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MPO Planning Council

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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
November 3, 2016
Eaton Public Library
132 Maple Ave.
Eaton, CO

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

October 6, 2016

Johnstown Community Center
 101 Charlotte Street
 Johnstown, CO

Electric Vehicle Test Drive 4:30-5:30 p.m.

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-August 4, 2016 (Pg. 7)

Lead Planning Agency for Air Quality Agenda

Estimated Time

COUNCIL REPORTS:

3. Air Pollution Control Division Report (Pg. 16) (Written Report)
4. Regional Air Quality Council (Pg. 22) (Written Report)

Metropolitan Planning Organization (MPO) Agenda

Estimated Time

REPORTS:

- | | | |
|---|------------------|-------|
| 5. Executive Director Report (Pg. 24) | Terri Blackmore | 5 min |
| 6. Report of the Chair | | |
| • Executive Director Evaluation Process | Gerry Horak | 5 min |
| 7. TAC (Pg. 27) | (Written Report) | |
| 8. Mobility (Pg. 29) | (Written Report) | |
| 9. Finance (Pg. 32) | Kevin Ross | 5 min |

ACTION ITEM:

- | | | |
|---|-----------------|-------|
| 10. 2 nd Quarter Unaudited Financials (Pg. 36) | Crystal Hedberg | 5 min |
|---|-----------------|-------|

DISCUSSION ITEMS:

- | | | |
|--|------------------------------|--------|
| 11. Schedule of Work-Quarterly Update (Pg. 47) | Terri Blackmore | 10 min |
| 12. 2040 RTP Amendment (Pg. 49) | Becky Karasko | 5 min |
| 13. Call for Projects Presentations (Pg. 53) | Dawn Anderson/Local Agencies | 45 min |

COUNCIL REPORTS:

- | | | |
|------------------------------|------------------|--------|
| Transportation Commission | Kathy Gilliland | 15 min |
| CDOT Region 4 | Johnny Olson | |
| North I-25 Coalition | Kristie Melendez | |
| Highway 34 Coalition | Sean Conway | |
| STAC | Sean Conway | |
| Host Council Member Report | Troy Mellon | |
| Other Council Member Reports | Council Members | |

MEETING WRAP-UP:

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



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the 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.

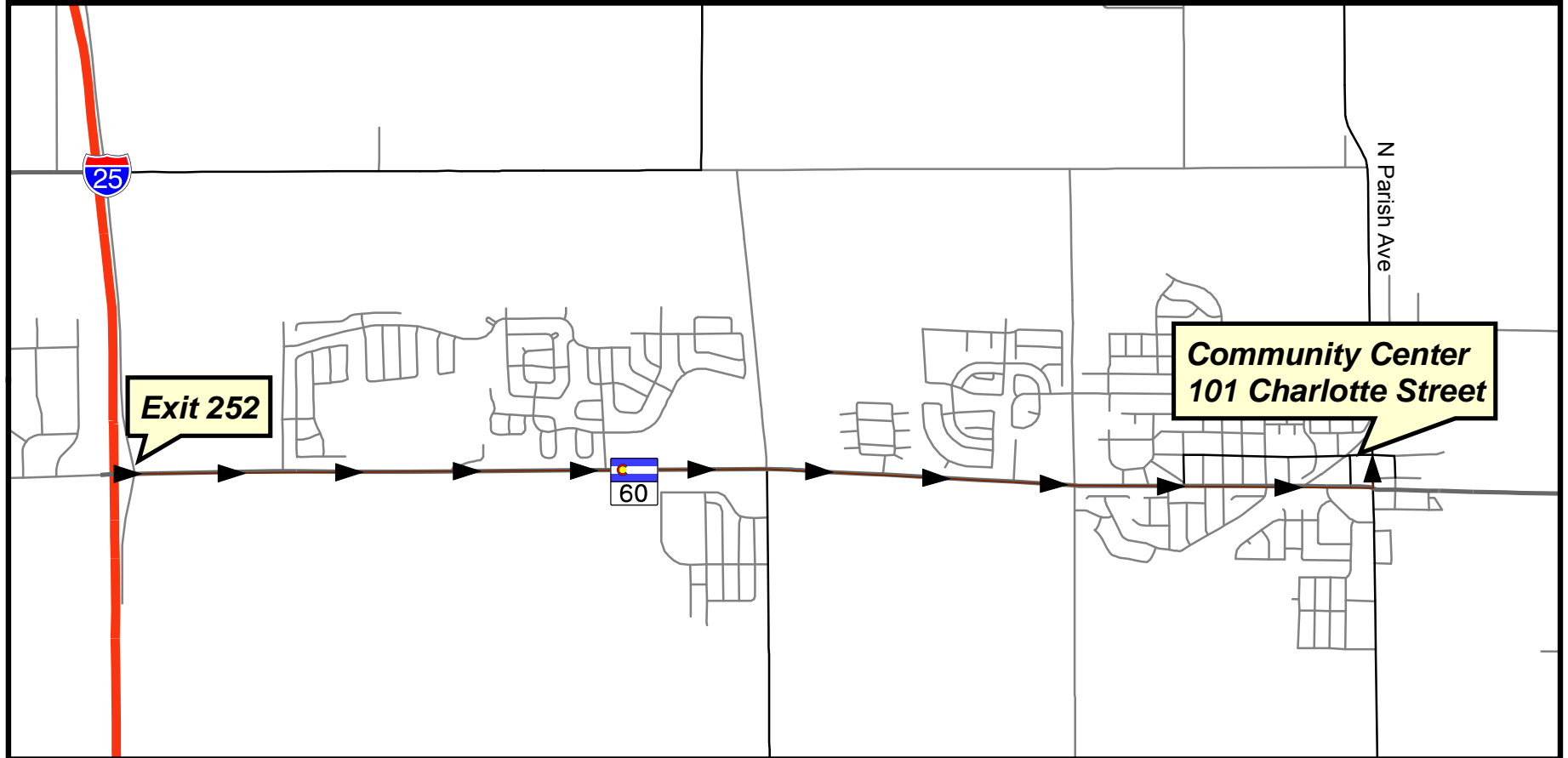
GLOSSARY

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)
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)
AWD	Average Weekday Traffic (also see ADT)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
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 PL112 & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
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
FAST ACT	Fixing America’s Surface Transportation Act (federal legislation, December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado’s S.B. 09-108)

FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (a competitive federal funding source for freight improvements)
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; January to December for local funds)
FFY	Federal Fiscal Year
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MDT	Model Development Team
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NOx	Nitrogen Oxide
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone
PL112	Federal 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 Colorado Transportation Commission)
RTP	Regional Transportation Plan
RTP (see TAP or TA)	Recreational Trails Funds - FHWA Environment funds
SH	State Highway
SIP	State Implementation Plan (air quality)

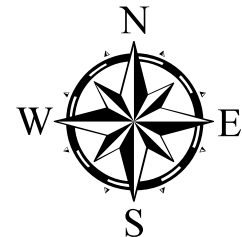
SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRP	State Rail Plan
SRTS (see TAP and TA)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	State Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STU	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
STP	Surface Transportation Program (a FHWA funding program)
STBG (previously STP-Metro)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
TAC	Technical Advisory Committee (of the NFRMPO)
TA (previously 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
TIGER	Transportation Investment Generating Economic Recovery a competitive federal grant program
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

Directions to Johnstown Community Center 101 Charlotte Street



Directions:

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



August 4, 2016 Council Meeting Minutes

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

**August 4, 2016
Riverside Library & Cultural Events Center
Banquet Room
3700 Golden Street
Evans, CO**

Voting Members

Present

Gerry Horak-Chair	-Fort Collins
Jennifer Baker	-Berthoud
Kevin Ross	-Eaton
John Morris	-Evans
Robb Casseday	-Greeley
Troy Mellon	-Johnstown
Tom Donnelly	-Larimer County
Paula Cochran	-LaSalle
Linda Meisner	-Milliken
Don Brookshire	-Severance
Paul Steinway	-Timnath
Johnny Olson	-Trans. Commission/ CDOT R-4
Sean Conway	-Weld County
Kristie Melendez	-Windsor

Absent

Chris Colclasure	-CDPHE
Joan Shaffer	-Loveland
*No member	-Garden City

MPO Staff:

Terri Blackmore, Executive Director; Renae Steffen, Administrative Director; Becky Karasko, Regional Transportation Planning Director, Aaron Buckley and Medora Kealy, Transportation Planners; Shane Armstrong, Vanpool Services Coordinator; Val Vollman, Administrative Specialist/Title VI Coordinator.

In Attendance:

Gary Cyr, Leah Browder, Joel Hemesath, Myron Hora, Wayne Howard, Will Karspeck, Jason Licon, Janet Lundquist, Suzette Mallette, Karen Schneiders, Fred Starr, Steve Teets, Gary Thomas, Jason Wallis.

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

PUBLIC COMMENT:

Steve Teets, Citizen's Bus Improvement Committee, Chairman, Greeley, stated that on the east side of the underpass at 23rd Avenue and US 34 there were two cement slabs coming up, one very pronounced. He wondered if the State could do something to fix the problem before it gets worse, and expressed his concern for driver's safety. He said that he had mentioned the problem to Joel Hemesath who recommended he approach the State, so he brought it to the MPO Council in hopes they would communicate with the right people to get it fixed. Secondly, he pointed to Mayor Norton's comments from

the June meeting regarding medical rides for people with disabilities and seniors that are on Medicaid and Total Transit not always doing their job well and sometimes even using the cab companies and Greeley-Evans Transit (GET). He went to the Weld County Commissioners to discuss the problems that exist for these people and wanted the Council to also understand that the transportation situation is horrible for many people. He thanked Blackmore, the MPO and the City of Evans for their efforts regarding the gap between Hill N' Park and local bus service. He asked that the Council bring their resources together to get a route system developed and consider that they are all neighbors and added that providing this service to the nearly 800 people in Hill N' Park would help both Greeley and Evans since many of those people want to shop in their cities. He said he knows that funding is often available but goes to other places.

APPROVAL OF THE MEETING AGENDA:

Vice Chair Ross suggested that the Report of the Chair be moved to the Council Reports section of the meeting as Chair Horak was at a City of Fort Collins event and would be late.

*Conway **moved** that the Report of the Chair be moved to the Council Reports section of the meeting and the agenda be approved as amended. The motion was **seconded** and **passed** unanimously.*

APPROVAL OF THE MINUTES:

*Conway **moved** to approve the July 7, 2016 meeting minutes. 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. Conway requested APCD staff evaluate the impact of smoke on the exceedances in the North Front Range area, specifically Weld/Greeley Tower. Blackmore agreed to relay the request to Colclasure.

Metropolitan Planning Organization (MPO) Agenda

Vice Chair Ross opened the MPO portion of the meeting.

REPORTS:

Executive Director Report:

Terri Blackmore, Executive Director, indicated that the August 2016 Director's Report Addendum had been handed out and then highlighted the following items:

- CDOT Transportation Summit 2016
- Electric Driving Experience
- *Casseday added that registration was also open on an Electric Vehicle Workshop on Tuesday, August 16th from 1-4 at the DRCOG office in Denver.
- FHWA Alternative Fuel Corridors Work Group
- Future Projections and Census Data
- Bike/Pedestrian Counters
- Alternative Fuels Map-

Conway explained that at the July STAC meeting that FHWA suggested that by August 1st each state submit a list of highways they would like to designate as alternative fuel corridors. There is currently no funding connected with this however, it was part of the Highway

Reauthorization Bill and seems likely that some money will go to these corridors. He thanked and praised Blackmore, Elizabeth Relford from Weld County and Elise Jones from Boulder County for their efforts participating in the process and proudly announced the following Northern Colorado corridors had been successfully designated as Tier I Alternative Fuel Corridors:

- I-70: Utah State Line to Kansas State Line -CNG/Electric/Hydro
- I-25: Wyoming State Line to New Mexico State Line -CNG/Electric
- US 34: Loveland to I-76 -CNG/Electric
- US 85: I-76 in Denver to Wyoming State Line- CNG only

Conway indicated that this is still a work in progress and he will report any updated information from the STAC working group back to the Council at the next meeting. CDOT is required by FHWA to submit these designations on August 22nd and then a confirmation letter will be sent to STAC at the end of the month.

Blackmore showed a photo of the new Ozone Aware bus advertisements (bus backs) that will be on Transfort, FLEX, COLT and GET buses and indicated that she would like to consider cobranding with VanGo™ in the future.

Two new MPO staff members, Shane Armstrong, Van Pool Services Coordinator and Val Vollman, Administrative Specialist/Title VI Coordinator who will handle VanGo™ billing, were introduced to the Council.

Vice Chair Ross turned the meeting over to Chair Horak at 6:20 p.m.

TAC:

A written report was provided.

ACTION ITEM:

Additional STP Metro, CMAQ and TAP Funding Allocation

Aaron Buckley, Transportation Planner, briefly reviewed information from the Agenda Item Summary (AIS) with the Council.

*Conway **moved** to approve Resolution 2016-13 adopting an Amendment to the FY2016-2019 Transportation Improvement Program (TIP) Regarding Allocation of Additional STP Metro and CMAQ funding. The motion was **seconded** and it **passed** unanimously.*

DISCUSSION/ACTION ITEMS:

FY2016 Q3 TIP Amendment – US 34 PEL

Aaron Buckley, Transportation Planner, briefly reviewed information from the AIS with the Council. Blackmore noted that this would be the only item on the agenda for September if it was not approved at the August meeting.

