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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  
Administrative Director
- Crystal Hedberg  
Finance Manager
- Mary Warring  
Mobility Coordinator

**Next Council Meeting**  
 September 3, 2015  
 Greeley Family Fun Plex  
 1501 65<sup>th</sup> Ave.  
 Greeley, CO

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

**August 6, 2015**  
**Johnstown Community Center**  
**101 Charlotte Street**  
**Johnstown, CO**  
**Council Dinner 5:30 p.m.**

MPO Council Meeting – 6:00 to 8:30 p.m.

*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.

1. Acceptance of Meeting Agenda
2. Approval of Minutes-Lead Planning Agency for Air Quality/MPO- July 9, 2015 (Pg. 7)

**Lead Planning Agency for Air Quality Agenda**

**COUNCIL REPORTS:**

3. Air Pollution Control Division Report (Pg.18) (Written Report)

**Metropolitan Planning Organization (MPO) Agenda**

4. Executive Director Report (Pg. 20) Terri Blackmore 5 min

**COMMITTEE REPORTS:**

5. TAC (Pg. 22) (Written Report)
6. Mobility (Pg. 24) (Written Report)
7. Finance (Pg.27) Kevin Ross 5 min

**CONSENT ITEM:**

8. 2040 Regional Transit Element (Pg.31) Becky Karasko

**ACTION ITEMS:**

9. 2<sup>nd</sup> Quarter Unaudited Financials (Pg.35) Crystal Hedberg 5 min
10. TIP & RTP Open for Public Comment (Pg.46) Josh Johnson 5 min
11. Additional CMAQ Funding Allocation (Pg.48) Josh Johnson 5 min

**DISCUSSION:**

12. 2015 Congestion Management Plan (Pg.51) Aaron Buckley 15 min
13. 2040 Regional Transportation Plan (Pg.54) Bracke/Karasko 20 min
14. Executive Director Goals & Accomplishments Report Sean Conway 30 min

**COUNCIL REPORTS:**

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

**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.

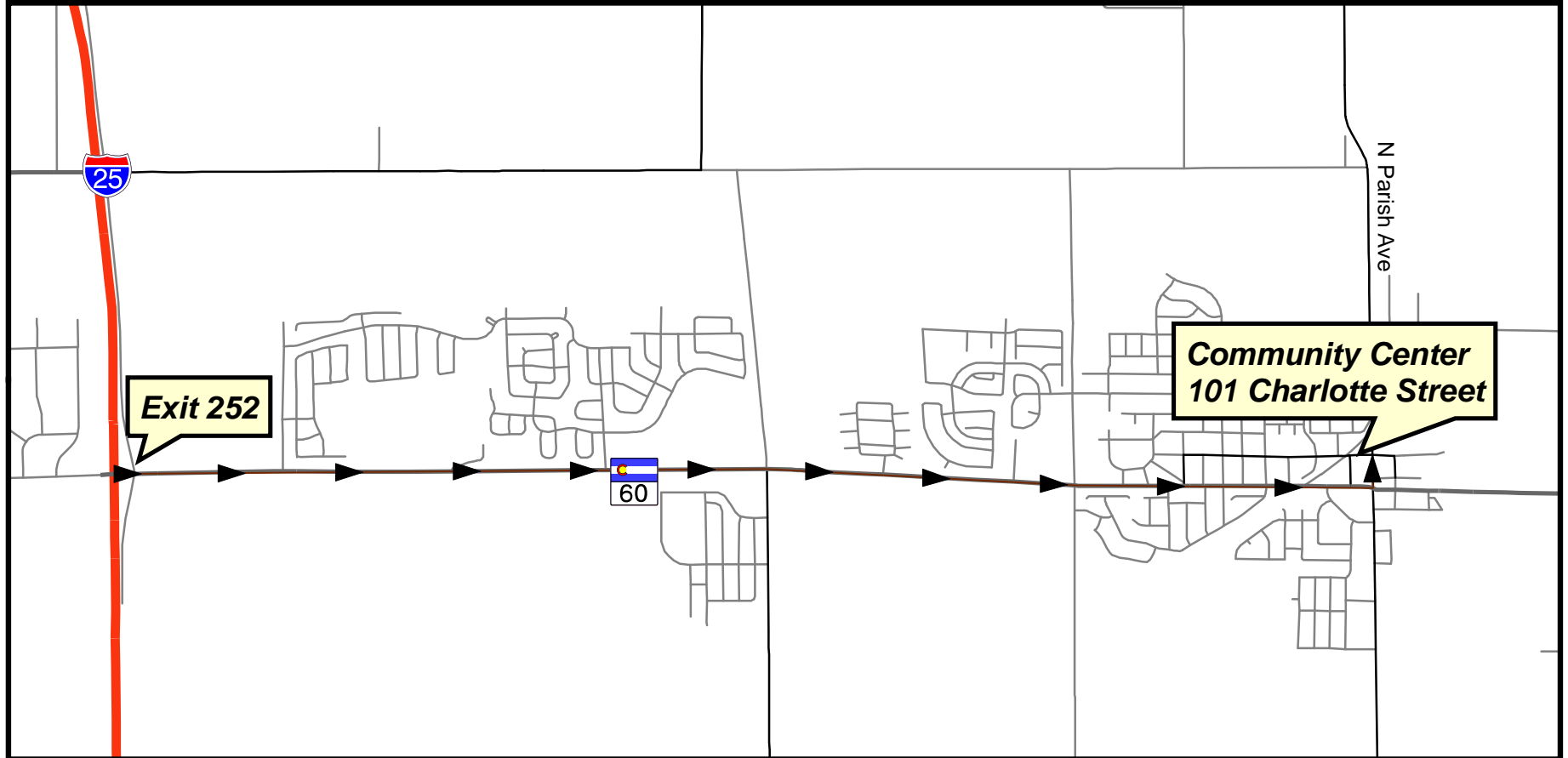
## GLOSSARY

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 (see 5307 or 5311)	FTA program funding for Job Access Reverse Commute (JARC; a pre-MAP-21 program)
5317 (see 5310)	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)
O <sub>3</sub>	Ozone
PL	Planning (funds)
PPP (also P3)	Public Private Partnership

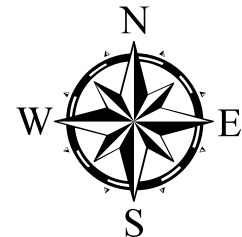
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RPP	Regional Priority Program (a funding program of the Transportation Commission)
RTP	Regional Transportation Plan
RTP (see TAP)	Recreational Trails Funds - FHWA Environment funds
SAFETEA-LU	Safe, Accountable, 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 (see TAP)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	State Transportation Advisory Committee
STE (see TAP)	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

## Directions to Johnstown Community Center 101 Charlotte Street



### **Directions:**

Take Exit 252 from I-25 and head east on SH 60 toward Johnstown. Cross the railroad tracks. Take a left onto N. Parish Avenue and go for one block. Take a left onto Charlotte Street.



July 9, 2015 Council Meeting Minutes

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

**July 9, 2015  
6 p.m.  
Severance Town Hall  
3 S Timber Ridge Parkway  
Severance, CO**

**Voting Members**

**Present**

Jan Dowker	-Berthoud
Kevin Ross	-Eaton
John Morris	-Evans
Gerry Horak	-Fort Collins
Tom Donnelly	-Larimer County
Paula Cochran	-LaSalle
Joan Shaffer	-Loveland
Jordan Jemiola	-Milliken
Don Brookshire	-Severance
Kathy Gilliland	-Trans. Commission
Sean Conway	-Weld County
Myles Baker	-Windsor

**Absent**

Chris Colclasure	-APCD
Tom Norton	-Greeley
Troy Mellon	-Johnstown
Paul Steinway	-Timnath
*No member	-Garden City

**MPO STAFF:**

Terri Blackmore, Alex Gordon, Crystal Hedberg, Angela Horn, Becky Karasko, Renae Steffen

**IN ATTENDANCE:**

Leah Browder, Bruce Florquist, Aaron Greco, Joel Hemesath, Myron Hora, Will Jones, Dave Klockeman, Janet Lundquist, Suzette Mallette, Eric Mokler, Johnny Olson, Kurt Ravenschlag, Tim Reichel, Bob Sakaguchi, Karen Schneiders, Gary Thomas, Nick Wharton, Martina Wilkinson.

Vice Chair Shaffer called the MPO Council meeting to order at 6:03 p.m. and explained that Chair Conway was going to be late to the meeting due to traffic.

**1. PUBLIC COMMENT:**

There was no public comment.

**2. ACCEPTANCE OF THE MEETING AGENDA:**

The agenda was accepted as presented.

**3. APPROVAL OF THE MINUTES:**

The June 4, 2015 Minutes were approved as submitted.



**4. PUBLIC HEARING: Air Quality Conformity Determination**

*Vice Chair Shaffer opened the Public Hearing for the Air Quality Conformity Determinations for the Denver- North Front Range 8-Hour Ozone Non-Attainment Area and the Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas at 6:07 p.m.*

There was no public comment.

*Vice Chair Shaffer closed the Public Hearing at 6:08p.m.*

**Lead Planning Agency for Air Quality Agenda**

Vice Chair Shaffer opened the Air Quality portion of the meeting.

**5. Air Pollution Control Division Report** – A written report was provided.**Metropolitan Planning Organization (MPO) Agenda**

Vice Chair Shaffer opened the MPO portion of the meeting.

**6. Executive Director Report:** Terri Blackmore, Executive Director, stated that the July 2015 Director's Report was provided in the packet.**COMMITTEE REPORTS:****7. Finance Committee** – Kevin Ross, Finance Committee Chair, briefly reviewed the Finance Committee Report and Finance Committee Minutes from June 17<sup>th</sup>.**8. Transportation Advisory Committee (TAC)** - A written report was provided.**COUNCIL DISCUSSION:**

Donnelly asked for confirmation that there was no TAC recommendation on the UPWP since the June TAC Executive Summary stated that the motion on approving the FY 2016 UPWP Tasks Recommendation to Council action item "failed due to lack of votes from those present."

Blackmore responded that was correct.

Ross asked why the motion had a lack of votes.

Blackmore replied that the recent TAC packets had been close to 300 pages and the UPWP was approximately 75, making it difficult for the TAC members to review all materials provided to them prior to each meeting, therefore they did not feel comfortable providing input or voting to approve it. She added that TAC did make recommendations on the UPWP at their February meeting and those recommendations were incorporated in the UPWP as it was developed there were also a few comments made at the June meeting and those comments were incorporated into the document prior to its presentation to Council for approval.

**ACTION ITEMS:****9. Air Quality Conformity Determinations – Angela Horn**

Horn announced that the only change to the Air Quality Conformity Determinations since it was last presented to the Council in March was that the forecast year had been extended from 2035 to 2040.

*Dowker made a motion to approve Resolution 2015-08 making a positive Air Quality Conformity Determination for the North Front Range Metropolitan Planning Area 2040 Fiscally Constrained Regional Transportation Plan, the North Front Range Metropolitan Planning Area Transportation Improvement Program for Fiscal Years 2016 through 2019, the Northern Subarea of the Upper Front Range Transportation Planning Region 2040 Regional Transportation Plan, and the Northern Subarea of the Upper Front Range Transportation Planning Region portion of the Colorado FY 2016-2019 Statewide Transportation Improvement Plan. The motion was seconded and it passed unanimously.*

**10.1<sup>st</sup> Quarter Unaudited Financials – Crystal Hedberg**

Crystal Hedberg, Finance Manager, stated that the 1<sup>st</sup> Quarter Unaudited Financial were provided in the packet and offered to answer any questions.

