

2015

ANNUAL REPORT



NFRMPO

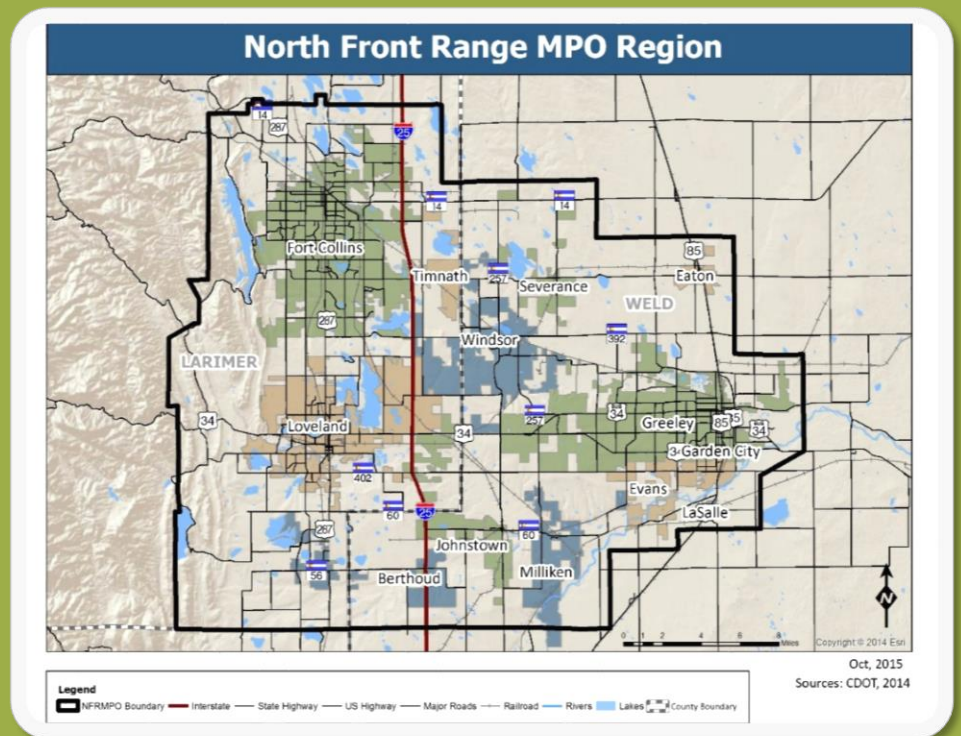
**NORTH
FRONT RANGE
METROPOLITAN
PLANNING
ORGANIZATION**

ABOUT THE NFRMPO

The North Front Range Metropolitan Planning Organization (NFRMPO) is a federally-designated transportation planning organization and state-designated air quality planning agency. Federal transportation funding to a region's governments requires the organization of an MPO whenever an urbanized area (UZA) reaches a population of 50,000 residents or more. There are two urbanized areas in the North Front Range: Fort Collins/Loveland/Berthoud and Greeley/Evans/Garden City/LaSalle.

The NFRMPO is comprised of 15 member governments including Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor, Larimer County, and Weld County.

The NFRMPO's objective is to provide the information, tools, and public input needed for improving the regional transportation system's performance in the North Front Range. The NFRMPO engages in cooperative decision-making through working relationships and financial partnerships with and among the member governments, the Colorado Transportation Commission, the Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division (APCD).



NFRMPO Planning Council Members

- Commissioner Sean Conway, Weld County – *Chair*
- Joan Shaffer, City of Loveland – *Vice Chair*
- Mayor Pro-Tem Jan Dowker, Town of Berthoud – *Past Chair*
- Mayor Don Brookshire, Town of Severance
- Paula Cochran, Town of LaSalle
- Commissioner Tom Donnelly, Larimer County
- Mayor Pro-Tem Gerry Horak, City of Fort Collins
- Jordan Jemiola, Town of Milliken

- Troy Mellon, Town of Johnstown
- Mayor John Morris, City of Evans
- Mayor Tom Norton, City of Greeley
- Kevin Ross, Town of Eaton
- Paul Steinway, Town of Timnath
- Mayor John Vasquez, Town of Windsor
- Town of Garden City
- Chris Colclasure, CDPHE
- Kathy Gilliland, Transportation Commission

FROM THE CHAIR OF THE PLANNING COUNCIL



Sean Conway
2015 Planning Council Chair

To the North Front Range Planning Area communities and residents:

The NFRMPO staff, Transportation Advisory Committee (TAC) and the Planning Council had a very productive year. During 2015, the MPO completed, with assistance from the TAC, input from the public and stakeholders, and guidance and approval of the Planning Council, the following documents to meet federal requirements:

- 2040 Regional Transportation Plan
- FY 2016-2019 Transportation Improvement Plan
- 2040 Regional Transit Element and recommendation
- 2015 Congestion Management Process
- 2015 Public Involvement Plan
- Two (2) Air Quality Conformities.

These accomplishments are the requirements that continue the North Front Range communities' eligibility to spend federal funding. These approved documents are explained more fully in this Annual Report and are available on the NFRMPO website at <http://www.nfrmpo.org/Home.aspx>.

In addition, the NFRMPO's Online Transit Guide allowing residents and workers in the North Front Range region to find a ride if one exists, was developed in collaboration with the Denver Regional Mobility & Access Council. The Mobility Councils, with support from the NFRMPO, continue to implement the 2013 NFRMPO Coordinated Public Transit/Human Services Transportation Plan.

