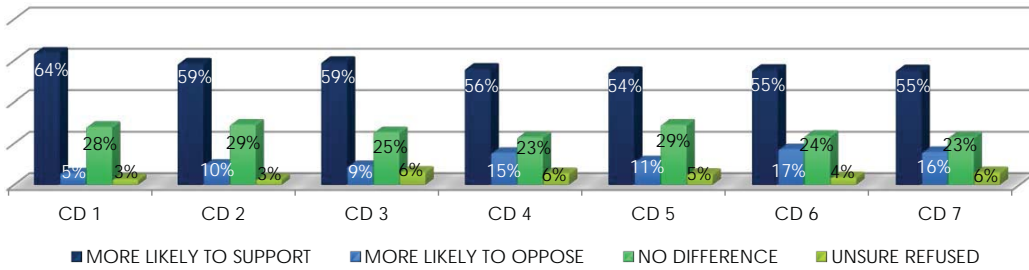
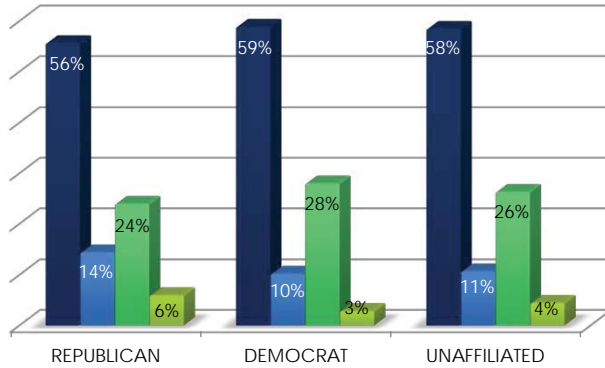
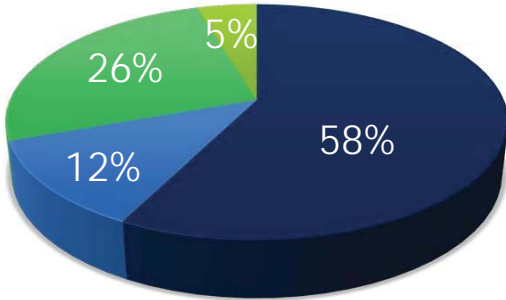
Message Testing Trans II Referendum

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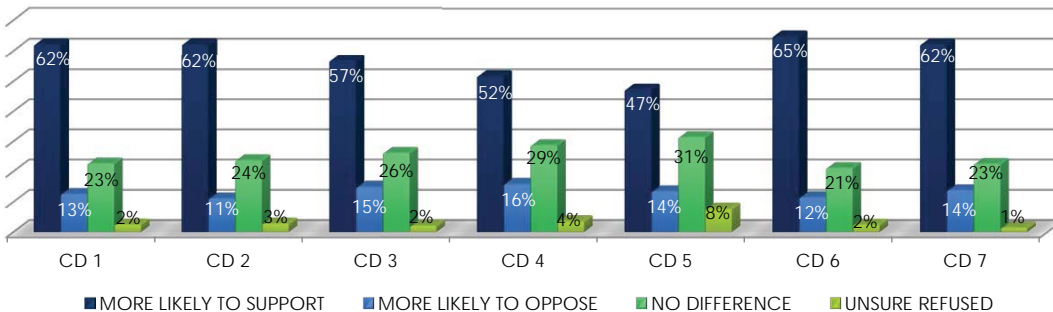
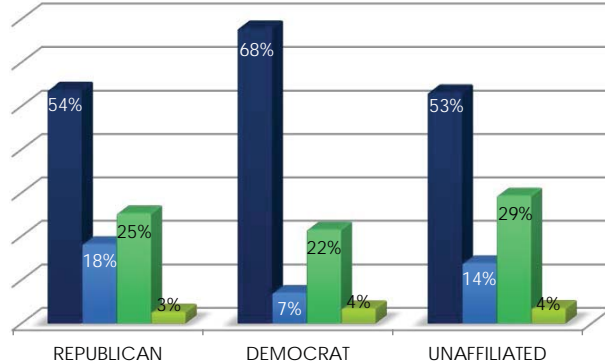
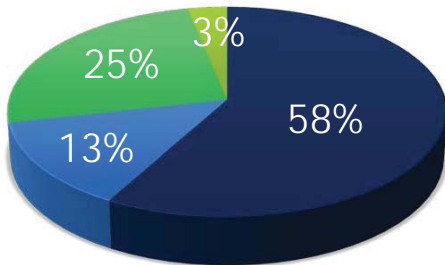