*Ross moved to Accept 1<sup>st</sup> Quarter Unaudited Financials. The motion was seconded and it passed unanimously.*

**11. FY2016 UPWP and Budget- Kevin Ross/Terri Blackmore**

Ross specified that the VanGo budget was now separate from the NFRMPO as recently recommended by the auditors, because proceeds from the sale of vans purchased with FTA funds need to be tracked separately and placed in new FTA grants. He also said that the VanGo program will be using approximately \$50,000 of reserve funds to purchase new vehicles. The 2016 MPO budget has fewer funding sources than the 2015 budget but CDPHE has been asked to fund an additional \$10,000 for additional work on the State Implementation Plan (SIP) for the change to moderate non-attainment areas.

**COUNCIL DISCUSSION:**

Blackmore indicated that each budget item was tied to a task and VanGo tasks were now separate because the funds must be fully segregated. Recommendations will be made to VanGo and the MPO individually.

Donnelly asked Blackmore to explain the VanGo trading of funds.

Blackmore explained that FTA 5307 funds are traded for local funds from City of Fort Collins. In the past, VanGo had received local funds from both RTD and Fort Collins. VanGo receives about 60 cents on the dollar compared to about 40 cents on the dollar from RTD and it helps fund the programs in the NFRMPO area.

Donnelly commended Blackmore for eliminating the use of STP Metro money to fund VanGo and making its operations self-sufficient.

Blackmore thanked Donnelly for his comment and stated that she believed there was VanGo money being spent incorrectly in the past. Now that issue has been resolved and a transparent process is in place, therefore the need for STP Metro funds has been eliminated.

Donnelly asked if there would be a consultant working on the scheduled freight plan.

Blackmore replied that MPO staff would be completing the plan and that they would be given any necessary training.

Donnelly expressed his concern about approving the UPWP without a recommendation from the TAC.

Horak asked what the consequences were if the UPWP was not approved at the July meeting and what options there were.

Blackmore explained that it may not be approved in time to meet the FHWA requirement of having an adopted budget for October 1<sup>st</sup> and the options were; a) adopt now and amend later, b) not adopt hoping it gets approved in time for the deadline, or c) send it back to TAC in July. She noted that it was not very likely that the TAC would have any more time to review it in July than they did in June as the meeting agenda was already full with multiple plan adoptions.

Horak asked why there were so many plan adoptions at once.

Blackmore explained that this was a very unusual approval schedule and assured the Council that as long as she is Executive Director there would not be another situation where three or four plans are adopted all at once, especially in conjunction with the UPWP.

Horak asked Suzette Mallette, TAC Vice Chair to speak to the issue on behalf of the TAC since the Chair was not present.

Mallette stated that the TAC has been overwhelmed with additional meetings, multiple plan materials to review and requests for recommendations. She said that the TAC could make the UPWP recommendation a priority if it was the desire of the Council.

Horak suggested the Council approve the budget contingent on the TAC Recommendation to Council.

Morris agreed with Horak's suggestion citing the high priority of the UPWP approval.

***Horak moved to Approve the FY2016 Unified Planning Work Program (UPWP) and Budget Contingent upon Review by the Technical Advisory Committee (TAC) at the July 15, 2015 TAC meeting. All results and Suggestions for Amendment be Brought to the August 6, 2015 Council Meeting for Action by the Council. The motion was seconded and it passed unanimously.***

#### COUNCIL DISCUSSION:

Blackmore indicated that the TAC would have only six days to review the UPWP.

Horak replied that the TAC had actually been given the document in June but it would be acceptable if the TAC responded that more time was needed to provide an adequate recommendation to the Council.

***Vice Chair Shaffer turned the meeting over to Chair Conway at 6:32 p.m.***

#### **12. Executive Director Evaluation Process- Troy Mellon**

Joan Shaffer, Articles of Association Committee member, was asked to present the action item in Troy Mellon's absence. Shaffer stated that the committee that consisted of herself, Jordan Jemiola, Don Brookshire and Troy Mellon, had met and finalized the amendment to Article XI - Staffing and Support draft, following Council's direction from the June 4<sup>th</sup> meeting.

***Jemiola made a motion to Strike “\*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” from Article XI- Staffing and Support, 3f. The motion was seconded and it passed unanimously.***

**COUNCIL DISCUSSION:**

Horak suggested that this outlined process should be an MPO policy, not an amendment to the Articles of Association.

Conway agreed that it was unusual and indicated that following the delayed Executive Director Evaluation process in 2014, the Council specifically directed the Articles of Association Committee to put a formal process into the Articles. He added that the process could be reassessed in a year or two if the Council feels the process is too cumbersome.

There was a lengthy discussion regarding the Council’s responsibility to complete the Executive Director’s evaluation in a timely manner and the possible legal consequences of the process outlined in the amended Article XI- Staffing and Support.

The Council ultimately determined that the amendment provided essential direction to the Executive Committee and the Council, as well as a comprehensive evaluation calendar which would aid in the appropriate drafting of timetables for Council meeting agendas during the associated months, safeguarding the process from being significantly delayed.

***Gilliland moved to Approve Article XI – Staffing and Support Draft as Amended. The motion was seconded and it passed unanimously.***

**COUNCIL DISCUSSION:**

Conway requested that Jeremy (Jed) Scott, MPO attorney, carefully review the newly amended Article XI to ensure all of the NFRMPO’s rights are protected and there are not any potential liabilities or consequences. He asked that Scott provide language revisions and/or schedule flexibility suggestions for the Articles of Association Committee if he determines there needs to be a forthcoming amendment to the Article. He also noted that in accordance with the newly amended Article XI, Blackmore’s goals and accomplishments report will be presented to the Council at the August meeting.

**PRESENTATION:**

**13. North I-25 Plan Update– Johnny Olson**

Johnny Olson, CDOT R4, announced that the State of Colorado had been accepted to Phase II in the President’s Resiliency Challenge and that they will now work with the Colorado Resilience Working Group from the Colorado Resiliency and Recovery Office on their three phase plan which will include public outreach. He reminded the Council that this is a HUD challenge about resiliency of structures and waterways to move goods and services on I-25 and maintain economic vitality in Northern Colorado, not about a third lane on I-25. He said that several letters of support had been received and he believes that Colorado is well leveraged for moving forward in the challenge. He then reviewed pages 56- 60 from the packet with the Council.

**COUNCIL DISCUSSION:**

Horak thanked Olson and CDOT staff for the work they had done on the Resiliency Challenge and noted that it should be emphasized that the funding is not just CDOT's responsibility, but also that of the communities along I-25. He asked Olson if he knew how it would be determined what a fair distribution should be among those communities.

Olson replied that he did not.

Horak asked what the public outreach schedule was.

Olson answered that he and the working group would be creating their schedules and plans in the next week but outreach would begin in Boulder, Weld and Larimer Counties first as they were most affected by the 2013 floods.

Dowker asked if Olson knew what type of projects were most likely to be awarded the challenge funds. Olson replied that had not been clearly identified. He directed the Council to the chart on page 57 and indicated that the Colorado Resiliency Framework would be the basis of Colorado's vision for their resiliency plan for Phase II, and added that HUD is looking for the resiliency approach that will bring communities together and help them build sustainability for future disasters.

Shaffer requested that Olson keep the Council and other elected officials in the affected areas updated on the public outreach schedule of events through their direct email accounts. She also requested the link to the Resiliency Framework be shared with the Council.

Olson agreed to get the information out as requested.

Ross suggested asking for the State of Wyoming's Congressional leaders and Senators support their efforts since I-25 is a military corridor.

Olson agreed that may be a possible option.

Gilliland questioned if asking the communities to consider transportation as a core component of their resiliency plan would enhance or dilute the State's efforts.

Olson replied that it would strengthen the Phase II greatly. He explained that the general perception is that transportation is always accessible and not a major concern. It is a challenge to communicate the fact that without roads and transportation, utilities and other essential providers, cannot get to those in need, and citizens are unable to get to their families and jobs.

Conway asked if Colorado would have to adhere to President Obama's Executive Order requiring bridges to be built for 500 year flood if they are awarded this funding.

Olson replied no, because FHWA is not currently choosing the option of building to a 500-year flood elevation from that Presidential Order and has advised CDOT that they are still under the 100-year flood plain design.

Conway thanked Olson for his presentation.

#### **DISCUSSION ITEM:**

Chair Conway noted that there was a typographical error on the agenda and clarified that the discussion was on the 2040 Regional Transit Element, not Transportation Element.

#### **14. 2040 Regional Transit Element – Suzette Mallette/Becky Karasko**

Suzette Mallette, Vice Chair of the Technical Advisory Committee, began the 2040 Regional Transit Element presentation to the Council. She then turned the presentation over to Becky Karasko, Regional Transportation Planning Director, to present on the content of the plan.

Karasko presented the 2040 RTE chapter highlights and then turned the presentation back to Mallette for the recommendation.

Mallette asked for the Council's concurrence with the plan's current recommendation for further transit connection study. She also noted that the Summary of Recommended Next Steps table listed some of the work tasks that will assist in the implementation of the plan.

Conway noted that some of the connections were part of the Upper Front Range Transportation Planning Region (UFR) boundary and asked if there had been a discussion with them on these recommendations.

Karasko replied they had not as the recommendation is for connections between communities only. It would be necessary to work with CDOT, the UFR and, possibly Denver Regional Council of Governments (DRCOG), if these connections were to move forward in the planning process.

Conway asked Donnelly if he had any discussions with the UFR regarding these connection recommendations.

Donnelly had not been made aware of any discussions as of yet.

Conway invited Olson to share any information he had on the connection recommendation.

Olson indicated that the North I-25 Environmental Impact Statement does have a connected route on US 85.

Conway asked if the current Planning and Environmental Linkage (PEL) study being done for the US 85 Coalition included a transit component.

Myron Hora, CDOT R4, responded that the North I-25 EIS recommendations are part of the base for the US 85 PEL study.

Horak asked what the units were in the table on slide 7 and why the numbers fluctuated and were not additive.

Karasko replied that the numbers were based on ridership from the model.

Horak asked for the model's definition of basic, high, and moderate.

Karasko answered that those are the different levels of service that could potentially be available. She referenced the chart on slide 8 and indicated that it showed the different types of services and frequencies. She also stated that the recommendations were not based off the tables provided, rather they were based off of discussions with the local transit agencies that would be running the services.

Horak asked if the recommendation would be for those with the highest totals.

Karasko replied they were not.

Donnelly asked if the recommendations had all been evaluated and found to be viable.

Karasko responded that they had been developed by the transit agencies and reviewed by the TAC.

Shaffer expressed her concern that rail service had not been included in the 2040 RTE and indicated the importance of relaying to the public that rail is being considered and there will be an investment made in that direction.

Karasko explained that the rail service was not in the scope of work for the 2040 RTE.

Alex Gordon, Transportation Planner, assured the Council that potential for rail service is acknowledged at their public outreach events.

Shaffer commented that she felt there should be more engagement from the MPO on that issue.

Karasko indicated that CDOT's study had not been completed until recently and added that rail service is very difficult to model and the MPO does not currently have the capability.

