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 Joan Shaffer
 City of Loveland
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 Town of Milliken
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 Commissioner Sean Conway- Past Chair
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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
 Renae Steffen
 Administrative Director
 Crystal Hedberg
 Finance and Operations Manager

Next Council Meeting
August 4, 2016
Riverside Library & Cultural
Event Center-Banquet Room
3700 Golden Street
Evans, CO

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL MEETING AGENDA

July 7, 2016
 Severance Town Hall
 3 S Timber Ridge Parkway
 Severance, CO

Council Dinner 5:30 p.m.
 MPO Council Meeting – 6:00 to 8:30 p.m.

Pledge of Allegiance

2-Minute Public Comment (accepted on items not on the Agenda)

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-June 2, 2016 (Pg. 7)

Lead Planning Agency for Air Quality Agenda

Estimated Time

COUNCIL REPORTS:

3. Air Pollution Control Division Report
4. Regional Air Quality Council (RAQC) (Pg. 15) Blackmore/Horak 5 min

Metropolitan Planning Organization (MPO) Agenda

Estimated Time

REPORTS:

5. Executive Director Report (Pg. 15) Terri Blackmore 5 min
6. Report of the Chair Gerry Horak 5 min
 - Northern Colorado Airports
7. Finance (Pg. 18) Tom Donnelly 5 min
8. TAC (Pg. 21) (Written Report)
9. Mobility (Pg. 23) (Written Report)

ACTION ITEM:

10. 1st Quarter 2016 Unaudited Financial Statements & Investment Report (Pg. 26) Crystal Hedberg 5 min
11. Revision Process for CMP Travel Time Index Target (Pg. 37) Medora Kealy 10 min
12. 2016 CMP Annual Report (Pg. 41) Medora Kealy 5 min
13. CDOT Request for Reallocation of STP Metro Funds (Pg. 50) Blackmore/Olson 10 min

DISCUSSION ITEMS:

14. NFRMPO Schedule of Work (Pg. 53)
 - UPWP
 - Northern Colorado Freight Plan
 - Non-Motorized Plan
 - Call for Projects Blackmore/Karasko/Buckley 20 min

COUNCIL REPORTS:

15 min

- | | |
|----------------------------------|-----------------|
| Transportation Commission Report | Kathy Gilliland |
| CDOT Region 4 Report | Johnny Olson |
| North I-25 Coalition | Joan Shaffer |
| Highway 34 Coalition | Sean Conway |
| STAC (Pg. 56) | Sean Conway |
| Host Council Member Report | Don Brookshire |
| Other Council Members Reports | Council Members |

MEETING WRAP-UP:

5 min

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



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically 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 MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
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

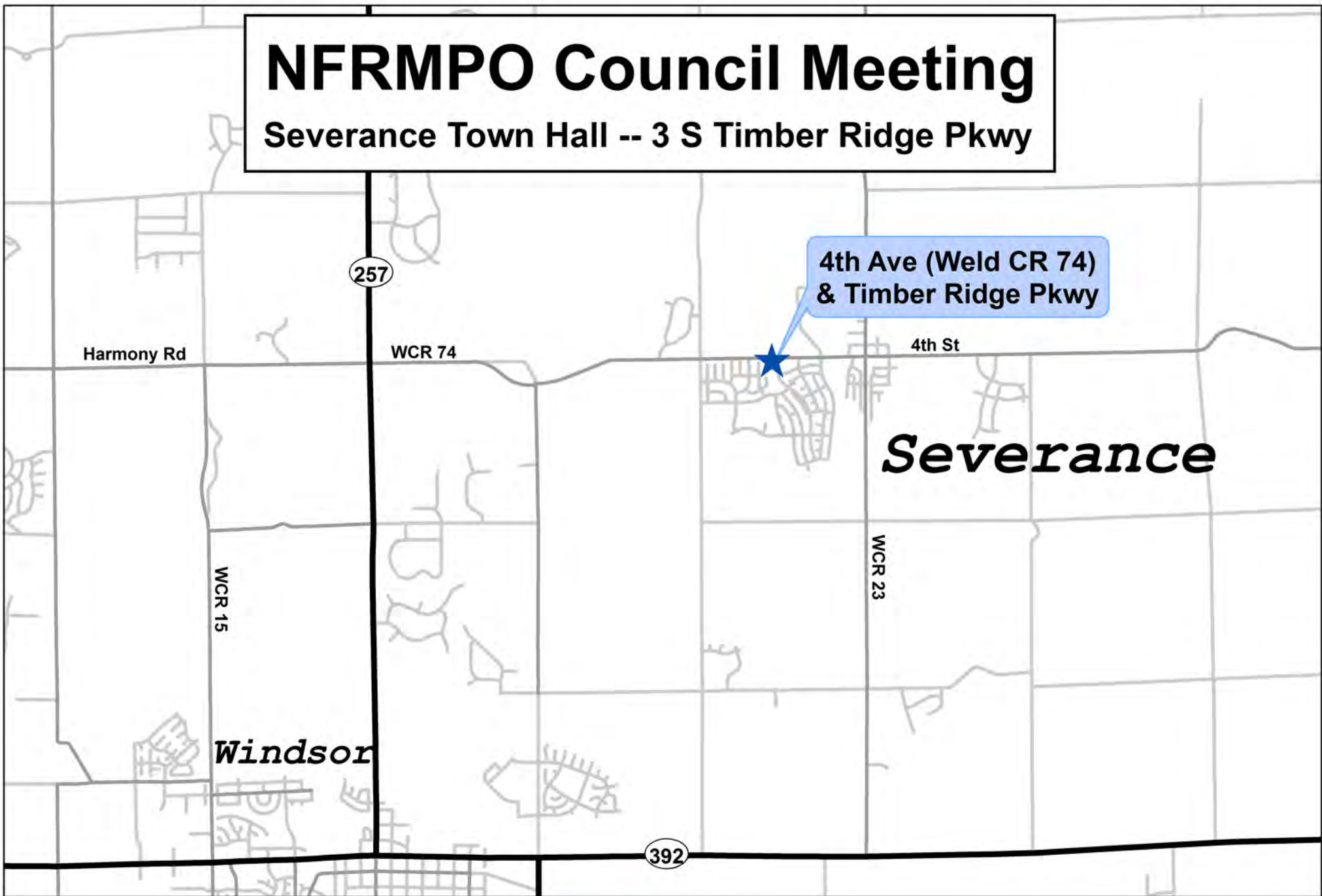
1310	State funds for surface transportation
5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding 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 ₃	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

NFRMPO Council Meeting

Severance Town Hall -- 3 S Timber Ridge Pkwy



June 2, 2016 Council Meeting Minutes

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

**June 2, 2016
6 p.m.
Greeley Recreation Center
651 10th Ave., Rooms A&B
Greeley, CO**

Voting Members

Present

Gerry Horak-Chair -Fort Collins
Jennifer Baker -Berthoud
Kevin Ross -Eaton
John Morris -Evans
Tom Norton -Greeley
Tom Donnelly -Larimer County
Paula Cochran -LaSalle
Joan Shaffer -Loveland
Linda Meisner -Milliken
Kathy Gilliland -Trans. Comm.
Sean Conway -Weld County

Absent

Chris Colclasure - CDPHE
Troy Mellon - Johnstown
Don Brookshire - Severance
Paul Steinway - Timnath
Kristie Melendez - Windsor

*No member -Garden City

MPO Staff:

Terri Blackmore, Executive Director; Becky Karasko, Regional Transportation Planning Director; Renae Steffen, Administrative Director; Crystal Hedberg, Finance and Operations Manager; Aaron Buckley and Medora Kealy, Transportation Planners.

In Attendance:

Eric Bracke, Megan Castle, Mark Clark , Jim Eussen, Aaron Greco, Joel Hemesath, Myron Hora, Will Jones, Janet Lindquist, Ken Lloyd, Suzette Mallette, Suzanne O'Neill, Johnny Olson, Karen Schneiders, Fred Starr, Gary Thomas, Dennis Wagner, Randy Watkins.

Vice Chair Ross called the MPO Council meeting to order at 6:00 p.m.

PUBLIC COMMENT:

There was no public comment.

APPROVAL OF THE MEETING AGENDA:

Conway ***moved*** to approve the agenda. The motion was ***seconded*** and ***passed*** unanimously.

APPROVAL OF THE MINUTES:

Conway ***moved*** to approve the May 5, 2016 meeting minutes with one minor correction. The motion was ***seconded*** and ***passed*** unanimously.

Lead Planning Agency for Air Quality Agenda

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

Air Pollution Control Division Report

A written report was provided.

Regional Air Quality Council –RAQC

A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

Vice Chair Ross opened the MPO portion of the meeting.

REPORTS:

Executive Director Report:

Terri Blackmore, Executive Director, briefly reviewed information from the June 2016 Director's Report Addendum highlighting the information for commenting on the State Implementation Plan at the June 3rd RAQC meeting, the availability of the 2040 RTP Brochure, which was provided, and the hiring of Shane Armstrong for the position of Van Pool Services Coordinator.

Report of the Chair:

Vice Chair Ross recommended that the Report of the Chair be moved to the Council Reports section of the meeting as Chair Horak was not yet present at the meeting. Council agreed to move the item.

TAC:

A written report was provided.

Finance:

Ross briefly reviewed information from the May 19, 2016 Finance Committee Meeting Minutes and noted that due to population adjustments and a lower budget for 2017, all of the communities local matches, except for Timnath whose population numbers had increased more than the other communities will be lower than last year. The new match amounts will be disseminated to the communities after the budget is adopted.

CONSENT ITEM:

2016 Q2 TIP Amendment-

*Conway **moved** to approve Resolution 2016-08 Adopting an Amendment to the FY2016-2019 Transportation Improvement Program (TIP) Regarding FTA\$5307, FTA\$5310, §5339, and FASTER Projects for FY2016 and FY2017. The motion was **seconded** and it **passed** unanimously.*

ACTION ITEMS:

2015 Audited Financial Statements

Randy Watkins, Partner, Governmental and Nonprofit Organizations, Anton, Collins, Mitchell, LLP, thanked Crystal Hedberg, Operations and Financial Manager, and others from the MPO staff for being instrumental with the audit process as a whole, and reviewed the NFRT&AQPT Financial statements & Independent Auditor's Report for Year Ended December 31, 2015 with the Council. Norton asked how the audit interrelated with federal audit requirements with FHWA and the Colorado Comptroller. Watkins explained that although the audit will go to the Federal Audit Clearinghouse and could come up randomly for review, the report had no language that should trigger a State or Federal audit. Morris asked what the intent was of the VanGo™ Enterprise Fund. Watkins explained that the intent this enterprise fund is to cover as much of the expenditures through charges for services and not have any

significant amount of VanGo™ resources come from the NFRMPO's general fund. He cited that there were no issues with significant transfers being made and therefore no concern regarding exceeding the limit for this type of fund. Donnelley asked if the results from an upcoming requested study of the VanGo™ program could show a conflict with the separation of the funds. Blackmore responded that because the study being considered was about fare-setting, the fare policy and the possibility of having an app developed that would simplify reporting for NTD, there should not be a conflict. Watkins then reviewed the NFRT&AQPT Audit Wrap-Up June 2, 2016. Council members commended the auditors, MPO staff, MPO Finance Committee and Ross on the successful audit process.

*Conway **moved** to approve the 2015 Audited Financial Statement. The motion was **seconded** and it **passed** unanimously.*

Vice Chair Ross turned the meeting over to Chair Horak at 6:29 p.m.

FY2017 UPWP

Blackmore briefly reviewed information from the FY 2017 Unified Planning Work Program (UPWP) memo with the Council. Norton asked what items had the most critical timelines. Blackmore replied that the most significant projects were currently the alignment of the completed freight plan with the State's Multimodal Freight Plan the Non-motorized Plan, VanGo™ Operations, and preparation for the Long Range Plan data collection. Norton requested that Blackmore provide a schedule of the timelines for those projects at the July 7th Council meeting. Blackmore agreed to provide a schedule to the TAC in June and then the Council in July.

*Norton **moved** to approve Resolution 2016-09 Approving the FY 2017 Unified Planning Work Program (UPWP) and Budget. The motion was **seconded** and it **passed** unanimously.*

Approval of Funding of MPO Remodel

Crystal Hedberg, Operations and Finance Manager, briefly reviewed the information from Resolution 2016-10 and Exhibit A, Loan Amortization Schedule, with the Council. Conway asked how the interest rate was determined. Hedberg explained that the rate of 0.11% was chosen because it was the currently the rate they were earning from the bank, therefore there would be no loss of income for VanGo™. Measner asked if that rate was fixed or variable. Hedberg replied that it was a fixed rate. Horak added that the loan could be reviewed and revised if interest rates changed dramatically during the term of the loan. Ross asked what the total amount of interest was to be paid out. Hedberg replied it was approximately \$185. Norton identified the importance of MPO staff ensuring that the loan stays in balance and communicating any concerns to the Finance Committee who would also keep the Council updated. Council agreed that would be an appropriate course of action. Horak inquired about the schedule for the office construction. Hedberg responded that the construction schedule had not been finalized yet because the final revision of the lease was just sent back to Blue Ocean for approval and then would need to be signed by both parties, but she assumed construction would begin very soon. Horak commended the MPO staff and Finance Committee on both the decision to reduce the space in order to reduce overhead and choosing a loan option that did not add to the monthly lease payment.

*Conway **moved** to approve Resolution 2016-10 Authorizing a Loan from the VanGo™ Enterprise Fund to the North Front Range Metropolitan Planning Organization. The motion was **seconded** and it **passed** unanimously.*

PRESENTATIONS:

Denver/North Front Range Moderate Area Ozone SIP

Ken Lloyd, Regional Air Quality Council Executive Director gave the Draft Proposed Ozone State Implementation Plan (SIP) presentation to the Council. Donnelly questioned if the new EPA standard

of 70 ppb which will be implemented in the North Front Range region in the fall, was even attainable. Lloyd identified that even though approximately 75% of the ozone coming into the region comes from sources outside of the State, it is possible to control 15-20 ppb because it is locally produced. Donnelly questioned what strategies were being proposed by the State to help get Northern Colorado into containment. Lloyd responded that he did not currently have information on that and stated that although the situation is very challenging, progress is being made, specifically with lowering mobile-source emissions, clean local power plants, possible renewable energies, and the continued technical advancements in oil and gas. Lloyd also noted that because EPA had already predicted that Northern Colorado was one of the areas that would not meet the new standard, the RAQC would be running their own, more sophisticated, modeling over the next few years. Their goal will be to determine what it would actually take to achieve that standard. One major concern is that the timeframes for reaching standards were set in the Clean Air Act twenty-five years ago. He indicated that there was a bill that he believed had passed in the House that would extend the period of time in which EPA could make any new designations and that may allow an extension to 2026 if it passes. Blackmore asked if Northern Colorado could separate from Denver and reach attainment on their own if they do meet the new standard, as they can determine conformity independently. Lloyd responded that was unfortunately not an option. Council discussion ensued on the seemingly impossible challenges the region is facing regarding containment as long as they are connected to Denver. Lloyd sympathized with the Council and ensured them that efforts were being made. He also indicated that there was a provision in the Clean Air Act that identifies what other states' responsibility will be in assisting Colorado with meeting their standard, although that impact will be very minimal. Horak thanked Lloyd and the RAQC for their efforts and support.