I am now going to read to you some more information about the ballot question. After hearing the information please tell me if you are more likely to support or oppose the ballot question, or if it makes no difference in your decision. Let's get started...

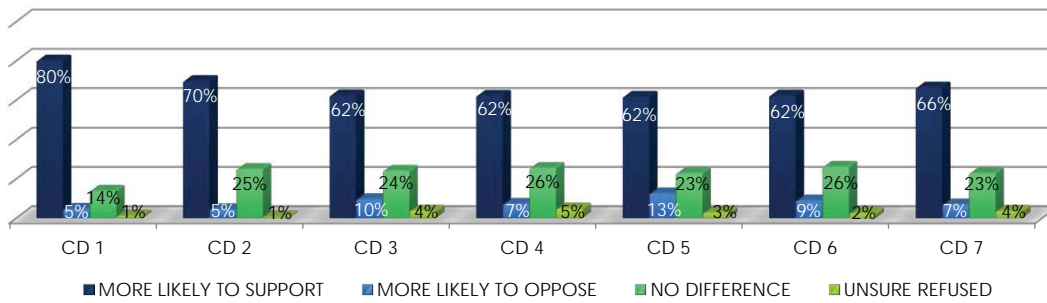
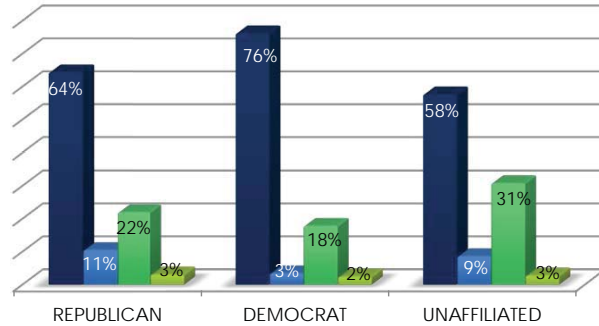
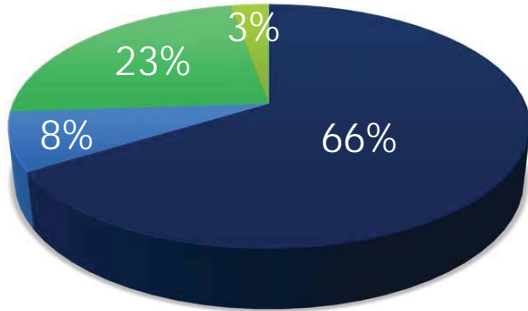
This approach to increase funding for highway and transportation needs would not increase taxes on Colorado residents.