Shaffer thanked Karasko for the work done by her team and appreciated that they would now have the CDOT study available to share with the public even though rail is currently excluded from the RTE.

Baker asked if the proposed routes were fixed routes.

Karasko replied that they were only connections between the three sets of communities and are based on the transit providers' recommendations.

Conway asked for verification that 2040 RTE would be an action item at the August meeting.

Mallette confirmed that was correct and asked if the Council agreed with the recommendation to further study the transit connections shown on slide 13.

Conway determined that the Council was in agreement. He thanked Mallette and Karasko for their presentation.

### **COUNCIL REPORTS:**

**Transportation Commission:** Kathy Gilliland, Transportation Commissioner, District 5, reported that Bustang would officially begin running its regular routes around the State on July 13th at 6:15a.m. She also commented that backup buses will be available to accommodate an overage of riders since they do not have a way to gauge ridership and they do not take reservations. CDOT is anticipating that this will be a very successful program and CDOT is planning for future needs.

Brookshire commented that he had seen the buses running on a schedule for about a month.

Gilliland explained that they had been testing their route schedules and training the bus drivers.

**CDOT Region 4:** Johnny Olson, CDOT R4, briefly reviewed the Project Status Updates (July 1, 2015) with the Council and confirmed that US 34 East was still on schedule for August. He also welcomed Aaron Greco back to CDOT R4.

**Statewide Transportation Advisory Committee (STAC) Report:** Conway stated that there had not been a June meeting.

**North I-25:** Conway reported that Congressman Buck presented an update at the meeting.

Horak added that he believed an intergovernmental agreement would be an effective way for communities to raise money and participate as they see fit. He feels it is imperative for the communities along the corridor to come up with a significant portion of the \$18M - \$30M that is needed as match for North I-25 Resiliency funding. He plans to discuss allocating proportionate funding for North I-25 with the Fort Collins City Council in September.

Conway indicated that the North I-25 Coalition has been asked to put forth specific funding solutions by Cory Gardner, Jared Polis and Ken Buck.

**Transportation Summit Update:** Conway thanked CDOT staff and all of the Council members who sat on panels or attended the 2015 Transportation Summit hosted by Weld County. The MPO was well represented with three booths and several staff members. He said that the event has kick-started the much needed discussion surrounding transportation issues in Northern Colorado and he believes those discussions will continue among the legislators and other elected officials who attended. The goal of many of those legislators is to see what can be done from a statutory side as well as have some general fund money flow to CDOT. Other options, such as TRANs II bonds and gas tax were also discussed.

**Host Council Report:** Brookshire complimented his staff on setting up the town hall and recognized Town Administrator, John Holdren and Nick Wharton, Assistant Town Administrator, for preparing the barbeque. He welcomed everyone to Severance and reported the following:

- Severance Days is August 14-15
- The town is experiencing a lot of positive growth and has many upcoming projects in development, including some additional housing and possibly a new high school.

Conway recognized Bruce Florquist, Council Alternate for Severance, who was in attendance.

#### **Other Council Reports:**

LaSalle- Cochran announced that LaSalle Days is July 17-18 and welcomed everyone to attend. The Lions Club prepares the pancake breakfast and Don Juan's will be providing the dinner on Saturday.

Windsor – Baker reported the following:

- Summer Concert Series continues at Windsor Lake each Thursday.
- There will be a Relay for Life Race on July 18<sup>th</sup>.
- Groundbreaking for the newly expanded Windsor Recreation Center is July 24<sup>th</sup>.
- Harvest Festival will be September 5-7
- New Dunkin Donuts opened in June.

Larimer County- Donnelly announced the following:

- Copies of the Larimer County 2014-15 Community Report, which highlights services throughout the County as well as its goals and performance measures, were provided for the Council. The goal of the report is to show Larimer County citizens the value of their tax dollars. He is happy to see this information going out to the public.
- CR-17 Poudre River bridge and trailhead parking lot project which was partnered with the City of Fort Collins and included in the last MPO Call for Projects, will be completed late this summer.
- CR-27/Buckeye Road will have its final opening in the next two weeks.

Eaton- Ross reported the following:

- The newly renovated Eaton Public Library should be open in time to host the MPO Council in October.
- The Eaton Recreation Center recently completed the sale of their bonds and the project should be shovel ready after the fall harvest.
- Eaton Days is July 10-12 and will include music by local country-western singer, Austin Wahlert.

Milliken- Jemiola announced that construction had begun on the Johnstown-Milliken trail and a \$1.8M water loop is scheduled to be installed to improve water pressure on the east end of town and extend services to 320 acres of I3 with a rail spur.



MPO- Blackmore informed the Council that she had provided several copies of “findmyride” postcards for the Council to distribute in their communities. She credited Mary Warring, Mobility Coordinator, with creating the website which is a free tool that helps seniors and the disabled find rides in and near their communities and connecting to Denver.

Loveland- Shaffer reported the following:

- Loveland is experiencing significant growth based on water meter set reports.
- Foote Lagoon Concert Series runs Thursday evenings at 7p.m.
- July 9<sup>th</sup> is opening of Loveland’s Night on the Town and BBQ, Bands and Brews.
- Artspace Loveland Arts Campus has now occupied 30 of its affordable living spaces for artists.
- The Feed and Grain building will be renovated into an arts incubator with help from an \$845,000 EDA grant.
- Loveland will have a leg of the USA Pro Challenge on August 22<sup>nd</sup>, which will be the first to feature professional women riders.

Berthoud- Dowker announced that the second-annual Hops and Harley fundraising and awareness-raising event is Sunday, July 12<sup>th</sup> at Fickel Park and will benefit the National Mill Dog Rescue in the Colorado Springs area. City Star Brewing is hosting the event which hopes to raise awareness about puppy mills and the cruel commercial dog breeding industry.

Evans- Morris reported the following:

- Several area of the city have road construction
- New storm water pipes are being installed along 37<sup>th</sup> Street
- 37<sup>th</sup> Street will be closed at US 85 frontage road in a few months
- Annexation agreement with ARB Midstream for \$65M crude oil trans-loading terminal, known as the Niobrara Connector (“NiCon”), was approved on July 7<sup>th</sup>.
- Several new housing developments on track for the city.

**Final Public Comment:** There was no final public comment.

### **FINAL WRAP-UP:**

**Next Month’s Agenda Topic Suggestions:** There were no suggestions.

The meeting was adjourned at 8:15 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Air Pollution Control Division Report: August 2015

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

July 2015

### The Air Quality Control Commission:

- The AQCC last met on June 18 & 19 in Craig, CO.
  - This was the Commission's annual retreat and an opportunity to meet with citizens of Northwest Colorado. The Commission toured local industrial facilities and held a public comment forum where citizens presented their perspectives on air quality issues.
- The Commission's next meeting is scheduled for August 20.
  - Significant agenda items will include consideration on the MPO's latest conformity determinations, revisions to Colorado's startup, shutdown and malfunction regulations applicable to industrial facilities, and designations for EPA's 1-hour sulfur dioxide standard.
- Information on the Commission's past and planned activities can be found on their website at: <https://www.colorado.gov/pacific/cdphe/aqcc>



Executive Director Report: August 2015

## August 2015 Director's Report

### RTP, RTE and CMP adoption

- The Regional Transit Element (RTE) is on the Consent agenda at the August meeting.
- Both the Congestion Management Process (CMP) and Regional Transportation Plan are scheduled for adoption at the September Planning Council prior to October to meet Federal Highway's deadline for a non-attainment area.
- The TAC held extra meetings in May and June to ensure that the schedule was met so that no projects are delayed.

### Air Quality Conformity

- The NFRMPO Conformity will be on the August Air Quality Control Commission Consent Agenda on August 20, 2015.

### Mobility Coordination

- The NFRMPO Online Transit Guide is live @ [noco.findmyride.info](http://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. Communities that would like additional postcards for distribution should contact Mary Warring at 970.416.2023 or [mwarring@nfrmpo.org](mailto:mwarring@nfrmpo.org).

### VanGo™

- The VanGo™ program met with the Lowes distribution center in Wyoming to discuss vanpools that might cross the Wyoming border from Greeley, Loveland or Fort Collins. 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](mailto:agordon@nfrmpo.org). The shaded dates have been completed and the MPO received feedback from at least an additional 66 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: TAC – July 15, 2015

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
July 15, 2015**

**APPROVAL OF JUNE 11, 2015 TAC WORK SESSION MEETING NOTES & JUNE 17, 2015 TAC MINUTES:**

The June 11, 2015 TAC Work Session meeting notes and June 17, 2015 TAC meeting minutes were approved unanimously.

**PRESENTATIONS:**

**West Elizabeth Enhanced Travel Corridor Plan** – Amy Lewin, Emma Belmont, and Rachel Prelog presented information on the West Elizabeth Enhanced Travel Corridor Plan. They explained the existing issues on the corridor and discussed Fort Collin's and Transfort's current and future visioning efforts.

**ACTION ITEM:**

**FY2016 UPWP Tasks Recommendation to Council** – Karasko explained the item was brought back to TAC because Council approved the FY2016 UPWP contingent on TAC's recommendation to approve. Klockeman moved TAC continue the FY2016 UPWP approval to the August 19<sup>th</sup> TAC meeting, with all comments due to NFRMPO staff by close of business on July 31<sup>st</sup>. NFRMPO staff will send an email to TAC with information about the deadline. The motion was approved unanimously.

**Additional CMAQ Funding Allocation** – Johnson presented additional FY2014 CMAQ and TAP allocations, which will be rolled forward to FY2016. Impacted parties worked off-line to recommend specific project funding regarding the allocation. Wilkinson moved funding be approved as presented. The motion was approved unanimously.

**2040 Regional Transit Element** – Karasko discussed the TAC recommendation presented to Council at their July 9<sup>th</sup> meeting and the comments received. Jones motioned to recommend Council adopt the 2040 Regional Transit Element at their August 6<sup>th</sup> meeting. The motion was approved unanimously.

**OUTSIDE PARTNERS REPORTS (verbal):**

**NoCo Bike & Ped Collaborative** – Sarah Boyd discussed the bicycle and pedestrian counter presentation from NFRMPO staff at their July 8<sup>th</sup> meeting. The NFRMPO will purchase two permanent and three mobile counters for the region. Boyd mentioned registration for the November 5<sup>th</sup> conference will open soon.

**Regional Transit Items** – Jones mentioned he will be meeting with DOLA about Hill-N-Park transit. The GET public hearing concerning the new route system has been rescheduled for August 24<sup>th</sup>. GET received a map from CSU about CSU students living in Greeley and Windsor. Schneiders stated the Federal Management Information System (FMIS) will be down in October. CDOT will need letters from agencies planning to flex funding from FHWA to FTA for FY2016 as soon as possible. Schneiders also mentioned Bustang began running on Monday, July 13<sup>th</sup> with a positive response.

**Senior Transportation** – Thomas mentioned Berthoud is in the process of working with Transfort and RAFT to start travel training for their system.

**Regional Air Quality Council** – Brimmer discussed the second meeting of one of the three State Implementation Plan (SIP) subcommittees, where NFRMPO and DRCOG staff presented information about their transportation models.

**DISCUSSION ITEMS:**

**2015 Congestion Management Process** – Buckley presented updated information about the 2015 CMP, including additional information about Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS).