Express Lane/I-25 Expansion

Megan Castle, CDOT Communications Manager, presented CDOT's Express Lane Overview to the Council. In discussing the Express Lane public outreach efforts Castle noted that carpool requirements for I-25 will increase to driver plus 2 on January 1, 2017. Conway inquired about the status of the Highlands Ranch Coalition's C-470 Expansion law suit with FHWA and CDOT. Castle replied that she believed CDOT had done their due-diligence and she was confident that project would be allowed to continue in the future. Norton encouraged Castle and CDOT to continue to go forward in spite of the suit. Morris asked why there was not an HOV lane in the C-470 Express Lanes project. Castle responded that through their environmental process and working with the communities it was not deemed cost effective to have free HOV on that corridor. Donnelly noted that there were some numbers on the C-470 slide did not calculate correctly and asked how much money they would be able to borrow on toll revenue. Castle replied that she was not certain of that amount and corrected the project cost at approximately \$316M with financing. Horak questioned why motorcycles were exempt from fees and encouraged to ride in HOV lanes. Castle replied that it has been determined that managed lanes are safer for motorcycles than switching repeatedly between multiple lanes. Conway noted that is mandated by the State Legislature and CDOT has to comply. Horak asked for an update on signage for where the toll lane on the north connects to the toll lane heading southbound on North I-25 segment two. She indicated that CDOT is still reviewing that location.

Rural Regional Statewide Bus Network

Suzanne O'Neill, Transit Planner/Principal, TransitPlus, Inc., gave the Statewide Rural Regional Bus Network presentation to the Council. Norton inquired whether CDOT's Division of Transit and Rail (DTR) was considering the use of medical vouchers that included transportation in a pay-as-you-go type of program rather than a general subsidy that only fits a certain classification of need for passengers. O'Neill replied that they attempt to balance many needs in the process of route and service planning, and cited additional assistance directly to the desired medical facility as an example. The goal is to find the ideal provision between different types of transportation services available through the different federal programs. The Non-Emergency Medical Transit (NEMT) is a favorable choice because it provides key subsidies and works with a pay-as-you-go voucher; however the rules in using the program can make it less than ideal. CDOT is in communication with Colorado Department of Health Care Policy and Financing to find a corridor where they can run an NEMT pilot program in which they could partner. Norton suggested that having Governor Hickenlooper write an Executive Order to get the program up and running would be a practical cost-effective approach that

he would readily support. O'Neill indicated that CDOT was looking at that approach but had encountered many political hurdles. She was happy to hear Norton would offer his support. Norton asked what bus service options were being considered between US 85 and I-25 citing that the last mile is the most critical piece for everyone involved as it requires transit services from the nearby communities. O'Neill responded that CDOT is currently looking at reverse-commute service on those two corridors as well as stops in the Carbon Valley area are part of the Bustang expansion plan. She added that in CDOT's Intercity and Regional Bus Network Plan, the connection between Greeley and Fort Collins is also a priority in their planning. Will Jones, Greeley-Evans Transit Manager, stated that it was important to keep US 85 service covered with Bustang for service into Denver and added that the funding piece will be interesting as there is only \$500K identified for Regional service in the FASTER program, which is also the potential funding pot for the regional route between Greeley and Fort Collins.

Norton asked for Conway's input on a transportation voucher program for Weld County. Conway expressed his frustration with the health care policies associated with that type of transit option, citing that Weld County had attempted to implement a program but it had been taken over by the State and is now managed by Total Transit, a mobility management company based out of Arizona. Norton raised the question of whether the MPO should step in to force the issue and get CDOT and Health Services on the same page. The Council engaged in a robust discussion on the need for low income health trips for veterans, senior citizens, Medicaid recipients and others. Blackmore identified that the NFRMPO's Human Services Coordinated Plan, being led by Alex Gordon, Transportation Planner/Mobility Coordinator, does identify the need to get people to medical appointments. Conway agreed to work with other entities to look at viable solutions. O'Neill committed to share the Council's comments and concerns with CDOT and then follow up with Blackmore to address the issue and possibly form a coalition.

DISCUSSION ITEMS:

Bike/Traffic Counters Update

Aaron Buckley, Transportation Planner, briefly reviewed information on the location of permanent counters and the first month's data. He also noted the MPO has three mobile counters that may be used by local community members if a staff person had been trained on their installation. Any community wishing to use the counters should contact Aaron at abuckley@nfrmpo.org.

CMP Annual Report

Medora Kealy, Transportation Planner, reviewed the Draft 2016 Congestion Management Process Annual Report with the Council. Blackmore noted that there is no solid definition of the term congestion. She also suggested that it may be more beneficial if the target is set after congestion has been reviewed. Norton jubilantly agreed. Council discussion ensued regarding the accuracy of the report's data, the targets used, and the threshold previously set by the Council. Horak concluded the discussion by requesting that MPO staff take their suggested recommendations for the 2017 NFRMPO targets as a discussion item to the TAC meeting on June 15th with a focus on what the underlying assumptions are and what the overall goal is. The TAC's discussion and additional recommendations on the process going forward will then go to the Council in July for discussion. Blackmore indicated that there was a requirement to report their current findings on the approved target back to FHWA, regardless of their accuracy or positivity. Horak clarified that both TAC and Council would go forward with voting on the adoption of the 2016 CMP Annual Report as an action item at their next meetings. Horak thanked Kealy for her presentation.

COUNCIL REPORTS:

Transportation Commission Report

Gilliland reported that the kick-off for the Berthoud Hill Climbing lane was held on May 26, 2016 with many local elected officials in attendance as well as the media. She expressed her appreciation to everyone involved in the project.

CDOT Region 4

Olson provided the 2016 Major Northeast Colorado CDOT Projects and NFRMPO Area Project Status Updates (31 May 2016) to the Council. He then commented to the Council that CDOT was looking for a TAC representative for the North I-25 Charter and that the person chosen would need to be a subject matter expert and that the position would require extreme confidentiality in handling the solicitation package. They are very confident that there will be a significant base project done on I-25 and they want to be prepared when the TIGER or FASTLANE Grant is potentially awarded in September. He added that no decision had been made on a candidate for the position but soon they would be reaching out to the participating communities with an email listing the qualifications. Olson briefly reviewed the Project Status Update with the Council noting that the SH 14 Bridge Project was inadvertently omitted from the list. Horak suggested a modification to the detour near the SH 14 Bridge. Olson indicated that he would need to look into the project more to ensure it would in no way interfere with their qualifications for the TIGER Grant. Donnelly inquired about getting an improved railroad switch at Riverside and Lemay in Fort Collins that consistently backs up traffic. Horak indicated that Fort Collins was working with BNSF on a multi-faceted solution for that switch location.

North I-25 Coalition

Conway reported that Steve Tool, Sandra Solin and David May had debriefed the members on the 2016 Legislative Session and the progress made. The North I-25 Coalition plans to invite State Senators to a future meeting as they prepare for the 2017 Legislative Session.

STAC Report

A written report was provided. Conway added that they were requesting suggestions for their upcoming retreat.

Host Council Report

Norton thanked everyone for coming to Greeley and encouraged them to return for the Greeley Stampede June 23 - July 4. He reported that the City of Greeley currently has \$12M in transportation construction projects throughout the city.

Evans- Morris reported that the City of Evans has many new projects starting construction and development in the next several weeks.

Milliken- Measner announced that Milliken has raised 30% of the \$2M needed for the design/build of a storm water drainage system that will help mitigate some of the flooding on Josephine Street. The town hopes to receive a FEMA grant they applied for recently. The Milliken Police Department received a \$7,000 grant for DUI enforcement.

Larimer County- Donnelly reported that paving had begun on CR 23.

LaSalle- Cochran announced that the Dove Hill Subdivision would bring 70 new homes to the town. She also noted that La Salle Day is July 16th.

Berthoud- Baker reported that Berthoud Day was June 4th. She noted that the town is very excited about the Berthoud Climbing Hill project and the repaving of SH 56 and noted how crucial these projects are to the new Love's Travel Center, existing industrial development and the community as a whole.

Weld County- Conway announced that the Weld County Road 49 Project will start construction on the south end of the corridor in June and encouraged everyone to go to the Weld County website to get

digital WCR 49 updates delivered to their cell phone or email. The WCR 49 Corridor Project Information Line is 970-573-6800.

Eaton- Ross thanked Olson and CDOT for their work on SH 392 at Lucerne. He invited everyone to Eaton Days July 8-10 and noted that a new subdivision will bring 200 new homes to Eaton.

Fort Collins- Horak announced that there would be a meeting with local officials from Northern Colorado and Sarah Feinberg, Administrator of the Federal Railroad Administration at the Loveland Public Works Offices on June 17th. The roundtable discussion on the Train Horn Rule will be open to elected officials.

MEETING WRAP-UP:

Final Public Comment:

Gary Thomas, SAINT Executive Director, thanked the Council for discussing the need for Medicaid transportation, as it is a very important issue.

Next Month's Agenda Topic Suggestions:

- 1) CMP Target recommendations for 2017

The meeting was adjourned at 9:00 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Executive Director Report: July 2016

July 2016 Director's Report

Regional Air Quality Council (RAQC)

- The RAQC will recommend the 75ppb SIP to the Air Quality Council on June 30
- The new SIP takes effect as soon as it is accepted by the Environmental Protection Agency which is expected in May 2017
- RACQ will initiate the 70ppb SIP after June 30
- The Governor has reappointed me to RAQC

Fix N I-25

- The FHWA received 212 applications totaling nearly \$9.8B, 136 urban applications and 76 for rural programs
- Only \$800M is available for FY 2016 so the program received applications valued at 13 times the funds available.
- The NFRMPO received a request for additional information on the FASTLANE on June 13 on the committed funding and confirmation that the project would not move forward without federal funding support
- The NFRMPO was given only 28 hours to respond
- The local communities and a developer committed the \$25M Funding Commitments requested to match the FASTLANE and TIGER grants are listed below:
 - Larimer County communities - \$5M over 5 years
 - Larimer County - \$5M
 - Loveland - \$2M over 3 years
 - Fort Collins - \$2.25 M over 2 years
 - Windsor - \$1M over 3 years
 - Johnstown – \$1M over 3 years
 - McWhinney – \$6M and ROW still under consideration
 - Timnath - \$0.5M over 3 years
 - Weld County - \$2M
 - Berthoud - \$.25M over three years
- The next N I-25 Funding Subcommittee meeting is scheduled for August 12 from 11:30 to 1:00 pm at Perkins at Crossroads

VanGo™ Restructuring

- Shane Armstrong is working full-time as the VanGo Customer Service representative
- The NFRMPO has offered a full-time position to Valerie Vollman for VanGo administrative work and limited MPO administrative support

VanGo™

- MPO/VanGo™ staff are working with FTA and Transfort to identify a process that allows the sale of FTA funded vans without having to return 80% of the funding
- The MPO/VanGo received a FY 2017 FASTER award of \$186K for vehicle acquisition
- The MPO is working to update an IGA with the City of Fort Collins for the maintenance of the VanGo™ vehicles
- The MPO is meeting with Loveland to discuss a possible IGA for VanGo maintenance
- VanGo™ will be sending out an RFP for a fare study and an app for NTD reporting.

FY 2017 Unified Planning Work Program (UPWP)

- Staff have sent the UPWP and CPG scope of work to CDOT for completion of the FY 2017 contract

NFRMPO Audit

- MPO will be releasing an Request for Qualifications for an auditor that requests both a federal audit according to the new uniform guidance for funding over \$750K and for an audit if the MPO spends less than \$750 in federal funds

Local Community Training for new Bike/Auto and Bike/Pedestrian Counters

- The three mobile counters will be loaned out to local community members according to a schedule identified annually by all members.
- For more information on the training or to reserve the counters, contact Aaron Buckley at 970-416-2309 or by email abuckley@nfrmpo.org

Mobility Committees

- The Weld County Mobility Committee met on May 24 and the next meeting is July 26
- The Larimer County Mobility Committee met on June 16 and the next meeting is scheduled for August 18

Hill N Park

- Alex Gordon is serving on the Hill N Park Transit Subcommittee and Aaron Buckley is serving on the Hill N Park Non-motorized Subcommittee

NFRMPO Documents available electronically or as paper copies

- To assist with public outreach, staff has designed and printed the following documents:
 - NFRMPO and VanGo™ Brochures
 - 2015 Annual Report
 - **2040 RTP Brochure**
 - Mobility Postcards
 - Mobility Rider's Guide
 - Quarterly Newsletter
- Any Planning Council member who would like extra copies of any of the documents contact me at tblackmore@nfrmpo.org

COMMITTEE REPORT: Finance – June 16, 2016

Finance Committee Report

- Finance Committee met on June 16, 2016
- The committee reviewed the 1st Qtr. 2015 Unaudited Financial Statements and Investment Report
- The Finance Committee recommends Council accept the 1st Qtr. Unaudited Financial Statements and Investment Report
- The office lease has been signed.
- Blue Ocean, the landlord, and the MPO will meet to approve plans for the remodel.
- Staff is meeting with Ridepro to begin the update for the VanGo website.

Meeting Minutes of the
Finance Committee of the North Front Range Transportation & Air Quality Planning Council

June 16, 2016
7:15 a.m.
Egg & I
1205 Main Street
Windsor, CO

Members Present

Tom Donnelly
Kevin Ross

MPO Staff Present

Crystal Hedberg
Terri Blackmore

Guests Present

Gerry Horak

Approval of Minutes:

Donnelly moved to approve the May 19, 2016 meeting minutes. The motion passed unanimously.

1st Quarter 2016 Unaudited Financial Statements and investment report.

The 1st quarter 2016 unaudited financial statements were reviewed. Crystal Hedberg, Financial Manager, noted there was nothing out of the ordinary reflected in the financial statements. Donnelly made a motion to recommend council accept the 1st quarter 2016 unaudited financial statements. The motion passed.

Update on Lease and Construction

The Finance Committee was notified the lease had been signed by the MPO. Blue Ocean has indicated they will pick the lease up before the week's end. Once the lease is executed, Blue Ocean and the MPO will approve a mutually acceptable space plan for the construction.

VanGo website update

A conference call will occur June 16, 2016 to set some basic dates for the overall project to upgrade GreenRide (current VanGo website) to RidePro.

COMMITTEE REPORT: TAC – June 15, 2016

**Executive Summary of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
June 15, 2016**

APPROVAL OF THE MAY 18, 2016 TAC MINUTES

The May 18, 2016 TAC meeting minutes were approved unanimously.