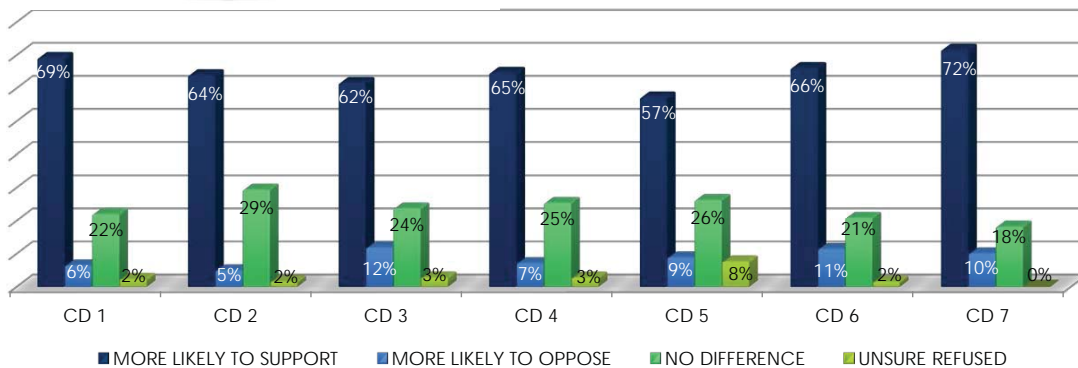
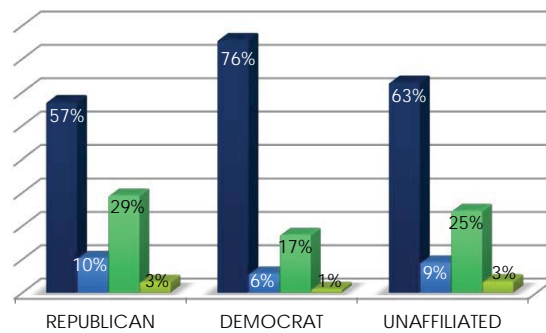
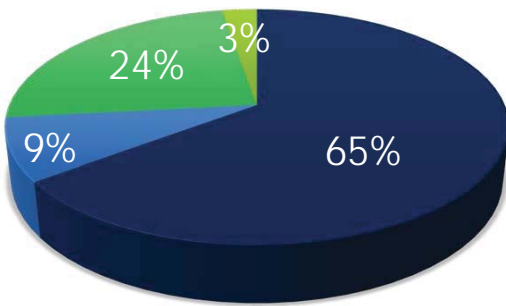
Supporters of the ballot measure say it is important to approve the funding sooner rather than later to take advantage of very low interest rates, which will reduce the state's borrowing costs.



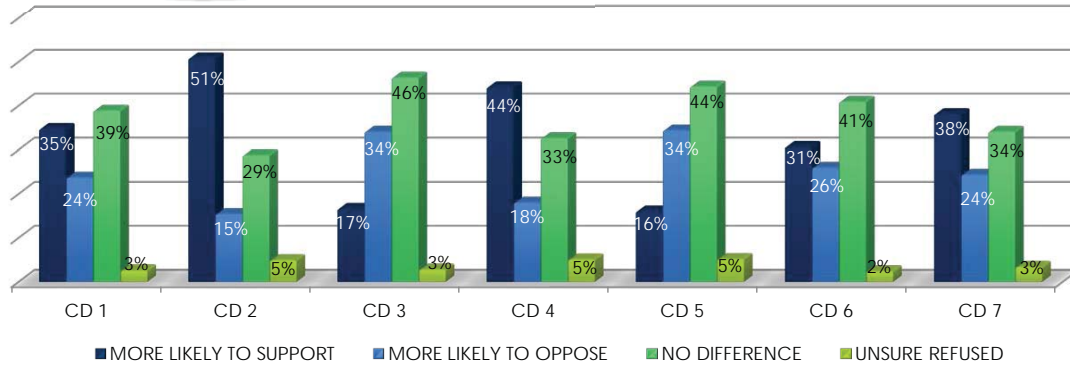
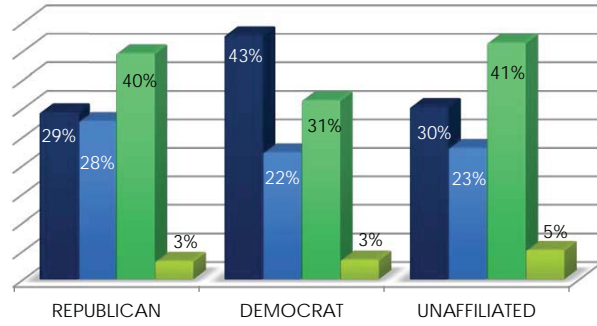
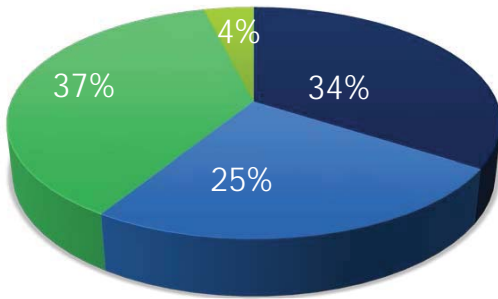
If approved, the spending of the transportation funds by the Colorado Department of Transportation would be subject to disclosure requirements that will make certain the funds are spent in the most cost effective manner.