**2040 Regional Transportation Plan** – Karasko discussed the full 2040 Regional Transportation Plan. She stated comments from TAC should be sent by close of business, July 31<sup>st</sup> and it will be a Discussion Item at the August 6<sup>th</sup> Council meeting.

*A copy of the full meeting minutes will be available, a week prior to the next TAC meeting, at  
<http://www.nfrmpo.org/AboutUs/TransportationAdvisoryCommittee.aspx>*

COMMITTEE REPORT: Mobility- July 2015





# Mobility Coordination

In the North Front Range MPO

Quarterly Newsletter

Summer 2015

## Funding for Mobility Management

The NFRMPO Mobility Coordination Program is funded with Federal Transit Administration (FTA) Section 5310 funds.

The goal of Section 5310 is to improve mobility for elderly individuals and individuals with disabilities. The NFRMPO receives 5310 funding through the Colorado FTA grant application process.

The activities of the NFRMPO mobility coordination program are centered on education and cooperative resource sharing in order to utilize existing transportation dollars in the most efficient way possible.

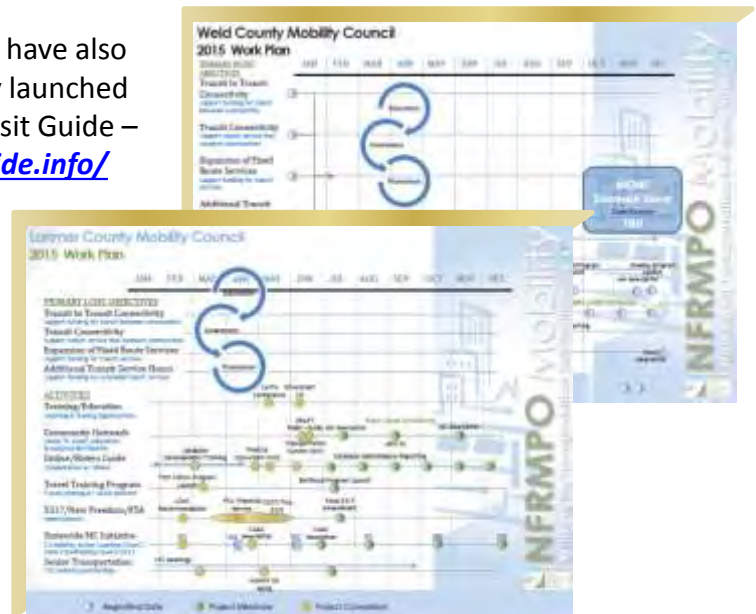
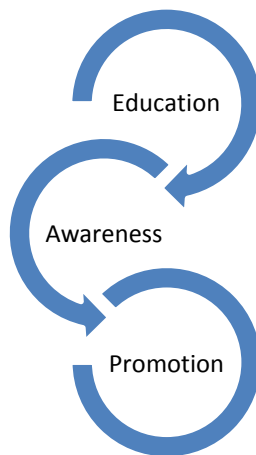
Examples include travel training, cooperative research and program implementation, public forums, FTA grant administration, and public education.

## Mobility Council Meetings Summary

The Larimer & Weld Mobility Councils continue to work on the goals and strategies identified in the 2013 NFRMPO Coordinated Plan.

In Larimer County, senior initiatives, FTA grant activity and travel training are the focus. In Weld County, transit discussions centered on Greeley-Evans Transit (GET) proposed route changes and new transit center have been the focus.

The mobility councils have also help shape the newly launched NFRMPO Online Transit Guide – <http://noco.findmyride.info/>



*For more information on the Larimer & Weld Mobility Councils including scheduled meetings, agendas and meeting packets visit <http://www.nfrmpo.org/AboutUs/MobilityCoordination.aspx>*

## Mobility Coordination Goals

The Larimer and Weld Mobility Councils guiding principles are to:

Make sure people who need transportation have access to the service they need for self sufficiency and to live independently.

In serving the larger community, the council will look for ways to provide transportation in the most cost effective and efficient manner possible.

## Need a Ride?



Check out Colorado's latest Online Transit Guide.

**noco.findmyride.info**

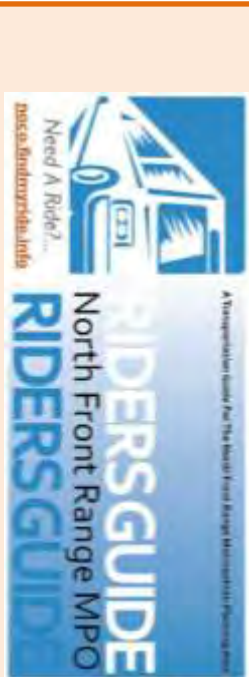
Modeled on DRMAC's Transit Options Database this tool helps riders find the transit services they need.

### *Weld County Mobility Council*

- Colorado Department of Labor and Employment
- Connections for Independent Living
- Envision
- Greeley Center for Independence
- Greeley-Evans Transit GET
- North Range Behavioral Health
- Senior Resource Services
- Sunrise Community Health
- United Way of Weld County
- Weld Advocacy Network on Disabilities WAND

### *Larimer County Mobility Council*

- ARC of Larimer County
- Berthoud Area Transportation Services - BATS
- Dial-A-Ride Advisory Committee - DARTAC
- City of Fort Collins Transfort
- City of Loveland Transit - COLT
- CO Division of Vocational Rehabilitation
- Columbine Healthcare Systems
- Senior Alternatives in Transportation - SAINT
- Foothills Gateway
- Larimer Center for Mental Health
- Larimer County Dept. of Health & Environment
- Larimer County Office on Aging
- Larimer County Workforce
- Loveland Disability Advisory Commission



**NFRMPO**  
**Riders Guide**

Find  
A Copy  
@  
[www.nfrmpo.org](http://www.nfrmpo.org)

## What is Mobility Coordination?

It's about creating partnerships between Human Service and Transit Agencies...



To ensure accessible transportation for everyone with an emphasis on assisting people with disabilities, low income individuals & the elderly

To maximize existing funding for human service transportation

To communicate transit options and ideas to the public.

### Mobility Council Meetings

**Larimer County Mobility Council**  
Third Thursday every other month  
1:30 p.m. – 3:00 p.m.  
NFRMPO Offices

**Weld County Mobility Council**  
Fourth Tuesday every other month  
1:30 p.m. – 3:00 p.m.  
Greeley History Museum

For additional meeting details including agendas, meeting notes and location visit  
[www.nfrmpo.org](http://www.nfrmpo.org)



COMMITTEE REPORT: Finance – July 21, 2015

## Finance Committee Report

- Finance Committee met on July 21, 2015
- 2nd Quarter 2015 Unaudited Financial Statements were reviewed
- The committee recommends that Council accept the statements as presented.
- An administrative budget amendment to increase legal fees and reduce payroll costs was approved. This was a budget neutral amendment.
- Operating Reserve policy documents for both the MPO and VanGo and a Capital Reserve policy for VanGO were reviewed.
- Staff will check with other MPO's regarding the number of months of operating expenses to hold in reserve.
- A section on the method of funding the reserves will be added to the plan.
- Staff will bring the plan back to the Finance Committee in August.
- Staff will bring data on VanGo fare increase proposals to the August Finance Committee including fuel costs

# FINANCE COMMITTEE | Minutes

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Meeting date | time 7/21/2015 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

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

## AGENDA TOPICS

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Time allotted | 7:30-7:55am | Agenda topic 2nd Quarter 2015 Unaudited Financial Statements and Investment Report | Presenter Crystal Hedberg

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

Conclusion: The 2<sup>nd</sup> 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

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Finance Committee recommends Council accept the 2<sup>nd</sup> Quarter 2015 Unaudited Financial Statements. Kevin Ross

---

Time allotted | 7:55-8:00am | Agenda topic Administrative Budget Amendment | Presenter Crystal Hedberg

3. Discussion: Legal fees have increased due to new legal representation. Payroll expense is under budget due to a delay in hiring the final planner. This amendment would increase professional fees by \$12,000 and decrease payroll expense by the same amount. Since this amount is budget neutral and under the amount required by FTA/FHWA to be submitted for approval, staff is requesting this be an administrative amendment.

Conclusion: Horak moved to accept the administrative budget amendment. Cochran seconded the motion. The motion passed. Ross will report the amendment to Council.

**Action items**

**Person responsible**

---

Finance Committee approved the administrative amendment.

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**Time allotted** | 8:00-8:30am | **Agenda topic** Reserve Policies | **Presenter** Crystal Hedberg

4. Discussion: The establishment and maintenance of reserves will enable the organization to support strategic business practices and to manage cash flow interruptions, meet commitments, obligations or other contingencies, generate investment income, and insure timely acquisition and replacement of capital assets. As written, the Operating Reserve goal will be to achieve and maintain six months of operating expenses based on the current budget (FY2016). For the MPO, this would be \$844,912. VanGO would also establish and maintain Operating Reserves equal to six months of operating expenses. Under the FY 2016 budget this would be \$556,952. The VanGo Capital Reserve goal would be to establish and maintain reserves equal to seven percent (7%) of net capital assets. Currently this would amount to \$80,123.

Conclusion: The committee discussed the proposed plans. At the request of the committee, the staff will check with other MPO's regarding the number of months of operating expenses to include in the reserve. It was also requested that the plans include a section on funding the reserves. Staff will make the requested changes and bring the plans back to the committee in August.

**Action items**

**Person responsible**

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Finance Committee review the Operating Reserve Policy for the MPO and review the Operating and Capital Reserve Policies for Vango.

Kevin Ross

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CONSENT ITEM: 2040 Regional Transit Element

# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
August 6, 2015 Johnstown	2040 Regional Transit Element **CONSENT**	Becky Karasko
<b>Objective/Request Action</b>		
TAC is requesting Council adopt the 2040 Regional Transit Element (RTE).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>On April 30, 2015 staff met with the three local transit agencies to discuss a recommendation for the 2040 RTE.</li> <li>TAC reviewed the RTE recommendation at their May 20, 2015 meeting and further refined the recommendation.</li> <li>At their July 15, 2015 meeting, TAC took action recommending Council adopt the 2040 RTE.</li> </ul>		
<b>Committee Discussion</b>		
<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 20, 2015 and June 17, 2015 meetings.</p> <p>At their July 15, 2015 meeting, TAC took action to recommend Council adopt the 2040 RTE. The motion passed unanimously.</p>		
<b>Supporting Information</b>		
<p>The 2040 RTE recommendation includes:</p> <ul style="list-style-type: none"> <li>Further study into the transit connections between:             <ul style="list-style-type: none"> <li>Fort Collins and Greeley/Evans area;</li> <li>Greeley/Evans area and Loveland; and</li> <li>Greeley/Evans area and Denver.</li> </ul> </li> <li>Additional service and investment along the 287 corridor.</li> </ul> <p>The full 2040 RTE document can be viewed here: <a href="http://nfrmpo.org/Projects/TransitElement.aspx">http://nfrmpo.org/Projects/TransitElement.aspx</a>.</p>		
<b>Advantages</b>		
<p>Having a recommendation for the 2040 RTE developed with 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 local community discussions for implementing the 2040 RTE recommendation.</p>		
<b>Disadvantages</b>		
None noted.		
<b>Analysis/Recommendation</b>		
TAC requests Planning Council adopt the 2040 RTE. Adoption allows for incorporation of the 2040 RTE into the 2040 RTP.		
<b>Attachment</b>		
<ul style="list-style-type: none"> <li>2040 RTE Executive Summary</li> </ul>		