CONSENT AGENDA

2016 CMP Annual Report – Bracke requested the 2016 CMP Annual Report be pulled from the Consent Agenda.

ACTION ITEMS

2016 CMP Annual Report – Bracke moved to recommend Planning Council approve the 2016 CMP Annual Report, noting the report is inaccurate, should not be used for project selection, and improvements will be made for the next CMP Annual Report. The motion was approved unanimously.

OUTSIDE PARTNERS REPORTS (verbal)

Northern Colorado (NoCo) Bike & Ped Collaborative – Willis reported Karen Schneiders presented on Transportation Alternatives (TA) funding at the June 8 NoCo meeting.

Regional Transit Items – Barnes stated the Loveland City Council transit workshop is on July 26, not June 26. Jones stated CDOT provided additional funding for the GET Transfer Center.

Regional Air Quality Council – Brimmer stated the final draft State Implementation Plan (SIP) will be posted by June 17 and there were no public comments at the June 3 RAQC meeting. Written public comments will be accepted through June 24, and RAQC will take official action on June 30. New motor vehicle emission budgets are being finalized for the SIP. Gordon reported on promotional items for public outreach events for the OzoneAware campaign this summer.

DISCUSSION

US 34 PEL Studies Partnerships – Dan Mattson, CDOT Project Engineer, stated the draft scope of work for the US 34 PEL was presented to the US 34 Coalition on May 23. Comments on the draft scope are due June 15. The scope will be finalized July 2 and the RFP will be released July 5.

Additional STP Metro and CMAQ Funding Allocation – Karasko reported on updates to the reconciliation adjustments. As of April 30, 2016, \$265,751 is available for STP Metro and \$243,926 is available for CMAQ. Schneiders stated the next reconciliation will occur before the July TAC meeting. TAC members requested the allocation discussion return as an action item in July and include the next reconciliation for allocation.

Calibration of TTI Performance Measure Target – Kealy stated Planning Council requested TAC identify locations of congestion to revise the target for the Travel Time Index (TTI). TAC members worked in groups to identify congested locations on Regionally Significant Corridor (RSC) maps with INRIX data. Kealy stated staff will consolidate feedback, compare identified locations to 2015 INRIX TTI data, and bring the item back for discussion in July.

FY2020-20121 Call for Projects—CMAQ – Gordon stated four categories will be used for the CMAQ Call for Projects and funding targets will be based on the previous Call. A map of the project location will be required for all funding pools. Blackmore asked if it is feasible for applications to be released in July and due in October, so conformity can be determined by May 2017. TAC members agreed the schedule is adequate.

COMMITTEE REPORT: Mobility- July 2016

NEED A RIDE?

noco.findmyride.info

Find Northern Colorado Transit Services Info @ noco.findmyride.info



Mobility Coordination In the North Front Range MPO



Senior Transportation Coalition Updates

During the June 2nd Senior Transportation Coalition (STC) meeting, STC members decided to move from a monthly meeting to a bi-monthly schedule. The STC will continue to meet at the Pathways Hospice location in Fort Collins. An updated schedule is posted on the NFRMPO website.

The STC will act as the steering committee for the Larimer County Senior Rural Transportation study. Based on the Larimer County Strategic Plan goals, the study will identify needs and existing services available to seniors living in rural Larimer County.

For more information about the STC, please visit the Mobility Coordination website at: <http://bit.ly/1LmDmdW>

Travel Trainings

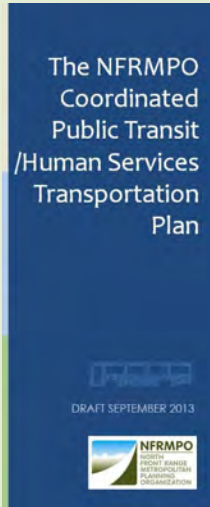


Multiple regional travel trainings have been held throughout 2016. Events in Berthoud, Fort Collins, and Loveland have brought dozens of residents together to learn about how to ride transit in the region. Travel trainings include information about different fare and pass options, how to read the bus schedule, plan a transit trip, sign up for bus route alerts, track a bus for its predicted arrival time, and sign up for transit news.

TRANSFORT

Transfort offers Travel Training on the third Thursday of each month. COLT offers Travel Training on the first Friday of each month. GET offers Travel Training on an as-needed basis. Information regarding how to sign up and participate in each program is available through each transit agency's website.

Coordination Plan Update



Beginning in October 2016, the Larimer and Weld County Mobility Committees will start work on the 2017 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan). The previous plan identifies regional and local needs, strategies, and goals to be addressed in the Mobility Committees' individual work plans.

The updated plan will review the 2013 NFRMPO Coordinated Plan, and identify regional and county-level needs, new goals and strategies, and possible projects for the two Mobility Committees. The planning process will begin with a joint meeting to identify regional goals, before each Mobility Committee identifies goals appropriate for each county. The NFRMPO Planning Council will adopt the Coordinated Plan in December 2017.

Rider's Guides Updates

The Online Rider's Guide continues to be an important resource for the region. More than 450 users have logged onto the online service to find potential service matches, with 92 percent of users being new.

To request printed Rider's Guides, contact Alex Gordon at agordon@nfrmpo.org or (970) 416-2023.

Larimer County Mobility Committee
Third Thursday every other month
1:30 p.m. — 3:00 p.m.
Location posted on NFRMPO website



Weld County Mobility Committee
Fourth Tuesday every other month
1:30 p.m. — 3:00 p.m.
Greeley Chamber of Commerce

Mobility Management Funding

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

NFRMPO mobility coordination program activities are centered on education and cooperative resource -sharing to use existing transportation dollars most efficiently. Examples include travel training, cooperative research, public forums, program implementation, FTA grant administration and public education.

Funding has been secured through September 2016. NFRMPO staff submitted applications for \$5310 funds to both CDOT and Fort Collins for 2017 funding.

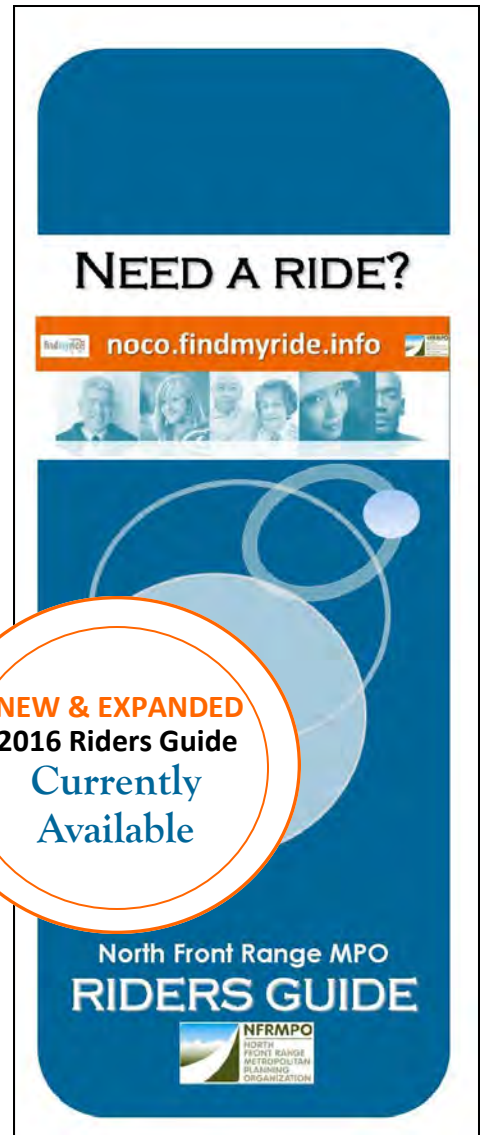


Larimer County Mobility Committee

- 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

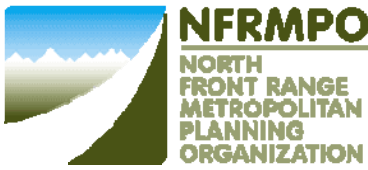
Weld County Mobility Committee

- 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



For additional meeting details including agendas, notes & meeting location, visit www.nfrmpo.org

**ACTION ITEM: 1st Quarter 2016 Unaudited Financial
Statements and Investment Report**



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

MPO Planning Council

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Mayor Kevin Ross- Vice Chair
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Jennifer Baker
Town of Berthoud
Mayor John Morris
City of Evans
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
Joan Shaffer
City of Loveland
Mayor Pro-Tem Linda Measner
Town of Milliken
Mayor Don Brookshire
Town of Severance
Paul Steinway
Town of Timnath
Commissioner Sean Conway- Past Chair
Weld County
Mayor Kristie Melendez
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 and Operations Manager*

Memorandum

To: NFRMPO Council

From: Crystal Hedberg

Date: July 7, 2016

Re: CY 2016 1st Quarter Unaudited Financial Statements

The NFRMPO Unaudited Financial Statements for the 1st Quarter of Calendar Year 2016 are attached for your review and acceptance. This includes financial statements for the North Front Range Transportation and Air Quality Planning (Combined), the Metropolitan Planning Organization (MPO) and the VanGo™ program (Vango). (See note below for basis of accounting and explanation of indirect costs.)

The NFRMPO 2016 revenues for 1st Quarter were \$372,251 (\$187,738 MPO and \$184,513 VanGo). The NFRMPO 2016 expenditures for the 1st Quarter were \$423,487 (\$241,953 MPO and \$181,535 VanGo). The first quarter expenditures exceeded revenues resulting in a net deficiency of \$51,236 (\$54,215 deficiency for the MPO and \$2,978 surplus for VanGo), resulting in the year-to-date expenditures over revenues of \$51,236 (\$54,215 deficiency for the MPO and \$2,978 surplus for VanGo) Part of the MPO deficiency was a result of the servers crashing which required additional consulting time and hardware costs. Three fourths of the audit costs were billed in the 1 quarter. Both of these items are recouped through indirect costs. (See Note 1) Detail notes regarding budget variances are provided on the individual statements.

The NFRMPO March 31, 2016 Unaudited Statement of Net Assets (Balance Sheet) is attached for your review and acceptance. The NFRMPO has net fixed assets of 794,221 (\$29,078 MPO and \$765,143 VanGo), savings of \$737,807 (\$246,052 MPO and \$491,756 VanGo) and investments of \$955,998 (\$121,176 MPO and \$834,823 VanGo) that provide the cash flow while the organization awaits reimbursements from CDOT.

Action

The Finance Committee recommends that the NFRMPO Council review and accept the CY 2016 1st Quarter Unaudited Financial Statements dated March 31, 2016.

Note:1

The NFRMPO operates on an accrual basis for the CY 2016 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 2016 indirect cost rate was calculated using the 2014 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.

North Front Range Transportation Air Quality Planning Council
Statement of Fund Balance
For the Three Months Ending Thursday, March 31, 2016

ASSETS

Cash and Cash	
Equivalents	\$447,385
Cash-Savings	737,807
Investments	955,998
Receivables	930,670
Prepays	5,010
Capital Assets, net	794,221
Grant Receivables for	
Long Term Liabilities	27,796
Total Assets	<u><u>3,898,888</u></u>

LIABILITIES AND NET
ASSETS

LIABILITIES

Accounts Payable and	
Accrued Liabilities	127,878
Deferred Revenue	261,581
Long-Term Liabilities	
Capital Leases	
Accumulated Leave	44,161
Total Liabilities	<u><u>433,620</u></u>

FUND BALANCE

Unreserved	3,516,503
Current Year Revenue	
over (under) Expenditures	<u>(51,236)</u>
Total Fund Balance	<u><u>3,465,267</u></u>

Total Liabilities and Fund	
Balance	<u><u>3,898,888</u></u>

North Front Range Transportation Air Quality Planning Council
 Unaudited Revenues, Expenditures, Changes in Fund Balance
 For the Three Months Ending Thursday, March 31, 2016

	2016	2016	2016	2016	2016	2016	%
	1st Qtr Budget	1st Qtr	Quarterly Variance	Annual Budget	1st Qtr Year to Date	Annual Variance	Complete
REVENUE							
FHWA - Federal Income - CPG	\$239,600	\$123,723	\$115,877	\$958,400	\$123,723	\$834,677	12.91%
FHWA - Federal Income - STP-Metro - Matched	88,067	9,612	78,455	352,267	9,612	342,655	2.73% ①
State Planning Funds							
State-APCD	7,500	4,939	2,561	30,000	4,939	25,061	16.46%
State - FASTER Funds	60,000		60,000	240,000		240,000	0.00%
FTA - Federal income - Section 5310	12,400	14,446	(2,046)	49,600	14,446	35,154	29.13%
Subtotal Grant Revenue	407,567	152,720	256,097	1,635,267	152,720	1,482,547	9.34%
Local match - Member Entities	71,853	34,344	37,509	287,413	34,344	253,069	11.95%
100% Local	3,500	3	(3)	14,000	3	13,997	0.00% ②
Subtotal Local - All Sources	75,353	34,347	37,506	301,413	34,347	267,066	11.40%
Program Revenue - Fares	265,657	182,921	82,736	1,062,628	182,921	879,707	17.21%
City of Fort Collins Funds	104,465		104,465	417,862		417,862	0.00% ③
Subtotal VanGo Revenue-All Sources	370,122	182,921	187,202	1,480,490	182,921	1,297,569	12.36%
Miscellaneous Revenue		385	(385)		385	(385)	0.00%
Interest Earned		1,878	(1,878)		1,878	(1,878)	0.00%
Subtotal Other Revenue Sources		2,263	(2,263)		2,263	(2,263)	0.00%
Total Revenue- Combined Sources	853,042	372,251	478,542	3,417,170	372,251	3,044,919	10.89%
EXPENDITURES/EXPENSES							
Administration	76,863	39,709	37,154	307,450	39,709	267,741	12.92%
Transportation Planning	251,631	111,531	140,100	1,006,522	111,531	894,991	11.08%
VanGo	72,900	48,246	24,654	291,600	48,246	243,354	16.55%
Mobility Management	15,500	11,667	3,833	62,000	11,667	50,333	18.82%
Subtotal Payroll Expense	416,893	211,153	205,741	1,667,572	211,153	1,456,419	12.66%
Professional Services & Consulting	17,375	26,160	(8,785)	69,500	26,160	43,340	37.64% ④
Subtotal professional Services & Consulting	17,375	26,160	(8,785)	69,500	26,160	43,340	37.64%
Fleet Expense	175,302	109,533	65,769	701,207	109,533	591,674	15.62%
Insurance Expense	1,225	885	340	4,900	885	4,015	18.06%
Office Furniture/Equipment (non-cap)	14,000	147	13,853	56,000	147	55,853	0.26%
Office Supplies	1,375	869	506	5,500	869	4,631	15.79%
Communications (phone/data/fax)	2,750	2,272	478	11,000	2,272	8,728	20.66%
Postage	525	264	261	2,100	264	1,836	12.56%
Printing	700	700	700	2,800	700	2,800	0.00%
Rent	29,750	38,473	(8,723)	124,000	38,473	85,527	31.03%
Credit Card Fees (VanGo)	4,125	3,392	733	16,500	3,392	13,108	20.56%
Other Office Operating (Facility, Repairs, Furniture move, Recycling, Office Equipment Lease, Water)	7,925	7,035	890	31,700	7,035	24,665	22.19%
Dues, licensing and Subscriptions	1,516	7,574	(6,059)	6,063	7,574	(1,511)	124.93% ⑤
Maintenance Contracts - Copier maintenance/usage	13,073	8,605	4,468	52,292	8,605	43,687	16.46%
Software maintenance							
Other Operating Expenses		106	(106)		106	(106)	0.00%
Bad Debt (VanGo)							
Event/Meeting Expense	3,297	3,021	276	13,186	3,021	10,165	22.91%
Indirect Costs							0.00%
Travel/Conference/Training Expense	4,712	1,916	2,797	18,850	1,916	16,934	10.16%
Capitalized Equipment /Vehicles	158,500	2,084	156,416	634,000	2,084	631,916	0.33% ⑥
Pass Through JARC/New Freedom Funds							
Subtotal Other Expenses	418,775	186,176	232,599	1,680,098	186,176	1,493,922	11.17%
Total Expenditures/Expenses	853,042	423,487	429,555	3,417,170	423,487	2,993,683	12.44%
Excess/(Deficiency) of Revenue over Expenditures)	0	(51,236)	48,987	0	(51,236)	51,236	0.00%

- ① Projects funded with STP Metro Matched funds will be completed later in the year
- ② Local match is billed at year end
- ③ Annual allocation occurs in the fall after FTA publication in Federal Register
- ④ Audit costs occur during the first and second quarter.
- ⑤ The majority of annual dues are incurred during the first quarter of the year.
- ⑥ Vehicles will be purchased after the FASTER grant is executed.