If approved, the new transportation funding would create thousands of direct and indirect jobs across the state.



Would you be more likely to support the ballot measure if one of the 33 transportation and highway projects was improving congestion and travel times along the I-25 North Corridor between Longmont and Fort Collins?



■ MORE LIKELY TO SUPPORT ■ MORE LIKELY TO OPPOSE ■ NO DIFFERENCE ■ UNSURE/REFUSED

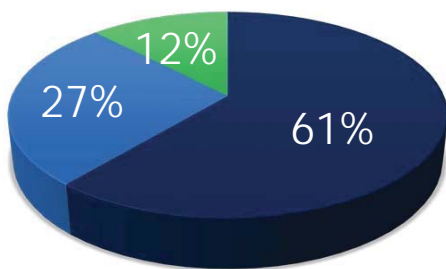


Informed Trans II Referendum Ballot Test

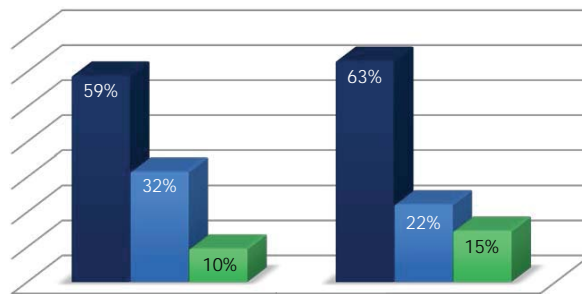
Trans II Referendum Informed Ballot Test

“Now that you have heard some information about the potential ballot question to increase the Colorado debt by 3.5 billion dollars, with no increase in any taxes, for the purpose of addressing critical transportation needs across the state, if the election were being held today would you vote YES to approve the ballot question or would you vote NO to reject the ballot question?”

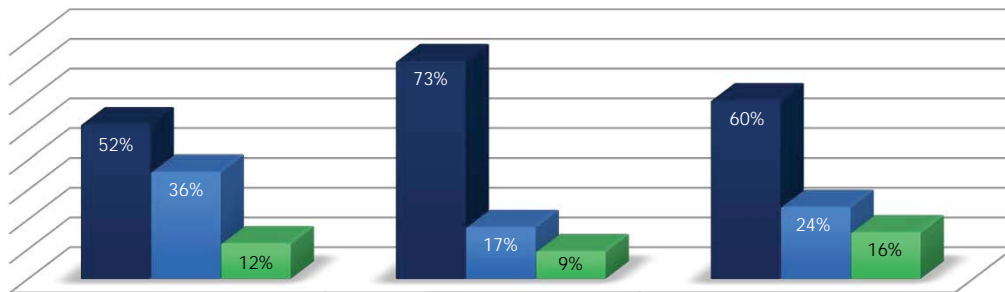
Informed Trans II Referendum Ballot Test