The VanGo™ Vanpool Program continued to move toward self-sufficiency while providing safe, reliable and economical transportation for commuters within the North Front Range. In 2015, the VanGo™ program appears to have excess revenues because the local, State, and FTA revenues often collect in a single year. VanGo™ has investigated providing vanpool service to Estes Park during the US-34 construction up the canyon and service to Cheyenne, Wyoming through coordination efforts with the Cheyenne MPO.

To support and foster regional cooperation, the local communities host the Planning Council meetings and dinners. These events benefit the communities greatly because they are able to hear about and view the advancement and growth in other communities.

For the third year in a row, the administration cost for the NFRMPO has declined as the focus has moved toward supporting the local communities and transportation planning. The NFRMPO has also supported the following transportation coalitions – US-85, I-25, US-287 and US-34; leading to increased cooperation and regionalism. As part of its annual work, the NFRMPO received and incorporated more than 600 comments from the public and stakeholders.

It has been my honor and pleasure to serve as the NFRMPO Planning Council chair during 2015 and I thank you for that opportunity.

A handwritten signature in blue ink, appearing to read 'S.P.S.' with a large flourish at the end.

Sean Conway
2015 NFRMPO Council Chair

NORTH FRONT RANGE AT A GLANCE

DEMOGRAPHICS

475,831
population*

*2014 DOLA estimates

34.5

median age



\$951 monthly



Median gross rent*

*2013 data, citydata.com

\$277,847



Median home sales price*

*trulia.com market overviews, July 2015 - October 2015

40,400

acres of parks and open space



237



Mostly Sunny days per year

TRANSPORTATION



664 miles of bicycle facilities



78% of residents drive alone to work every day

13%
carpool or take public transit

4%
walk or bike

Top employment sectors



Health Care



Manufacturing



Education



Retail Trade

6
Colleges & Universities

61

Breweries, cideries, wineries, and distilleries

INDUSTRY

Largest Employers



University of Colorado Health

5,740 employees
Larimer County



JBS Swift & Company

4,200 employees
Weld County



Banner Health: NCMC

3,450 employees
Weld County

TRANSPORTATION PLANNING ACCOMPLISHMENTS

The Transportation Planning team at the NFRMPO saw the completion of many major plans and programs in 2015, including the long-range Regional Transportation Plan and the Transportation Improvement Program. These achievements set the pace for transportation improvements throughout the region over the next 25 years.

2040 Regional Transportation Plan

The NFRMPO's 2040 Regional Transportation Plan (RTP) relies on gathering information from multiple data sources around the region. This process began in April 2014 with data collection for the Land Use and Regional Travel Demand Models. These models were then used to establish existing conditions and to forecast households, employment, and travel demand out to 2040. This information informs the Existing Transportation System, Socio-economic Profile, Environmental Profile, and Travel Demand Analysis chapters of the 2040 RTP. The 2040 RTP also reports on Performance Based Planning, Transportation Safety and Security, the Congestion Management Process, Fiscally Constrained Plans, and Vision Plans. MPO staff began the process of developing the 2040 RTP document after the Goals, Objectives, Performance Measures, and Targets (GOPMT) were established in September 2014.

The 2040 RTP was adopted by the Planning Council on September 3, 2015. NFRMPO staff began the process of developing the 2040 RTP in September 2014.

Public involvement strategies for the 2040 RTP involved NFRMPO staff attending events around the region to discuss regional transportation needs, the Regional Transit Element (RTE) recommendation, and to gain feedback about completed efforts for the 2040 RTP. Other outreach activities included online surveys and the Community Remarks website <http://communityremarks.com/northfrontrange/>. Feedback and suggestions were incorporated into the final draft of the 2040 RTP.

The transportation conformity analysis, required on all regionally significant projects in the 2040 RTP for ozone and carbon monoxide emissions, was conducted in May 2015 by the appropriate agencies. The results of all projects in the 2040 RTP passed all emission budget requirements in the North Front Range region. A public hearing was held at the July 9, 2015 PLANNING COUNCIL meeting. The Air Quality Control Commission (AQCC) concurred with the PLANNING COUNCIL's Air Quality Conformity Determination on August 20, 2015.

For detailed information on the 2040 RTP, please visit: <http://bit.ly/1LCHhPH>.

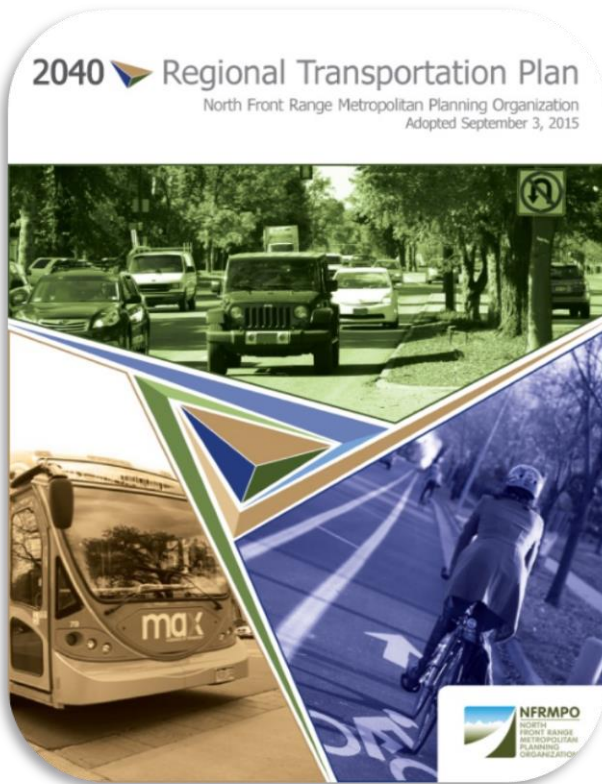


Image Credit: Town of Berthoud



FY2016-2019 Transportation Improvement Program

The PLANNING COUNCIL approved over \$88 M in regional transportation improvement projects in the FY2016-2019 Transportation Improvement Program (TIP) at their March 5, 2015 meeting. The TIP includes transportation projects throughout the region, including road resurfacing, construction and expansion, bicycle and pedestrian trail construction, Compressed Natural Gas (CNG) bus replacements for regional transit providers, CNG vehicle replacements, and traffic signal timing and optimization. The map below shows projects included in the FY2016-2019 TIP by project type and location. The PLANNING COUNCIL readopted the TIP at their September 3, 2015 meeting, including over \$91 M in regional transportation investments, to remain fiscally constrained under the 2040 RTP.