<u>1st Quarter Professional Services & Consulting (1)</u>	1st Quarter			Year-to-Date			
	2016	2016		2016	2016		%
<u>Professional Services & Consulting Administration</u>	Budget	Actual	Variance Under (over)	Budget	Actual	Variance Under (over)	
<u>Information Technology Services</u>							
Greystone	\$ 7,500.00	\$ 8,337.50	\$ (837.50)	\$ 30,000.00	\$ 8,337.50	\$ 21,662.50	27.79%
Njevity	\$ -	\$ 218.75	\$ (218.75)		\$ 218.75	\$ (218.75)	0.00%
<u>Audit Services</u>							
Anton Collins Mitchell, LLP	\$ 3,250.00	\$ 9,375.00	\$ (6,125.00)	\$ 13,000.00	\$ 9,375.00	\$ 3,625.00	72.12%
<u>Legal Services</u>							
Bell, Gould & Scott PC	\$ 3,000.00	\$ 3,451.26	\$ (451.26)	\$ 12,000.00	\$ 3,451.26	\$ 8,548.74	28.76%
<u>Human Services</u>							
Office Team		\$ 3,946.49	\$ (3,946.49)		\$ 3,946.49	\$ (500.00)	0.00%
	\$ 13,750.00	\$ 25,329.00	\$ (11,579.00)	\$ 55,000.00	\$ 25,329.00	\$ 33,117.49	46.05%
<u>VanGo™ Program</u>							
<u>Planning</u>							
Local Transportation Plans	\$ 3,625.00	\$ -	\$ 3,625.00	\$ 14,500.00	\$ -	\$ 14,500.00	0.00%
Volunteer Drivers Program	\$ -	\$ 831.27	\$ (831.27)		\$ 831.27	\$ (831.27)	0.00%
	\$ -	\$ 831.27	\$ (831.27)	\$ -	\$ 831.27	\$ (831.27)	0.00%
4th Qtr Quarter Professional Services & Consulting Total	\$ 13,750.00	\$ 26,160.27	\$ (12,410.27)				
Year-to-Date Professional Services & Consulting Total				\$ 69,500.00	\$ 26,160.27	\$ 43,339.73	37.64%

(a)

(b)

(a) Audit is paid during the first and second quarter of the year.

(b) Costs to temp agency for temporary employee to cover job duties until restructure of the VanGo program is complete

Metropolitan Planning Organization
Statement of Fund Balance
For the Three Months Ending Thursday, March 31, 2016

ASSETS

Cash and Cash	
Equivalents	\$265,669
Cash-Savings	246,052
Investments	121,176
Receivables	211,034
Prepays	5,010
Capital Assets, net	29,078
Grant Receivables for	
Long Term Liabilities	<u>27,796</u>
Total Assets	<u><u>905,814</u></u>

LIABILITIES AND NET
ASSETS

LIABILITIES

Accounts Payable and	
Accrued Liabilities	74,248
Deferred Revenue	261,581
Long-Term Liabilities	
Capital Leases	
Accumulated Leave	<u>27,796</u>
Total Liabilities	<u><u>363,626</u></u>

FUND BALANCE

Unreserved	596,403
Current Year Revenue	
over (under) Expenditures	<u>(54,215)</u>
Total Fund Balance	<u><u>542,188</u></u>

Total Liabilities and Fund	
Balance	<u><u>905,814</u></u>

METROPOLITAN PLANNING ORGANIZATION
 Unaudited Revenue, Expenditures, Changes in Fund Balance
 For the Three Months Ending Thursday, March 31, 2016

	2016	2016	2016	2016	2016	2016	%
	1st Qtr Budget	1st Qtr Actual	Quarterly Variance	Annual Budget	1st Qtr Year to Date	Annual Variance	Complete
REVENUE							
FHWA - Federal Income - CPG	\$239,600	\$123,723	\$115,877	\$958,400	\$123,723	\$834,677	12.91%
FHWA - Federal Income - STP-Metro - Matched	88,067	9,612	78,455	352,267	9,612	342,655	2.73%
State Planning Funds							
State-APCD	7,500	4,939	2,561	30,000	4,939	25,061	16.46%
State - FASTER Funds							
FTA - Federal income - Section 5310	12,400	14,446	(2,046)	49,600	14,446	35,154	29.13%
Fed Income-Section 5311							
Subtotal Grant Revenue	347,567	152,720	194,847	1,390,267	152,720	1,237,547	10.95%
Local match - Member Entites	71,853	34,344	37,509	287,413	34,344	253,069	11.95%
100% Local	3,500	3	3,497	14,000	3	13,997	0.02%
Subtotal Local - All Sources	75,353	34,347	41,006	301,413	34,347	267,066	11.40%
Miscellaneous Revenue		385	(385)		385	(385)	0.00%
Interest Earned		286	(286)		286	(286)	0.00%
Subtotal Other Revenue Sources		671	(671)		671	(671)	0.00%
Total Revenue- Combined Sources	422,920	187,738	235,182	1,691,680	187,738	1,503,942	11.10%
EXPENDITURES/EXPENSES							
Administration	76,863	39,709	37,154	307,450	39,709	267,741	12.92%
Transportation Planning	251,631	111,531	140,100	1,006,522	111,531	894,991	11.08%
Mobility Management	15,500	11,667	3,833	62,000	11,667	50,333	18.82%
Subtotal Payroll Expense	343,993	162,907	181,087	1,375,972	162,907	1,213,065	11.84%
Professional Services & Consulting	17,375	23,801	(6,426)	69,500	23,801	45,699	34.25%
Subtotal professional Services & Consulting	17,375	23,801	(6,426)	69,500	23,801	45,699	34.25%
Fleet Expense	1,125	575	550	4,500	575	3,925	12.78%
Insurance Expense	1,225	885	340	4,900	885	4,015	18.06%
Office Furniture/Equipment (non-cap)	14,000	147	13,853	56,000	147	55,853	0.26%
Office Supplies	1,375	869	506	5,500	869	4,631	15.79%
Communications (phone/data/fax)	2,750	1,527	1,223	11,000	1,527	9,473	13.88%
Postage	525	259	266	2,100	259	1,841	12.35%
Printing	600	600	600	2,400	600	2,400	0.00%
Rent	27,500	38,473	(10,973)	110,000	38,473	71,527	34.98%
Other Office Operating (Facility, Repairs, Furniture move Recycling, Office Equipent Lease, Water)	2,925	1,441	1,484	11,700	1,441	10,259	12.31%
Dues, licensing and Subscriptions	1,192	7,558	(6,365)	4,770	7,558	(2,788)	158.44%
Maintenance Contracts - Copier maintenance/usage	7,057	7,716	(659)	28,227	7,716	20,511	27.33%
Software maintenance		106	(106)		106	(106)	0.00%
Other Operating Costs							
Bad Debt (VanGo)							
Event/Meeting Expense	2,672	3,021	(349)	10,686	3,021	7,665	28.27%
Indirect Costs	(13,907)	(10,239)	(3,668)	(50,625)	(10,239)	(40,386)	20.23%
Travel/Conference/Training Expense	4,013	1,825	2,187	16,050	1,825	14,225	11.37%
Capitalized Equipment /Vehicles	8,500	1,084	7,416	34,000	1,084	32,916	3.19%
Subtotal Other Expenses	61,552	55,247	6,305	251,208	55,247	195,961	21.99%
Total Expenditures/Expenses	422,920	241,953	180,965	1,696,680	241,955	1,454,725	14.38%
Excess(Deficiency) of Revenue over Expenditures)		(54,215)	54,215		(54,215)	54,215	0.00%

- (1) Projects funded with STP Metro Matched funds will be completed later in the year
 (2) Audit costs occur during the first and second quarter.
 (3) The majority of annual dues are incurred during the first quarter of the year.
 (4) Accounting software was installed during April.

VanGo
Statement of Net Assets
For the Three Months Ending Thursday, March 31, 2016

ASSETS

Cash and Cash	
Equivalents	\$181,716
Cash-Savings	491,756
Investments	834,823
Receivables	719,636
Capital Assets, net	765,143
Total Assets	<u><u>2,993,073</u></u>

LIABILITIES AND NET
ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	53,630
Long-Term Liabilities	
Accumulated Leave	16,364
Total Liabilities	<u>69,994</u>

FUND BALANCE

Unreserved	2,920,100
------------	-----------

Current Year Revenue over (under) Expenditures	2,979
Total Fund Balance	<u><u>2,923,079</u></u>

Total Liabilities and Fund Balance	<u><u>2,993,073</u></u>
---------------------------------------	-------------------------

VanGo
Revenue, Expenditures Changes in Fund Balance
For the Three Months Ending Thursday, March 31, 2016

	2016	2016	2016	2016	2016	2016	%	
	1st Qtr Budget	1st Qtr Actual	Quarterly Variance	Annual Budget	1st Qtr Year to Date	Annual Variance	Complete	
REVENUE								
State - FASTER Funds	\$60,000		\$60,000	\$240,000		\$240,000	0.00%	(a)
Subtotal Grant Revenue	60,000		60,000	240,000		240,000	0.00%	
<hr/>								
Program Revenue - Fares	223,700	143,221	80,479	894,798	143,221	751,577	16.01%	
Sale of Vehicles	41,957	39,700	2,257	167,830	39,700	128,130	23.65%	
City of Fort Collins Funds	104,465		104,465	417,862		417,862	0.00%	(b0)
Subtotal VanGo Revenue-All Sources	430,122	182,921	247,201	1,720,490	182,921	1,537,569	10.63%	
Interest Earned		1,592	(1,592)		1,592	(1,592)	0.00%	
Subtotal Other Revenue Sources		1,592	(1,592)		1,592	(1,592)	0.00%	
<hr/>								
Total Revenue- Combined Sources	430,122	184,513	245,609	1,720,490	184,513	1,535,977	10.72%	
<hr/>								
EXPENDITURES/EXPENSES								
Fleet Expense								
Fleet Insurance	30,000	27,396	2,604	120,000	27,396	92,604	22.83%	
Fleet Lease Payments	6,350	6,326	24	25,400	6,326	19,074	24.91%	
Fleet Motor Fuel & Oil	74,252	34,388	39,864	297,008	34,388	262,620	11.58%	
Fleet Repairs & Maintenance	59,925	37,238	22,687	239,699	37,238	202,461	15.54%	
Fleet Repairs & Maintenance-Insurance Deductible								
Guaranteed Ride Home	1,375	500	875	5,500	500	5,000	9.09%	
Fleet Other	1,025	829	196	4,100	829	3,271	20.22%	
Fleet Other	1,250	2,281	(1,031)	5,000	2,281	2,719	45.62%	(c)
Subtotal Fleet Expense	174,177	108,958	65,219	696,707	108,958	587,749	15.64%	
<hr/>								
VanGo Payroll	72,900	48,246	24,654	291,600	48,246	243,354	16.55%	
Professional Services and Consulting		2,359	(2,359)		2,359	(2,359)	0.00%	(d)
Communications (phone/data/fax)								
Postage		745	(745)		745	(745)	0.00%	
Credit Card Fees	4,125	4	(4)	16,500	4	(4)	0.00%	
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease, Water)	100	3,392	733	400	3,392	13,108	20.56%	
Dues, Licensing and Subscriptions	323	100	100	400	100	400	0.00%	
Maintenance Contracts - Copier maintenance/usage	6,016	17	306	1,293	17	1,276	1.31%	
Rideshare Promotion	890	306	1,293	17	1,276	1,276	1.31%	
Event/Meeting Expense	6,016	890	5,126	24,065	890	23,175	3.70%	
Indirect Costs	5,000	5,594	(594)	20,000	5,594	14,406	27.97%	
Travel/Conference/ Training	625	625	2,500	2,500	2,500	2,500	0.00%	
Capitalized Equipment/Vehicles	16,156	10,239	5,917	64,625	10,239	54,386	15.84%	
Subtotal Other Expenses	700	91	609	2,800	91	2,709	3.25%	
Subtotal Other Expenses	150,000	1,000	149,000	600,000	1,000	599,000	0.17%	(e)
Subtotal Other Expenses	183,045	21,972	161,073	732,183	21,972	710,211	3.00%	
<hr/>								
Total Expenditures/Expenses	430,122	181,535	248,587	1,720,490	181,535	1,538,955	10.55%	
Excess(Deficiency) of Revenue over Expenditures)		2,978	(2,978)		2,978	(2,978)	0.00%	

Explanation of Variances

- | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>(a) Currently in the process of finalizing the contract. Will purchase vehicles after this contract is executed.</p> <p>(b) Annual allocation occurs in the fall after FTA publication in Federal Register</p> <p>(c) First 6 month MVR check for current vanpoolers was completed during January. The majority of this budget is for the 2 reports.</p> <p>(d) Payments made to temp agency for temporary employee while Vango restructures</p> <p>(e) Vehicles will be purchased once the FASTER grant has been executed.</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

North Front Range Transportation and Air Quality Planning Council
Cash and Investment Report