## 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.

ACTION ITEM: CY 2015 2nd Quarter Unaudited Financials



419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521  
(970) 221-6243  
(800) 332-0950 (Colorado only)  
FAX: (970) 416-2406  
[www.nfrmppo.org](http://www.nfrmppo.org)  
[www.smarttrips.org](http://www.smarttrips.org)

### ***MPO Planning Council***

*Commissioner Sean Conway- Chair  
Weld County  
Joan Shaffer- Vice Chair  
City of Loveland  
Mayor Pro-Tem Jan Dowker - Past Chair  
Town of Berthoud  
Kevin Ross  
Town of Eaton  
Mayor John Morris  
City of Evans  
Mayor Pro-Tem Gerry Horak  
City of Fort Collins  
Town of Garden City  
Mayor Tom Norton  
City of Greeley  
Troy Mellon  
Town of Johnstown  
Commissioner Tom Donnelly  
Larimer County  
Paula Cochran  
Town of LaSalle  
Jordan Jemiola  
Town of Milliken  
Mayor Don Brookshire  
Town of Severance  
Paul Steinway  
Town of Timnath  
Mayor John Vazquez  
Town of Windsor*

*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  
Administrative Director  
Crystal Hedberg  
Finance Manager  
Mary Warring  
Mobility Coordinator*

## **Memorandum**

To: NFRMPO Council  
From: Crystal Hedberg  
Date: August 6, 2015  
Re: CY 2015 2nd Quarter Unaudited Financial Statements

### **Background**

The NFRMPO Unaudited Financial Statements for the 2nd Quarter of Calendar Year 2015 are attached for your review and acceptance. This includes financial statements for the North Front Range Transportation and Air Quality Planning Council (Combined), The MPO (MPO) and VanGo (VanGo). The NFRMPO operates on an accrual basis for the CY 2015 for reporting NFRMPO 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 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 NFRMPO 2015 revenues for 2nd Quarter were \$703,973 (\$231,389 MPO and \$472,585 VanGo). The NFRMPO 2015 expenditures for the 2nd Quarter were \$437,989 (\$225,570 MPO and \$212,419 VanGo). The second quarter revenues exceeded expenditures resulting in a net surplus of \$265,984 (\$5,826 surplus for the MPO and \$260,166 surplus for VanGo), resulting in the year-to-date revenue over expenditures of \$259,261 (\$32,689 shortfall for the MPO and \$291,950 surplus for VanGo). The VanGo surplus is due to the sale of vans and the receipt of funds from the City of Fort Collins in exchange for Section 5307 funds. The MPO shortfall is due to the adjustment of the indirect cost rate to account for the overage of indirect costs billed in 2014, in effect paying back the excess funds received.

The NFRMPO June 30, 2015 Unaudited Balance Sheet is attached for your review and acceptance. The NFRMPO has net fixed assets of \$1,183,965 (\$39,345 MPO and \$1,144,620 VanGo), savings of \$736,542 (\$245,589 MPO and \$490,953 VanGo) and investments of \$877,385 (\$120,761 MPO and \$756,624 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 2nd Quarter Unaudited Financial Statements dated June 30, 2015.

North Front Range Transportation and Air Quality Planning Council  
 Unaudited Statement of Net Assets-Combined  
 For the Six Months Ending Tuesday, June 30, 2015

ASSETS

Cash and Cash Equivalents	\$361,151
Cash-Savings	736,542
Investments	877,385
Receivables	211,598
Prepays	
Capital Assets, net	1,183,965
Grant Receivables for Long	
Term Liabilities	<u>23,367</u>
Total Assets	<u><u>3,394,008</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued	
Liabilities	86,796
Deferred Revenue	154,483
Long-Term Liabilities	
Capital Leases	7,495
Accumulated Leave	<u>23,367</u>
Total Liabilities	<u>272,142</u>

FUND BALANCE

Unreserved	2,862,604
Current Year Revenue over	
(under) Expenditures	<u>259,261</u>
Total Fund Balance	<u>3,121,866</u>

Total Liabilities and Fund	<u><u>3,394,008</u></u>
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North Front Range Transportation and Air Quality Planning Council  
 Unaudited Revenues, Expenditures, Changes in Fund Balance-Combined  
 For the Six Months Ending Tuesday, June 30, 2015

	2015	2015	2015	2015	2015		%
	2nd Qtr Budget	2nd Qtr Actual	Quarterly Variance	Annual Budget	2nd Qtr Year to Date	Annual Variance	Complete
<b>REVENUE</b>							
FHWA - Federal Income - CPG	\$275,312	\$159,980	\$115,332	\$1,101,248	\$301,219	\$800,029	27.35%
FHWA - Federal Income - STP-Metro - Matched	42,755	2,661	40,094	171,019	7,284	163,735	4.26% ①
FHWA - Federal Income - Step Metro- Unmatched	9,375	37,008	(27,633)	37,500	37,008	492	98.69% ②
State Planning Funds	6,250	2,186	4,064	25,000	5,837	19,163	23.35%
State-APCD	6,250	5,135	1,115	25,000	11,249	13,751	44.99%
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	12,385	7,615	80,000	20,967	59,033	26.21%
FTA - Federal income - Section 5311		10,000	(10,000)		20,000	(20,000)	0.00%
FTA - Federal Income - Section 5317		1,619	(1,619)		3,158	(3,158)	0.00%
<b>Subtotal Grant Revenue</b>	<b>375,942</b>	<b>230,973</b>	<b>144,969</b>	<b>1,503,767</b>	<b>406,721</b>	<b>1,097,046</b>	<b>27.05%</b>
Local match - Member Entites	70,351	36,971	33,380	281,404	69,373	212,031	24.65%
Local - RTD							
100% Local	75		75	300		300	0.00%
<b>Subtotal Local - All Sources</b>	<b>70,426</b>	<b>36,971</b>	<b>33,455</b>	<b>281,704</b>	<b>69,373</b>	<b>212,331</b>	<b>24.63%</b>
Program Revenue - Fares	242,321	184,524	57,797	969,283	451,012	518,271	46.53%
RTD Funds							
City of Fort Collins Funds	56,078	249,070	(192,993)	224,310	249,070	(24,760)	111.04% ④
<b>Subtotal VanGo Revenue-All Sources</b>	<b>298,398</b>	<b>433,594</b>	<b>(135,195)</b>	<b>1,193,593</b>	<b>700,082</b>	<b>493,511</b>	<b>58.65%</b>
Miscellaneous Revenue		1,700	(1,700)		1,700	(1,700)	0.00%
Interest Earned		737	(737)		1,192	(1,192)	0.00%
<b>Subtotal Other Revenue Sources</b>		<b>2,436</b>	<b>(2,436)</b>		<b>2,891</b>	<b>(2,891)</b>	<b>0.00%</b>
<b>Total Revenue- Combined Sources</b>	<b>744,766</b>	<b>703,973</b>	<b>40,793</b>	<b>2,979,064</b>	<b>1,179,067</b>	<b>1,799,997</b>	<b>39.58%</b>
<b>EXPENDITURES/EXPENSES</b>							
Administration	58,950	38,016	20,934	235,800	83,993	151,807	35.62%
Transportation Planning	205,500	134,006	71,493	821,999	247,652	574,347	30.13%
VanGo	66,000	58,614	7,386	264,000	108,609	155,391	41.14%
Mobility Management	17,000	10,249	6,752	68,001	19,142	48,859	28.15%
<b>Subtotal Payroll Expense</b>	<b>347,450</b>	<b>240,884</b>	<b>106,566</b>	<b>1,389,800</b>	<b>459,397</b>	<b>930,403</b>	<b>33.05%</b> ⑤
Professional Services & Consulting	65,245	39,105	26,140	260,980	85,635	175,345	32.81%
<b>Subtotal professional Services &amp; Consulting</b>	<b>65,245</b>	<b>39,105</b>	<b>26,140</b>	<b>260,980</b>	<b>85,635</b>	<b>175,345</b>	<b>32.81%</b>
Fleet Expense	177,911	100,882	77,028	711,643	250,227	461,416	35.16%
Insurance Expense	1,000		1,000	4,000	1,047	2,953	26.18%
Office Furniture/Equipment (non-cap)	1,500	1,069	431	6,000	5,412	588	90.21% ⑥
Office Supplies	1,175	1,141	34	4,700	2,519	2,181	53.59%
Communications (phone/data/fax)	3,916	2,324	1,592	15,665	4,677	10,989	29.85%
Postage	800	206	594	3,200	445	2,755	13.91% ⑦
Printing	6,537	(20)	6,557	26,146	562	25,584	2.15% ⑧
Rent	26,792	35,629	(8,838)	107,166	61,979	45,187	57.83%
Credit Card Fees (VanGo)	5,000	4,264	736	20,000	8,538	11,462	42.69%
Other Office Operating (Facility, Repairs, Furniture move, Recycling, Office Equipment Lease, Water)	7,405	2,469	4,936	29,619	4,567	25,052	15.42%
Dues, licensing and Subscriptions	2,480	1,197	1,283	9,919	3,734	6,184	37.65%
Maintenance Contracts - Copier maintenance/usage	15,182	3,232	11,950	60,728	20,570	40,158	33.87%
Software maintenance							
Other Operating Expenses	12,500		12,500	50,000	65	49,935	0.13%
Bad Debt (VanGo)		1,046	(1,046)		737	(737)	0.00%
Event/Meeting Expense	3,276	1,918	1,358	13,103	4,538	8,565	34.63%
Indirect Costs							0.00%
Travel/Conference/Training Expense	5,738	1,692	4,046	22,950	2,329	20,621	10.15% ⑨
Capitalized Equipment /Vehicles	60,861	119	60,742	243,445	119	243,326	0.05% ⑩
Pass Through JARC/New Freedom Funds		832	(832)		2,709	(2,709)	0.00%
<b>Subtotal Other Expenses</b>	<b>332,071</b>	<b>158,000</b>	<b>174,071</b>	<b>1,328,284</b>	<b>374,774</b>	<b>953,510</b>	<b>28.21%</b>
<b>Total Expenditures/Expenses</b>	<b>744,766</b>	<b>437,989</b>	<b>306,777</b>	<b>2,979,064</b>	<b>919,806</b>	<b>2,059,258</b>	<b>30.88%</b>
Excess(Deficiency) of Revenue over Expenditures)		265,984	(265,984)		259,261	(259,261)	0.00%

**Explanation of Variances**

- ① Only salaries has been charged thru June, 2015. Travel date expenditures and updates to the TIP program will be made as the year progresses.
- ② Contact executed by CDOT in February. Funds from this contract will be fully expended in July 2015.
- ③ State FASTER funds will be used for van purchases later in the year. This contract still has not been finalized by CDOT .
- ④ Received more funds then anticipated.
- ⑤ The final vacant position wasn't filled until February.
- ⑥ The majority of the non capitalized equipment was purchased during the first two quarters. These purchases included some replacement computers and additional monitor screens.
- ⑦ A large portion of the postage budget is for VanGo saftey meetings which 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 vans were purchased in the first two quarters of the year. Purchases will occur later in the year after the FASTER contract has been executed. A new Server Projected was started.