Projects included in the TIP can be amended at the discretion of the PLANNING COUNCIL; amendments are processed on a quarterly basis, while minor changes or modifications may be completed monthly. The FY2016—2019 TIP also contains a map of all projects and existing Environmental Justice (EJ) areas. EJ is a federal requirement to assess transportation improvement impacts on low-income and minority populations. For more information on the TIP, please visit the NFRMPO website at <http://bit.ly/1MvJ2U1>.

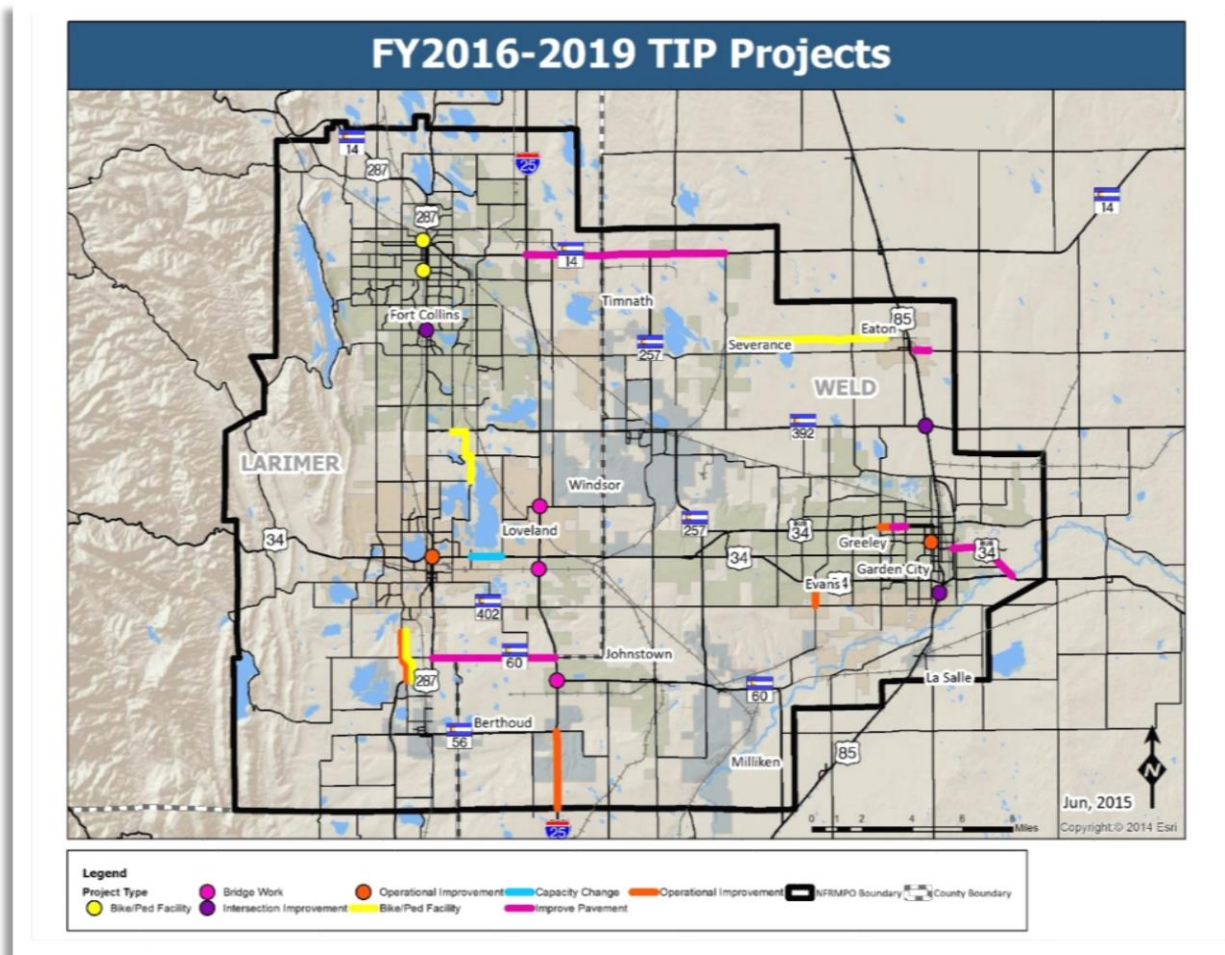


Image Credit: Weld County



2040 Regional Transit Element

The 2040 Regional Transit Element (RTE) and recommendation was adopted by the PLANNING COUNCIL on August 6, 2015. The purpose of the 2040 RTE is to guide development of transit in the North Front Range region. Transit services in the region have primarily developed through local governments to meet the local travel needs of their residents. As the region has grown, there has been an increasing need for transit services between communities and to major activity and employment centers, both within and outside of the region.