Institution	Account Number	Balance as of March 31, 2016		
		MPO	VanGo	Total
Cash				
1st National Bank	0022	\$ 265,594.26		\$ 265,594.26
1st National Bank	7343		\$ 181,715.88	\$ 181,715.88
Petty Cash		\$ 75.00		\$ 75.00
Total Cash		\$ 265,669.26	\$ 181,715.88	\$ 447,385.14
Savings				
Community Banks of Colorado	0439	\$ 246,051.67		\$ 246,051.67
Public Service Credit Union	0095		\$ 246,344.08	\$ 246,344.08
1st National Bank	6539		\$ 245,411.62	\$ 245,411.62
Total Savings		\$ 246,051.67	\$ 491,755.70	\$ 737,807.37
Investments				
COLOTRUST	8001	\$ 121,175.66	\$ 583,937.19	\$ 705,112.85
Guaranty Bank CD	1331		\$ 250,885.38	\$ 250,885.38
Total Investments		\$ 121,175.66	\$ 834,822.57	\$ 955,998.23
Total Savings and Investments		\$ 367,227.33	\$ 1,326,578.27	\$ 1,693,805.60

Operating Reserves		Capital Reserve	Other	Total
MPO	VanGo	VanGo	VanGo **	
				\$ 246,051.67
	\$ 184,711.38		\$ 61,632.70	\$ 246,344.08
	\$ 245,411.62			\$ 245,411.62
\$ 246,051.67	\$ 430,123.00	\$ -	\$ 61,632.70	\$ 737,807.37
\$ 121,175.66		\$ 80,123.00	\$ 503,814.19	\$ 705,112.85
			\$ 250,885.38	\$ 250,885.38
\$ 121,175.66	\$ -	\$ 80,123.00	\$ 754,699.57	\$ 955,998.23
\$ 367,227.33	\$ 430,123.00	\$ 80,123.00	\$ 816,332.27	\$ 1,693,805.60

** Funds in excess of required reserves the majority of which are capital funds exchanged for local sales tax.

**ACTION ITEM: Revision Process for CMP Travel
Time Index Target**

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
July 7, 2016 Severance	Revision Process for CMP Travel Time Index Target	Medora Kealy
Objective/Request Action		
<p>Staff is requesting Planning Council provide TAC feedback on the revision process for the Travel Time Index (TTI) Target. The revised target will be used in the future, beginning with the 2017 Congestion Management Process (CMP) Annual Report, to guide Transportation Planning as required by FHWA.</p>		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • At their June 15, 2016 meeting, TAC members identified locations of congestion in the region • Staff consolidated the identified locations of congestion • At their July 20, 2016 meeting, TAC will discuss the map of identified congested locations and options for targets which most closely replicate the congested locations using 2015 INRIX data 		
Committee Discussion		
<p>At the June 2, 2016 Planning Council meeting, Council members discussed the inability of the TTI analysis in the 2016 CMP Annual Report to identify congestion on the regionally significant corridors. Planning Council requested TAC identify congested locations and NFRMPO staff calibrate the TTI target to the identified regionally congested corridors for future reporting, beginning with the 2017 CMP Annual Report.</p> <p>At the June 15, 2016 TAC meeting, TAC members worked in groups to identify locations of congestion on the Regionally Significant Corridors (RSCs) based on personal knowledge and expertise. TAC categorized identified congestion into one of four categories: (1) consistently congested in the AM and PM peak, (2) consistently congested in AM or PM peak, (3) sometimes congested in peak periods (e.g. incidents), or (4) congested in 2015 due to construction.</p>		
Supporting Information		
<ul style="list-style-type: none"> • TTI is a measure of travel time reliability and indicates congestion • TTI and the associated target are part of the Goals, Objectives, Performance Measures, and Targets (GOPMT) adopted by the NFRMPO Planning Council on September 4, 2014 for the 2040 Regional Transportation Plan (RTP) • The current adopted target for the TTI is maintaining at least 80% of RSCs with a TTI of 2.5 or lower. The target is considered attainable, and was set at that level to ensure compliance and avoid potential funding impacts. • The 2016 CMP Annual Report, scheduled for approval at the July 7, 2016 Planning Council meeting, provides the first analysis of the TTI using the adopted target. The analysis indicates few locations of congestion in the region. 		
Advantages		
<p>The revision process allows for input from TAC on locations of congestion and the alignment of a revised TTI target that is more useful in identifying locations of congestion.</p>		
Disadvantages		
<p>None noted.</p>		
Analysis/Recommendation		
<p>Staff is requesting Planning Council provide TAC feedback on the revision process for the TTI target.</p>		
Attachment		
<ul style="list-style-type: none"> • Memo to TAC on June 15, 2016 regarding “Calibration of TTI Performance Measure Target” • Map of TAC Identified Areas of Congestion, 2015 		



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MPO Staff

- Terri Blackmore
- Executive Director
- Becky Karasko
- Regional Transportation
- Planning Director
- Rena Steffen
- Administrative Director
- Crystal Hedberg
- Finance Manager

Memorandum

To: NFRMPO Technical Advisory Committee
From: Medora Kealy
Date: June 15, 2016
Re: Calibration of TTI Performance Measure Target

Background

The 2016 Congestion Management Process (CMP) Annual Report analyzes the Travel Time Index (TTI) according to the target set in the 2040 Regional Transportation Plan’s (RTP) Goals, Objectives, Performance Measures, and Targets (GOPMT), adopted September 4, 2014. The TTI indicates travel time reliability during peak periods and provides a measure of congestion. The TTI is analyzed for the Regionally Significant Corridors (RSCs) for which travel time data is available from INRIX, which constitute about two-thirds of the RSCs in the region.

The target adopted as part of the GOPMT for the TTI is ***maintaining at least 80% of RSCs with a TTI of 2.5 or lower.*** The target is considered attainable, and reveals few congested locations. In 2015, 99.9 percent of assessed RSCs met the established target according to INRIX data. The 2016 CMP Annual Report supplements the TTI analysis with analysis of the Planning Time Index (PTI), another measure of congestion. The PTI was analyzed according to the target set by CDOT, which is considered aspirational: ***maintaining a Planning Time Index (PTI) of 1.25 or less on 90% or greater of Interstate centerline miles, and maintaining a PTI of 1.08 or less on 90% or greater of non-Interstate NHS centerline miles.*** In 2015, 13.0 percent of assessed RSCs met the CDOT target for the PTI, according to INRIX data.

The North Front Range Transportation and Air Quality Planning Council (NFRT&AQPC) discussed the Draft 2016 CMP Annual Report at their June 2, 2016 meeting. Planning Council deemed the analysis of the TTI and PTI at the adopted targets ineffective for identifying congested locations within the region. Planning Council requested TAC identify congested locations at their June 15 meeting so staff can calibrate the TTI target to better reflect conditions within the region. The calibrated target will be adopted by Planning Council and used for future reporting of the TTI beginning with the 2017 CMP Annual Report.

Action

NFRMPO staff is requesting input from TAC members on the locations of congestion on the RSCs. Printed maps of the RSCs will be provided at the TAC meeting upon which members can mark congested locations. Consensus on the locations of congestion will be used to identify a revised TTI target which most closely represents congestion in the region.

TAC Identified Areas of Congestion, 2015

Legend

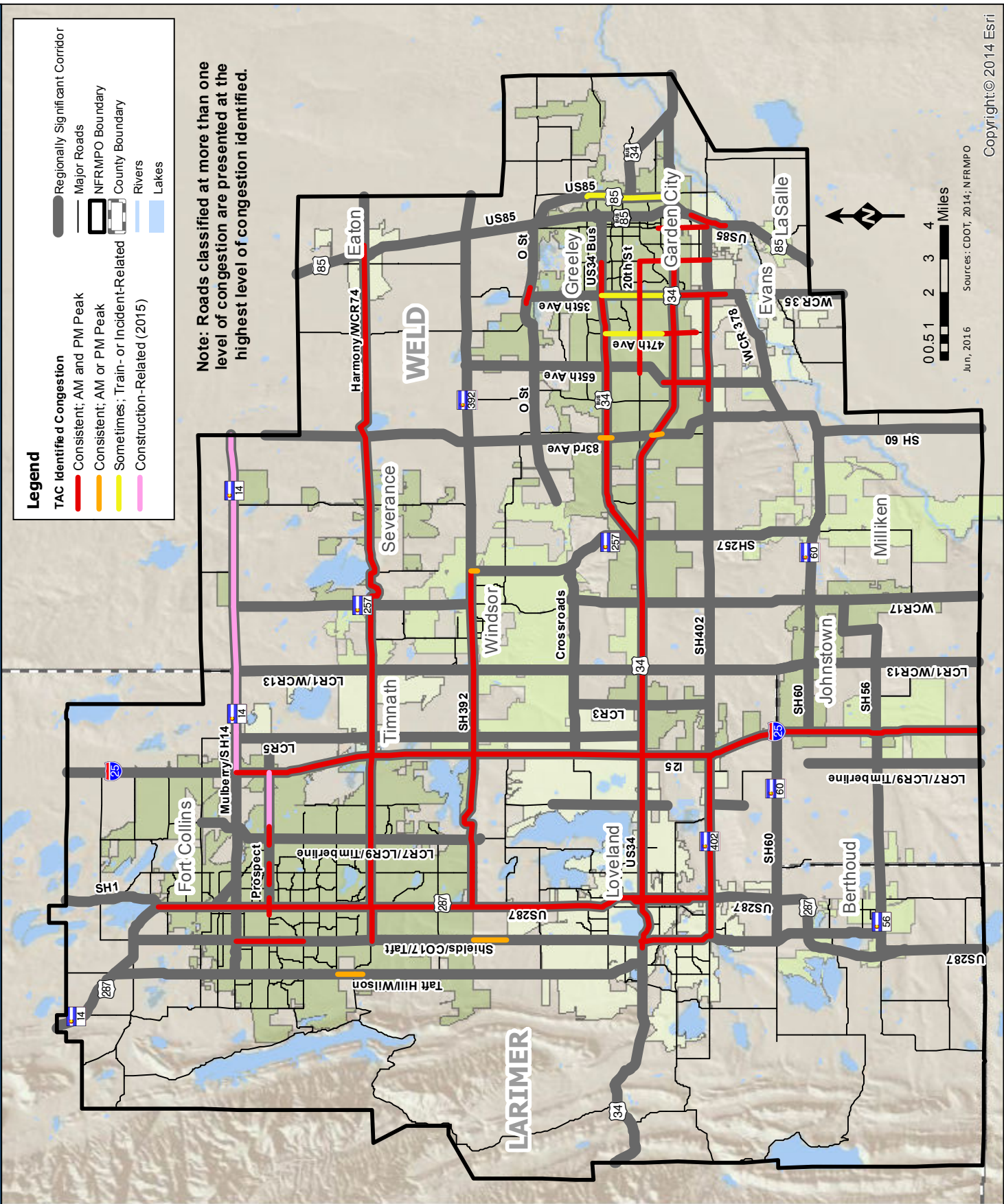
TAC Identified Congestion

- Consistent; AM and PM Peak
- Consistent; AM or PM Peak
- Sometimes; Train- or Incident-Related
- Construction-Related (2015)

Other Features:

- Regionally Significant Corridor
- Major Roads
- NFRMPO Boundary
- County Boundary
- Rivers
- Lakes

Note: Roads classified at more than one level of congestion are presented at the highest level of congestion identified.



Jun, 2016 Sources: CDOT, 2014; NFRMPO
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ACTION ITEM: 2016 CMP Annual Report

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
July 7, 2016 Severance	2016 Congestion Management Process Annual Report	Medora Kealy
Objective/Request Action		
<p>TAC is recommending Planning Council approve the 2016 Congestion Management Process (CMP) Annual Report with the following caveats: the report does not accurately identify congestion, the report should not be used for project selection, and improvements will be made for the next CMP Annual Report.</p>		<ul style="list-style-type: none"> <input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> • Staff drafted the 2016 CMP Annual Report, which reports on six congestion-related performance measures from the 2040 Regional Transportation Plan (RTP) and assesses the effectiveness of strategies implemented to manage congestion as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21) • The report focuses on the congested Regionally Significant Corridors (RSCs) in the NFRMPO region • A note was added beneath the Travel Time Index (TTI) map stating analysis of the TTI according to the target adopted by the NFRMPO does not adequately reflect congestion in the region and the NFRMPO is currently revising the TTI target for use in subsequent reports 		
Committee Discussion		
<p>The Draft 2016 CMP Annual Report was presented to Planning Council at their June 2, 2016 meeting. Discussion focused on the inability of the Travel Time Index (TTI) analysis to identify congestion. Planning Council requested TAC identify congested locations and NFRMPO staff calibrate the TTI target to the identified congested locations for future reporting, beginning with the 2017 CMP Annual Report. The revision process for the TTI target is currently underway.</p> <p>At the April 20, 2016 and May 18, 2016 TAC meetings, the 2016 CMP Annual Report was discussed. Staff incorporated all applicable revision suggestions from TAC members. At the June 15, 2016 meeting, TAC recommended Planning Council approve the 2016 CMP Annual Report with three caveats noted above.</p>		
Supporting Information		
<ul style="list-style-type: none"> • This is the first CMP Annual Report since the 2015 Congestion Management Process was adopted in September 2015 • Federal legislation requires urbanized areas with over 200,000 residents have a Congestion Management Process (CMP), and associated federal regulations require a periodic assessment of the effectiveness of strategies through established performance measures • The NFRMPO Planning Council approved a congestion target in September 2014 • The NFRMPO meets the federal regulations for periodic assessment through annual reporting 		
Advantages		
<ul style="list-style-type: none"> • The report fulfills federal regulations for the periodic assessment of the effectiveness of congestion management strategies in terms of the region's established performance measures 		
Disadvantages		
<p>Not having an Annual Report means the NFRMPO is not meeting federal reporting requirements.</p>		
Analysis/Recommendation		
<p>TAC requests Planning Council approve the 2016 CMP Annual Report with the understanding that Planning Council will work with TAC and staff to adopt a new TTI target, which more accurately reflects congestion.</p>		
Attachment		
<ul style="list-style-type: none"> • 2016 Congestion Management Process Annual Report 		

2016 Congestion Management Process Annual Report



What is the CMP Annual Report?

The Congestion Management Process (CMP) Annual Report examines congestion in the NFRMPO region and assesses the effectiveness of strategies implemented to manage congestion. The annual report fulfills federal requirements for periodic assessment as part of the CMP.

The report focuses on the Regionally Significant Corridors (RSCs) as identified in the 2040 Regional Transportation Plan (RTP). The CMP Performance Measures section provides baselines and trends for the six performance measures related to congestion identified in the RTP. The analysis shows the region is meeting the targets for three of the five measures with available data. Additional information is included as outlined in the 2015 CMP.

What is congestion?