*Casseday **moved** to approve Resolution 2016-14 adopting an Amendment to the FY2016-2019 Transportation Improvement Program (TIP) Regarding Transferring FY19 RPP Funds from NFR I-25: Post EIS Design & ROW to US 34: PEL Study. The motion was **seconded** and it **passed** unanimously.*

Conway thanked the Council for the US 34 PEL study funding on behalf of the US 34 Coalition.

PRESENTATIONS

Greeley-Weld County Airport

Gary Cyr, Greeley-Weld County Airport Manager, showed the Greeley-Weld County Airport (GWC Airport) video to the Council. After challenging the Council to guess how many aircraft were based at the GWC Airport he specified there were 220 based aircraft and then highlighted some of the corporate aircraft also based there. Conway asked Cyr to discuss the corporate relationship the airport has with AIMS Community College. Cyr briefly described AIMS robust flight education program at the airport. He also discussed the current \$1.46M expansion of the airport terminal and board room as a multi-use space as well as the replacement of very old asphalt on the west side of the complex. The airport is anticipating receiving a grant from the FAA for \$6.5M for the runway rehabilitation of their 10,000 foot runway, the longest runway in Northern Colorado, north of DIA. Bid requests for the 2017 runway project went out at the end of July. The airport had the honor of hosting the Rocky Mountain Air Show in 2014 and on May 21st EAA Chapter 1117 and Aims Community College hosted the 2016 International Learn to Fly Day Event at the airport at which over 200 participants attended. He commented that exposure for the airport is key to its success. Horak asked what the airports revenue sources were. Cyr indicated that their four sources of income were ground rental, hangar rental, fuel flowage fees and business licenses. Conway proudly noted that there was no funding from the City of Greeley or Weld County.

Northern Colorado Regional Airport

Jason Licon, Northern Colorado Regional Airport (NCR Airport) Director, gave the NCR Airport presentation to the Council. Baker enquired about a start date for the remote tower project. Licon replied that although the FAA was currently still looking to procure a private entity to develop the project's video and tracking technologies and then create the system, they are hoping to see some progress this year. He explained that regular towers can cost \$5M- \$7M and take 5-7 years to complete, but the remote tower should be less expensive and take less time. Cyr declared that the GWC Airport had strongly supported the location of the project at the NCR Airport. Licon offered to share updates on the project with the Council as they became available and added that it is already capturing international attention because it is so advanced and innovative. Horak asked what attributes of the NCR Airport were different from the GWC Airport. Licon responded that basically the NCR Airport was primarily corporate and general aviation and GWC Airport's focus was primarily commercial service, emphasizing that the two complement each other well and that the interaction between them provides a critical transportation asset to the region. Horak thanked Cyr and Licon for their presentations as well as Steinway for recommending they present to the Council.

DISCUSSION ITEM:

Northern Colorado Freight Corridors

Jason Wallis, CDOT Freight and Planning Analysis Program Manager, reviewed the Critical Rural and Urban Freight Corridors July 2016 and Critical Freight Corridor Designation Map information with the Council. Conway questioned if there was a specific allocation for each MPO within the state. Wallis replied there was not. Conway asked how the municipalities should prioritize if they do not know how many road miles the NFRMPO is able to submit. Wallis replied that they were using some creative terminology for what a network is and explained that instead of designating miles they would be identifying appropriate projects.

Conway asked Olson if CDOT had everything they needed for the I-25 corridor in regards to the TIGER Grant, and if this funding would then be in addition to that. Olson confirmed that was correct. Donnelly asked if there were corridors on the map that were on both the National Highway Freight Network and Colorado Freight Network as they were both light and dark green, and for clarification of which network included US 85. Wallis replied the light green corridors were part of the National Highway System and US 85 was on both networks and indicated the map primarily showed what was eligible for designation, the interstates were removed from the map given to the

Council because they are already considered part of the National Highway Freight Network. Conway questioned whether they should include the US 34 PEL for designation as it would likely be a project in the future. Olson explained they would do that only if it was a quick expenditure project that would be done in the next year or two to maximize those dollars. He added the process was adaptive, but it would require a submission to the Freight Advisory Council, DTR, and DTD requesting the project get on their priority list. Wallis clarified that the process had not been completely established yet, but currently when a project that used formula freight funds is complete, CDOT will pull those miles back into their pool and redesignate them. Olson clarified that to apply for the next round of FASTLANE, projects would have to be on the NHS and designated on the Colorado Freight Corridor. Conway observed that SH 14 should be designated as NHS on the map. Olson responded that was correct as it connects two interstates and is critical to the system. He assured the Council the map would be corrected and Wallis committed to the Council he would ensure the mapping tool was correct. Olson confirmed that no action was currently needed from the Council.

COUNCIL REPORTS:

Transportation Commission Report

Olson reported that the Transportation Commission had ranked their priorities for 2017 at their retreat in July. These priorities will be made public once they work through all of the details. CDOT has budgeted to spend \$790M this fiscal year and they spent \$764M which was an achievement they were recognized for and is allowing them to now align more with policy and get out from under PMO and cash management. They will need to start adjusting their expenditure curves over the next year as RAMP is complete.

CDOT Region 4

Olson proudly announced that a \$15M TIGER grant had been awarded and although it was \$10M less than had been applied for, it was considered a huge success and indicated that it was very likely CDOT would be funding the remaining of the \$202M needed for the I-25 project. He noted that they would continue to seek other funding including \$7M in RAMP discretionary funds through the HPTE Development Fund, TNR and RPP money. Although there are concerns regarding timing for approval of the I-25 south to 56 in the RTP with air quality conformance due to questions with AQCC schedule they hope to have the project in its design phase by fall with construction beginning in January 2017 and completed in 2020.

He also announced that at the North I-25 Local Funding partners meeting earlier in the evening the elected officials that had committed money to the North I-25 project had selected Suzette Mallette, Larimer County Transportation Program Manager, as the Coalition's local designee. Janet Lundquist, Engineering Support Services Manager for Weld County Public Works, will be the alternate. Their roles and responsibilities will be defined in writing in the next few weeks.

The Berthoud Hill Project is on track for a December 2016 opening, but it may be sooner. A contractor has been selected for the Crossroads project which should begin sometime in August. Horak commended Olson and Gilliland, on behalf of the MPO, for their work on the commission and the many successes, such as the Berthoud Hill Project, they had experienced, especially over the past year, and encouraged them to continue to look for funding that would allow them to keep moving forward. Brookshire complimented CDOT with how well traffic has been moving through the Berthoud Hill project.

Highway 34 Coalition

Conway reported that the 34 Coalition members selected Janet Lundquist to assist CDOT with the consultant selection.

I-25 Coalition

Conway noted his pleasure with CDOT's commitment to fund the \$237M needed for the I-25 project. He announced that David May had given a presentation on a new TRANS Bond II strategy that he will be taking to the Legislature and asking them to refer a measure to voters this fall. The measure would permit the state to issue transportation bonds for construction. Basically, this would be a renewal of the TRANS bond program voters approved in 1999. He encouraged Council members to continue to communicate with their legislators. Conway proudly announced that Fix North I-25 Coalition, the Northern Colorado Legislative Alliance and the North I-25 Coalition have been awarded A Regional Spirit Award by BizWest's Bravo! Entrepreneur Awards. There will be an awards ceremony breakfast is on August 17th at the Embassy Suites in Loveland. He acknowledged the Council for their collaborative work with CDOT and others.

STAC Report

Conway reported that the STAC retreat will be held on Friday, September 23rd and noted that this year all the transportation commissioners have been invited.

Evans (Host Council) - Morris welcomed everyone to Evans and reported the following:

- Construction began on the new Kum N' Go market store at 31st Street and US 85. There are approximately twelve acres south of the store that the City has designated for pad site and development.
- An MPO Access Control Project is expected to get underway for 37th Street and US 85 in the month of August and it will include shutting off some frontage road access and rerouting traffic.

Berthoud- Baker complimented CDOT on the Berthoud Hill project and noted how important the project is to the Town of Berthoud's community and announced that Berthoud will have a special election on August 9th to elect a new mayor.

Greeley- Casseday reported the following:

- Summer events are wrapping up for the year. Friday Fest will continue through September.
- CDOT is working on a traffic light solution for the intersection of the US 34 Bypass and 83rd Street (Two Rivers Parkway) to help with increased traffic due to recent development in the area. It was moved to a number one priority following the most recent accident there. If necessary an interim solution will be used until a permanent one can be funded.

Larimer County- Donnelly invited everyone to the Larimer County Fair that would be kicking off on August 5th and running through August 8th at The Ranch, Larimer County Fairgrounds and Events Complex, located in Loveland. The free annual event includes a carnival, parade, rodeo, and 4H Exhibitors. He boasted that Larimer County has the largest 4H program in the State of Colorado.

Johnstown- Mellon reported on the following:

- Gravel road on SH60 east of I-25 intersection known as LCR14/ WCR50, is paving the 2 ½ mile section that meets up to the paved section of WCR 50. It is a \$1.6M project that is important to the town because it completes the north Johnstown bypass and will relieve traffic on SH60. The project is also expected to be submitted for the Call for Projects.

Windsor- Melendez announced the following:

- Windsor will have \$6M of street maintenance, which includes an extension off of Liberty Road and a roundabout, completed at the beginning of October.
- The town is anxiously awaiting the arrival of Jimmy Johns and a drive-thru Starbucks which will be breaking ground soon.
- The Revitalization of the Old Mill project is awaiting the results of a feasibility study to determine what type of redevelopment can be done.

Severance- Brookshire reported the following:

- Phase I of Severance's Downtown Improvement Project, which includes storm drainage and roadway enhancements, is expected to be completed by the end of summer.
- Severance Days are August 12 & 13. All are invited to attend.

LaSalle- Cochran announced the following:

- The Public Works department will work with LaSalle residents on cleaning up from the recent hail storm
- New housing development, Dove Hill is in progress west of US 85.
- School starts August 8th. Everyone should use extra caution at the US 85 crossing.

Milliken- Measner reported the following:

- The MPO thanked for the newly completed Trail system which is getting a lot of use.
- Milliken's new Field House also getting a lot of use.
- Beef 'N Bean Day is August 13th. The event starts at 6 a.m. with a breakfast. All are invited.

Fort Collins- Horak thanked the entire Council for their efforts with the North I-25 project and noted the remarkable progress made over the past two years and he requested that there be an I-25 update with a timeline on the Council's regular meeting agenda. He then reported that Blackmore had provided the Council with her goals and accomplishments for the past year in preparation for the Executive Director Evaluation process. The Executive Committee (Horak, Ross and Conway) are scheduled to meet with MPO staff on September 12th to help determine which evaluation process will be appropriate to administer in October. The results of that survey will go to the Council in November in preparation for the Executive Session discussion in December. In January there will be an Executive Session and negotiation with Blackmore. Horak vowed to stay on the schedule stated in the Articles of Association. He credited Blackmore with being an integral part of the I-25 process, especially over the past year, noting not only her participation, but also her leadership role with the North I-25 Funding Subcommittee and others, noting he had not seen that type of commitment from any other MPO Executive Director.

Conway recognized Horak for his participation and leadership in with the North I-25 project citing his commitment for Fort Collins to cover the potential \$0.25M shortfall as well as chairing the North I-25 Funding Subcommittee.

Horak finished his report by announcing that the City of Fort Collins was working with Larimer County, Timnath and CDOT on a time-sensitive GOCO Grant for \$1M -\$2M to help with a project that will allow the Poudre River Trail to go safely under I-25. The project will allow access to the 30 mile section of the trail that goes all the way from Watson Lake to Greeley.

MEETING WRAP-UP:Final Public Comment:

Steve Teets, Citizen's Bus Improvement Committee, Chairman, Greeley, complimented Blackmore for doing an excellent job. He also complimented Julie Cozad, Weld County Commissioner, and Menda Warne, Executive Director at Access and Ability, for their help with Hill N' Park project he had mentioned at the beginning of the meeting. He referenced the 2040 Regional Transportation Plan for the NFRMPO and stated he thought US 34 should go all the way to Orchard Square and not just to I-25 as shown in the Transit Plan, as it would then tie into FLEX and be able to go north and south in Greeley. He also asked for an update on the success of Bustang. Olson responded that the most successful routes were currently Denver to Grand Junction and Denver to Fort Collins, which may get an additional bus and added that the one route struggling was Denver to Colorado Springs. The program is doing very well and will be considering rural routes to tie to local routes and providers. Teets said he would like to see Greeley get a connection with Bustang. Horak thanked Teets for his comments.

Next Month's Agenda Topic Suggestions:

*Casseday **moved** to approve cancelling the September 1, 2016 Council meeting. The motion was **seconded** and **passed** unanimously.*

The meeting was adjourned at 8:01 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Air Pollution Control Division Report: October 2016

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

October 2016

The Air Quality Control Commission:

- The Commission continued the hearing on the proposed State Implementation Plan (SIP) to attain the 2008 ozone National Ambient Air Quality Standard (NAAQS) until November 2016.
- The Commission set a December hearing to consider proposed revisions to the Regional Haze SIP. The SIP revisions would affect Craig Unit 1 in Moffat County and the Nucla Generating Station in Montrose County. Under the proposal, Craig Unit 1 would retire by Dec. 31, 2025. Alternatively, Craig Unit 1 may cease burning coal by Aug. 31, 2021 with the option to convert to natural gas on or before Aug. 31, 2023. Craig Unit 1 would no longer be required to install selective catalytic reduction emission controls (currently required by 2021). Nucla Generating Station would retire by Dec. 31, 2022. Both units would be subject to interim emission limits.