For the 2040 RTE, the NFRMPO is moving forward with suggested actions based on the recommendations of the three local transit agencies (COLT, GET, and Transfort), TAC, input received during the public outreach phase, and previously completed studies, specifically the 2013 North Front Range Transit Vision Feasibility Study. The recommendation includes:

- **FURTHER STUDY** into the transit connections between:
 - 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.

Focusing on the broad connections between cities rather than on the corridors themselves allows for a more comprehensive transit analysis. There are a variety of reasons to operate and fund regional transit services, which should be analyzed on a case-by-case basis. Special considerations for transit trips include access to medical facilities and employment centers, and connectivity for transit-dependent groups. In-depth analysis provides the greatest flexibility and allows for unique considerations for each connection.

The 2040 RTE recommends transit in the region expand upon existing services and relationships as well as previous studies. Further studies of the recommended connections will also refine the planning process. To view a copy of the 2040 RTE, please visit <http://bit.ly/1P8uXtS>.

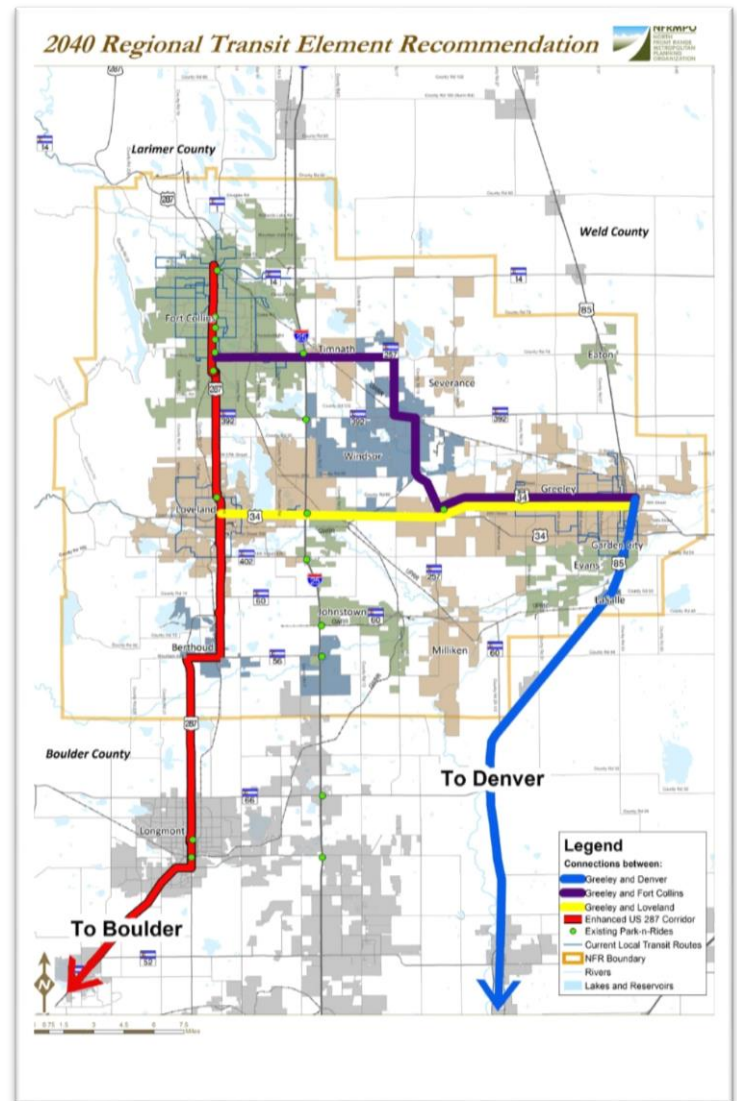
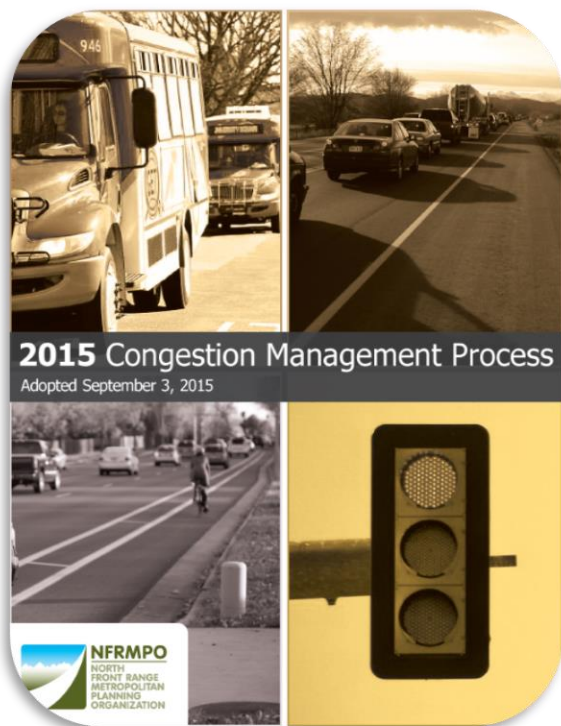


Image Credit: Greeley-Evans Transit (GET)



2015 Congestion Management Process Update



The 2015 Congestion Management Process (CMP) Update was adopted by the PLANNING COUNCIL on September 3, 2015. The CMP is an objectives driven, performance-based process to reduce regional transportation congestion. Federal requirements state that regions with more than 200,000 people, known as Transportation Management Areas (TMAs), must maintain a CMP and use it to make informed transportation planning decisions.

The purpose of the 2015 CMP Update is to identify the process for collecting congestion data and develop performance measures to direct funding toward projects and strategies that most effectively address congestion. The NFRMPO will use the performance measures outlined in the 2015 CMP Update to quantify regional congestion in CMP annual reports.