Congestion occurs when there are too many vehicles attempting to use the same facility at the same time. Congestion results in slower travel times, which decreases the quality of the transportation user's experience and increases the risk of vehicle crashes.

There are two types of congestion: recurring and non-recurring. Causes of recurring congestion include unrestrained demand, insufficient capacity, and ineffective management of capacity. Causes of non-recurring congestion include temporary events such as traffic incidents, weather events, special events, work zones, and emergencies.

CMP Performance Measures

Travel Time Index (TTI)

The travel time index (TTI) indicates how much longer it takes to travel a road during peak travel periods compared with free-flow conditions. For example, a TTI of 1.3 means travel time is 30% longer during peak periods than during free-flow.

The NFRMPO target for this measure is maintaining at least 80% of RSCs with a TTI of 2.5 or lower. The target is considered attainable, and was set at that level to ensure compliance and avoid potential funding impacts.

To supplement this analysis, data is presented for the more aspirational target set by the Colorado Department of Transportation (CDOT) for the Planning Time Index (PTI). The PTI assesses travel time reliability by comparing the 95th percentile travel time during the peak period to free-flow conditions.

The PTI represents the amount of time needed to arrive on-time 95% of the time. The CDOT target is 1.08 PTI or lower on 90% or greater of non-Interstate NHS centerline miles and 1.25 PTI or lower on 90% or greater of Interstate centerline miles.

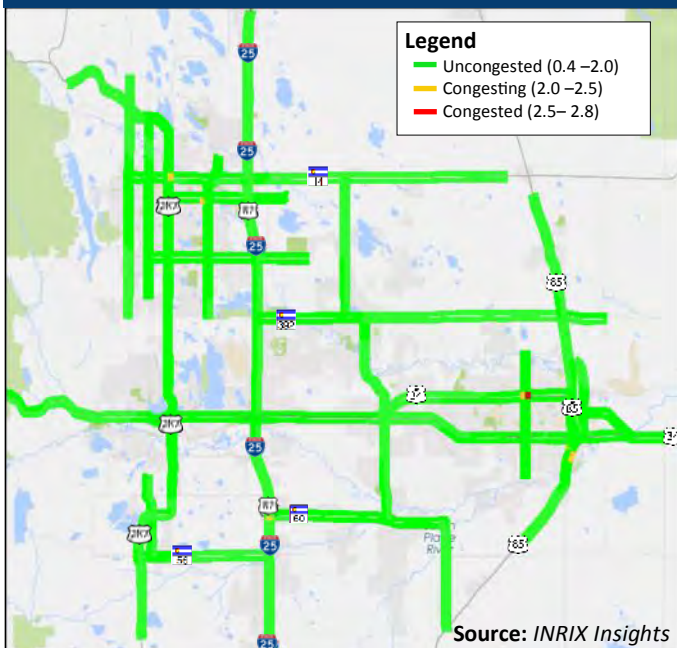
There are two sources of data for the TTI:

- INRIX provides real-time probe data that covers 67.7% of the RSC mileage in the region. According to this dataset, none of the RSCs had a TTI above 2.5 in 2014, and one section of an RSC had a TTI above 2.5 in 2015 (see map). This section is on 35th Ave at US-34 Business in Greeley. According to this analysis, 100% of RSCs met the target in 2014, and 99.9% of RSCs met the target in 2015.

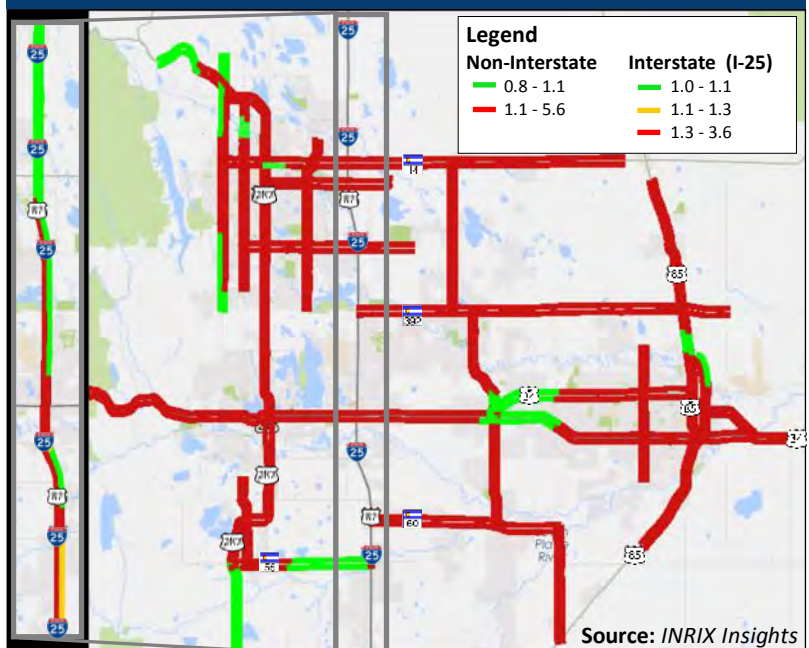
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Travel Time Index on RSCs, 2015




Planning Time Index on RSCs, 2015





Note: The Travel Time Index map presents performance according to the target adopted by the NFRMPO Planning Council; however, it does not adequately reflect congestion in the region. The NFRMPO is currently revising the TTI target for use in subsequent reports.

Travel Time Index (TTI) - Continued

- Vehicle travel time collector systems are maintained by the cities of Fort Collins, Greeley, and Loveland. The Fort Collins system began collecting data in 2014, while the other systems were installed in 2015. All systems are currently being expanded. According to the Fort Collins system, two sections of RSCs had a TTI above 2.5 in 2015, which represents 4.8% of RSCs with data. 

There are two sources of data for the PTI:

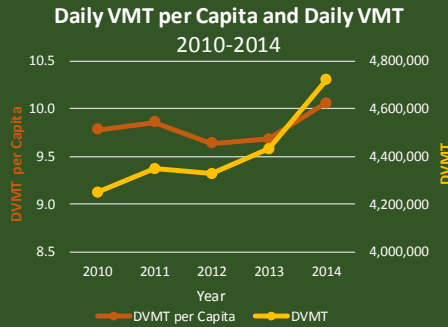
- According to INRIX data for 2015, 13.0% of RSC road sections met the thresholds of 1.08 PTI or lower on non-Interstates and 1.25 PTI or lower on Interstates. This analysis indicates the region is not meeting the CDOT target of 90% of roadway miles meeting the specified thresholds (See PTI Map on Page 1). 
- According to the vehicle travel time collector system in the City of Fort Collins, none of the road sections met the thresholds of 1.08 PTI or lower on non-Interstates in 2015 (there is no data for Interstates using this system). 

Sources: INRIX Insights, City of Fort Collins

Vehicle Miles Traveled (VMT) Growth per Capita

VMT is the number of miles traveled by vehicles within a specified region and during a specified time period.

The target for this measure is a lower increase in regional VMT than the increase in regional population. This target was set as a stretch goal.



CDOT measures VMT for state maintained facilities (US and State Highways), which cover 686 lane miles in the NFRMPO region. From 2010 to 2014, daily VMT

(DVMT) increased by 11.1% while population in the region increased by 8.0%. DVMT per capita increased from 9.8 miles per day per person in 2010 to 10.1 in 2014, an increase of 2.9%. The target for this measure is not currently being met. 


Sources: CDOT, DOLA

Non-Motorized Facilities per Capita

The total miles of non-motorized facilities per capita indicates the availability of non-motorized transportation options in the region. Increasing the availability of non-motorized transportation may help to mitigate congestion.

The target for this measure is an increase of at least 2% per capita. This target was set as a stretch goal.

Data for the pedestrian network is available for 2012, and updated data will be available later this year. Full analysis of this measure will be included in the Non-Motorized Plan and in the 2017 CMP Annual Report.


Data for the bicycle network is available for 2012 and 2014. The number of miles of bicycle facilities in the region increased from 629 miles in 2012 to 664 miles in 2014. As of 2014, there are 1.4 miles of bicycle facilities for every 1,000 people in the region. There was a 1% increase in bicycle facilities per capita from 2012 to 2014. The status for this target is unknown. 

Sources: Municipalities, Counties, and CDOT

Fixed-Route Revenue Hours per Capita within Service Areas

This performance measure provides an indication of availability of transit service.

The target for this measure is a 30% increase. This target was set as a stretch goal.


In 2012, across the three local and/or regional fixed-route transit systems, revenue hours per capita was 0.41. In 2015, revenue hours per capita increased to 0.49. Most of that increase can be attributed to Transfort, which experienced a 37.4% increase in revenue hours per capita from 2012 to 2015. Revenue hours per capita increased by 1.6% for COLT over the same time period. GET also experienced an increase in the total number of revenue hours, but on a per capita basis revenue hours declined by 16.6%. Data is not available for the North Route of CDOT's Bustang service. Region wide, revenue hours per capita increased 19.4% from 2012 to 2015. The target for this measure is not currently being met. 

Source: National Transit Database, Transit Agencies, CDOT

Transit Service Vehicles within Useful Life Parameters Established by FTA

The percentage of transit service vehicles within useful life parameters indicates the maintenance of the public transportation system.

The target for this measure is to maintain 75% of vehicles within useful life parameters. This target was set as a stretch goal.

In 2015, 75.0% of vehicles in operation by Transfort, GET, and COLT were within useful life parameters. The percentage of vehicles within useful life is 40.0% for COLT, 75.9% for GET, and 81.1% for Transfort. The target for this measure is currently being met. 

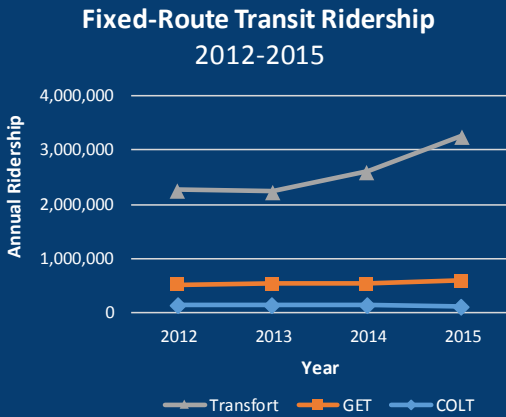
Source: Transit Agencies

Note on Transit-Related CMP Performance Measures

Transit-related CMP performance measures assess performance of the publicly-owned fixed-route transit systems in the region. Three public agencies provide local and/or regional fixed-route transit service: Transfort, operated by the City of Fort Collins; Greeley-Evans Transit (GET), operated by the City of Greeley; and City of Loveland Transit (COLT), operated by the City of Loveland. A state-owned fixed-route transit system, Bustang, provides interregional service between Fort Collins and Denver via the North Route.

CMP Performance Measures

Fixed-Route Ridership per Capita within Service Areas



This performance measure indicates use of the fixed-route transit system.

The target for this performance measure is a 10% increase. This target was set as a stretch goal.

In 2012, region wide transit ridership per capita was 9.8. In 2015, ridership per capita increased to 11.9. Most of that increase can be attributed to Transfort, which increased from 15.8 trips per capita in 2012 to 20.6 trips per capita in 2015. GET experienced an increase in ridership, along with a higher increase in population, resulting in a decline in ridership per capita from 5.5 trips per capita in 2012 to 5.1 in 2015. Ridership per capita on COLT decreased from 2.2 trips per capita in 2012 to 2.0 in 2015. The Bustang system began in July 2015, and ridership on the North Route is included in the region wide value for 2015. Region wide, ridership per capita increased 21.6% from 2012 to 2015. The target for this measure is currently being met.

Source: National Transit Database, Transit Agencies, CDOT

Implemented and Programmed Projects

Congestion Management Strategies

Implemented and Programmed projects presented in this report provide one or more congestion management strategies. Congestion management strategies can be organized into four main categories, as identified in FHWA's "Congestion Management Process: A Guidebook." Strategies associated with each category are shown below. They do not constitute an exhaustive list of congestion management strategies. All reasonable strategies must be evaluated and deemed ineffective or infeasible prior to the consideration of additional system capacity.

- **Transportation Demand Management (TDM)**
 - Congestion pricing
 - Parking management and parking pricing
 - Pedestrian and bicycle improvements
 - Telework and flexible work hours
 - Ridesharing programs
 - Land use controls and growth management programs
- **Traffic Operations Improvements / Intelligent Transportation Systems (ITS)**
 - Traffic metering
 - Access management
 - Converting High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes
 - Bus-only shoulder lanes
 - Traffic signal optimization
 - Geometric improvements
 - Road diets
 - Traffic Incident Management (TIM)
- **Public Transportation Improvements**
 - Operations improvements
 - Capacity improvements
 - Bicycle and pedestrian accessibility improvements
- **Additional System Capacity**
 - New HOV or HOT lanes
 - Intersection improvements
 - Center turn lanes
 - Overpasses or underpasses
 - New travel lanes (including truck climbing lanes)

Source: Congestion Management Process: A Guidebook. U.S. Department of Transportation, Federal Highway Administration. April 2011. http://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf

Strategy Effectiveness

Each congestion management strategy category contributes improvements to one or more CMP Performance Measures.

TDM Strategies contribute improvements toward the TTI, VMT Growth per Capita, and Non-Motorized Facilities per Capita measures.

Traffic Operations Improvements / ITS Strategies contribute improvements toward the TTI measure.

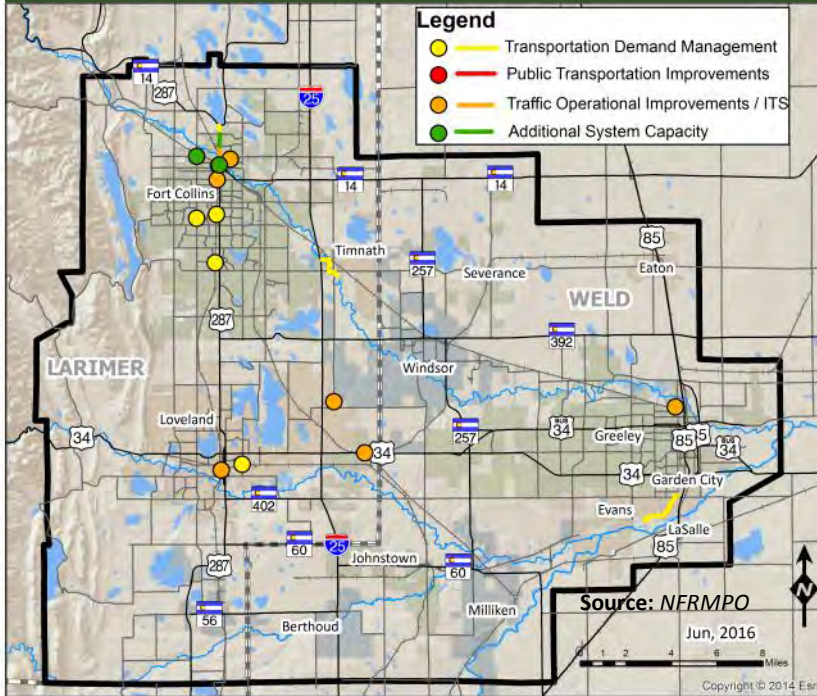
Public Transportation Improvement Strategies contribute improvements toward the TTI, VMT Growth per Capita, Fixed-Route Revenue Hours per Capita within Service Areas, Transit Service Vehicles within Useful Life Parameters, and Fixed-Route Transit Ridership measures.