The Air Pollution Control Division:

- Preliminary monitoring data for 2016 shows nonattainment of both the 75 part per billion (ppb) and 70 ppb ozone standards.
 - To determine attainment, ozone concentrations are measured at each monitoring site over 8-hour rolling time blocks. The highest 8-hour value at each monitor is recorded every day. The three worst days of the year at each monitor are ignored, and the three-year average of the annual fourth maximum daily value from each monitor is compared to the standard. To attain the standard, the three-year average of the annual 4th-maximum daily value must be less than or equal to 75 ppb for the 2008 standard and 70 ppb for the new 2015 standard.
 - Table 1 shows raw data for the highest daily ozone values recorded at each monitor in 2016. Table 1 has not been adjusted to account for wildfires or other exceptional events. Seven monitors in the Denver Metro/North Front Range nonattainment area recorded 4th-maximum values above 70 ppb, with four monitors above 75 ppb.

- Table 2 shows the annual 4th-maximum daily values for 2014-2016 and the three year averages. Table 2 has not been adjusted for wildfires or other exceptional events. Five monitors fail to attain the 70 ppb standard, and three of these monitors fail to attain the 75 ppb standard.
- The Division has identified some high ozone days in 2016 that may have been influenced by wildfires. If EPA concurs that one or more of the four highest ozone values at a given monitor were influenced by wildfires, those values will be discarded and the next highest value will be used to determine attainment. Table 3 shows how the annual and three-year averages would change if all 2016 wildfire days are excluded. Excluding the wildfire days does not change the values enough to bring any monitor into attainment.
- The Division is meeting frequently with stakeholders on the 2008 ozone NAAQS “bump-up” SIP to attempt to reach consensus on the proposed regulatory requirements. In particular, the Division is discussing the requirement to apply Reasonably Available Control Technology (RACT) to major sources of air emissions.

Table 1: 2016 Maximum Daily Ozone Values

2016 8-Hour Ozone (updated through August 31, 2016)

AQS Number	Site Name	1st Max 8-Hour (ppm)	Date 1st Max 8-Hour	2nd Max 8-Hour (ppm)	Date 2nd Max 8-Hour	3rd Max 8-Hour (ppm)	Date 3rd Max 8-Hour	4th Max 8-Hour (ppm)	Date 4th Max 8-Hour	5th Max 8-Hour (ppm)	Date 5th Max 8-Hour
08-001-3001	Welby	0.072	06/16	0.067	06/27	0.067	07/27	0.066	07/25	0.065	06/19
08-005-0002	Highland	0.076	07/27	0.073	07/14	0.073	07/16	0.072	06/16	0.071	06/27
08-005-0006	Aurora East	0.070	06/16	0.069	07/16	0.068	07/22	0.066	04/18	0.066	07/27
08-019-0006	Mines Peak (non-regulatory)	0.073	04/21	0.066	03/19	0.066	04/25	0.065	04/26	0.065	08/17
08-031-0002	CAMP	0.074	06/16	0.073	07/27	0.071	06/27	0.070	06/19	0.067	07/25
08-031-0026	La Casa	0.073	06/16	0.073	07/27	0.071	06/27	0.069	06/26	0.068	07/07
08-035-0004	Chatfield State Park	0.086	07/27	0.081	07/14	0.080	08/03	0.078	07/16	0.076	06/27
08-041-0013	Colo. Spgs. - USAF Academy	0.078	06/16	0.072	07/25	0.070	05/03	0.069	04/23	0.069	05/04
08-041-0016	Manitou Springs	0.071	07/28	0.068	06/16	0.067	05/03	0.066	04/25	0.066	04/26
08-045-0012	Rifle - Health	0.066	06/15	0.060	05/21	0.060	05/24	0.060	05/25	0.060	05/26
08-059-0005	Welch	0.082	06/27	0.082	07/27	0.076	07/25	0.075	07/14	0.075	08/03
08-059-0006	Rocky Flats - N	0.087	07/25	0.082	06/16	0.079	06/18	0.079	07/27	0.078	06/27
08-059-0011	NREL	0.088	07/27	0.086	06/16	0.083	06/27	0.083	07/25	0.080	07/07
08-059-0013	Aspen Park	0.081	06/16	0.075	06/27	0.074	08/03	0.073	07/30	0.072	07/14
08-069-0011	Fort Collins - West	0.086	06/16	0.079	06/18	0.076	07/25	0.076	08/03	0.074	06/21
08-069-1004	Fort Collins - CSU	0.074	06/18	0.072	06/16	0.071	07/25	0.070	06/21	0.066	06/15
08-077-0020	Palisade - Water	0.066	06/15	0.063	04/25	0.063	05/05	0.063	05/20	0.063	05/22
08-081-0003	Elk Springs	0.060	05/07	0.060	07/15	0.059	04/21	0.059	07/11	0.058	07/14
08-083-0006	Cortez	0.074	07/11	0.068	07/10	0.068	07/12	0.066	06/28	0.065	05/29
08-085-0005	Paradox	0.065	06/15	0.062	04/23	0.062	04/25	0.062	05/25	0.061	05/23
08-123-0009	Greeley - Weld Tower	0.079	06/16	0.067	06/26	0.067	07/08	0.067	07/22	0.066	06/15
08-051-9991	EPA - Gothic CASTNET	0.066	05/25	0.062	04/21	0.062	04/23	0.062	05/24	0.062	05/26
08-067-1004	USFS – Shamrock (thru 6/30)	0.071	05/25	0.066	06/16	0.065	02/12	0.065	04/23	0.065	05/29
08-067-7001	SUIT - Ignacio	0.075	05/25	0.072	05/29	0.071	06/16	0.071	06/18	0.069	06/15
08-067-7003	SUIT - Bondad	0.077	05/25	0.074	05/29	0.074	06/15	0.072	06/18	0.071	07/20
08-069-0007	NPS - Rocky Mtn. NP	0.080	06/18	0.077	06/15	0.072	06/16	0.069	05/05	0.068	07/17
08-083-0101	NPS - Mesa Verde NP	0.069	06/18	0.067	05/25	0.067	05/29	0.066	05/23	0.066	05/26
08-103-0005	BLM - Meeker	0.060	05/05	0.059	05/21	0.059	05/25	0.059	06/15	0.058	05/24
08-103-0006	BLM - Rangely	0.067	02/12	0.064	01/29	0.061	02/10	0.061	06/25	0.060	05/25

NOTE: This table contains raw data. Values influenced by natural events, if any, are included. Values above the 8-hour standard (0.070 ppm) are highlighted in yellow.

Table 2: 2014-2016 Annual Ozone Values and Three Year Average

The 8-hour ozone standard is attained if the 3-year average of the annual 4th max. daily value is 0.070 ppm or less. This table contains raw data. Values influenced by natural events, if any, are included. Values above the 3-year average 4th maximum 8-hour standard are highlighted in **red**.

AQS #	Site Name	2014 4 th Maximum 8-Hour Average Value (ppm)	2015 4 th Maximum 8-Hour Average Value (ppm)	2016 (thru 8/31) 4 th Maximum 8-Hour Average Value (ppm)	2014 - 2016 3-Year Average 4 th Maximum Value (ppm)	2016 Highest Allowable 4 th Maximum 8-Hour Average Value (ppm)	2017 Highest Allowable 4 th Maximum 8-Hour Average Value (ppm)
08-001-3001	Welby	0.067	0.069	0.066	0.067	0.076	0.077
08-005-0002	Highland	---	---	0.072	---	---	---
08-005-0006	Aurora East	0.067	0.068	0.066	0.067	0.077	0.078
08-019-0006	Mines Peak (non-regulatory)	0.069	0.069	0.065	0.067	0.074	0.078
08-031-0002	CAMP	0.061	0.067	0.070	0.066	0.084	0.075
08-031-0026	La Casa	0.066	0.071	0.069	0.068	0.075	0.072
08-035-0004	Chatfield State Park	0.074	0.081	0.078	0.077	0.057	0.053
08-041-0013	Colo. Spgs. - USAF Academy	0.064	0.067	0.069	0.066	0.081	0.076
08-041-0016	Manitou Springs	0.062	0.065	0.066	0.064	0.085	0.081
08-045-0012	Rifle - Health	0.061	0.068	0.060	0.063	0.083	0.084
08-059-0005	Welch	0.066	0.075	0.075	0.072	0.071	0.062
08-059-0006	Rocky Flats - N	0.077	0.077	0.079	0.077	0.058	0.056
08-059-0011	NREL	0.076	0.081	0.083	0.080	0.055	0.048
08-059-0013	Aspen Park	0.065	0.070	0.073	0.069	0.077	0.069
08-069-0011	Fort Collins - West	0.074	0.075	0.076	0.075	0.063	0.061
08-069-1004	Fort Collins - CSU	0.072	0.069	0.070	0.070	0.071	0.073
08-077-0020	Palisade - Water	0.062	0.065	0.063	0.063	0.085	0.084
08-081-0003	Elk Springs	---	---	0.059	---	---	---
08-083-0006	Cortez	0.062	0.061	0.066	0.063	0.089	0.085
08-085-0005	Paradox	---	---	0.062	---	---	---
08-123-0009	Greeley - Weld Tower	0.070	0.073	0.067	0.070	0.069	0.072
08-051-9991	EPA - Gothic CASTNET	0.063	0.068	0.062	0.064	0.081	0.082
08-067-1004	USFS - Shamrock (thru 6/30)	0.064	0.068	0.065	0.065	0.080	0.079
08-067-7001	SUIT - Ignacio	0.067	0.068	0.071	0.068	0.077	0.073
08-067-7003	SUIT - Bondad	0.065	0.066	0.072	0.067	0.081	0.074
08-069-0007	NPS - Rocky Mtn. NP	0.069	0.069	0.069	0.069	0.074	0.074
08-083-0101	NPS - Mesa Verde NP	0.065	0.066	0.066	0.065	0.081	0.080
08-103-0005	BLM - Meeker	0.062	0.064	0.059	0.061	0.086	0.089
08-103-0006	BLM - Rangely	0.062	0.066	0.061	0.063	0.084	0.085

Table 3: Adjustment for 2016 Possible Exceptional Events at Selected Monitors

2016 8-Hour Ozone (updated through August 31, 2016)

AQS #	Site Name	2016 8-Hour Ozone							2014 – 2016 3-Year Avg. 4 th Max. (ppm)	2014 – 2016 3-Year Avg. 4 th Max. <i>Adj. for events</i> (ppm)
		2016 1st Max 8-Hour (ppm)	2016 2nd Max 8-Hour (ppm)	2016 3rd Max 8-Hour (ppm)	2016 4th Max 8-Hour (ppm)	2016 5th Max 8-Hour (ppm)	2016 6th Max 8-Hour (ppm)	2016 7th Max 8-Hour (ppm)		
North Front Range sites										
08-069-0007	NPS - Rocky Mtn. NP	0.080 6/18/2016	0.077 6/15/2016	0.072 6/16/2016	0.069 5/5/2016				0.069	0.069
08-069-0011	Fort Collins - West	0.086 6/16/2016	0.079 6/18/2016	0.076 7/25/2016	0.076 8/3/2016	0.074 6/21/2016			0.075	0.074
08-069-1004	Fort Collins - CSU	0.074 6/18/2016	0.072 6/16/2016	0.071 7/25/2016	0.070 6/21/2016				0.070	0.070
08-123-0009	Greeley - Weld Tower	0.079 6/16/2016	0.067 6/26/2016	0.067 7/8/2016	0.067 7/22/2016				0.070	0.070
Max Denver-area sites										
08-035-0004	Chatfield State Park	0.086 7/27/2016	0.081 7/14/2016	0.080 8/3/2016	0.078 7/16/2016	0.076 6/27/2016	0.076 7/30/2016	0.075 6/16/2016	0.077	0.076
08-059-0006	Rocky Flats - N	0.087 7/25/2016	0.082 6/16/2016	0.079 6/18/2016	0.079 7/27/2016	0.078 6/27/2016			0.077	0.077
08-059-0011	NREL	0.088 7/27/2016	0.086 6/16/2016	0.083 6/27/2016	0.083 7/25/2016	0.080 7/7/2016			0.080	0.079
<div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;"> <div style="background-color: #ffcdd2; width: 20px; height: 10px; display: inline-block;"></div> = Potential exceptional event influenced by wildfire smoke</div> <div style="background-color: #c8e6c9; width: 20px; height: 10px; display: inline-block;"></div> = 4th max value, taking in to account potential exceptional events										

Red = above 0.070 ppm NAAQS

Regional Air Quality Council (RAQC) Report: September 9, 2016

Regional Air Quality Council Report (RAQC)

September 9, 2016

Presentation on Summer Ozone season

- Four locations exceeded the 75 ppb standard during the 2016 Ozone Season
 - NREL – 83 ppb
 - Rocky Flats – 79 ppb
 - Chatfield State Park – 78 ppb
 - Fort Collins West – 76
- If there are no exceedances in 2017 and 2018, the area can receive two extensions to meet compliance with a three year period

Update on Ozone Draft 75ppb SIP

- The Air Quality Control Commission (AQCC) has continued the hearing on the proposed State Implementation Plan (SIP) for the 2008 ozone National Ambient Air Quality Standard until November 2016 to provide time to respond to the comments received
- The NFRMPO will be submitting a letter to the AQCC to support the new NFRMPO budget for the 75 ppb SIP

Proposed Nonattainment Designations and Boundaries for 2015 (70 ppb) Ozone Standard

- APCD made a presentation on the proposed designation (marginal) and the boundaries (staying the same) for the 2015 70 ppb ozone standard

Overview Presentation on Proposed VW Settlement Agreement

- CDPHE made a presentation on the Colorado process for the VW funds.
- This presentation will be made to the NFRMPO Planning Council at their December 2016 meeting

NFRMPO Outreach in the North Front Range Area

- The MPO used approximately \$12.5K for FY 2016 and \$10K for FY 2017 for marketing
- The MPO has purchased bus backs on the Transfort and GET systems and bus tails on the Loveland system.
- The MPO has purchased bags and balloons for use at the community events
- The MPO staff attended 14 community events and will be provided Air Quality outreach to 400-500 individuals and families
- The MPO staff moved a “banner bug” to locations throughout the MPO

Executive Director Report: October 2016

October 2016 Director's Report

CDOT Transportation Summit 2016

- November 1 - 10:00 am to 6:00 pm
- NFRMPO has purchased a table of 10
- Open to Planning Council Members
- Please let Terri or Renae know if you would like to attend by October 21.