The 2015 CMP Update emphasizes the use of technology to reduce the cost of roadway system operations. An Intelligent Transportation System (ITS) improves transportation safety and mobility and enhances productivity through the integration of advanced

communications technologies into the transportation infrastructure and in vehicles. Travel Demand Management (TDM) is focused on increasing transportation system carrying capacity through operational efficiencies or reducing demand.

Annual CMP reporting will use three performance measures to track regional congestion:

- **TRAVEL TIME INDEX (TTI)** - Ratio of average peak travel time (maximum congestion) to an off-peak standard (minimum congestion, or free flow). A value of 1.25 indicates the average peak travel time is 25 percent longer than off-peak travel times. In the future, the NFRMPO will use speed limits as the free flow or off-peak standard for speed.
- **VEHICLE MILES TRAVELED (VMT)** - Measurement of miles traveled by vehicles in a specified area over a specified time period. It can be calculated per person for all trips or for specific destinations including home, work, commercial, etc. A reduction in VMT can be used to show environmental benefits. Modeling VMT requires estimates of trip generation (trip origin information) and trip length. Land use planning principles such as infill development can help reduce VMT. A regional fuel use measurement can be calculated using VMT.
- **TRANSIT PERFORMANCE MEASURES:**
 - **On Time Performance** – Percentage of time a bus remains on its published schedule.
 - **Passengers per Hour per Direction** – Indicates user travel patterns and system capacity by calculating the number of passengers using transit per hour and per direction (outbound/inbound).
 - **Passengers per Mile per Gallon** – A measure of transit system use and fuel efficiency.

In 2010, the total population of the North Front Range region was 488,513. It is expected to rise to 896,191 by 2040, a growth rate of 83 percent. Similarly, regional congestion for personal automobiles, truck freight, and transit is expected to increase. The CMP is used to help inform the RTP and the TIP. The NFRMPO's consistent emphasis on congestion management will ensure optimal transportation options for all users.

To view a copy of the 2015 CMP Update, please visit <http://bit.ly/1P8vbkk>.

MOBILITY ACCOMPLISHMENTS

NEED A RIDE?

 noco.findmyride.info 



In 2015, the Mobility Coordination (MC) program achieved several program objectives that are helping to connect people to transportation services they need for autonomy and independence. Guided by the goals and strategies in the 2013 NFRMPO Coordinated Public Transit/Human Services Transportation Plan, the Larimer & Weld Mobility Coordinating Committees and the MPO Mobility Coordinator completed several projects.

Online Transit Guide OR noco.findmyride.info was finalized in April 2015 and has seen steady increases in new user site visits. Designed to function as the online version of the NFRMPO Riders Guide, it was created in collaboration with the Denver Regional Mobility & Access Council and provides transit information for transportation services within the NFRMPO region and to Longmont and Denver.

Outreach efforts reached a new audience in 2015 when the Mobility Coordinator co-presented at the June DriveSmart Colorado Conference in Breckenridge. Focused on senior driving issues, the presentation was attended by over 150 members of the Colorado law enforcement and nursing communities. A first for the MC program, 2016 outreach efforts will continue to coordinate with this new audience.

Statewide Collaboration work with CDOT consultants on the statewide mobility management network, the Colorado Mobility Action Coalition (CMAC), resulted in membership growth of over 30 percent. Additionally, nine mobility management workshops were hosted at the Colorado Association of State Transit Associations (CASTA) conferences and four CMAC newsletters were created by the NFRMPO MC Staff and delivered to the group. Topics included grant opportunities, performance measures, new CO mobility projects, and a standard definition for Colorado mobility management.

Regional Collaboration in 2015 has been focused on the Larimer County “Bus To Lunch” Senior Travel Training Program in Fort Collins and Berthoud. The training incorporates hands on learning about riding the bus with destination lunches at the programs private sector partner, Enzo’s in downtown Fort Collins. Program partners include Transfort, COLT, BATS, the Senior Transportation Coalition, the Fort Collins, Loveland and Berthoud Senior Centers and Enzo’s. All seven summer and fall classes were full, with over 85 participants. Classes will continue in both communities and are expanding to include Loveland/COLT services starting January 2016.

Coordinating Committees meet every other month in each county to continue their ongoing collaboration with local transit providers. The 2015 Larimer and Weld Mobility Council Work Plans were approved in February and March with an emphasis on outreach activities to promote the new online resource guide along with the NFRMPO Riders Guide and senior travel training. Meeting agendas and packets of the mobility committees can be found at <http://nfrmpo.org/AboutUs/MobilityCoordination.aspx> under Mobility Coordination.

Funding for the NFRMPO Mobility Coordination Program comes from Federal Transit Administration (FTA) 5310 Mobility Management funds. The NFRMPO receives grants, which cover salary (1/2 time position), projects & program implementation, from the two FTA 5310 Designated Recipients for the MPO region - the City of Fort Collins/Transfort and the CDOT/Transit Unit.



VANGO™ ACCOMPLISHMENTS

The VanGo™ program was started in 1994 with nine vans in daily operation being used by approximately 45 individuals. Fast forward 21 years, and in January 2015, the VanGo™ program began the year with 75 vans in operation being used by 400 riders. The VanGo™ program's mission is to provide safe, reliable and economical transportation for individuals commuting a long distance, and to improve air quality and road congestion in the North Front Range.