Additional System Capacity Strategies contribute improvements toward the TTI measure.

Implemented and Programmed Projects

Implemented Projects

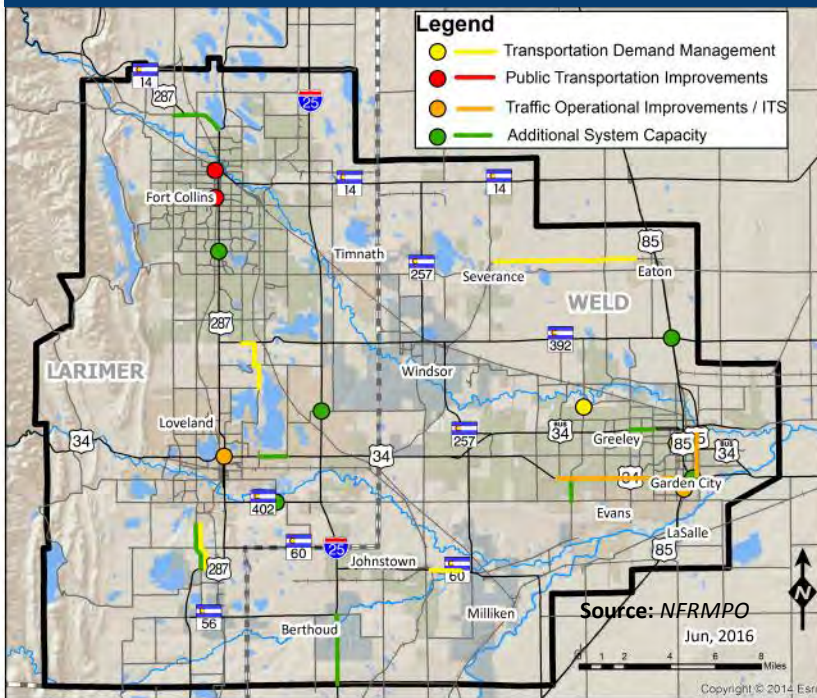
Projects selected by the NFRMPO Planning Council for FY12-17 funding that were completed in FY15 or earlier are considered implemented projects. Projects that contribute toward congestion management are provided in the table and map.



Strategy Category	Project Name	Regionally Significant Corridor
Transportation Demand Management	Mason Trail Overpass @ BNSF	Multiple
	Mason/Corridor Troutman Crossing	None
	Poudre River Tr: North Timnath	Multiple
	Madison Ave Bridge – Loveland	Multiple
	Evans Bike/Ped Trail-Phase II	Multiple
	37 th St. Bike/Ped Evans Ph I	Multiple
	Fort Collins FC Bikes CMAQ FY12 and FY13	Multiple
	US 287: Willox to SH 1 & Ped Bridge	US 287
	LCR17 Poudre Bridge Replacement	LCR 17
	Fort Collins Shields & LaPorte Bridges	LCR 17
Traffic Operational Improvements / ITS	North College Avenue Improvement	US 287
	Loveland I-25/ US34/Crossroads VMS	Multiple
	North Ft Collins Adaptive Signals	Multiple
	Fort Collins Traffic Signal Sys Software	Multiple
	Greeley Fiber Optic Communications #2	Multiple
Additional System Capacity	Loveland Fiber Optic Project	Multiple
	US287: Conifer to Willox	US 287
	Jefferson Street/SH14 Improvements	SH 14
	Shields St & Vine Dr Intersection Imp	LCR 17

Programmed Projects

Projects selected by the NFRMPO Planning Council for FY12-17 or FY16-19 funding that have not yet been completed are considered programmed projects. Projects that contribute toward congestion management are provided in the table and map.



Strategy Category	Project Name	Regionally Significant Corridor
Transportation Demand Management	Sheep Draw Trail Poudre Connection	None
	Milliken to Johnstown Trail Connection	None
	Berthoud CR 17 Bike Lanes	LCR 17
	Great Western Trail	None
	Colorado Front Range Trail	None
Traffic Operational Improvements / ITS	Adaptive Signal US 85 Greeley	US 85
	10th Street Access Control Implementation	US 34 Business
	US 85 Access Control at 31st Street Intersection	US 85
	Loveland Traffic Optimization	Multiple
	Greeley Signal Timing 2016	Multiple
Public Transportation Improvements	Adaptive Signals 34 and 85 Bypass	Multiple
	Secure Bicycle Parking (2 locations)	Multiple
Additional System Capacity	US 287: SH1 to LaPorte Bypass	US 287 & SH1
	US 34 & US 85 Interchange Bridges	US 34 & US 85
	10 th Street in Greeley: Phase II	US 34 Business
	US 34 Business (10 th St): 23 rd to 35 th	US 34 Business
	US 34 Widening	US 34
	I-25 Truck Climbing Lane	I-25
	LCR 17 Expansion	LCR 17
	65th Avenue Widening	65th Ave
	I-25/Crossroads Bridge	I-25
	Horsetooth and College Intersection Improvement	US 287
US 85 & SH392	US 85 & SH 392	
SH 402 & CR 9e	SH 402	
65 th Ave: US34 Bypass to 37 th Ave	65 th Ave	

The CMP's Role in Project Selection



The Transportation Improvement Program (TIP) provides the transportation-related projects and activities to be funded in the region over the next four years. The TIP reflects the CMP performance measures and strategies as required by federal regulations.

The current version of the TIP addresses funding for FY16-19 and includes projects selected from an approved Call for Projects process held in 2014. Project applications were required to indicate which of the 2040 RTP Goals and Performance Measures the project would impact, and were scored in part based on the project's contribution toward the Goals and Performance Measures. Many of the 2040 RTP Goals and Performance Measures are included as part of the CMP. Specifically, three of the four Goals are related to congestion — Mobility, Multi-Modal, and Operations — and six of the 12 Performance Measures are related to congestion.

Additional Information

Transportation Funding and Gas Tax



The Fixing America's Surface Transportation (FAST) Act was signed into law December 4, 2015 by President Obama. The FAST Act authorizes \$305 B in funding for surface transportation over a five year period (FY 2016—FY 2020). It is anticipated Colorado could receive an average of \$566 M for each of the five years for a total of \$2.8 B in funding.

According to the CDOT FY 2015-16 Budget Allocation Plan, the largest source of revenue other than Federal Highway Revenue - Highway Trust Fund is the Highway User Tax Fund (HUTF). The HUTF is primarily funded through the state motor fuel tax, along with vehicle registration fees and other vehicle fees and surcharges. The state gasoline tax is \$0.22 per gallon, and has not increased since 1993.

Major Regional Bottlenecks



As defined by INRIX, bottlenecks occur when speeds fall below 60% of free flow speed for at least 5 minutes over a stretch of road at least 0.3 miles long. Once speed returns to 60% of free flow speed for more than 10 minutes the bottleneck is considered cleared.

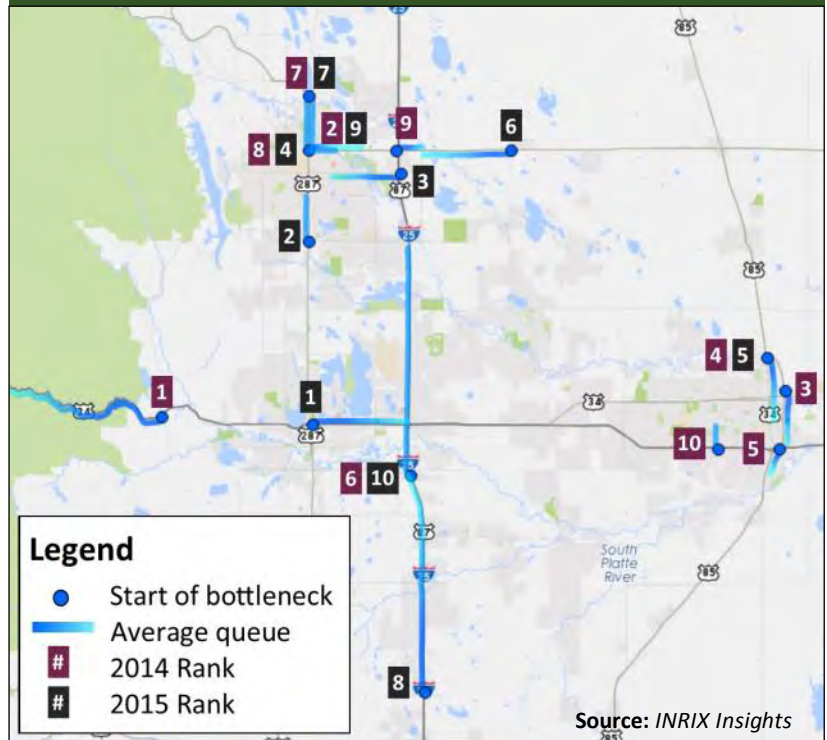
Roadway locations that experience bottlenecks are ranked according to average duration, average maximum length, and number of occurrences of bottlenecks.

The 10 locations most impacted by bottlenecks in 2014 and 2015 are displayed in the map. The dark blue circle represents the start of the bottleneck, and the light blue tail represents the average length of the queue behind the bottleneck location.

In 2014, the location most impacted by bottlenecks was eastbound US 34 at CR-29, west of Loveland. In 2015, the location most impacted by bottlenecks was westbound US 34 at US 287/N Lincoln Avenue in Loveland.

Source: INRIX Insights

Top 10 Bottleneck Locations in 2014 and 2015



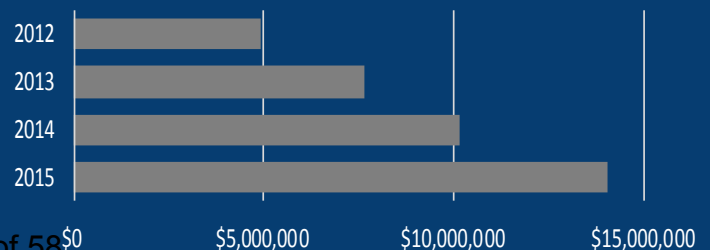
Source: INRIX Insights

Cost of Congestion

Congestion in the NFRMPO region on RSCs cost users \$4.9 M in 2012, and the cost increased 186% to \$14.0 M in 2015. The cost of delay per hour is estimated by the Texas Transportation Institute at \$16.79 for passenger vehicles and \$86.81 for commercial vehicles in 2012 dollars. Delay costs are calculated when speeds fall 20 mph or more below average speeds.

Source: INRIX Insights

Cost of Congestion, 2012-2015



Additional Information

**Retail Gas Price and VMT in Colorado
2001-2016**



Gas Prices and VMT

Retail prices for all grades of gasoline in Colorado rose to a high of \$4.08 in 2008, fell sharply in 2009, and hovered between \$2.80 and \$3.80 in 2011–2013. Gas prices again fell sharply in late 2014, and averaged \$2.41 in 2015.

VMT in Colorado increased almost every year from 2000 to 2007, fell in 2008 and 2009, fluctuated slightly between 2010 and 2013, and grew 4.3% in 2014.

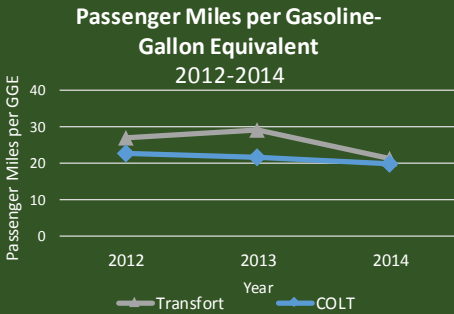
Sources: U.S. Energy Information Administration, FHWA

Transit Passenger Miles per Gallon

Passenger miles per gasoline-gallon equivalent (pmpGGE) measures the per-passenger fuel economy of the fixed-route transit system, and is related to transit system use and fuel efficiency. This measure indicates how many passengers were moved one mile per gallon of fuel. Fuel is measured in gasoline-gallon equivalents (GGE).

From 2012 to 2014, pmpGGE dropped from 27.0 to 21.5 for Transfort, and from 22.9 to 20.0 for COLT. Contributing to the drop was a decline in average trip length for passengers on both systems. On average, passengers traveled 2.6 miles per trip in 2014 on Transfort, a 10.9% decline from 2012. The average trip length for passengers on COLT in 2014 was 5.8 miles, a 7.6% decline from 2012. The decline in average trip length could indicate more efficient transit routes for passengers.

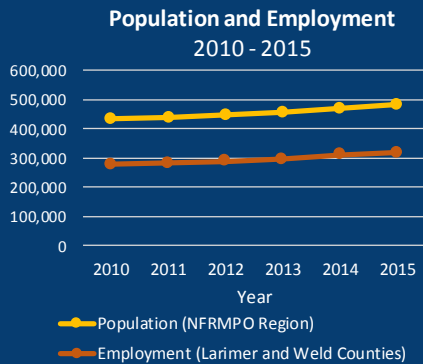
Data is not available for GET or CDOT's Bustang North Route.



Source: National Transit Database

Population and Employment

Population in the North Front Range region increased 11.0% from 2010 to 2015, with an average growth rate of 2.1% per year. Employment increased 14.4% in Larimer and Weld counties from 2010 to 2015, with an average growth rate of 2.7% per year.



Sources: DOLA, BLS

Transit On-Time Performance

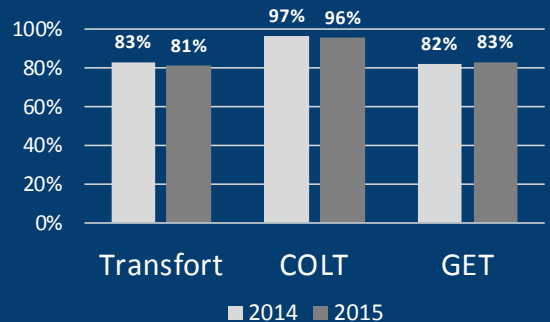
On-time performance is the percentage of time a bus remains on its published schedule. Transit agencies determine the range of time that qualifies as "on-time." The definitions used by the three transit agencies that provide fixed-route service in the region are listed in the table.

In 2014, on-time performance was 83% for Transfort, 97% for COLT, and 82% for GET. In 2015, on-time performance decreased slightly for both Transfort and COLT to 81% and 96%, respectively, and increased slightly for GET, to 83%. Data is not available for CDOT's Bustang.