■ YES, APPROVE ■ NO, REJECT ■ UNDECIDED

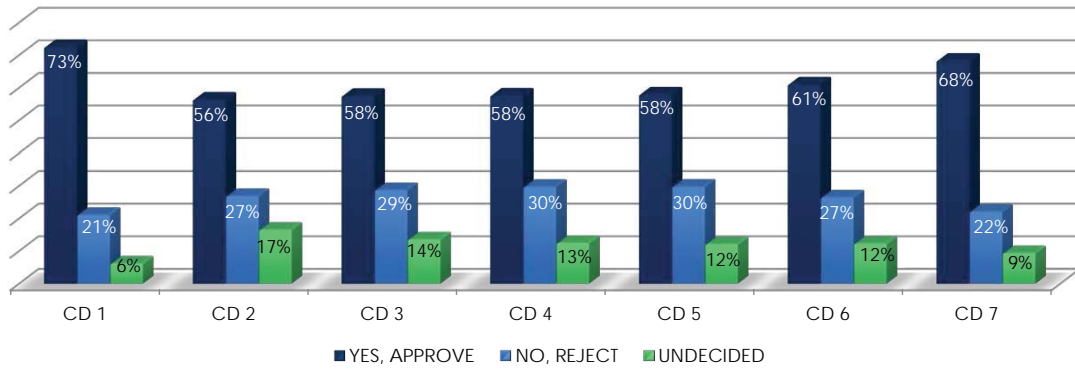
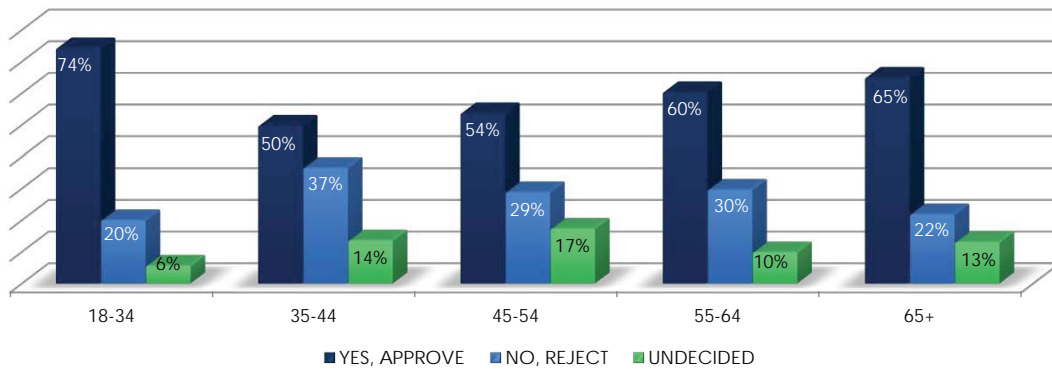


■ YES, APPROVE ■ NO, REJECT ■ UNDECIDED



■ YES, APPROVE ■ NO, REJECT ■ UNDECIDED

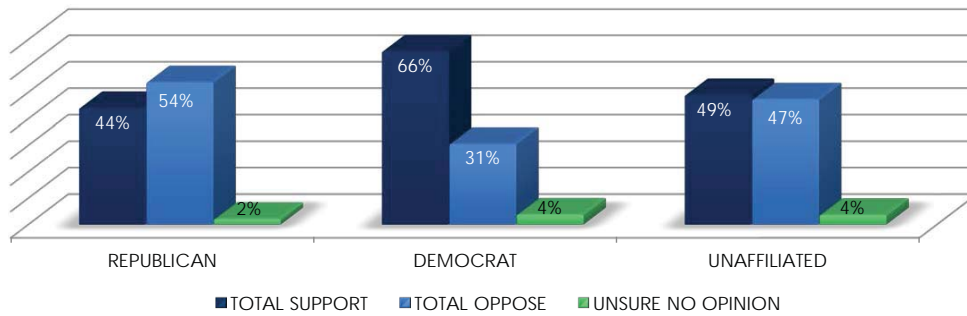
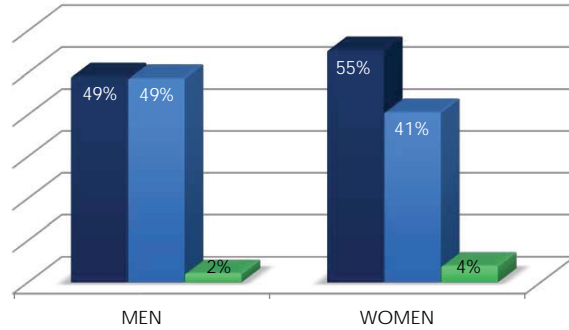
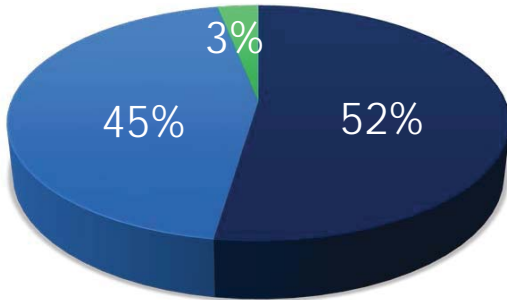
Informed Trans II Referendum Ballot Test