Funding

- In January, the VanGo™ program was awarded a \$240,000 FASTER grant from the State of Colorado to fund fleet replacement.
- VanGo™ fares increased 1 percent on January 1, 2015. The average fare increase was \$2 per month.
- One new VanGo™ route was started in July 2015 and provides service from Loveland to I-25 and 120th Avenue in Northglenn.
- In February, April, and June, 14 high mileage vans were sold at auction for an average sales price of \$8,000.
- As of January 1, 2014, VanGo™ has reported miles to the National Transit Database (NTD) entirely within the Fort Collins TMA rather than assigning some to the Denver-Aurora TMA. NTD reporting generates 5307 Federal funding used for purchasing vehicles and preventative maintenance, and 35% to support the FLEX transit service from Fort Collins to Longmont.

Member outreach

- In September, the annual VanGo™ safety meetings were conducted. One meeting was held in Greeley and two meetings were held in Fort Collins. A total of 71 individuals attended the meetings. The format for the meetings changed this year to include three common accident or emergency scenarios. Attendees at the meetings were encouraged to participate in the scenarios and positive comments were received about the new meeting format.
- In October, the annual VanGo™ rider survey was distributed. The survey is a joint effort with the Denver, Colorado Springs, and Boise, Idaho vanpool programs. A total of 50 percent of the VanGo™ ridership completed the survey. VanGo™ uses the responses from the survey to improve the program.



Image Credit: VanGo™

Operations

- In November, preventive maintenance, which historically had been provided by the City of Fort Collins Transfort transit division in southeast Fort Collins, was relocated to the City of Fort Collins Equipment Services facility in northwest Fort Collins. The success of the new MAX bus rapid transit services and the overall increase in the Transfort fleet resulted in the need to have service performed at the downtown maintenance facility located at 835 Wood Street.
- The VanGo™ program is investigating replacing the current GreenRide/Trapeze database for carpool matching, vanpool ridership and fleet tracking. The smarttrips.org website is also being evaluated.

- VanGo™ ridership has decreased over the past year, primarily due to historically low fuel prices. The ridership routinely provides positive comments about the service. Business outreach activities will continue to fill empty seats and to form new routes.

Business Outreach

The VanGo™ business outreach program actively markets to commuters and employers in the region on the benefits of ridesharing (both carpooling and vanpooling) in an effort to reduce congestion and improve air quality in the region. Ridesharing attempts to make the most efficient use of the transportation system by increasing person-carrying capacity on existing transportation infrastructure.

The VanGo™ program targets employers through delineated business outreach tactics that include educational collateral, direct sales, online trip-matching services, employee participation tracking and collaborative relationships with other ridesharing agencies. The employer has the ability to quickly introduce VanGo™ services to the employee as a “value added benefit” of their employment.

Participation and cooperation with existing local business programs such as ClimateWise™ (City of Fort Collins), chambers of commerce and regional Transportation Management Authorities (TMAs) and Transportation Management Organizations (TMOs) helps with additional outreach concerning ridesharing. Social media has proven to be a valuable additional outreach tool to help with filling empty seats on existing vanpools and creating awareness among the general public of the benefits of ridesharing. The VanGo™ program uses Facebook, Twitter, and Craigslist as social media tools to help disseminate program information and fill empty seats.

Outreach efforts have concentrated on possible expansion of VanGo™ service to the Town of Estes Park and the City of Cheyenne, Wyoming. Informational meetings with local government and civic leaders were held in Estes Park to determine



Image Credit: VanGo™

a level of interest and assistance in reaching out to the local business community. Follow up meetings and presentations were given to several local business and civic organizations to familiarize them with the benefits of offering alternative means of transportation to their employees who live a considerable distance from their workplace. The primary stumbling block in the Estes Park community is the multitude of small employers and non-conforming work schedules. Efforts continue to identify and work with a handful of medium-sized employers.

For the first time, VanGo™ is actively pursuing the formation of vanpools crossing state lines between Colorado and Wyoming. A number of larger employers in the Cheyenne area have a substantial number of their employees who live

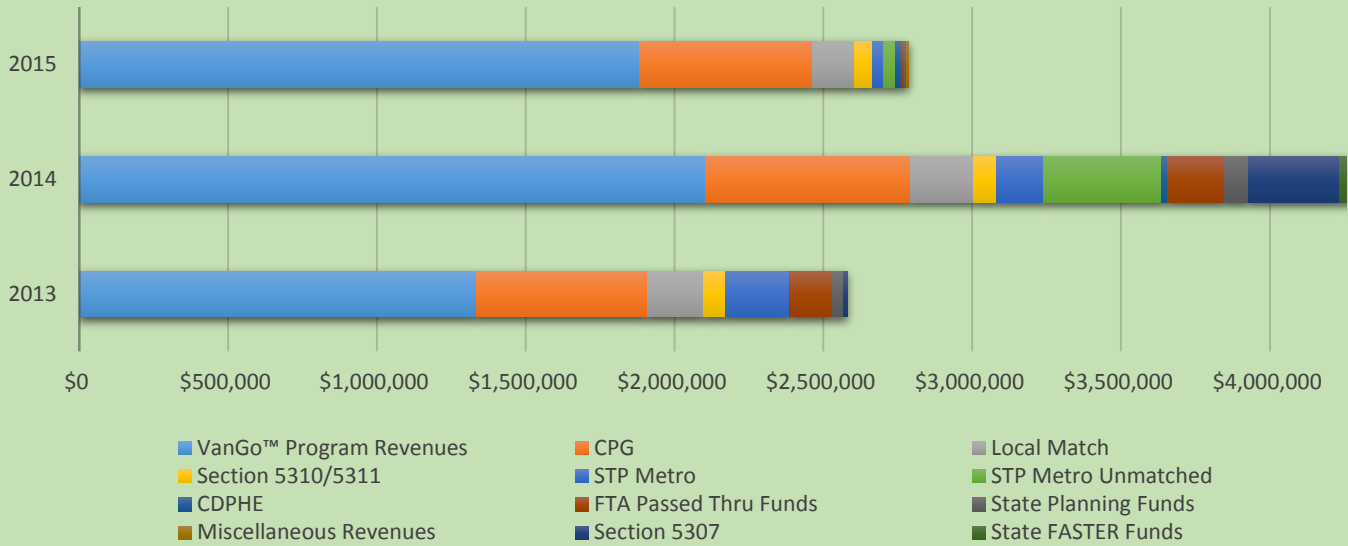
in Weld and Larimer counties. Those employees are facing lengthy commutes, oftentimes in bad weather and would benefit from ridesharing. Outreach efforts have targeted the Cheyenne MPO, Cheyenne LEADS organization, and large employers such as Lowe’s distribution warehouse and Sierra Trading Post.