Definition of On-Time

Transit Agency	On-Time Minimum	On-Time Maximum
Transfort	1 min. early	5 min. late
COLT	15 sec. early	5 min. late
GET	0 min. early	8 min. late

On-Time Performance



Source: Transit Agencies

The Technical Supplement to this report is available at:

North Front Range MPO (NFRMPO)
419 Canyon Avenue
Suite 300
Fort Collins, CO 80521

Main Line: (970) 221-6243
Toll Free: (800) 332-0950 (CO only)
Email: staff@nfrmpo.org
Web: nfrmpo.org





**RESOLUTION NO. 2016-11
OF THE NORTH FRONT RANGE TRANSPORTATION
& AIR QUALITY PLANNING COUNCIL
APPROVING THE 2016 CONGESTION MANAGEMENT PROCESS (CMP) ANNUAL REPORT**

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (NFRMPO) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized and required to carry out the continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development, economic development, and social goals; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council was designated by the Governor of the State of Colorado as the MPO agency responsible for carrying out the transportation planning process, and for developing and amending the RTP; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) requires MPOs adopt a Congestion Management Process (CMP), and the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America’s Surface Transportation (FAST) Act carry forward those requirements; and

WHEREAS, federal regulations developed pursuant to SAFETEA-LU require the CMP include a process for periodic assessment of the effectiveness of strategies implemented to manage congestion in terms of the area’s established performance measures and Planning Council’s adopted targets; and

WHEREAS, in accordance with SAFETEA-LU, the NFRMPO has completed the 2016 CMP Annual Report under the applicable provisions of Federal law and will provide it to the public; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council approves and submits the 2016 CMP Annual Report for informational purposes to the Colorado Department of Transportation and the Federal Highway Administration;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council approves the 2016 CMP Annual Report.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of July, 2016.

Gerry Horak, Chair

ATTEST:

Terri Blackmore, Executive Director

**ACTION ITEM: CDOT Request for Reallocation
of STP Metro Funds**



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Kathy Gilliland
Transportation Commission*

MPO Staff

*Terri Blackmore
Executive Director
Becky Karasko
Regional Transportation Planning
Director
Rena Steffen
Administrative Director
Crystal Hedberg
Finance and Operations Manager*

Memorandum

To: NFRMPO Planning Council
From: Terri Blackmore
Date: July 7, 2016
Re: CDOT Request for Reallocation of STP Metro Funds

Background

The week of June 9, Johnny Olson informed the NFRMPO that the Colorado Department of Transportation (CDOT) has an excess of \$2.2M in Responsible Acceleration of Maintenance and Partnerships (RAMP) funds in Region 1 due to a project coming in under budget. He requested the NFRMPO consider moving the \$2M in STP Metro funds allocated to the I-25 Crossroads Bridge Reconstruction Project to the North I-25 grant project for design and right-of-way (ROW), if the excess RAMP funds were secured.

On June 9, the NFRMPO conducted an informal poll of Planning Council members to see if they supported CDOT exploring the option of moving Region 1 RAMP funds to the I-25 Crossroads project and moving STP Metro funds to the North I-25 grant project for design and ROW. Ten Planning Council members supported CDOT exploring the addition of RAMP funds to replace the STP Metro funds, freeing them up for reallocation.

The CDOT Transportation Commission will not act on Region 4's request until after the July 7 Planning Council meeting. To support Region 4's request and to facilitate the transfer of the funds, a Resolution is attached allowing the STP Metro funds to be moved to design and ROW if additional RAMP funds are allocated to the I-25 Crossroads project.

Action

Staff requests the NFRMPO Planning Council review and approve the attached Resolution to reallocate the STP Metro funds only if CDOT provides additional RAMP funding for the I-25 Crossroads project.



**RESOLUTION NO. 2016-12
OF THE NORTH FRONT RANGE TRANSPORTATION
& AIR QUALITY PLANNING COUNCIL
APPROVING THE REALLOCATION OF STP METRO FUNDS TO NORTH I-25 DESIGN AND ROW**

- WHEREAS**, the North Front Range Transportation & Air Quality Planning Council allocates STP Metro funds to eligible projects within the North Front Range MPO boundary; and
- WHEREAS**, the North Front Range Transportation & Air Quality Planning Council approved a FY 2016 - FY 2019 Call for Projects that identified \$2M in STP Metro Funds for the Colorado Department of Transportation (CDOT) I-25 Crossroads Bridge Project, funded primarily with Responsible Acceleration of Maintenance and Partnerships (RAMP) funding; and
- WHEREAS**, CDOT has an excess of \$2.2M in RAMP funds in Region 1, which could be transferred to Region 4 for the Crossroads Bridge Project; and
- WHEREAS**, the replacement of the STP Metro Funds with RAMP funds would allow additional funds for design and ROW acquisition in preparation for the North I-25 project if TIGER and/or FASTLANE funding is awarded;
- NOW THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby approves the transfer of the STP Metro funds allocated to the I-25 Crossroads project if the additional RAMP funds are provided and authorizes the CDOT to use those funds only for the design and ROW acquisition for the North I-25 Improvement included in the grant applications.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of July, 2016.

Gerry Horak, Chair

ATTEST:

Terri Blackmore, Executive Director

DISCUSSION ITEM: NFRMPO Schedule of Work

- UPWP
- Northern Colorado Freight Plan
- Non-Motorized Plan
- Call for Projects



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Administrative Director
Crystal Hedberg
Finance and Operations Manager*

Memorandum

To: NFRMPO Planning Council
From: Terri Blackmore
Date: July 7, 2016
Re: NFRMPO Schedule of Work

Background

The Colorado Department of Transportation (CDOT) is changing the schedule for the adoption of Colorado Unified Planning Work Programs (UPWP). The due dates for the UPWP and the contract scope of work must occur earlier to allow for FHWA approval of the UPWP and CDOT approval of the contracts prior to October 1. In addition, Planning Council requested a schedule for all FY2016 and FY2017 work products be provided, as several continue into FY2017.

The attached schedule identifies the timelines for the Freight Northern Colorado Plan, the FY2018 UPWP development, FY2020 – FY2021 Call for Projects, 2040 RTP Amendment, FY2018 – FY2021 Transportation Improvement Program (TIP), Air Quality Conformity, and the Human Services Coordinated Plan. Each schedule identifies major work and Transportation Advisory Committee, Mobility Committee, and Planning Council actions.

It is important to note the Call for Projects, TIP, RTP Amendment, and Air Quality Conformity are linked and must be completed prior to May 2017 to retain eligibility to spend federal funds.

Action

No action required, this item is for information only.

NFRMPO Tasks	2016							2017												
	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	
Freight Northern Colorado Plan	Data Collection and drafting of chapters						Draft Document Completed	TAC review			Finalize Draft Document			TAC discussion	Planning Council Discussion TAC recommendation	Planning Council Approval				
UPWP					FY 2017 UPWP initiates UPWP amendment to TAC & Finance	Planning Council approval of UPWP Amendment		Initiate FY 2018 Budget Development	Mid Year Review Initiate Task summary	FY2018 Tasks to TAC	Budget to Finance Committee TAC recommends approval of tasks	Planning Council approval of FY2018 UPWP	FY2018 UPWP and CPG Scope of Work to CDOT Scope of work to CDPHE	CDOT submittal of UPWP to FHWA		FHWA approval of UPWP CDOT approval of CPG contract	New UPWP takes effect			
FY2020-2021 Call for Projects		Call for projects opens Project Application Workshop	CMAQ Projects Due Projects submitted to FHWA for eligibility review	STP Metro, CMAQ, and TAP submissions due to MPO	Project Selection Discussion	TAC Call for Projects Recommendation	Planning Council Call for Projects Approval													
FY2018-2021 TIP schedule					TAC TIP Discussion	Planning Council Discussion of TIP TAC Recommendation on TIP	TAC TIP Recommendation	Post Public Hearing	Planning Council Approval of TIP											
2040 RTP Amendment							TAC 2040 RTP Recommendation Post Public Hearing		Planning Council Approval of RTP											
AQ Conformity								CDPHE for AQ Analysis	Public notice of Public Hearing for Conformity		Public Hearing and Planning Council Conformity approval Submission to AQCC for Concurrence									
Non-motorized Plan		Data Collection Public Involvement Initiate draft document		Draft Plan to TAC Public Involvement	TAC discussion Public Involvement	Planning Council Discussion TAC recommendation to Planning Council Public Involvement	Planning Council Approval													
Coordinated Public Transit/Human Services Transportation Plan					Larimer and Weld Mobility Committee Kick-off for Coordinated Plan	Public Involvement Initiate draft chapters						Larimer and Weld Mobility Committees review draft Plan			Larimer and Weld Mobility Committees combined Plan review and Recommendation to Planning Council	Planning Council discussion of Human Services Coordinated Plan	Planning Council approval of Human Services Coordinated Plan			

STAC REPORT: June 24, 2016

STAC Summary – June 24th, 2016

- 1) **Introductions & May Minutes** – *Vince Rogalski (STAC Chair)*
 - a) May STAC Minutes approved without changes.
- 2) **Transportation Commission Report** – *Vince Rogalski (STAC Chair)*
 - a) Federal officials are pressing states to fulfill ADA requirements on all new projects and the TC is prepared to fund improvements with \$55 million.
 - b) Resiliency continues to be a priority and the TC may form a committee to examine the issue.
 - c) The new TC Chair will be Commissioner Gary Rieff and the new Vice Chair will be Commissioner Sidny Zink.
- 3) **TPR Reports** – *TPR Representatives*
 - a) Denver did not receive the USDOT Smart Cities Grant, which was awarded to Columbus, Ohio. However, the city still plans to implement some elements of the proposal alongside its partners.
- 4) **Chief Engineer Update** – *Joshua Laipply (CDOT Chief Engineer)*
 - a) Pilot projects have been selected for the de-federalization pilot and CDOT staff are working with our partners move projects forward.
 - b) The FHWA “supercircular” requires an increased level of subrecipient risk assessment and monitoring, and CDOT is developing a risk-based approach in conjunction with FHWA guidance.
 - c) New SB 228 forecasts released:
 - i) FY 15/16 (\$199 million) & FY 16/17 (\$158 million) were already set.
 - ii) FY 17/18 (\$110 million) is now forecast by both OSPB and State Legislative Council.
 - d) STAC Discussion: Call for increased transparency in the CDOT IGA process, specifically via project-specific websites tracking each IGA’s place in the process and the responsible party.
- 5) **Freight Advisory Council Update** – *Jeff Sudmeier (CDOT Multimodal Planning Branch)*
 - a) The FAC identified key focus areas including safety, pull-outs and shoulders, communications, low-clearance bridges, and rail crossings and in recent meetings discussed priorities for each.
 - b) In the future, the FAC will shift to a quarterly meeting schedule with a sub-group that will meet on a monthly basis to discuss high-priority issues.
 - c) The group also discussed their role in the development of the Multimodal Freight Plan and State Freight & Passenger Rail Plan.
 - d) CDOT is looking to maintain momentum by demonstrating early progress, making participants feel valued, and expanding participation to large shippers and other important stakeholders.
 - e) STAC Discussion: Support for continuing emphasis on tangible progress and encouragement to tackle issues with industry input.
- 6) **Multimodal Freight Plan & State Freight and Passenger Rail Plan** – *Jeff Sudmeier (CDOT Multimodal Planning Branch)*
 - a) The FAST Act requires the state to have a State Highway Freight Plan and State Freight & Passenger Rail Plan in order to qualify for federal freight funding, establish a statewide vision, and provide guidance for the future.
 - b) CDOT already has a State Highway Freight Plan, and will now develop a Multimodal Freight Plan and State Freight & Passenger Rail Plan under a combined process and consultant – Cambridge Systematics.

- c) The effort will begin in July and take approximately 18 months in order to meet the requirement for the State Freight & Passenger Rail Plan to be completed by December 2017.
 - d) The FAC, TRAC, and STAC will be heavily involved in the process of developing both plans.
 - e) STAC Discussion: STAC members want to be closely involved in the process and prefer to receive data and materials in advance in order to provide meaningful feedback. STAC members emphasize that many freight issues occur between modes, highlighting the need for a multimodal approach.
- 7) **Critical Rural and Urban Freight Corridors** – *Jeff Sudmeier (CDOT Multimodal Planning Branch)*
- a) The FAST Act established the National Highway Freight Network, combining the federally-designated “primary highway freight system” (predominantly interstates and intermodal connectors in metro Denver) with “critical urban corridors” and “critical rural corridors” selected by each state.
 - b) Colorado has been allotted 161 miles of critical rural corridors and 80 miles of critical urban corridors and has broad discretion in identifying them.
 - c) Corridors do not have to be fixed or contiguous, but rather can be small, project-specific areas that change over time as priority work is completed.
 - d) CDOT’s suggested approach is to begin by looking at the broad freight network identified in the State Highway Freight Plan, then overlay freight projects and major economic generators, and finally work with regional stakeholders to identify top priority areas from a local to statewide level.
 - e) STAC Discussion: STAC members agree on the need to coordinate with one another on the best approach to prioritizing freight corridors, particularly when comparing regions of the state with disparate economies, geography, and freight needs.
- 8) **Bustang and Rural Regional Bus Network Plan** – *David Averill (CDOT Division of Transit & Rail)*
- a) Bustang is continuing to operate successfully, recording its 100,000th ride since opening and posting a 37% farebox recovery rate for the system as a whole.
 - b) Initial phases of the Rural Regional Bus Network will build on that success by expanding service to Grand Junction and Pueblo.
 - c) Secondary phases would focus on reconfiguring Lamar-Pueblo, Gunnison-Pueblo, and Durango-Grand Junction Routes.
 - d) If funding allows, final phases would reconfigure or add routes such as Craig-Rifle-Grand Junction, Steamboat Springs-Frisco, Greeley-Windsor-Fort Collins, Limon-Colorado Springs, and Montrose-Gunnison.
 - e) This project is fiscally-constrained and leverages existing resources:
 - i) Roughly \$1.7 million in 5311(f) funds and \$450,000 annually for operations.
 - ii) Up to \$20 million of SB 228 funding will be used for bus purchases.
 - f) Outreach efforts to transit operators, TPRs, and MPOs occurred during the spring of 2016, and feedback included:
 - i) Broad coverage is more important than frequency of trips.
 - ii) A fare structure similar to Bustang should be pursued.
 - iii) Partnerships with human services organizations would be beneficial.
- 9) **Other Business** – *Vince Rogalski (STAC Chair)*
- a) STAC will hold a workshop and retreat on September 23rd to discuss IGAs, TPR and STAC elections, and the impact of recent legislation on the working relationship between the STAC and TC.
 - b) CDOT will hold a Climate Change Workshop on July 14th for TPR/MPO representatives and internal CDOT staff. The event will feature state DOTs, MPOs, and experts from around the country and will cover how to communicate and integrate climate change into the transportation planning process.
 - c) The next STAC meeting will be held on July 29th, 2016.
- 10) **STAC Adjourns**