2nd Quarter Professional Services & Consulting (1)	2nd Quarter			Year-to-Date			
	2015	2015	Variance Over	2015	2015	Variance	%
	Budget	Actual	(Under	Budget	Actual	Under (over)	
<b>Professional Services &amp; Consulting</b>							
<b>Administration</b>							
<b>Information Technology Services</b>							
ITX Technology	\$ 7,250.00	\$ 6,749.25	\$ (500.75)	\$ 29,000.00	\$ 15,637.50	\$ 13,362.50	53.92%
Njevity	\$ 250.00	\$ 87.50	\$ (162.50)	\$ 1,000.00	\$ 262.50	\$ 737.50	26.25%
<b>Audit Services</b>							
Anton Collins Mitchell, LLP	\$ 3,150.00	\$ 6,750.00	\$ 3,600.00	\$ 12,600.00	\$ 13,000.00	\$ (400.00)	103.17% (a)
<b>Legal Services</b>							
Bell, Gould & Scott PC	\$ 1,125.00	\$ 2,922.98	\$ 1,797.98	\$ 4,500.00	\$ 10,325.48	\$ (5,825.48)	229.46% (b)
<b>Human Services</b>							
Mountain States Employers Council							0.00%
	<b>\$ 11,775.00</b>	<b>\$ 16,509.73</b>	<b>\$ 4,734.73</b>	<b>\$ 47,100.00</b>	<b>\$ 39,225.48</b>	<b>\$ 7,874.52</b>	<b>83.28%</b>
<b>VanGo™ Program</b>							
<b>Planning</b>							
<b>Land Use/Travel Demand Model</b>							
Cambridge Systematics	\$ 4,750.00	\$ 7,892.52	\$ 3,142.52	\$ 19,000.00	\$ 16,506.62	\$ 2,493.38	86.88% (c)
Cambridge Systematics-CDOT	\$ 2,050.00	\$ 3,382.51	\$ 1,332.51	\$ 8,200.00	\$ 7,280.73	\$ 919.27	88.79% (c)
<b>Model Updates</b>							
Model Updates	\$ 4,200.00	\$ -	\$ (4,200.00)	\$ 16,800.00	\$ -	\$ 16,800.00	0.00%
<b>Travel Speed Data</b>							
Travel Speed Data	\$ 25,000.00	\$ -	\$ (25,000.00)	\$ 100,000.00	\$ -	\$ 100,000.00	0.00%
<b>Website Upgrade</b>							
Website Upgrade	\$ 10,875.00	\$ -	\$ 20,077.15	\$ 43,500.00	\$ -	\$ 43,500.00	0.00%
<b>TIP updates</b>							
TIP updates	\$ 5,095.00	\$ -	\$ (4,922.85)	\$ 20,380.00	\$ -	\$ 20,380.00	0.00%
<b>Severence Transportation Plan</b>							
Felsburg Holt & Ullevig	\$ -	\$ -	\$ -	\$ -	\$ 471.09	\$ (471.09)	(d)
	<b>51,970.00</b>	<b>11,275.03</b>	<b>(9,570.67)</b>	<b>207,880.00</b>	<b>24,258.44</b>	<b>183,621.56</b>	<b>11.67%</b>
<b>Mobility Management</b>							
Online Guide	\$ -	\$ 10,000.00	\$ 10,000.00		\$ 20,000.00	\$ (20,000.00)	(e)
Volunteer Drivers Program	\$ 1,500.00	\$ 1,320.02	\$ (179.98)	\$ 6,000.00	\$ 2,151.32	\$ 3,848.68	35.86%
	<b>\$ 1,500.00</b>	<b>\$ 11,320.02</b>	<b>\$ 9,820.02</b>	<b>\$ 6,000.00</b>	<b>\$ 22,151.32</b>	<b>\$ (16,151.32)</b>	<b>369.19%</b>
<b>1st Qtr Quarter Professional Services &amp; Consulting Total</b>	<b>\$ 65,245.00</b>	<b>\$ 39,104.78</b>	<b>\$ (26,140.22)</b>				
<b>Year-to-Date Professional Services &amp; Consulting Total</b>				<b>\$ 260,980.00</b>	<b>\$ 85,635.24</b>	<b>\$ 175,344.76</b>	<b>32.81%</b>

(a) Auditing services are paid within the time frame that they are performed. An amendment to the contract excuted afer the budget was approved included an additional \$500 for expenses to be billed through to the MPO.

(b) Additional expenses due to new legal council

(c) Projects carried over from FFY 2014 - Completed by the end of the 2nd Qtr.

(d) Project carried over from FFY 2014 - Completed by the end of the 2nd Qtr

(e) This project carried over from FFY 2014 and funded 100% by CDOT.



MPO  
 Unaudited Statement of Net Assets  
 For the Six Months Ending Tuesday, June 30, 2015

ASSETS

Cash and Cash Equivalents	\$148,180
Cash-Savings	245,589
Investments	120,761
Receivables	194,847
Prepays	
Capital Assets, net	39,345
Grant Receivables for Long	
Term Liabilities	<u>12,970</u>
Total Assets	<u><u>761,692</u></u>

LIABILITIES AND NET

LIABILITIES

Accounts Payable and Accrued	
Liabilities	46,822
Deferred Revenue	154,483
Long-Term Liabilities	
Capital Leases	7,495
Accumulated Leave	<u>12,970</u>
Total Liabilities	<u><u>221,770</u></u>

FUND BALANCE

Unreserved	572,611
Current Year Revenue over	
(under) Expenditures	<u>(32,689)</u>
Total Fund Balance	<u><u>539,922</u></u>

Total Liabilities and Fund	<u><u>761,692</u></u>
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MPO  
 Unaudited Revenues, Expenditures, Change in Fund Balance  
 For the Six Months Ending Tuesday, June 30, 2015

	2015	2015	2015	2015	2015		%
	2nd Qtr Budget	2nd Qtr Actual	Quarterly Variance	Annual Budget	2nd Qtr year to Date	Annual Variance	Complete
<b>REVENUE</b>							
FHWA - Federal Income - CPG	\$275,312	\$159,980	\$115,332	\$1,101,248	\$301,219	\$800,029	27.35%
FHWA - Federal Income - STP- Metro - Matched	42,755	2,661	40,094	171,019	7,284	163,735	4.26%
State Planning Funds	6,250	2,186	4,064	25,000	5,837	19,163	23.35%
State-APCD	6,250	5,135	1,115	25,000	11,249	13,751	44.99%
State - FASTER Funds							
FTA - Federal income - Section 5310	20,000	12,385	7,615	80,000	20,967	59,033	26.21%
Fed Income-Section 5311		10,000	(10,000)		20,000	(20,000)	0.00%
FTA - Federal Income - Section 5317		1,619	(1,619)		3,158	(3,158)	0.00%
<b>Subtotal Grant Revenue</b>	<b>350,567</b>	<b>193,965</b>	<b>156,602</b>	<b>1,402,267</b>	<b>369,713</b>	<b>1,032,554</b>	<b>26.37%</b>
Local match - Member Entites	70,351	36,971	33,380	281,404	69,373	212,031	24.65%
Local - RTD							
100% Local	75		75	300		300	0.00%
<b>Subtotal Local - All Sources</b>	<b>70,426</b>	<b>36,971</b>	<b>33,455</b>	<b>281,704</b>	<b>69,373</b>	<b>212,331</b>	<b>24.63%</b>
Miscellaneous Revenue		205	(205)		205	(205)	0.00%
Interest Earned		249	(249)		324	(324)	0.00%
<b>Subtotal Other Revenue Sources</b>		<b>454</b>	<b>(454)</b>		<b>528</b>	<b>(528)</b>	<b>0.00%</b>
<b>Total Revenue- Combined Sources</b>	<b>420,993</b>	<b>231,389</b>	<b>189,603</b>	<b>1,683,971</b>	<b>439,615</b>	<b>1,244,356</b>	<b>26.11%</b>
<b>EXPENDITURES/EXPENSES</b>							
Administration	58,950	38,016	20,934	235,800	83,993	151,807	35.62%
Transportation Planning	205,500	134,006	71,493	821,999	247,652	574,347	30.13%
Mobility Management	17,000	10,242	6,759	68,001	19,133	48,868	28.14%
<b>Subtotal Payroll Expense</b>	<b>281,450</b>	<b>182,264</b>	<b>99,186</b>	<b>1,125,800</b>	<b>350,779</b>	<b>775,021</b>	<b>31.16%</b>
Professional Services & Consulting	65,245	38,099	27,146	260,980	84,314	176,666	32.31%
<b>Subtotal professional Services &amp; Consulting</b>	<b>65,245</b>	<b>38,099</b>	<b>27,146</b>	<b>260,980</b>	<b>84,314</b>	<b>176,666</b>	<b>32.31%</b>
Fleet Expense	3,125	239	2,886	12,500	1,031	11,469	8.25%
Insurance Expense	1,000		1,000	4,000	1,047	2,953	26.18%
Office Furniture/Equipment (non-cap)	1,500	1,069	431	6,000	5,412	588	90.21%
Office Supplies	1,175	1,069	106	4,700	2,447	2,253	52.06%
Communications (phone/data/fax)	3,916	2,324	1,592	15,665	4,677	10,989	29.85%
Postage	625	206	419	2,500	436	2,064	17.42%
Printing	6,537	(20)	6,557	26,146	536	25,610	2.05%
Rent	26,792	35,629	(8,838)	107,166	61,979	45,187	57.83%
Credit Card Fees (VanGo)							
Other Office Operating (Facility, Repairs, Furniture move, Recycling, Office Equipment Lease, Water)	2,375	1,854	521	9,500	3,952	5,548	41.60%
Dues, licensing and Subscriptions	1,875	716	1,159	7,500	2,490	5,010	33.21%
Maintenance Contracts - Copier maintenance/usage	10,652	2,416	8,236	42,609	19,365	23,244	45.45%
Software maintenance							
Other Operating Costs	12,500		12,500	50,000	65	49,935	0.13%
Event/Meeting Expense	2,026	1,918	108	8,103	4,280	3,823	52.82%
Indirect Costs	(13,912)	(44,218)	30,306	(55,648)	(74,914)	19,266	134.62%
Travel/Conference/Training Expense	4,613	1,049	3,564	18,450	1,582	16,868	8.57%
Capitalized Equipment /Vehicles	9,500	119	9,381	38,000	119	37,881	0.31%
Pass Through JARC/New Freedom Funds		832	(832)		2,709	(2,709)	0.00%
<b>Subtotal Other Expenses</b>	<b>74,298</b>	<b>5,201</b>	<b>69,097</b>	<b>297,191</b>	<b>37,211</b>	<b>259,980</b>	<b>12.52%</b>
<b>Total Expenditures/Expenses</b>	<b>420,993</b>	<b>225,563</b>	<b>195,430</b>	<b>1,683,971</b>	<b>472,304</b>	<b>1,211,667</b>	<b>28.05%</b>
Excess(Deficiency) of Revenue over Expenditures)		5,826	(5,826)		(32,689)	32,689	0.00%

- (1) Only salaries have been charged thru June 30, 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 and 2nd quarters. These purchases included some replacement computers and additional monitor screens.
- (4) Maintenance contracts are paid annually
- (5) Indirect costs are offset with VanGo indirect costs

VanGo  
Statement of Net Assets  
For the Six Months Ending Tuesday, June 30, 2015

ASSETS

Cash and Cash Equivalents	\$212,971
Cash-Savings	490,953
Investments	756,624
Receivables	16,749
Capital Assets, net	1,144,620
Grant Receivables for Long Term Liabilities	10,397
Total Assets	<u>2,632,314</u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	39,974
Long-Term Liabilities	
Accumulated Leave	10,397
Total Liabilities	<u>50,371</u>