The current economic climate with improved salaries and historically low fuel prices have combined to lessen the pressure on commuters to seek alternative means of transportation. Going forward outreach efforts will concentrate more on the social, environmental and stress related benefits of vanpooling.

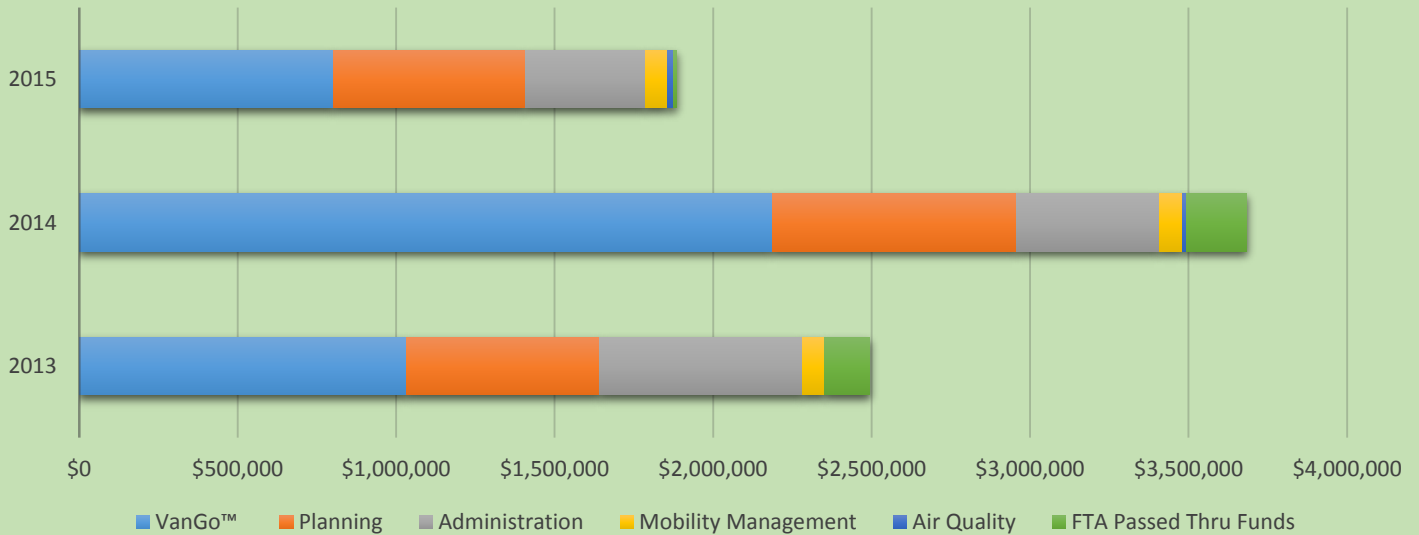
FINANCE & ADMINISTRATION

- *VanGo™ revenues exceed expenditures due to timing of receipts from Fort Collins revenues, and ability to sell vans*
- *VanGo™ sold vans in anticipation of purchase of new vans*
- *2015 was the last year the VanGo™ program received a subsidy from the NFRMPO through STP-Metro unmatched funds*