Electric Driving Experience

- An electric driving experience is scheduled for 4:30 to 5:30 pm prior to the Planning Council meeting in Johnstown

Air Quality Outreach

- The Transfort buses still have the Air Quality bus tails on them reminding drivers to take care of the Air
- The Greeley buses bus backs debuted in August and run through the end of September
- Staff have attended local events in Milliken, Severance, Loveland, Windsor and Fort Collins handing out the bags and balloons
- Staff are scheduled to attend the Taste in Timnath Fall Festival on September 24

VW Proposed Partial Consent Decree

- The Department of Justice has published a notice of a Partial Consent Decree for 2.0 liter engines that operate with the emission defeat software
- The Governor has designated the CDPHE as the agency to manage the VW program in Colorado
- There will be public outreach to obtain comments on how the funds should be spent
- VW is required to establish \$2.7B to mitigate excess emissions with funds distributed based on vehicles in that state
- VW must set aside up to \$10.33 to recall at least 85% of the vehicles with the defeat software
- VW must set aside \$2B for Zero Emission charging stations, zero emission education, and to improve access to Zero Emission Vehicles (ZEV) through Car share and rideshare programs
- Trustee expected to be selected by mid-2017
- More information available at <http://bit.ly/2aswWj9>

Fix N I-25

- The next N I-25 Funding Subcommittee meeting is scheduled for October 7 from 11:30 to 1:00 pm at Perkins at Crossroads
- The N I-25 Coalition plans to hold a meeting with the State Legislators on December 7

NFRMPO Non-motorized Plan

- Staff presented to the Loveland Transportation Advisory Board on August 1, Fort Collins Transportation Board on August 17 and the Greeley Citizen Transportation Advisory Board on August 22.

HOV 3

- HOV three will be initiated in January 2017

NFRMPO Staff Changes

- The NFRMPO will be conducting in person interviews with four candidates on September 28 and hopes to have an additional planner on board by mid-November if not sooner.

VanGo™

- VanGo™ staff made a presentation to Estes Park employers on the ability to travel up the canyon with VanGo™ using a permit provided by CDOT
- CU has initiated a \$15 incentive for Vanpoolers using 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 Bids for the 2016 FASTER Van purchases closed on September 21 and 3 bids were received but none were completely responsive - VanGo is analyzing
- 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 reviewing an IGA to establish VanGo maintenance in Loveland
- VanGo™ will be sending out an RFP for a fare study and an app for NTD reporting.

NFRMPO and VanGo™ Websites

- The NFRMPO Staff with Greystone assistance has updated the website and the URL will remain the same.
- The VanGo™ website has been updated by Tripspark and will use a new URL of Vangovanpools.org.

Bike/Pedestrian Counters

- The MPO loaned the three mobile counters to Loveland for counts for July 18-26 and again for September 27-October 5
- *The counters will be available after October 5*
- 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 Larimer and Weld County Mobility Committee will meet jointly on October 21 to kick off the update of the Coordinated Human Services Plan

NFRMPO Documents available electronically or as printed 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 can contact me at tblackmore@nfrmpo.org

COMMITTEE REPORT: TAC – September 21, 2016

**Executive Summary of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
September 21, 2016**

APPROVAL OF THE AUGUST 17, 2016 TAC MINUTES

The August 17, 2016 TAC meeting minutes were approved unanimously.

ACTION ITEMS

Critical Urban Freight Corridors – Schneiders asked if TAC had any changes to the urban freight corridor selection, which is concluding. TAC had no additions and no action was necessary.

OUTSIDE PARTNERS REPORTS (verbal)

Northern Colorado (NoCo) Bike & Ped Collaborative – Buckley stated based on Johnstown's TA project presentation, NoCo requested the trail be widened to a six foot minimum and a permanent bike/ped counter installed. With these changes, NoCo recommended approval to the Call for Projects Scoring Committee. Loveland is completing Regional Bicycle Corridors (RBC) 7 and 8 to Fort Collins over FY2017 and FY2018.

Regional Transit Items – Bailey stated COLT has been asked to move the north transfer center at the Orchards Shopping Center. COLT negotiated an extension to the current contract at Orchards through January 21, 2017 and will announce their new location in early October.

Regional Air Quality Council – Brimmer stated the State Implementation Plan (SIP) public hearing with the AQCC for the 75 ppb 2008 ozone standard will be held on November 17 and 18, 2016. Final revisions for Chapter 6 on Reasonably Available Control Technology (RACT) will be available by September 30 for review. The control strategies in the SIP remain unchanged; however, they are being reviewed for potential changes for the 2015 ozone standard. APCD is recommending the nonattainment area boundary for the 2015 ozone standard remain the same as the 2008 ozone standard. Based on 2016 ozone values, a marginal nonattainment area designation is anticipated. The threshold for marginal nonattainment is 10 percent above the standard. The Governor will submit the recommendation to EPA by October 1, with EPA final designations by October 2017. The test of attainment is the fourth highest ozone value over a three year period, 2017 will determine whether the 2008 ozone standard will be attained. Attainment based on 2015-2017 data is not expected due to 2016 data. A 1-year attainment date extension is offered if all monitors in 2017 are at or below the standard and a second extension for 2018 if the monitors are below the standard. The 3-year average of 2017-2019 ozone data could demonstrate attainment for the region. APCD is also examining potential exceptional event days for 2016. A RAQC Mobile Sources and Fuels Subcommittee meeting will be held on October 7 to discuss the VW settlement.

DISCUSSION

FY2020-2021 Call for Projects Recommendations – Karasko stated 17 applications were received: 10 CMAQ, six STBG, and one TA project and 15 projects were recommended for funding. Approximately \$16M in funding was available, with requests totaling \$22.4M. Project sponsors will present to Planning Council at their October 6, 2016 meeting in Johnstown.

Updated 2040 RTP Amendment Call and Conformity Schedule – Karasko stated the North I-25: SH56 to SH14 and the Greeley–Evans Transportation Center project amendments were received and will be incorporated into the RTP Amendment.

Non-Motorized Plan Update – Buckley discussed the NMP components. The 2040 RTP non-motorized facilities per capita performance measure will be assessed. The NMP survey has nearly 250 responses and was distributed at 14 public events. The Fort Collins, Greeley, and Loveland transportation boards each received a presentation. The NMP final draft will be discussed at the October TAC meeting.

FY2018-2021 TIP Development Process Discussion – Buckley stated the FY2018-FY2021 TIP Narrative will be updated to reflect the FAST Act, funding source updates, and clarify the TIP amendment and modification process.

NoCo Bike & Ped Collaborative TAC Representation – Buckley extended an invitation to TAC members to attend the October 12 NoCo Bike & Ped meeting.

COMMITTEE REPORT: Mobility- Fall 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

The Senior Transportation Coalition (STC) attended the Partnership for Age-Friendly Communities (PAFC) Forum on September 22, 2016. The event brought together the different Priority Groups to discuss what has been achieved, their current activities, and future plans. The STC is the Transportation Priority Group. Ruth Fletcher-Carter spoke on behalf of the STC, discussing what the coalition has done. Activities include distribution of Rider’s Guides, Travel Trainings, and acting as the Steering Committee for the Larimer County Rural Senior Transportation Study. For more information about the STC, please visit the Mobility Coordination website at www.nfrmpo.org.

Coordinated Plan Update

Starting in October, the North Front Range MPO will begin work on the 2017 Coordinated Public Transit/Human Services Transportation Plan (C-Plan). In conjunction with the Larimer and Weld County Mobility Committees, the NFRMPO will create a plan to address federal mobility management goals.



Through the 2017 C-Plan, the region can address the needs, issues, and concerns of those with mobility issues. The 2017 C-Plan will outline strategies, goals, and desired outcomes to address the underlying transportation issues which impact those with mobility challenges.

The 2017 C-Plan will kick off with a joint Larimer and Weld County Mobility Committee meeting on October 19 at the Windsor Recreation Center.

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 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:

- Transfort:** <http://bit.ly/2cXARoa>
- COLT:** <http://bit.ly/2df02QH>
- GET:** <http://bit.ly/2dhFEkW>

Rider’s Guide Updates

The Online Rider’s Guide continues to be an important resource for the region. More than 595 users have logged onto the online service to find potential service matches, with 91 percent of users being new.

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

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 2017 after NFRMPO staff submitted applications for \$5310 funds to both CDOT and Fort Collins.

NEED A RIDE?
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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

The NFRMPO Coordinated Public Transit / Human Services Transportation Plan
 December 2013
 Learn about the NFRMPO's Mobility Coordination goals and strategies @ www.nfrmpo.org

COMMITTEE REPORT: Finance – August 18, 2016

Finance Committee Report

- Finance Committee met on August 18, 2016
- The committee reviewed the 2nd Qtr. 2016 Unaudited Financial Statements and Investment Report
- The Finance Committee recommends Council accept the 2nd Qtr. Unaudited Financial Statements and Investment Report
- Construction has begun on the conference room
- The conference room is scheduled to be completed by September 1
- Painting and re-carpeting the remaining portion of the office is scheduled to be complete by September 23
- The update of the VanGo™ website is in process. Staff will be testing the new website in September
- The website update is scheduled to be completed by the first part of October
- CDOT has agreed to issue permits to VanGo™ vans to allow them to go through the canyon during US 34 road construction

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

August 18,, 2016
7:30 a.m.
Egg & I
1205 Main Street
Windsor, CO

Members Present

Tom Donnelly
Kevin Ross
Paul Steinway

MPO Staff Present

Crystal Hedberg
Terri Blackmore

Approval of Minutes:

Donnelly moved to approve the June 16, 2016 meeting minutes. The motion passed unanimously.

2nd Quarter 2016 Unaudited Financial Statements and investment report.

The 2nd quarter 2016 unaudited financial statements were reviewed. Crystal Hedberg, Financial Manager, noted there was nothing out of the ordinary reflected in the financial statements. There was a discussion regarding entering the budget in a way that would reflect actual activity instead of evenly over the year. Crystal noted some items such as match, travel and audit are incurred at known times during the year and could be budgeted during those times. The remaining items occur anytime during the year, therefore there is no easy way to budget other than evenly over the year. Donnelly made a motion to recommend council accept the 2nd quarter 2016 unaudited financial statements. The motion passed.

Update on Construction

The construction has begun on the new conference room. The wallboard has been installed. The conference room portion of the project is scheduled to be completed by August 30th, with painting and re-carpeting of the remaining office completed by September 21st.

VanGo™ update

The VanGo™ website project is under way. Testing by staff is scheduled to occur in early September. If all goes well, the project should be completed in early October.

We have held off on issuing an RFP for an App until we see what RidePRO (the website) may have available. Staff is attending a two day conference reviewing all aspects of RidePRO. Boulder has developed an app that we thought might work, but what we have seen it would work better for the travel study.

Marketing for the VanGo™ program was discussed. Staff suggested looking into hiring a marketing firm to develop materials for our use. The committee agreed to pursue this course of action.

Our vans will be issued permits to go thru the canyon during the construction of US 34. There has been some interest in using the program by the businesses in Estes Park. A presentation will be made to one business the last week of August.

ACTION ITEM: CY 2016 2nd Quarter Unaudited Financials



419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
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(800) 332-0950 (Colorado only)
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*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: October 6, 2016

Re: CY 2016 2ndQuarter Unaudited Financial Statements

The North Front Range Transportation and Air Quality Planning (NFRT&AQPC) Unaudited Financial Statements for the 2nd Quarter of Calendar Year 2016 are attached for your review and acceptance. This includes financial statements for the NFRT&AQPC (Combined), the Metropolitan Planning Organization (MPO) and the VanGo™ program (Vango). (See note below for basis of accounting and explanation of indirect costs.)