FUND BALANCE

Unreserved	2,289,993
Current Year Revenue over (under) Expenditures	291,950
Total Fund Balance	<u>2,581,943</u>

Total Liabilities and Fund Balance	<u>2,632,314</u>
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VanGo  
Unaudite Revenue, Expenditures Changes in Fund Balance  
For the Six Months Ending Tuesday, June 30, 2015

	2015	2015	2015	2015	2015		%	
	2nd Qtr Budget	2nd Qtr Actual	Quarterly Variance	Annual Budget	2nd Qtr Year to Date	Annual Variance	Complete	
<b>REVENUE</b>								
FHWA - Federal Income - Step Metro-Unmatched	\$9,375	\$37,008	(\$27,633)	\$37,500	\$37,008	\$492	98.69%	(a)
State - FASTER Funds	16,000		16,000	64,000		64,000	0.00%	(b)
<b>Subtotal Grant Revenue</b>	<b>25,375</b>	<b>37,008</b>	<b>(11,633)</b>	<b>101,500</b>	<b>37,008</b>	<b>64,492</b>	<b>36.46%</b>	
<b>Program Revenue - Fares</b>								
Sale of Vehicles	15,000	24,544	(9,544)	60,000	80,064	(20,064)	133.44%	(c)
City of Fort Collins Funds	56,078	249,070	(192,992)	224,310	249,070	(24,760)	111.04%	
<b>Subtotal VanGo Revenue-All Sources</b>	<b>323,774</b>	<b>470,602</b>	<b>(146,828)</b>	<b>1,295,093</b>	<b>737,090</b>	<b>558,003</b>	<b>56.97%</b>	
Interest Earned		1,983	(1,983)		2,363	(2,363)	0.00%	
<b>Subtotal Other Revenue Sources</b>		<b>1,983</b>	<b>(1,983)</b>		<b>2,363</b>	<b>(2,363)</b>	<b>0.00%</b>	
<b>Total Revenue- Combined Sources</b>	<b>323,774</b>	<b>472,585</b>	<b>(148,811)</b>	<b>1,295,093</b>	<b>739,453</b>	<b>555,640</b>	<b>57.10%</b>	
<b>EXPENDITURES/EXPENSES</b>								
<i>Fleet Expense</i>								
Fleet Insurance	31,250	(407)	31,657	125,000	56,270	68,730	45.02%	
Fleet Lease Payments	6,300	6,300		25,200	12,600	12,600	50.00%	
Fleet Motor Fuel & Oil	72,511	48,811	23,700	290,043	97,015	193,028	33.45%	
Fleet Repairs & Maintenance	58,650	42,122	16,528	234,600	76,080	158,520	32.43%	
Fleet Repairs & Maintenance-Insurance Deductible	3,400	1,500	1,900	13,600	2,000	11,600	14.71%	
Guaranteed Ride Home	1,175	249	926	4,700	476	4,224	10.13%	
Fleet Other	1,500	2,069	(569)	6,000	4,755	1,245	79.25%	
<b>Subtotal Fleet Expense</b>	<b>174,786</b>	<b>100,644</b>	<b>74,142</b>	<b>699,143</b>	<b>249,196</b>	<b>449,947</b>	<b>35.64%</b>	
VanGo Payroll	66,000	58,614	7,386	264,000	108,609	155,391	41.14%	
Professional Services and Consulting		1,006	(1,006)		1,321	(1,321)	0.00%	
Office Supplies		72	(72)		72	(72)	0.00%	
Postage	175		175	700	10	690	1.43%	
Credit Card Fees	5,000	4,264	736	20,000	8,538	11,462	42.69%	
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease, Water)					26	(26)	0.00%	
Dues, Licensing and Subscriptions	605	481	124	2,419	1,246	1,175	51.43%	
Maintenance Contracts - Copier maintenance/usage	4,530	816	3,714	18,119	1,214	16,914	6.65%	(d)
Bad Debt		1,046	(1,046)		737	(737)	0.00%	
Rideshare Promotion	5,030	615	4,415	20,119	615	19,504	3.06%	
Event/Meeting Expense	1,250		1,250	5,000	258	4,742	5.16%	(e)
Indirect Costs	13,912	44,218	(30,306)	55,648	74,914	(19,266)	134.62%	(f)
Travel/Conference/ Training	1,125	643	482	4,500	747	3,753	16.60%	(g)
Capitalized Equipment/Vehicles	51,361		51,361	205,445		205,445	0.00%	
<b>Subtotal Other Expenses</b>	<b>82,988</b>	<b>52,155</b>	<b>30,833</b>	<b>331,950</b>	<b>88,377</b>	<b>243,584</b>	<b>26.62%</b>	
<b>Total Expenditures/Expenses</b>	<b>323,774</b>	<b>212,419</b>	<b>111,355</b>	<b>1,295,093</b>	<b>447,503</b>	<b>847,601</b>	<b>34.55%</b>	
Excess(Deficiency) of Revenue over Expenditures)		260,166	(260,166)		291,950	291,950	0.00%	

**Explanation of Variances**

- (a) Contact executed by CDOT in February. Funds from this contract will be fully expended in July 2015.
- (b) State FASTER funds will be used for van purchases later in the year. This contract still has not been finalized by CDOT.
- (c) The budget was for the sale of 8 vans at \$7,500. Through 2nd quarter 10 vans were sold at an average sales price of \$8,006 Additional vans will be sold during the year.
- (d) The annual maintenance charge on the VanGo website occurs in the 4th quarter.
- (e) The majority of these costs occur in the fall when the program conducts the annual safety meetings.
- (f) Indirect costs are offset with MPO indirect costs
- (g) The one conference that VanGO staff attends takes place during the summer.

North Front Range Transportation and Air Quality Planning Council  
Cash and Investment Institution Listing  
As of June 30, 2015

<i>Institution</i>	<i>Account Number</i>	<i>Balance as of June 30, 2015</i>		
		<i>VanGo</i>	<i>MPO</i>	<i>Total</i>
<b>Cash</b>				
1st National Bank	0022		\$ 148,105.11	\$ 148,105.11
1st National Bank	7343	\$ 212,970.67		\$ 212,970.67
Petty Cash			\$ 75.00	\$ 75.00
<b>Total Cash</b>		<b>\$ 212,970.67</b>	<b>\$ 148,180.11</b>	<b>\$ 361,150.78</b>
<b>Savings</b>				
Community Banks of Colorado	0439		\$ 245,588.70	\$ 245,588.70
Public Service Credit Union	0095	\$ 245,726.22		\$ 245,726.22
1st National Bank	6539	\$ 245,226.97		\$ 245,226.97
<b>Total Savings</b>		<b>\$ 490,953.19</b>	<b>\$ 245,588.70</b>	<b>\$ 736,541.89</b>
<b>Investments</b>				
COLOTRUST	8001	\$ 507,623.97	\$ 120,760.58	\$ 628,384.55
Guaranty Bank CD	1331	\$ 249,000.00		\$ 249,000.00
<b>Total Investments</b>		<b>\$ 756,623.97</b>	<b>\$ 120,760.58</b>	<b>\$ 877,384.55</b>

**ACTION ITEM: TIP and RTP Open for Public Comment**

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
August 6, 2015 Johnstown	FY2016-2019 TIP and 2040 Regional Transportation Plan 30-Day Public Comment Period	Josh Johnson Becky Karasko
<b>Objective / Request Action</b>		
Release the FY2016-2019 TIP and 2040 RTP for a 30 day public comment period.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>The FY2016-2019 TIP and 2040 RTP are scheduled to be adopted, pending final public comment, at the September 3, 2015 Council meeting. Staff requests Council release the Draft RTP and TIP for the required 30-day public comment period beginning August 7, 2015 and ending September 5, 2015.</li> <li>Air Quality Conformity was approved and adopted by Council at the July 9, 2015 meeting.</li> <li>The TIP must be readopted to comply with fiscally constrained funding totals and projects included in the 2040 RTP.</li> <li>TAC has reviewed the 2040 RTP Chapters and made recommendations as necessary.</li> </ul>		
<b>Committee Discussion</b>		
The TIP must be readopted to be fiscally constrained under the 2040 RTP. TAC discussed the 2040 RTP at their July 15, 2015 meeting, and is scheduled to recommend Council approval at their August 19, 2015 meeting. Both documents must be released for a 30-day public comment period preceding adoption.		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>Projects resulting from the approved FY2016-2019 Call for Projects Process are included in the TIP for the TAP, STP-Metro, and CMAQ funding programs. Staff added project selections made through CDOT's processes into the TIP as the information became available (i.e. Bridge – On and Bridge – Off State System pools, Regional Priority Program (RPP), FASTER Safety, and Regional TAP selections). Projects selected through CDOT processes are added to the TIP administratively as stated in the approved TIP amendment process.</li> <li>NFRMPO Staff has compiled, and TAC has reviewed, the entire 2040 RTP document. Staff has included recommended changes from TAC and Council in the draft document. The RTP includes a long-term transportation vision for the region, summarizes existing conditions, and includes an updated fiscally constrained corridor plan for the future.</li> <li>The 2040 RTP and FY2016-2019 TIP, pending Council approval, will be made available for public comment on the NFRMPO website on August 7, 2015. The public comment period will close on September 5, 2015.</li> </ul>		
<b>Advantages</b>		
Approval of the TIP and RTP public comment period ensures federal compliance, meets required approval deadlines, and allows local communities and CDOT to continue to spend federal funds.		
<b>Disadvantages</b>		
None noted.		
<b>Analysis /Recommendation</b>		
TAC and Staff support releasing the FY2016-2019 TIP and 2040 RTP for public comment.		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>None</li> </ul>		

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ACTION ITEM: Additional CMAQ Funding Allocation



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
August 6, 2015 Johnstown	Additional CMAQ Funding Allocation	Josh Johnson
<b>Objective / Request Action</b>		
Review and approve allocation of additional CMAQ funds.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• CDOT's Office of Financial Management and Budget (OFMB) has completed its final reconciliation for FY2014                             <ul style="list-style-type: none"> <li>○ Funds have been rolled into the FY2016-2019 TIP and must be spent in FY2016</li> </ul> </li> <li>• The reconciliation shows an additional CMAQ allocation of \$406,878 for the NFRMPO                             <ul style="list-style-type: none"> <li>○ An additional \$175,702 in CMAQ funding has been rolled forward from the FY2012-2017 TIP</li> <li>○ Total of \$582,580 in additional CMAQ funding</li> </ul> </li> <li>• The additional allocation is being programmed for FY2016 CMAQ projects in the FY2016-2019 TIP</li> <li>• The reconciliation also shows an additional TAP allocation of \$5,908 for the NFRMPO. This will be allocated to the Colorado Front Range Trail project for FY2016                             <ul style="list-style-type: none"> <li>○ The Colorado Front Range Trail project is the only project programmed using NFRMPO TAP funds in FY2016. The additional TAP funds must be spent in FY2016, and are being allocated to offset project local overmatch.</li> </ul> </li> </ul>		
<b>Committee Discussion</b>		
<p>At the June 17, 2015 meeting, TAC discussed the additional CMAQ allocation and agreed affected parties would meet off-line to determine specific project allocations. Funding tables were presented at the July 15, 2015 TAC meeting, based on recommendations from impacted parties. TAC unanimously moved to approve the additional CMAQ allocation as presented.</p>		
<b>Supporting Information</b>		
<p>CDOT's OFMB released a memo on May 20, 2015 regarding changes in FY2014 allocations. The changes included an additional CMAQ allocation for the NFRMPO based on actual revenues received from the Federal Highway Administration (FHWA). The adjustments were applied to FY2015 pools; however, the allocations are being rolled forward to FY2016 due to CDOT's STIP deadlines.</p>		
<p>Impacted parties, including Loveland, Larimer County, Weld County, Greeley-Evans Transit (GET), City of Loveland Transit (COLT), and Fort Collins Transit (Transfort), met offline to determine how to allocate the additional CMAQ funds in FY2016.</p>		
<b>Advantages</b>		
<p>Allocating additional CMQ funds ensures the funds are programmed in a timely manner and allows the TIP to remain fiscally constrained.</p>		
<b>Disadvantages</b>		
<p>None noted.</p>		
<b>Analysis /Recommendation</b>		
<p>TAC and Staff request Council review and approve the additional CMAQ allocation as presented.</p>		
<b>Attachments</b>		
<ul style="list-style-type: none"> <li>• Additional CMAQ funding tables</li> </ul>	<ul style="list-style-type: none"> <li>• Additional TAP funding tables</li> </ul>	