Funding Sources 2013-2015

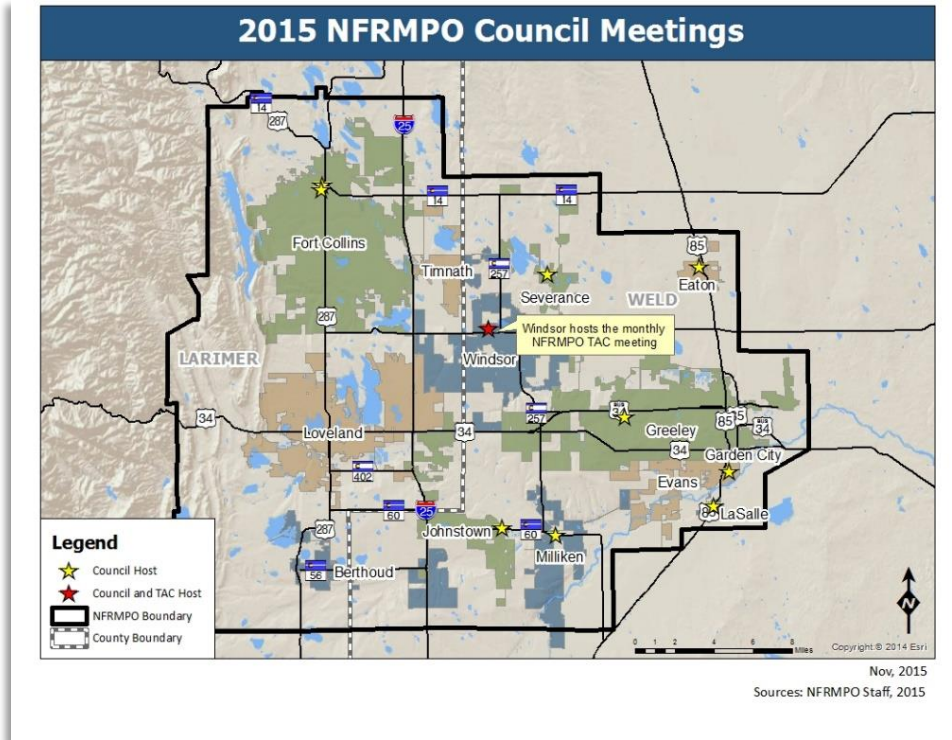


Expenditures 2013-2015



Planning Council Meetings

The NFRMPO provides funding for transportation projects, as well as regional transportation planning, air quality planning, and other valuable services to local member governments. The member governments promote regional cooperation while working on many tasks at monthly Planning Council meetings. Every community is given the opportunity to host a monthly meeting. The NFRMPO and its members benefit greatly when a local government invites them to their community.



2015 Planning Council Meeting Locations

JAN 8 th	City of Fort Collins	FEB 5 th	Larimer County
MAR 5 th	City of Evans	APR 2 nd	*Meeting Cancelled
MAY 7 th	Town of LaSalle	JUNE 4 th	Town of Milliken
JULY 9 th	Town of Severance	AUG 6 th	Town of Johnstown
SEPT 3 rd	City of Greeley	OCT 1 st	*Meeting Cancelled
NOV 5 th	Town of Windsor	DEC 3 rd	Town of Eaton

2016 Planning Council Meeting Locations

JAN 7 th	Weld County	FEB 4 th	Larimer County
MAR 3 rd	City of Evans	APR 7 th	Town of LaSalle
MAY 5 th	City of Loveland	JUNE 2 nd	Town of Berthoud
JULY 7 th	Town of Severance	AUG 4 th	City of Evans
SEPT 1 st	Town of Milliken	OCT 6 th	Town of Johnstown
NOV 3 rd	Town of Eaton	DEC 1 st	City of Fort Collins

NFRMPO Staff

Management Team

Terri Blackmore – *Executive Director*
Becky Karasko – *Regional Transportation Planning Director*
Rena Steffen – *Administrative Director*
Crystal Hedberg – *Financial & Operations Manager*

MPO Staff

Anne Blair – *Vanpool Services Coordinator*
Aaron Buckley – *Transportation Planner*
Alex Gordon – *Transportation Planner*
Merry Anne Hood – *Finance & Administrative Specialist*
Angela Horn – *Transportation Planner & Model Specialist*
Josh Johnson – *Transportation Planner & Graphics Specialist*
Merideth Kimsey – *Accounting Clerk*
Jeff McVay – *Customer & Business Relations for VanGo™*
Mary Warring – *Mobility Coordinator*

Larimer County Mobility Coordinating Committee

Gary Thomas, SAINT – *Chair*
Angela Woodall, Foothills Gateway – *Vice Chair*
Cari Brown, ARC of Larimer County
Ruth Fletcher-Carter, Berthoud RAFT
Stephanie Brothers, BATS
JoAnn Vande Walle, Elderhaus
Garrett Mumma, CO Division of Voc. Rehabilitation
Yvonne Myers, Columbine Health Services
Toni Lueck, DARTAC (Transit Committee)
Kurt Ravenschlag, Transfort/Dial-A-Ride
Averill Strand, Larimer County Dept. of Health and Environment
Katy Mason, Larimer County Office on Aging
Michelle Miller, Larimer County Workforce Center
Christopher Barnes, COLT
John Teumer, Loveland Disability Advisory Commission
Zach Wood, Loveland Disability Advisory Commission

Technical Advisory Committee

Eric Bracke, City of Greeley – *Chair*
Suzette Mallette, Larimer County – *Vice Chair*
Martina Wilkinson, City of Fort Collins – *Past Chair*
Dawn Anderson, City of Evans
Stephanie Brothers, Town of Berthoud
Gary Carsten, Town of Eaton
John Franklin, Town of Johnstown
Eric Fuhrman, Town of Timnath
John Holdren, Town of Severance
Seth Hyberger, Town of Milliken
Jeff Bailey, City of Loveland
Janet Lundquist, Weld County
Jessica McKeown, Town of LaSalle
Karen Schneiders, CDOT
Dennis Wagner, Town of Windsor
Amanda Brimmer, RAQC*
Aaron Bustow, Federal Highway Administration*
Paul Lee, CDPHE*

Transit Representatives

Christopher Barnes, COLT* (Loveland Alternate)
Will Jones, GET* (Greeley Alternate)
Kurt Ravenschlag, Transfort* (Fort Collins Alternate)
Gary Thomas, SAINT*

**Indicates Non-Voting Member*

Weld County Mobility Coordinating Committee

Mary Lu Walton, Envision – *Chair*
DeeAnn Groves, Senior Resource Services – *Co-Chair*
Tim Marquart, CO Dept. of Labor & Employment
Julie Glover, Greeley Center for Independence
Jenn Palmer, Greeley Center for Independence
Will Jones, GET
Doreen Baker, North Range Behavioral Health
Libby Goode-Grasmick, Sunrise Community Health
Brad Taylor, Weld Advocacy Network for Disabilities (WAND)
Lyle SmithGraybeale, Weld County United Way

North Front Range Metropolitan Planning Organization

The goal of the NFRMPO is to enhance mobility and air quality within Northern Colorado by developing cooperative, working relationships and financial partnerships among member governments, the Colorado Department of Transportation, Federal Highway Administration, Federal Transit Administration, and other public agencies as well as the private sector.

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