The NFRT&AQPC 2016 revenues for 2nd Quarter were \$406,425 (\$212,164 MPO and \$194,261 VanGo). The NFRMPO 2016 expenditures for the 2nd Quarter were \$434,079 (\$227,306 MPO and \$206,773 VanGo). The second quarter expenditures exceeded revenues resulting in a net deficiency of \$27,654 (\$15,142 deficiency for the MPO and \$12,512 deficiency for VanGo), resulting in the year-to-date expenditures over revenues of \$78,891 (\$64,069 deficiency for the MPO and \$14,822 deficiency for VanGo) Part of the MPO deficiency was a result of the servers crashing which required additional consulting time and hardware costs. The accounting package was updated during the second 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 NFRT&AQPC June 30, 2016 Unaudited Statement of Net Assets (Balance Sheet) is attached for your review and acceptance. The NFR&AQPC has net fixed assets of 794,221 (\$29,078 MPO and \$765,143 VanGo), savings of \$738,227 (\$246,205 MPO and \$492,022 VanGo) and investments of \$1,638,984 (\$121,388 MPO and \$1,562,595 VanGo) that provide the cash flow while the organization awaits reimbursements from CDOT. The majority of Vango's large investment increase (\$726,053) was due to the payment of Fort Collins sales tax dollars from 2015.

Action

The Finance Committee recommends that the North Front Range Transportation & Air Quality Planning Council review and accept the CY 2016 2nd Quarter Unaudited Financial Statements dated June 30, 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 Net Assets
For the Six Months Ending Thursday, June 30, 2016

ASSETS

Cash and Cash	
Equivalents	\$397,428
Cash-Savings	738,227
Investments	1,683,984
Receivables	155,911
Prepays	
Capital Assets, net	794,221
Grant Receivables for	
Long Term Liabilities	<u>27,795</u>
Total Assets	<u><u>3,797,566</u></u>

LIABILITIES AND NET ASSETS

LIABILITIES

Accounts Payable and	
Accrued Liabilities	91,878
Deferred Revenue	223,915
Long-Term Liabilities	
Capital Leases	
Accumulated Leave	<u>44,161</u>
Total Liabilities	<u><u>359,954</u></u>

FUND BALANCE

Unreserved	3,516,503
Current Year Revenue	
over (under) Expenditures	<u>(78,891)</u>
Total Fund Balance	<u><u>3,437,612</u></u>

Total Liabilities and Fund	
Balance	<u><u>3,797,566</u></u>

North Air Quality Transportation Air Quality Planning Council
 Unaudited Revenues, Expenditures, Changes in Fund Balance
 For the Six Months Ending Thursday, June 30, 2016

	2016	2016	2016	2016	2016	2016	%
	2nd Qtr Budget	2nd Qtr	Quarterly Variance	Annual Budget	2nd Qtr Year to Date	Annual Variance	Complete
REVENUE							
FHWA - Federal Income - CPG	\$239,600	\$144,328	\$95,272	\$897,140	\$268,050	\$629,089	29.88%
FHWA - Federal Income - STP-Metro - Matched	88,067	10,147	77,920	326,690	19,759	306,931	6.05% ①
State Planning Funds							
State-APCD	8,750	18,686	(9,936)	32,500	23,625	8,875	72.69% ②
State - FASTER Funds	60,000		60,000	240,000		240,000	0.00% ③
FTA - Federal income - Section 5310	12,400	5,224	7,176	50,141	19,671	30,470	39.23%
Subtotal Grant Revenue	408,817	178,385	230,432	1,546,471	331,105	1,215,365	21.41%
Local match - Member Entities	71,853	38,316	33,537	275,107	72,661	202,447	26.41%
100% Local		(4,580)	4,580		(4,576)	4,576	
Subtotal Local - All Sources	71,853	33,737	38,117	275,107	68,084	207,023	24.75%
Program Revenue - Fares	265,657	192,222	73,435	1,028,465	375,143	653,323	36.48%
City of Fort Collins Funds	104,465		104,465	418,421		418,421	0.00% ④
Subtotal VanGo Revenue-All Sources	370,122	192,222	177,900	1,446,886	375,143	1,071,744	25.93%
Miscellaneous Revenue		(280)	280		105	(105)	
Interest Earned		2,361	(2,361)		4,239	(4,239)	
Subtotal Other Revenue Sources		2,081	(2,081)		4,344	(4,344)	
Total Revenue- Combined Sources	850,792	406,425	444,368	3,268,464	778,676	2,489,788	23.82%
EXPENDITURES/EXPENSES							
Administration	74,987	30,067	44,920	284,720	69,776	214,944	24.51%
Transportation Planning	251,631	135,802	115,828	930,511	247,333	683,177	26.58%
VanGo	72,900	47,439	25,461	287,999	95,685	192,314	33.22%
Mobility Management	15,500	6,425	9,075	56,385	18,092	38,293	32.09%
Subtotal Payroll Expense	415,018	219,733	195,284	1,559,615	430,886	1,128,728	27.63%
Professional Services & Consulting	16,125	20,558	(4,433)	88,950	46,718	42,232	52.52%
Subtotal professional Services & Consulting	16,125	20,558	(4,433)	88,950	46,718	42,232	52.52%
Fleet Expense	175,302	125,700	49,601	694,607	235,233	459,374	33.87%
Insurance Expense	1,225	885	340	4,778	1,770	3,008	37.04%
Office Furniture/Equipment (non-cap)	14,000	5,587	8,413	44,750	5,734	39,016	12.81%
Office Supplies	1,375	972	403	5,375	1,840	3,535	34.23%
Communications (phone/data/fax)	2,750	2,281	470	11,000	4,553	6,447	41.39%
Postage	525	465	60	2,100	728	1,372	34.69%
Printing	700		700	2,500		2,500	
Rent	27,500	19,474	8,026	118,441	57,947	60,494	48.92%
Credit Card Fees (VanGo)	4,125	3,192	933	16,500	6,584	9,916	39.90%
Other Office Operating (Facility, Repairs, Furniture move)	7,925	15,391	(7,466)	41,575	22,426	19,149	53.94%
Recycling, Office Equipment Lease, Water)							
Dues, licensing and Subscriptions	1,516	1,493	23	6,491	9,069	2,578	139.72% ⑤
Maintenance Contracts - Copier maintenance/usage	13,073	2,943	10,130	54,529	11,548	42,981	21.18%
Software maintenance							
Other Operating Expenses		27	(27)		133	(133)	
Bad Debt (VanGo)		918	(918)		918	(918)	
Event/Meeting Expense	3,297	2,158	1,139	13,380	5,178	8,201	38.70%
Travel/Conference/Training Expense	4,712	7,292	(2,579)	21,575	9,208	12,367	42.68%
Capitalized Equipment /Vehicles	158,500	5,010	153,490	606,000	7,094	598,906	1.17% ⑥
Pass Through JARC/New Freedom Funds							
Subtotal Other Expenses	416,525	193,788	222,738	1,643,601	379,963	1,268,793	23.12%
Total Expenditures/Expenses	847,668	434,079	413,589	3,292,166	857,567	2,439,753	26.05%
Excess(Deficiency of Revenue over Expenditures)	3,124	(27,654)	30,779	(23,702)	(78,891)	50,035	

- ① Projects funded with STP Metro Matched funds will be completed later in the year
- ② Public Outreach campaign was conducted during the second quarter
- ③ Contract with CDOT waiting for final execution
- ④ Annual allocation occurs in the fall after FTA publication in Federal Register
- ⑤ The majority of annual dues are incurred during the first and second quarters of the year.
- ⑥ Vehicles will be purchased after the FASTER grant is executed.

2nd Quarter Professional Services & Consulting (1)	2nd Quarter			Year-to-Date			
	2016	2016		2016	2016		%
	Budget	Actual	Variance Under (over)	Budget	Actual	Variance Under (over)	
Professional Services & Consulting Administration							
Information Technology Services							
Greystone	\$ 8,984.00	\$ 7,250.00	\$ 1,734.00	\$ 44,387.00	\$ 15,587.50	\$ 28,799.50	35.12%
Njevity		\$ 2,030.00	\$ (2,030.00)	\$ 3,000.00	\$ 2,248.75	\$ 751.25	0.00%
Audit Services							
Anton Collins Mitchell, LLP	\$ 36.25	\$ 4,875.00	\$ (4,838.75)	\$ 13,000.00	\$ 14,250.00	\$ (1,250.00)	109.62%
Legal Services							
Bell, Gould & Scott PC	\$ 3,515.63	\$ 1,280.99	\$ 2,234.64	\$ 14,062.50	\$ 4,732.25	\$ 9,330.25	33.65%
Human Services							
Office Team		\$ 4,706.06	\$ (4,706.06)		\$ 8,652.55	\$ (500.00)	0.00%
	\$ 12,535.88	\$ 20,142.05	\$ (7,606.18)	\$ 74,449.50	\$ 45,471.05	\$ 37,131.00	61.08%
VanGoTM Program							
Planning							
Local Transportation Plans		\$ -	\$ -	\$ 14,500.00	\$ -	\$ 14,500.00	0.00%
Volunteer Drivers Program	\$ -	\$ 415.65	\$ (415.65)	\$ -	\$ 1,246.92	\$ (1,246.92)	0.00%
	\$ -	\$ 415.65	\$ (415.65)	\$ -	\$ 1,246.92	\$ (1,246.92)	0.00%
2nd Qtr Quarter Professional Services & Consulting Total	\$ 12,535.88	\$ 20,557.70	\$ (8,021.83)				
Year-to-Date Professional Services & Consulting Total				\$ 88,949.50	\$ 46,717.97	\$ 42,231.53	52.52%

(a)

(b)

(a) Audit is paid during the first and second quarter of the year. Additional amount paid over budget negotiated with auditors.

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

North Front Range Metropolitan Planning Council
Statement of Net Assets
For the Six Months Ending Thursday, June 30, 2016

ASSETS

Cash and Cash	
Equivalents	\$242,244
Cash-Savings	246,205
Investments	121,388
Receivables	155,237
Prepays	
Capital Assets, net	29,078
Grant Receivables for	
Long Term Liabilities	<u>27,796</u>
Total Assets	<u><u>821,948</u></u>

LIABILITIES AND NET
ASSETS

LIABILITIES

Accounts Payable and	
Accrued Liabilities	37,903
Deferred Revenue	223,915
Long-Term Liabilities	
Capital Leases	
Accumulated Leave	<u>27,796</u>
Total Liabilities	<u><u>289,614</u></u>

FUND BALANCE

Unreserved	596,403
Current Year Revenue	
over (under) Expenditures	<u>(64,069)</u>
Total Fund Balance	<u><u>532,334</u></u>

Total Liabilities and Fund	
Balance	<u><u>821,948</u></u>

North Front Range Metropolitan Planning Council
 Unaudited Revenue Expenditures, Changes in Fund Balance
 For the Six Months Ending Thursday, June 30, 2016

	2016	2016	2016	2016	2016		%
	2nd Qtr Budget	2nd Qtr Actual	Quarterly Variance	Annual Budget	2nd Qtr Year to Date	Annual Variance	Complete
REVENUE							
FHWA - Federal Income - CPG	\$239,600	\$144,328	\$95,272	\$897,140	\$268,050	\$629,089	29.88%
FHWA - Federal Income - STP-Metro - Matched	88,067	10,147	77,920	326,690	19,759	306,931	6.05%
State-APCD	8,750	18,686	(9,936)	32,500	23,625	8,875	72.69%
5310	12,400	5,224	7,176	50,141	19,671	30,470	39.23%
Subtotal Grant Revenue	348,817	178,385	170,432	1,306,471	331,105	975,365	25.34%
Local match - Member Entites	71,853	38,316	33,537	275,107	72,661	202,447	26.41%
100% Local		(4,580)	4,580		(4,576)	4,576	0.00%
Subtotal Local - All Sources	71,853	33,737	38,117	275,107	68,084	207,023	24.75%
Miscellaneous Revenue		(280)	280		105	(105)	0.00%
Interest Earned		322	(322)		608	(608)	0.00%
Subtotal Other Revenue		42	(42)		713	(713)	0.00%
Total Revenue- Combined	420,670	212,164	208,506	1,581,578	399,902	1,181,676	25.29%
EXPENDITURES/EXPENSES							
Administration	74,987	30,067	44,920	284,720	69,776	214,944	24.51%
Transportation Planning	251,631	135,802	115,828	930,511	247,333	683,177	26.58%
Mobility Management	15,500	6,425	9,075	56,385	18,092	38,293	32.09%
Subtotal Payroll Expense	342,118	172,294	169,823	1,271,616	335,201	936,414	26.36%
Professional Services & Consulting	16,125	16,787	(662)	76,200	40,588	35,612	53.27%
Consulting	16,125	16,787	(662)	76,200	40,588	35,612	53.27%
Fleet Expense	1,125	708	417	4,250	1,283	2,967	30.19%
Insurance Expense	1,225	885	340	4,778	1,770	3,008	37.04%
Office Furniture/Equipment (non-cap)	14,000	4,158	9,842	44,750	4,305	40,445	9.62%
Office Supplies	1,375	702	673	5,375	1,570	3,805	29.21%
Communications (phone/data/fax)	2,750	2,281	470	11,000	3,808	7,192	34.61%
Postage	525	452	73	2,100	711	1,389	33.88%
Printing	600		600	2,150		2,150	0.00%
Rent	27,500	19,474	8,026	118,441	57,947	60,494	48.92%
Repairs, Furniture move	2,925	9,298	(6,373)	16,575	10,739	5,836	64.79%
Recycling, Office Equipment Lease, Water)							
Dues, licensing and Subscriptions	1,192	1,471	(279)	5,134	9,029	(3,895)	175.87%
maintenance/usage	7,057	2,520	4,537	30,510	10,235	20,275	33.55%
Software maintenance							
Other Operating Costs		27	(27)		133	(133)	0.00%
Event/Meeting Expense	2,672	1,923	749	10,880	4,943	5,936	45.44%
Indirect Costs	(13,031)	(16,100)	3,069	(87,330)	(31,626)	(55,704)	36.21%
Expense	4,013	5,418	(1,405)	18,400	7,241	11,158	39.36%
Capitalized Equipment /Vehicles	8,500	5,010	3,490	46,750	6,094	40,658	13.03%
Subtotal Other Expenses	62,427	38,225	24,202	233,762	88,182	145,581	37.72%
Total Expenditures/Expenses	420,670	227,306	193,363	1,581,578	463,971	1,117,607	29.34%
Excess(Deficiency of Revenue over Expenditures)	0	(15,142)	15,143	0	(64,069)	64,069	