Voter Opinion on Alternative Measures

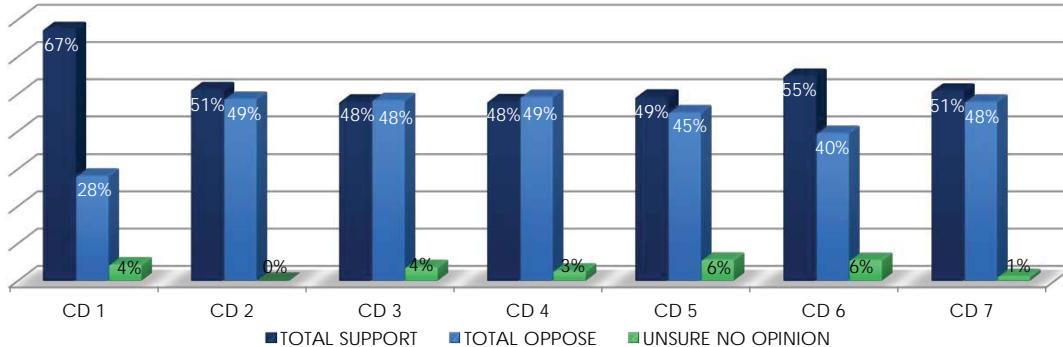
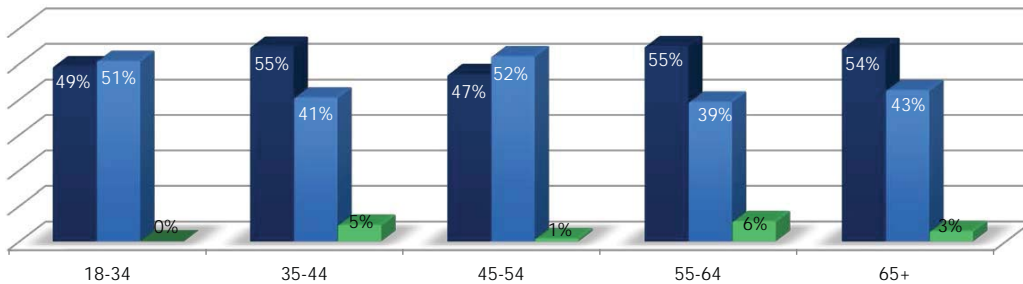
State Gas Tax

Would you support or oppose an increase in the state gas tax to fund transportation projects across the state?



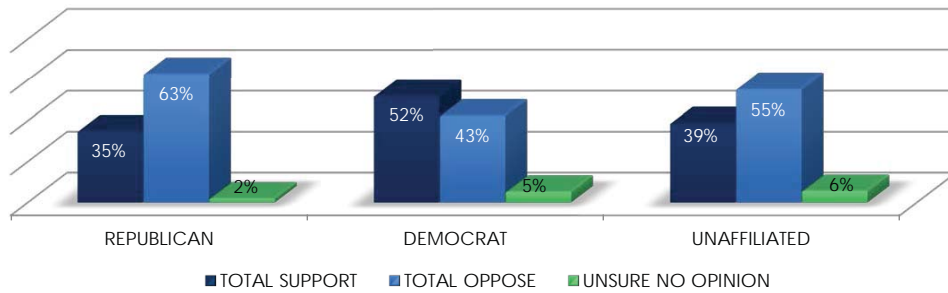
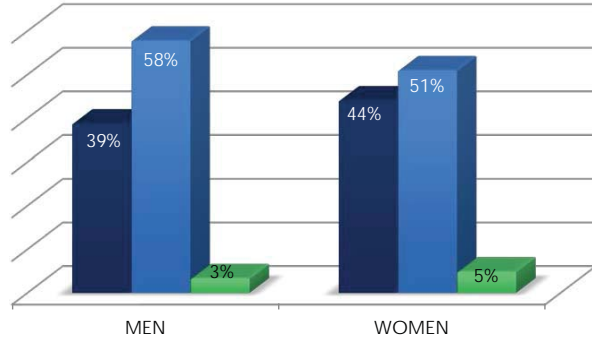
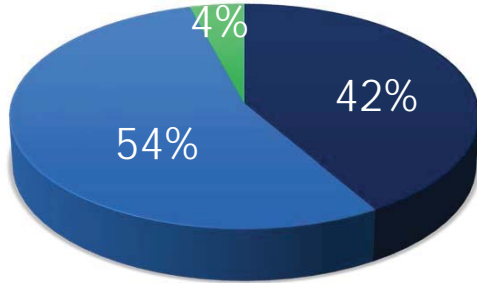
State Gas Tax

Would you support or oppose an increase in the state gas tax to fund transportation projects across the state?