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<b>Additional CMAQ Project Allocation – FY2016</b> Federal Share Only			
Sponsor	Project	FY2016 Original Allocation	FY2016 Revised Allocation
Greeley (GET)	GET CNG Bus Replacement	\$764,842	\$874,270
Fort Collins (Transfort)	Transfort CNG Bus Replacement	\$1,177,857	\$1,418,013
Weld County	Weld County CNG Vehicles & Expansion	\$1,466,306	\$1,699,302

<b>Additional TAP Project Allocation – FY2016</b> Federal Share Only			
Sponsor	Project	FY2016 Original Allocation	FY2016 Revised Allocation
Larimer County / Fort Collins / Loveland	Colorado Front Range Trail	\$250,000	\$255,908

**DISCUSSION ITEM: 2015 Congestion Management Plan**

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
August 6, 2015 Johnstown	2015 Congestion Management Process Report	Aaron Buckley
<b>Objective/Request Action</b>		
<p>TAC is requesting Planning Council review the 2015 Congestion Management Process (CMP). This document has been developed with input from TAC members. At their August 19, 2015 TAC meeting, TAC is expected to make a recommendation for Council to adopt the 2015 CMP at their September 3, 2015 meeting.</p>		<ul style="list-style-type: none"> <li><input type="checkbox"/> Report</li> <li><input type="checkbox"/> Work Session</li> <li><input checked="" type="checkbox"/> Discussion</li> <li><input type="checkbox"/> Action</li> </ul>
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• Staff drafted the 2015 CMP Update, which is an objectives driven, performance-based process to reduce regional transportation congestion working with the TAC members.</li> <li>• Annual CMP reporting will use three performance measures to track regional progress including: Travel Time Index, Vehicle Miles Traveled, and Transit Performance Measures (On Time Performance, Passengers per Hour per Direction, and Passengers per Mile per Gallon).</li> </ul>		
<b>Committee Discussion</b>		
<p>At the June 17, 2015 and July 15, 2015 TAC meetings, the 2015 CMP was discussed. As requested, all applicable revision suggestions were incorporated.</p>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• 2015 CMP Update adoption is required before 2040 RTP adoption.</li> <li>• FHWA requires annual CMP reporting on all congested Regionally Significant Corridors.</li> <li>• The previous CMP was released in 2010 prior to adoption of the 2035 RTP.</li> <li>• The 2015 CMP Report is a new Congestion Management Process.</li> </ul> <p>The full 2015 CMP can be accessed here: <a href="http://nfrmpo.org/Projects/2015CMP.aspx">http://nfrmpo.org/Projects/2015CMP.aspx</a></p>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>• The 2015 CMP Update fulfills the federal requirement for Urbanized Areas (UZA) over 200,000 or TMAs to maintain a CMP.</li> <li>• The 2015 CMP Update provides the performance measures the annual report will use to quantify regional congestion.</li> <li>• Congestion management reporting informs the RTP and TIP planning processes.</li> </ul>		
<b>Disadvantages</b>		
None Noted		
<b>Analysis/Recommendation</b>		
<p>Staff requests Planning Council review the 2015 CMP and provide comments.</p> <p>At their August 19, 2015 meeting, TAC will modify the recommendation as necessary and will take action to recommend Council adopt the 2015 CMP at their September 3, 2015 meeting.</p>		
<b>Attachment</b>		
<ul style="list-style-type: none"> <li>• 2015 Congestion Management Process Executive Summary</li> </ul>		

## 2015 Congestion Management Process Executive Summary

The purpose of the 2015 Congestion Management Process (CMP) is to create an objectives-driven, performance-based process to reduce regional transportation congestion. Congestion reduction goals, objectives, performance measures, and targets included in the 2040 Regional Transportation Plan (RTP), other congestion management reports, or crafted specifically for this CMP make up this report.

Nationally, congestion released 56 Billion pounds of carbon dioxide into the atmosphere, wasted 5.5 Billion hours, and 2.9 Billion gallons of fuel costing travelers \$121 Billion in 2011. The North Front Range Metropolitan Planning Organization (NFRMPO) will focus on reducing congestion on the Regionally Significant Corridors (RSCs). The NFRMPO will collect data regionally from counters by anonymously recording vehicle travel times using Bluetooth, Wi-Fi, and Global Positioning System (GPS) technology. Additional data sources include INRIX travel time and volume datasets and the Federal Highway Administration's (FHWA) national HERE travel time dataset. The NFRMPO is currently working with Fort Collins, Loveland, Greeley, and CDOT to install Bluetooth counting equipment across the region along the regionally significant corridors at signalized intersections where data is not available.

The NFRMPO and local communities will track regional CMP progress using three performance measures including: Travel Time Index (TTI), Vehicle Miles Traveled (VMT), and Transit Performance Measures. In addition, Transportation Demand Management strategies (TDM) and Intelligent Transportation System (ITS) technologies will be used to reduce congestion.

DISCUSSION ITEM: 2040 Regional Transportation Plan

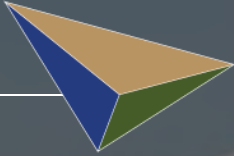
# AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
August 6, 2015 Johnstown	2040 Regional Transportation Plan	Becky Karasko
<b>Objective/Request Action</b>		
TAC is requesting Planning Council review the 2040 Regional Transportation Plan (RTP). This document has been developed with input from the public and TAC members. This document will be going to Council for discussion at their August 6, 2015 meeting. At their August 19, 2015 TAC meeting, TAC is expected to make a recommendation for Council to adopt the 2040 RTP at their September 3, 2015 meeting.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• MPO staff developed the 2040 RTP, scheduled for September 3, 2015 Council adoption.</li> <li>• TAC began reviewing 2040 RTP chapters in April and completed their review in July.</li> <li>• TAC requested two Work Sessions in addition to the regular May and June TAC meetings to review the chapters and to keep the 2040 RTP on schedule for September 3, 2015 Council adoption.</li> <li>• TAC discussed the full 2040 RTP document at their July 15, 2015 meeting.</li> </ul>		
<b>Committee Discussion</b>		
The MPO Executive Committee met on April 23, 2015 and requested TAC provide a recommendation for the 2040 RTP. Council's discussion of and feedback on the 2040 RTP is being requested.		
<b>Supporting Information</b>		
<p>The 2040 RTP is a federally-mandated plan for MPOs and includes a long-term transportation vision for the region. The 2040 RTP summarizes the existing transportation system: roadways, transit, bicycle and pedestrian infrastructure, the environment, and includes a fiscally constrained corridor plan for the future.</p> <p>The full 2040 RTP can be accessed here: <a href="http://www.nfrmpo.org/Projects/2040RTP.aspx">http://www.nfrmpo.org/Projects/2040RTP.aspx</a>.</p>		
<b>Advantages</b>		
A recommendation from TAC provides a starting point for Council discussions on the 2040 RTP.		
<b>Disadvantages</b>		
Not adopting the 2040 RTP would cause the NFRMPO to miss FHWA's October 24, 2015 deadline for the Conformity Determination on the FY2016-2019 TIP and 2040 RTP. If the October 24, 2015 deadline is missed, there will not be a TIP or RTP in effect for the NFRMPO. Not having an adopted 2040 RTP would prevent FHWA and FTA from authorizing or obligating any projects using federal funds. This would prevent the NFRMPO from obligating funding.		
<b>Analysis/Recommendation</b>		
<p>TAC requests Planning Council review the recommendations in Chapter 10: Financial Plan and Chapter 12: Implementation and provide feedback. The Environmental Justice and Environmental Mitigation analyses in Chapter 12 are MAP-21 requirements and new to the 2040 RTP. Additionally, the emerging trends discussed in Chapter 12 are new to the 2040 RTP, at the request of TAC.</p> <p>At their August 19, 2015 meeting, TAC will modify the recommendation as necessary and will take action to recommend Council adopt the 2040 RTP at their September 3, 2015 meeting.</p>		
<b>Attachment</b>		
<ul style="list-style-type: none"> <li>• 2040 RTP Executive Summary</li> </ul>		

# Executive Summary





## Executive Summary

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This 2040 Regional Transportation Plan (RTP) provides a long-range vision for the North Front Range regional transportation system and guides the implementation of multimodal transportation improvements, policies, and programs in the region. The North Front Range Transportation and Air Quality Planning Council (NFRMPO), also known as the NFRMPO, is responsible for long range regional transportation planning. The North Front Range Metropolitan Planning Organization (NFRMPO) has undertaken this 2040 RTP to extend the planning horizon and to ensure compliance with Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). The NFRMPO region has two air quality maintenance areas for carbon monoxide (CO): Fort Collins and Greeley. The entire NFRMPO region is also included in the nine county nonattainment area for ozone. Due to this air quality nonattainment status, the NFRMPO is required to update its long range transportation plan every four years.

This planning process was conducted under the direction of the 17-member Planning Council, made up of one elected official from each member community, as appointed by that community, as well as a representative from the Colorado Department of Public Health and Environment's (CDPHE) Air Pollution Control Division (APCD) and the State Transportation Commission. The Planning Council's purpose is to provide local governments with the opportunity to direct regional planning efforts and allocate federal funding to regional transportation priorities. Additionally, the Technical Advisory Committee (TAC) consists of staff from each member community, the Colorado Department of Transportation (CDOT), APCD, and the Regional Air Quality Council (RAQC) who work together to provide technical recommendations to the Planning Council. This 2040 RTP was developed by NFRMPO staff, with technical input from TAC.

As the region moves toward 2040, there will be significant population growth within the region, with 84 percent more residents in 2040 than in 2010. Population and employment growth are occurring fastest in the I-25 sub-region resulting in 183 percent higher population in 2040 than in 2010. Other important demographic changes include:

- 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.
- 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 and over will increase from 18 percent of the population in 2010, to 26 percent of the population by 2040. This demographic shift may mitigate the number of residents traveling outside the region to employment.

It is important to keep these demographic trends, the availability of future transportation funding, the need to maximize the current transportation system, and the future needs of the region's population in mind when planning for the future of the North Front Range's regional transportation system.