Explanation of Variances

- (1) Projects funded with STP Metro Matched funds will be completed later in the year
- (2) Public joutreach campaign was conducted during the second quarter
- (3) The majority of annual dues are received during the first two quarters of the year. May need to amend
- (4) Accounting software was installed during the first two quarters. Other fixed assets will be purchased late in the year

VanGo
Statement of Net Assets
For the Six Months Ending Thursday, June 30, 2016

ASSETS

Cash and Cash	
Equivalents	\$155,183
Cash-Savings	492,022
Investments	1,562,595
Receivables	674
Capital Assets, net	765,143
Total Assets	<u>2,975,617</u>

LIABILITIES AND NET
ASSETS

LIABILITIES

Accounts Payable and Accrued Liabilities	53,975
Long-Term Liabilities	
Accumulated Leave	16,364
Total Liabilities	<u>70,339</u>

FUND BALANCE

Unreserved	2,920,100
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Current Year Revenue over (under) Expenditures	(14,822)
Total Fund Balance	<u>2,905,278</u>

Total Liabilities and Fund Balance	<u>2,975,617</u>
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VanGo
Revenue, Expenditures Changes in Fund Balance-MPO
For the Six Months Ending Thursday, June 30, 2016

	2016	2016	2016	2016	2016	2016	%
	2nd Qtr Budget	2nd Qtr Actual	Quarterly Variance	Annual Budget	2nd Qtr Year to Date	Annual Variance	Complete
REVENUE							
State - FASTER Funds	\$60,000		\$60,000	\$240,000		\$240,000	0.00%
Subtotal Grant Revenue	60,000		60,000	240,000		240,000	0.00%
Program Revenue - Fares	223,700	192,222	31,478	881,343	335,443	545,900	38.06%
Sale of Vehicles	41,957		41,957	147,122	39,700	107,422	26.98%
City of Fort Collins Funds	104,465		104,465	418,421		418,421	0.00%
Subtotal VanGo Revenue-All Sources	370,122	192,222	177,900	1,446,886	375,143	1,071,743	25.93%
Interest Earned		2,039	(2,039)		3,631	(3,631)	
Subtotal Other Revenue Sources		2,039	(2,039)		3,631	(3,631)	
Total Revenue- Combined Sources	430,122	194,261	235,861	1,686,886	378,774	1,308,112	22.45%
EXPENDITURES/EXPENSES							
Fleet Expense							
Fleet Insurance	30,000	27,186	2,814	120,000	54,582	65,418	45.49%
Fleet Lease Payments	6,350	6,300	50	19,050	12,626	6,424	66.28%
Fleet Motor Fuel & Oil	74,252	37,209	37,043	297,008	71,597	225,411	24.11%
Fleet Repairs & Maintenance	59,925	53,148	6,777	239,699	90,386	149,313	37.71%
Fleet Repairs & Maintenance-Insurance Deductible	1,375		1,375	5,500	500	5,000	9.09%
Guaranteed Ride Home	1,025	211	814	4,100	1,039	3,061	25.34%
Fleet Other	1,250	938	312	5,000	3,219	1,781	64.38%
Subtotal Fleet Expense	174,177	124,992	49,185	690,357	233,949	456,408	33.89%
VanGo Payroll	72,900	47,439	25,461	287,999	95,685	192,314	33.22%
Professional Services and Consulting		3,770	(3,770)	12,750	6,130	6,620	48.08%
Office Furniture/Equipment (non-cap)		1,429	(1,429)		1,429	(1,429)	
Office Supplies		270	(270)		270	(270)	
Communications (phone/data/fax)					745	(745)	
Postage		13	(13)		17	(17)	
Credit Card Fees	4,125	3,192	933	16,500	6,584	9,916	39.90%
Other Office operating (Facility, Repairs, Furniture move, Recycling, Office Equipment lease, Water)	100		100	350		350	
Dues, Licensing and Subscriptions	323	25	298	1,357	43	32	3.17%
Maintenance Contracts - Copier maintenance/usage	6,016	423	5,593	24,019	1,313	22,706	5.47%
Bad Debt		918	(918)		918	(918)	
Rideshare Promotion	5,000	6,093	(1,093)	25,000	11,687	13,313	46.75%
Event/Meeting Expense	625	235	390	2,500	235	2,265	9.40%
Indirect Costs	13,031	16,100	(3,069)	87,330	31,626	55,704	36.21%
Travel/Conference/ Training	700	1,874	(1,174)	3,175	1,965	1,210	61.89%
Capitalized Equipment/Vehicles	150,000		150,000	559,250	1,000	558,250	0.18%
Subtotal Other Expenses	179,920	30,572	149,348	719,481	57,832	660,367	8.04%
Total Expenditures/Expenses Excess(Deficiency of Revenue over Expenditures)	426,997	206,773	220,224	1,710,587	393,596	1,315,709	23.01%
	3,125	(12,512)	15,637	(23,701)	(14,822)	(7,597)	62.53%

Explanation of Variances

- (a) Currently in the process of finalizing the contract. Will purchase vehicles after this contract is executed.
- (b) Annual allocation occurs in the fall after FTA publication in Federal Register
- (c) Safety meetings occur in September
- (d) Conferences attended in second and third quarters
- (e) Vehicles will be purchased once the FASTER grant has been executed.

North Front Range Transportation and Air Quality Planning Council
Cash and Investment Institution Listing
As of June 30, 2016

Institution	Account Number	Balance as of March 31, 2016		
		MPO	VanGo	Total
Cash				
1st National Bank	0022	\$ 242,169.26		\$ 242,169.26
1st National Bank	7343		\$ 155,183.46	\$ 155,183.46
Petty Cash		\$ 75.00		\$ 75.00
Total Cash		\$ 242,244.26	\$ 155,183.46	\$ 397,427.72
Savings				
Community Banks of Colorado	0439	\$ 246,205.07		\$ 246,205.07
Public Service Credit Union	0095		\$ 246,548.95	\$ 246,548.95
1st National Bank	6539		\$ 245,472.65	\$ 245,472.65
Total Savings		\$ 246,205.07	\$ 492,021.60	\$ 738,226.67
Investments				
COLOTRUST	8001	\$ 121,388.24	\$ 1,311,079.86	\$ 1,432,468.10
Guaranty Bank CD	1331		\$ 251,515.40	\$ 251,515.40
Total Investments		\$ 121,388.24	\$ 1,562,595.26	\$ 1,683,983.50
Total Savings and Investments		\$ 367,593.31	\$ 2,054,616.86	\$ 2,422,210.17

Operating Reserves		Capital Reserve	Other	Total
MPO	VanGo	VanGo	VanGo **	
\$ 246,205.07				\$ 246,205.07
	\$ 184,650.35		\$ 61,898.60	\$ 246,548.95
	\$ 245,472.65			\$ 245,472.65
\$ 246,205.07	\$ 430,123.00	\$ -	\$ 61,898.60	\$ 738,226.67
\$ 121,388.24		\$ 80,123.00	\$ 1,230,956.86	\$ 1,432,468.10
			\$ 251,515.40	\$ 251,515.40
\$ 121,388.24	\$ -	\$ 80,123.00	\$ 1,482,472.26	\$ 1,683,983.50
\$ 367,593.31	\$ 430,123.00	\$ 80,123.00	\$ 1,544,370.86	\$ 2,422,210.17

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

DISCUSSION ITEM: Schedule of Work-Quarterly Update

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 TAC Discussion	Planning Council Project Selection Discussion TAC Recommendation	Planning Council Call for Projects Approval														
2040 RTP Amendment						TAC 2040 RTP Recommendation Post Public Hearing		Planning Council Approval of RTP												
FY2018-2021 TIP schedule					TAC TIP Discussion	Planning Council Discussion of TIP TAC Recommendation on TIP	Post Public Hearing	Planning Council Approval of TIP												
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		Public Involvement	Draft Plan to TAC 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		

DISCUSSION ITEM: 2040 RTP Amendment



419 Canyon Avenue, Suite 300
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(970) 221-6243
(800) 332-0950 (Colorado only)
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MPO Planning Council

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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 Planning Council
From: Becky Karasko
Date: October 6, 2016
Re: 2040 RTP Amendment

Background

NFRMPO staff held a call for 2040 RTP Amendments from Thursday, September 1, 2016 through Friday, September 16, 2016. Two Amendment requests were received: North I-25: SH56 to SH14 and the Greeley–Evans Transportation Center. Projects must be included in the 2040 RTP with an identified funding source to be submitted for TIP approval. Pending Planning Council approval, both projects will be incorporated into the 2040 RTP Amendment as well as the new FY2018-2021 TIP.

Action

TAC requests Planning Council members review the attached 2040 RTP Amendment requests and provide comments.



COLORADO

Department of Transportation

Region 4

10601 W. 10th Street
Greeley, CO 80634
(970) 350.2103 (Fax) 350.2181

September 8, 2016

Ms. Terri Blackmore
Executive Director, North Front Range MPO
419 Canyon Avenue, Suite 300
Fort Collins, CO 80521

Dear Ms. Blackmore,

RE: 2040 Regional Transportation Plan Amendment Request

On behalf of the Colorado Department of Transportation (CDOT), please accept the 2040 Regional Transportation Plan Amendment Request to expand the scope of I-25. Through regional efforts, significant new financial resources were secured to construct immediate improvements to this critical corridor.

Within the next four years, one new express lane in each direction, replacement/rehabilitation of four key pairs of bridges, ITS, transit and safety components, and replacement of portions of the existing facility will be constructed within the North Front Range. CDOT will employ a Design-Build contractor to expedite opening the new lanes to the public.

Future work planned for the I-25 corridor includes reconstructing interchanges, extension of express lanes, and additional safety work. The attached schedule identifies adequate resources to complete future interstate components, which are included in the preferred alternatives identified in the North I-25 Final Environmental Impact Statement and Record of Decision, as re-evaluated.

We look forward to a timely amendment approval to the 2040 Regional Transportation Plan in order to proceed with this essential work.

Sincerely,

Johnny Olson, P.E.
Region 4 Transportation Director

JWO:KS:mbc

Attachment

pc: Corey Stewart / Heather Paddock / Scott Rees
J. Eussen / K. Schneiders
File



2040 RTP Amendment Request Form 2016



Due to NFRMPO Staff no later than 5:00 p.m. Friday, September 16, 2016

Requesting Agency Information		
Project Sponsor Agency: Colorado Department of Transportation	Agency Contact: Johnny Olson	Telephone: 970/ 350-2101
Mailing Address: 10601 West 10th Street	Email Address: j.olson@state.co.us	
City: Greeley	State: CO	ZIP Code: 80631
Additional Financial Sponsors (if applicable): Berthoud, Evans, Fort Collins, Johnstown, Larimer County, Loveland, Timnath, Weld County, Windsor, McWhinney Development		

Project Description	
Project Name: North I-25: SH56 to SH14	Jurisdiction(s): Berthoud, Fort Collins, Johnstown, Larimer County, Loveland, Timnath, Weld County, Windsor
Project Location (attach map of project location as well): North I-25 and associated areas	Project Type Mobility, Bridge, Safety, Operations, Transit, Non-Motorized vehicles
Project Limits (to and from): SH56 (MP 250) - SH14 (MP 270)	Project Length (miles): 20 miles
Is this part of an ongoing project? If so, please describe. Yes. The North I-25 Final Environmental Impact Statement (FEIS) studied from Denver Union Station to SH14 in Fort Collins. This amendment continues implementing the outcomes of the FEIS.	
Project Description: Includes construction of 2 Express Lanes (one each direction), reconstruction of failing pavement, repairs or replacement of appropriate mainline I-25 structures, interchange improvements, park & ride replacement / enhancement, accommodate regional trail connections ITS technology throughout the corridor and other related safety / operational improvements. The first project will begin construction in early 2018 with opening in late 2020.	
Project Phase(s), if applicable (Construction, Design, ROW, etc.): Design / ROW / Utilities / Construction	Fiscal Year(s) of Construction: First project 2018-2020
Reason for Amendment request: New transportation funding sources have emerged since the passage of the FAST Act in December 2015. Through cooperative efforts, all \$237 million needed to complete the first construction project was identified for immediate programming. Other reasonably anticipated revenues will be accumulated to fully fund the corridor improvements.	