\$20 Fee Increase

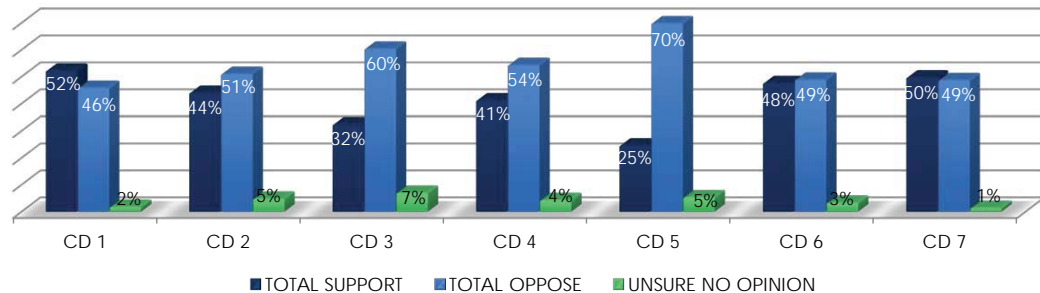
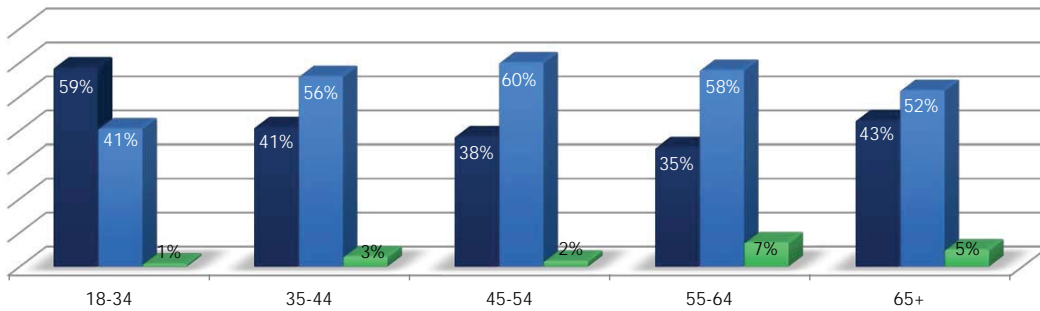
Would you support or oppose a \$20 dollar increase in license and car registration fees to increase funding for transportation projects?



■ TOTAL SUPPORT ■ TOTAL OPPOSE ■ UNSURE NO OPINION

\$20 Fee Increase

Would you support or oppose a \$20 dollar increase in license and car registration fees to increase funding for transportation projects?