2040 RTP Goals, Objectives, Performance Measures, and Targets

Indicate which MPO Performance Measure(s) the project supports. If the project does not support one of the Goals listed		
MPO Goal	Performance Measure(s)	Project Impact
Goal 1: Foster a transportation system that supports economic development and improves residents' quality of life	-Conforms to Air Quality Conformity -Investment in Infrastructure	The project's primary objective is to construct one express lane in each direction from SH56 to SH14. The project will complement the I25: SH392 to SH14 in currently listed the 2040 NFR fiscally constrained plan by expanding the project scope and length. The project will improve mobility and provide a sustainable alternative to congestion along North I-25. High Occupancy Vehicles (HOV) and public transit vehicles (buses, express bus) would use the express lanes free of charge while Single Occupant Vehicles (SOV) would pay a toll to use these lanes. The mixture of SOV tolled and HOV/Transit non-tolled vehicles using the lanes would be managed through variable pricing for SOVs to maintain free flow conditions within the express lanes, even during peak travel hours. The rehabilitation and replacement of key bridges in the corridor are sound investments that will allow the final alignment of I-25 to be constructed in the near future. All of these improvements reduce vehicle idling by keeping traffic moving along the corridor.
Goal 2: Provide a transportation system that moves people and goods safely, efficiently, and reliably	Reliable travel times	Installation of express lanes, with associated operational and safety improvements throughout the project segments encourages transit, carpooling, and vanpooling as viable transportation options by providing reliable travel times and uncongested travel flow.
Goal 3: Provide a multi-modal system that improves accessibility and transportation system continuity	-Support transportation services for all including the most vulnerable and transit dependent populations. -Implement RTE, Regional Bike Plan and North I-25 EIS	Provides travelers with transportation choices – carpooling, vanpooling, public transit, or paying to use express lanes while driving alone. Project enables a critical connection of the Cache La Poudre Regional trail to be constructed by local agencies, which is part of the Governor's 16 in 16 focus, as well as improving Bustang Regional transit service reliability by relocating the US34 Park & Ride to Kendall Parkway and constructing bus-only slip ramps to reduce travel time. Bustang provides critical connections between Northern Colorado and the Denver Metro area by connecting to bus and rail service in Denver Union Station. Via DUS, users can connect to national travel on Amtrak or national / international travel options at Denver International Airport. All of these activities are components of the I25 FEIS Preferred Alternative.

Goal 4: Optimize operations of transportation facilities	-Use TDM techniques to reduce congestion and optimize the system. -Implement ITS -Reduce project delivery time frame	Carpooling / vanpooling services will be enhanced through more reliable travel times due to free use of the express lane. The installation of state of the industry ITS components will aid the express lanes tolling and operations, as well as increased traveler information (travel time, ramp metering, etc). By utilizing Design / Build methodology, the project will be constructed quickly while taking advantage of contractor creativity.
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How does the project support the MPO Goal(s)? (Please attach all relevant data)

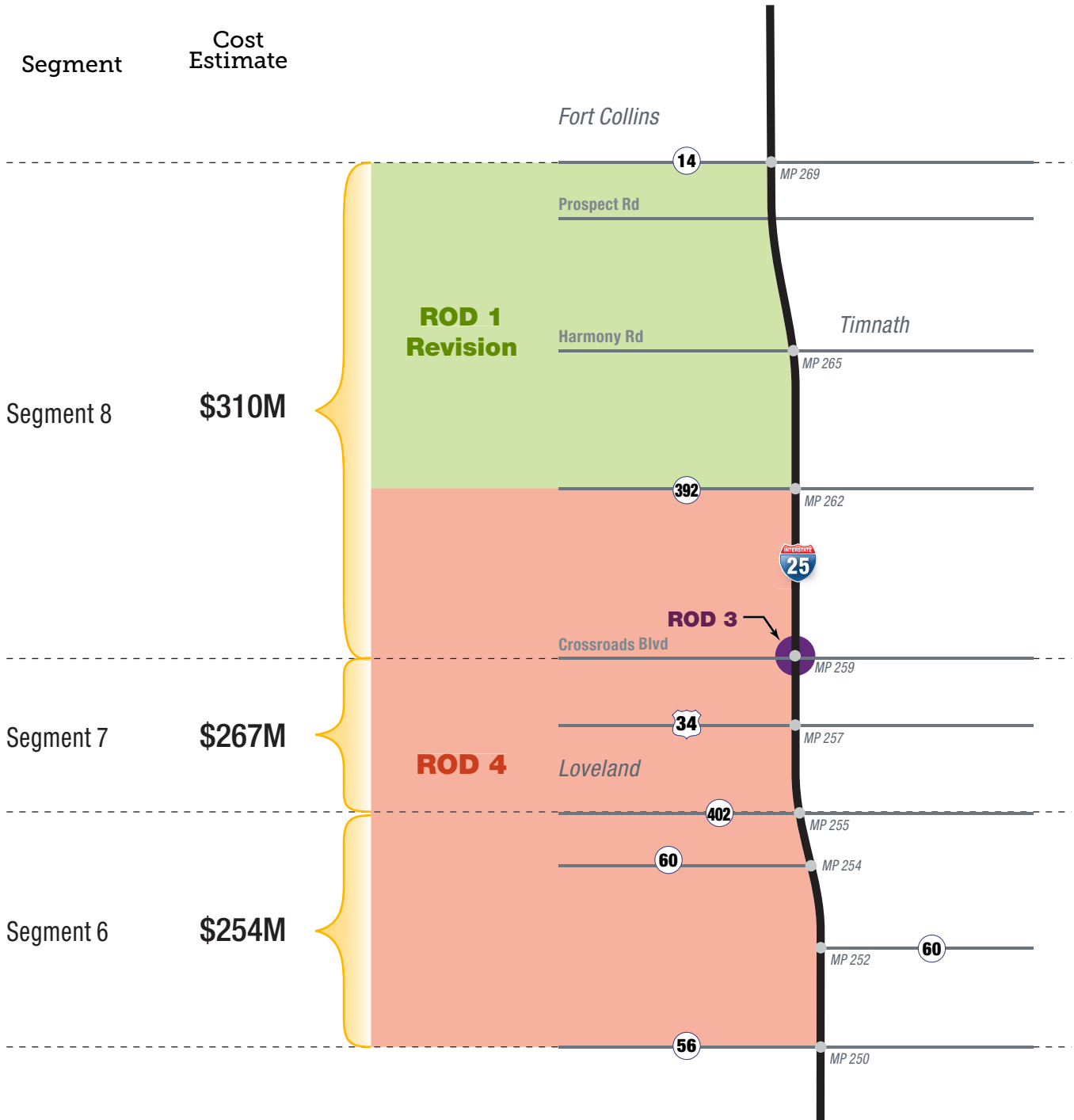
Project Funding			
Type (Federal, State, Local, Local Over Match, Other)	Source	Amount	Fiscal Year to be Programmed
See attached			
Total Project Cost		\$	-

Supporting documentation attached or linked (optional): <i>i.e. Studies, Master Plans, Comprehensive Plans</i>	https://www.codot.gov/projects/north-i-25-eis https://www.codot.gov/projects/NorthI-25/additional-information/tiger https://www.codot.gov/projects/NorthI-25/i-25-managed-lanes-traffic-operations-analysis
--	---

Submit completed form to Becky Karasko at bkarasko@nfrmpo.org no later than 5:00 p.m. on Friday,

North Front Range MPO

North I-25 - Regional Transportation Plan Amendment



NFR Plan Amendment Element	Est	Revenues									
	Costs (millions)	2017	2018	2019	2020	2021	2022-2025	2026-2030	2031-2035	2036-2040	
Segment 8 - SH 392 to SH 14 (ROD1)	2015\$										
One express lane in each direction (approx 7 miles)											
Prospect Interchange											
SH 14 Interchange											
GWRR Bridges											
Pourde River bridges											
Kechter Bridge											
Subtotal Seg 8	\$ 310	\$ -	\$ 40	\$ 25	\$ 25	\$ 29	\$ 19	\$ 142	\$ -	\$ 30	
Segment 7 SH 402 to SH 392 (ROD4)											
One express lane in each direction (approx 7 miles)											
Big Thompson Bridges, GWRR, LCR 20 & Frontage Rd											
Interim US 34 Interchange (Par-Clo)											
UPRR Kendall Parkwy Bridges											
Subtotal Seg 7	\$ 267	\$ 10	\$ 25	\$ 40	\$ 40	\$ 16	\$ 5	\$ 101	\$ 29	\$ -	
Segment 6 SH 402 to SH 56 (ROD 4)											
One express lane in each direction (approx 5 miles)											
SH 60 interchange											
LCR 16 bridges											
SH 402 Interchange											
Subtotal Seg 6	\$ 254	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60	\$ 13	\$ 91	\$ 90	
Corridor Total (Millions)	\$ 830	\$ 10	\$ 65	\$ 65	\$ 65	\$ 45	\$ 84	\$ 256	\$ 120	\$ 120	

Open in 2020 SH402 to SH14: 1 express lane / each direction, replace/rehab 4 pairs of bridges, ITS, safety, Kendall Pkwy Park & Ride

Open in 2025 SH56 to SH14: 1 express lane / each direction: SH56 to SH402, SH402 Interchange Reconstruction

Open in 2030 SH56 to SH14: SH14, Prospect, US34 Interchange Reconstruction+ mainline reconstruction

Open in 2035 SH56 to SH14: SH60 Interchange Reconstruction + mainline reconstruction

Open in 2040 SH56 to SH14: LCR16 bridges replacement + mainline reconstruction

Fund Source (millions)	FY17	FY18	FY19	FY20	FY21	FY22 - 25	FY26-30	FY31-35	FY36-40	Total
RPP- NFR					\$ 2	\$ 8	\$ 10	\$ 10	\$ 10	\$ 42
RPP I25 Design					\$ 1	\$ 5	\$ 6	\$ 6	\$ 6	\$ 23
FASTER Safety					\$ -	\$ 11	\$ 14	\$ 14	\$ 14	\$ 52
Tolling Revenue					\$ -	\$ -	\$ 5	\$ 25	\$ 25	\$ 55
Surface Treatment					\$ 10	\$ 40	\$ 50	\$ 50	\$ 50	\$ 200
TC Contingency	\$ 5	\$ 23	\$ 60	\$ 22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110
Loan				\$ 18	\$ 32	\$ -	\$ -	\$ -	\$ -	\$ 50
Strategic Transit*	\$ -	\$ 5			\$ -	\$ -	\$ 41	\$ -	\$ -	\$ 46
RoadX	\$ -	\$ 2			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2
FASTLANE State Allocation	\$ -	\$ 15		\$ 15	\$ -	\$ 15	\$ 15	\$ 15	\$ 15	\$ 90
Local	\$ 5	\$ 5	\$ 5	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25
TIGER Award	\$ -	\$ 15			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15
Strategic Funds*					\$ -	\$ -	\$ 64	\$ -	\$ -	\$ 64
Flexible Funds - RTP*					\$ -	\$ -	\$ 22	\$ -	\$ -	\$ 22
Loveland \$ (I25 / US34)*					\$ -	\$ -	\$ 15	\$ -	\$ -	\$ 15
STP-Metro / CMAQ*					\$ -	\$ 5	\$ 15	\$ -	\$ -	\$ 20
	\$ 10	\$ 65	\$ 65	\$ 65	\$ 45	\$ 84	\$ 256	\$ 120	\$ 120	\$ 830
	\$ 10			TIP	\$ 240					

*Funds previously identified in 2040 Plan for ROD1 (\$137 M)

Travel Time Savings

The table below provides an overview of the travel times and the time savings by direction of travel.

Table 2: Travel Times and Savings During Peak and Shoulder Periods (2020-2040)

		2020		2025		2030		2035		2040	
		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Scenario	Lane Type	Travel Time for Corridor (Minutes)									
Baseline	GP Lane	18.7	16.3	20.4	17.7	22.2	17.2	22.7	17.6	23.3	18.9
Build	GP Lane	17.0	15.8	18.6	17.2	17.4	16.4	17.8	16.8	21.6	17.0
	Managed Lane	13.9	13.7	15.2	14.9	14.1	13.9	14.5	14.2	15.2	14.1
Travel Time Savings	GP Lane	1.6	0.5	1.8	0.5	4.8	0.8	4.9	0.8	1.7	1.9
	Managed Lane	4.8	2.6	5.2	2.8	8.0	3.3	8.2	3.4	8.1	4.8

Travel Time Savings – Value of Time

The travel time savings were converted from hours to dollars. This is performed by assuming that travel time is valued as a percentage of the average wage rate, with different percentages assigned to different trip purposes. This analysis used the DOT's Recommended Hourly Value of Travel Time Savings as shown below in Table 4, and assumes the mix of personal and business travel to be consistent with the DOT's national distribution for local travel by surface modes.

Table 3: Hourly Values of Travel Time Savings, All-Commercial Drivers

Category of Travel	Hourly Value of Travel Time Savings (\$2016)
Personal	\$ 13.28
Business	\$25.64
All Purpose*	\$13.85
Commercial Truck Driver	\$27.47

In April 2016, a Benefit Cost Analysis was performed as part of the TIGER grant application. The project that was analyzed was the addition of express lane SH 14 to SH 402. This RTP amendment (SH 392 to SH 56) overlaps the BCA project limits between SH 392 and SH 402. The project will deliver a variety of benefits, including reductions in travel times and vehicle accidents. Below is a summary of the key benefits that support the goals of the MPO that will be delivered by the project.

Table 1: Key Benefits Delivered by Long Term Outcomes (2021 – 2040)

	7% Discount (\$2016)	3% Discount (\$2016)
Economic Competitiveness Benefits		
Travel Time Savings	\$ 124.9	\$ 211.6
Mode Shift Vehicle Operating Savings	\$ 28.0	\$ 47.7
Bus Travel Time Savings	\$ 5.5	\$ 9.4
Bus Operating Savings	\$ 0.9	\$ 1.5
Inventory Savings	\$ 0.0	\$ 0.1
Freight Operating Savings	\$ 37.2	\$ 61.3
Bike Mode Shift Vehicle Operating Savings	\$ 1.2	\$ 2.1
Safety Benefits		
Mode Shift Safety Savings	\$ 28.7	\$ 49.6
Bike Mode Shift Safety Savings	\$ 1.3	\$ 2.2
State of Good Repair Benefits		
Maintenance Savings	\$ 0.5	\$ 0.4
Residual Value	\$ 14.7	\$ 36.6
Environmental Sustainability Benefits		
Idling Emissions Reductions	\$ 0.2	\$ 0.4
Idling CO2 Savings	\$ 1.1	\$ 1.1
Mode Shift Emissions Savings	\$ 4.3	\$ 6.9
Mode Shift CO2 Savings	\$ 4.1	\$ 4.1
Freight Idling Emissions Savings	\$ 0.5	\$ 0.9
Freight Idling CO2 Savings	\$ 0.2	\$ 0.2
Bike Mode Shift Emissions Savings	\$ 0.2	\$ 0.3
Bike Mode Shift CO2 Savings	\$ 0.2	\$ 0.2
Total Benefits	\$ 253.8	\$ 436.6
Total Cost	\$ 206.5	\$ 239.4
Benefit-Costs Ratio	1.23	1.82

**2040 RTP Amendment
Request Form
2016**



Due to NFRMPO Staff no later than 5:00 p.m. Friday, September 16, 2016

Requesting Agency Information		
Project Sponsor Agency: City of Greeley / GET	Agency Contact: Will Jones	Telephone: 970-350-9751
Mailing Address: 1200 A Street		Email Address: will.jones@greeleygov.com
City: Greeley	State: CO	ZIP Code: 80631
Additional Financial Sponsors (if applicable): Colorado Department of Transportation		
Project Description		
Project Name: Greeley-Evans Transportation Center	Jurisdiction(s): City of Greeley	
Project Location (attach map of project location as well): Greeley Evans Transit Office (map provided)	Project Type (Mobility, Safety, Bridge, etc.): Mobility	
Project Limits (to and from): A Street South to RR Tracks and from GET office to 11th Avenue	Project Length (miles): N/A	
Is this part of an ongoing project? If so, please describe. N/A		
Project Description: The project will construct a regional transportation hub that will include the following amenities: <ul style="list-style-type: none"> • Concrete bus pull-in's to facilitate current and future routes. Several lanes sized to accommodate larger over the road coaches. • Shelters at respective pull-ins • Building to include climate controlled indoor lobby to accommodate 30-40 seated customers, future customer service representative area, customer and separate driver restrooms and a small storage area. • Electronic sign-age notating passenger information and departures • Security camera system for both the park-n-ride lot and the transfer center and associated fiber connections • Bike racks to facilitate inter-modal transportation from Poudre Trail as this regional trail very close to the proposed facility • Way-Finding signs for the park-n-ride • Lighting This project will be extremely beneficial to the system and the region as it will not only facilitate current transit operations but also future expansion to include but not limited to regional routes.		
Project Phase(s), if applicable (Construction, Design, ROW, etc.): N/A	Fiscal Year(s) of Construction: 2017	
Reason for Amendment request: There were previously not enough funds for construction; however, there are now enough funds (FASTER & local) to complete the project.		

2040 RTP Goals, Objectives, Performance Measures, and Targets

Indicate which MPO Performance Measure(s) the project supports. If the project does not support one of the Goals listed below, please type "N/A" in both the Performance Measure(s) and Project Impact columns.

MPO Goal	<u>Performance Measure(s)</u>	Project Impact
Goal 1: Foster a transportation system that supports economic development and improves residents' quality of life	Air Quality	By improving non-motorized facilities it helps to entice new riders to utilize transit and hence potentially decrease the amount of people driving. Furthermore, this facility will facilitate future regional routes which will continue to help entice single occupant vehicles.
Goal 2: Provide a transportation system that moves people and goods safely, efficiently, and reliably	Regionally significant congested corridors	This new facility will not immediately impact the performance measures associated with this goal but overall it will help facilitate the goal and long term facilitate regional routes that will help to reduce congestion on regionally significant corridors.
Goal 3: Provide a multi-modal system that improves accessibility and transportation system continuity	Non-motorized facilities per capita	As this is the construction of a new non-motorized facility it will have a direct impact on both the goal and performance measure.
Goal 4: Optimize operations of transportation facilities	Fixed Route ridership per capita within service area	The construction of this facility help to facilitate future regional routes which intern will increase ridership. This combined with the fact that the facility is much nicer than our current transfer center will only further entice people to utilize our transit system.

How does the project support the MPO Goal(s)? (Please attach all relevant data)

This project helps facilitates the above mentioned goals as well as the Regional Transit Element (RTE) of the Regional Transportation Plan (RTP). More specifically it will help to facilitate a regional route between Greeley, Windsor and Fort Collins.

Project Funding

Type (Federal, State, Local, Local Over Match, Other)	Source	Amount	Fiscal Year to be Programmed
State	CDOT FASTER	\$ 2,815,000.00	FY17
Local	General Fund	\$ 743,000.00	FY17

Total Project Cost	\$ 3,558,000.00 -
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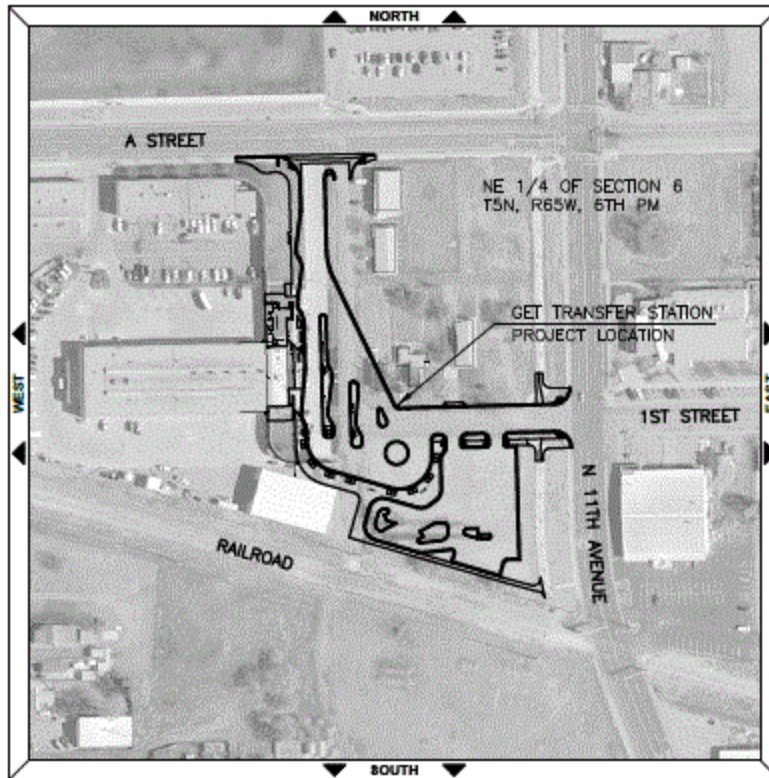
Supporting documentation attached or linked (optional):
i.e. *Studies, Master Plans, Comprehensive Plans*

Submit completed form to Becky Karasko at bkarasko@nfrmpo.org no later than 5:00 p.m. on Friday, September 16, 2016.

GREELEY-EVANS TRANSIT TRANSFER STATION
FINAL DESIGN
WELD COUNTY, COLORADO

SCALE OF ORIGINAL DRAWINGS

ON PLAN 1" = 30'



VICINITY MAP

DISCUSSION ITEM: Call for Projects Presentations



419 Canyon Avenue, Suite 300
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- Paula Cochran
Town of LaSalle
- Jan Shaffer
City of Loveland
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- Paul Steinway
Town of Timnath
- Commissioner Sean Conway- Past Chair
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- Mayor Kristie Melendez
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 CDPHE- Air Pollution Control Division
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- Terri Blackmore
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- Becky Karasko
Regional Transportation Planning Director
- Rena Steffen
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Memorandum

To: NFRMPO Planning Council
From: Becky Karasko
Date: October 6, 2016
Re: Call for Projects Recommendations

Background

The projects submitted to the NFRMPO for FY 2020- 2021 Call for Projects were scored on September 21, 2016 by nine TAC members and one transit representative. Each project was reviewed individually by funding program.

A total of 17 project applications were received during this Call: 10 CMAQ, six STBG, and one TA. The Project Scoring Committee is recommending 15 of the 17 projects be funded, as shown in *Figure 1*.

Figure 1: Call for Projects Overview				
Funding Pool	Total Funding Available	Applications Received	Total Funding Requested	Projects Recommended for Funding
CMAQ	\$8,309,625	10	\$13,922,634	8
STBG	\$7,155,412	6	\$8,402,618	6
TA	\$557,581	1	\$113,920	1
Total	\$16,022,618	17	\$22,439,172	15

The CMAQ projects were ranked highest to lowest based on their emission calculations, as shown in *Figure 2*. The consensus of the Project Scoring Committee was to recommend all projects above the red line be funded at the amount shown. The Town of Johnstown project will be submitted to the Charge Ahead Colorado call for projects, which allows the project to be funded sooner than 2021. The Fort Collins project is not being recommended for funding as its score was too low. This approach allows eight of the 10 projects to receive funding. All additional CMAQ money in the future will be awarded to the partially FY 2020/FY2021 funded projects based on their project scoring rank.

TAC is recommending the CMAQ funds be allocated to the projects as shown in *Figure 2*.

Figure 2: CMAQ					
Available Funding: \$8,309,625					
Project Sponsor	Project Name	Rank	Request	Recommendation	Unfunded
Greeley	Central System and Controller Replacement	1	\$430,500	\$430,500	\$0
Loveland	Traffic Signal Progression Improvements—US34	2	\$640,000	\$640,000	\$0
Larimer County	CNG Fast Fill Station	3	\$827,900	\$827,900	\$0
Weld County	Weld County CNG Vehicles	4	\$3,176,400	\$2,200,000	\$976,400
Greeley	Greeley Evans Transit Diesel Bus Replacement	5	\$3,027,834	\$1,513,000	\$1,514,834
Loveland	COLT Diesel Bus Replacement	6	\$768,000	\$384,000	\$384,000
Loveland	Loveland Diesel Fleet Replacement	7	\$663,600	\$384,000	\$279,600
Fort Collins	Transfort CNG Buses	8	\$3,360,000	\$1,900,000	\$1,460,000
Johnstown*	Johnstown EV Charging Station	9	\$28,400	\$0	\$28,400
Fort Collins	Power Trail and Harmony Crossing: Intersection Improvement/Bike and Pedestrian	10	\$1,872,933	\$0	\$1,872,933
Total			\$14,795,567	\$8,279,400	\$6,516,167

*Project will be submitted to the Charge Ahead Colorado Call.

STBG projects were scored by category; small community and large community. The STBG—Small Community projects were reviewed and it is recommended both projects be fully funded, as shown in *Figure 3*.

Figure 3: STBG—Small Communities			
Total Available Funding: \$2,043,252			
Project Sponsor	Project Name	Request	Recommendation
City of Evans	37 th Street Overlay	\$982,141	\$982,141
Town of Windsor	Intersection Improvements at SH 257 & Eastman Park Drive	\$1,000,000	\$1,000,000
Total		\$1,982,141	\$1,982,141
Portion of Total STBG Funding			28%

The STBG—Large Community projects were ranked highest to lowest based on scores using the scoring criteria. The Scoring Committee is recommending the Larimer County project be fully funded. The Fort Collins, Greeley, and Loveland projects will be funded at 77.95 percent of the difference between the communities' requests and STBG targets. TAC is recommending the projects be funded based on *Figure 4*.

Figure 4: STBG—Large Communities				
Available Funding: \$6,645,809				
Project Sponsor	Project Name	Request	Recommendation	Unfunded
Fort Collins	Timberline Road Corridor Improvements	\$2,694,602	\$2,100,442	\$594,160
Greeley	O Street Widening—11 th Avenue to WCR 37	\$1,704,950	\$1,329,008	\$375,942
Larimer County	North LCR 17 Expansion	\$760,000	\$760,000	\$0
Loveland	US 34 (Eisenhower Boulevard) Widening—Boise Avenue to I-25 Intersection Improvements	\$1,260,925	\$982,891	\$278,034
Total		\$6,420,477	\$5,172,341	\$1,248,136
Portion of Total STBG Funding				72%

Only one TA application was received during this Call. The Scoring Committee is recommending funding the project at \$250,000 to allow Johnstown to meet federal standards for the trail’s construction, as shown in *Figure 5*. The remainder of the funding, \$307,581, will go towards bicycle and pedestrian improvements for the Larimer County STBG project because it is one of the Regional Bike Corridors.

Figure 5: TA			
Available Funding: \$557,581			
Project Sponsor	Project Name	Request	Recommendation
Town of Johnstown	Little Thompson River Corridor Trail–Phase 1a	\$113,920	\$250,000
Larimer County	North LCR 17 Expansion	\$0	\$307,581
Total			\$557,581

Action

TAC and staff request Planning Council review and provide comments on the Call for Projects recommendations from TAC as summarized in this memo for CMAQ, STBG, and TA funding through the NFRMPO.