■ TOTAL SUPPORT ■ TOTAL OPPOSE ■ UNSURE NO OPINION

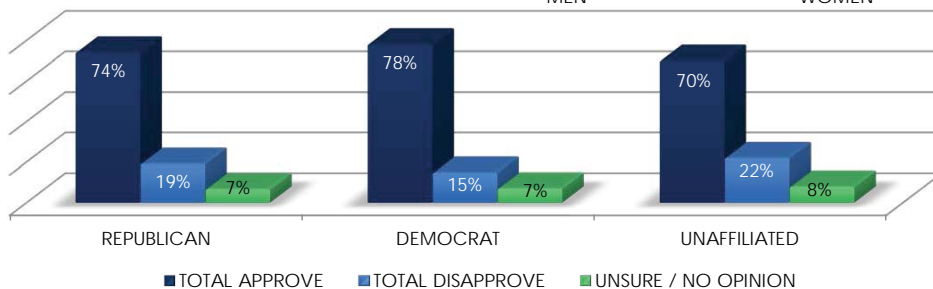
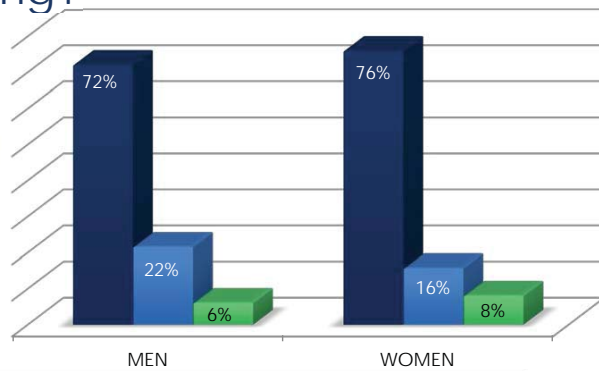
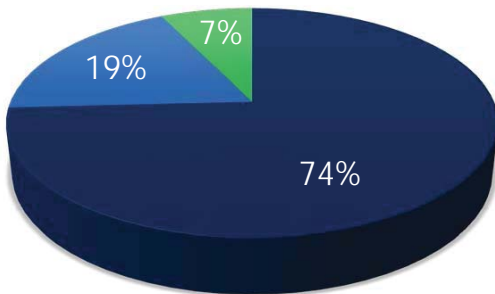


Voter Opinion on CDOT

30

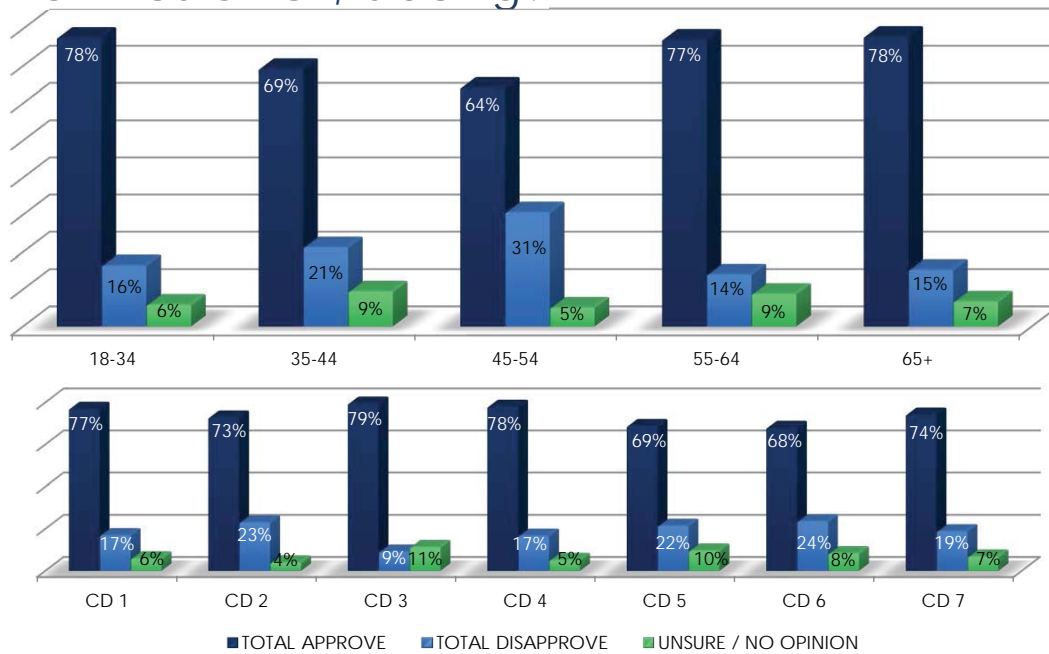
CDOT Approval

Do you approve or disapprove of the job the Colorado Department of Transportation, also known as CDOT, is doing?



CDOT Approval

Do you approve or disapprove of the job the Colorado Department of Transportation, also known as CDOT, is doing?



The Bottom Line

Without question, voters want transportation projects moving forward regardless of whether they are impacted personally. They overwhelmingly view our roads and bridges in need of repair, they want something done about it, and they view TRANS II as a viable approach.

For more information:



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