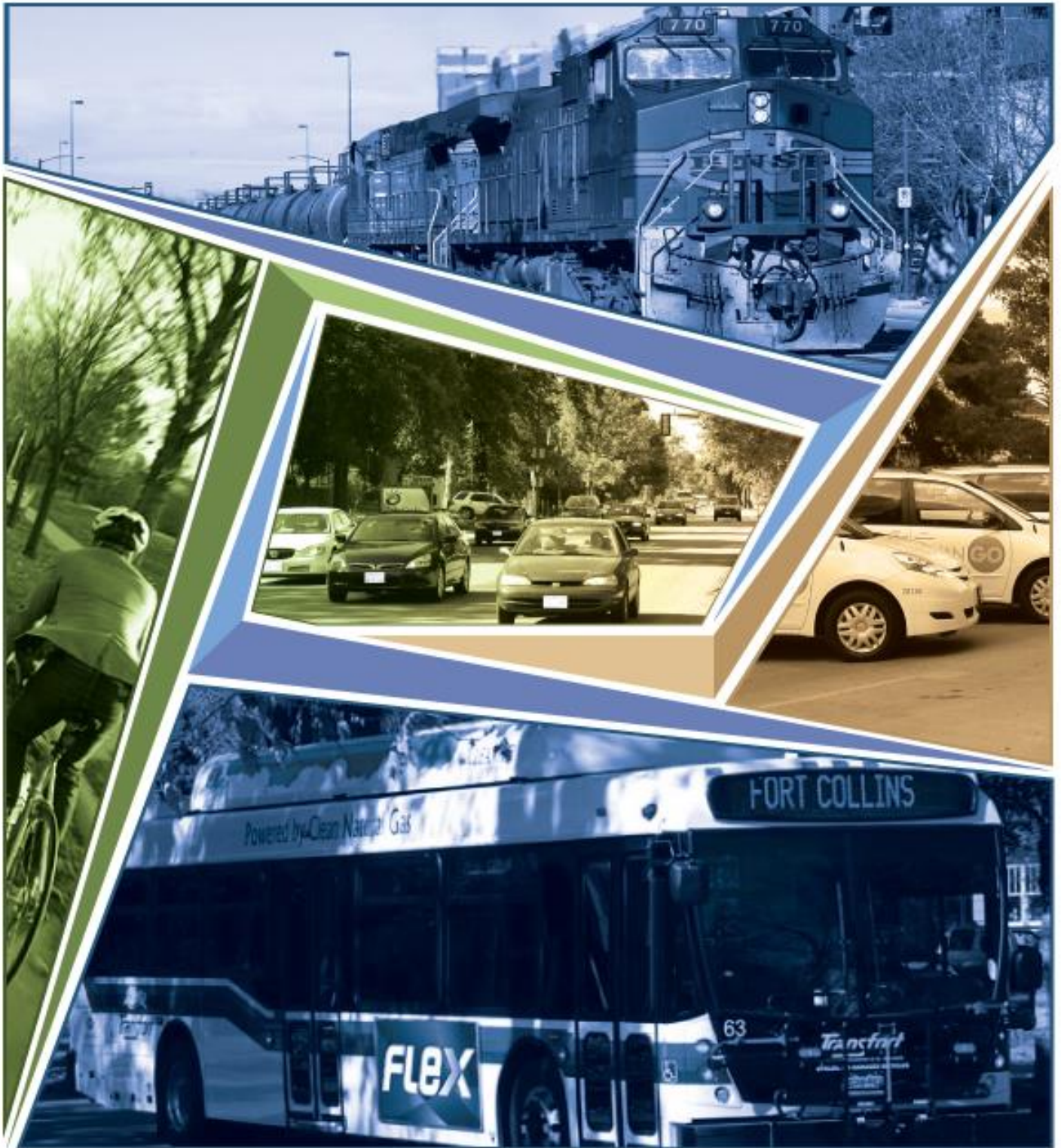


FY2016 Unified Planning Work Program

North Front Range Metropolitan Planning Organization



NFRMPO
NORTH
FRONT RANGE
METROPOLITAN
PLANNING
ORGANIZATION





FY2016

UNIFIED PLANNING WORK PROGRAM

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with assistance from

Colorado Department of Transportation

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June 2015

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PROSPECTUS

INTRODUCTION

The North Front Range Transportation and Air Quality Planning Council (NFRT & AQPC) was officially formed on January 27, 1988. It was designated as the Metropolitan Planning Organization (for transportation planning) on June 28, 1988, and as the Lead Planning Agency (for carbon monoxide air quality planning) on June 22, 1993.

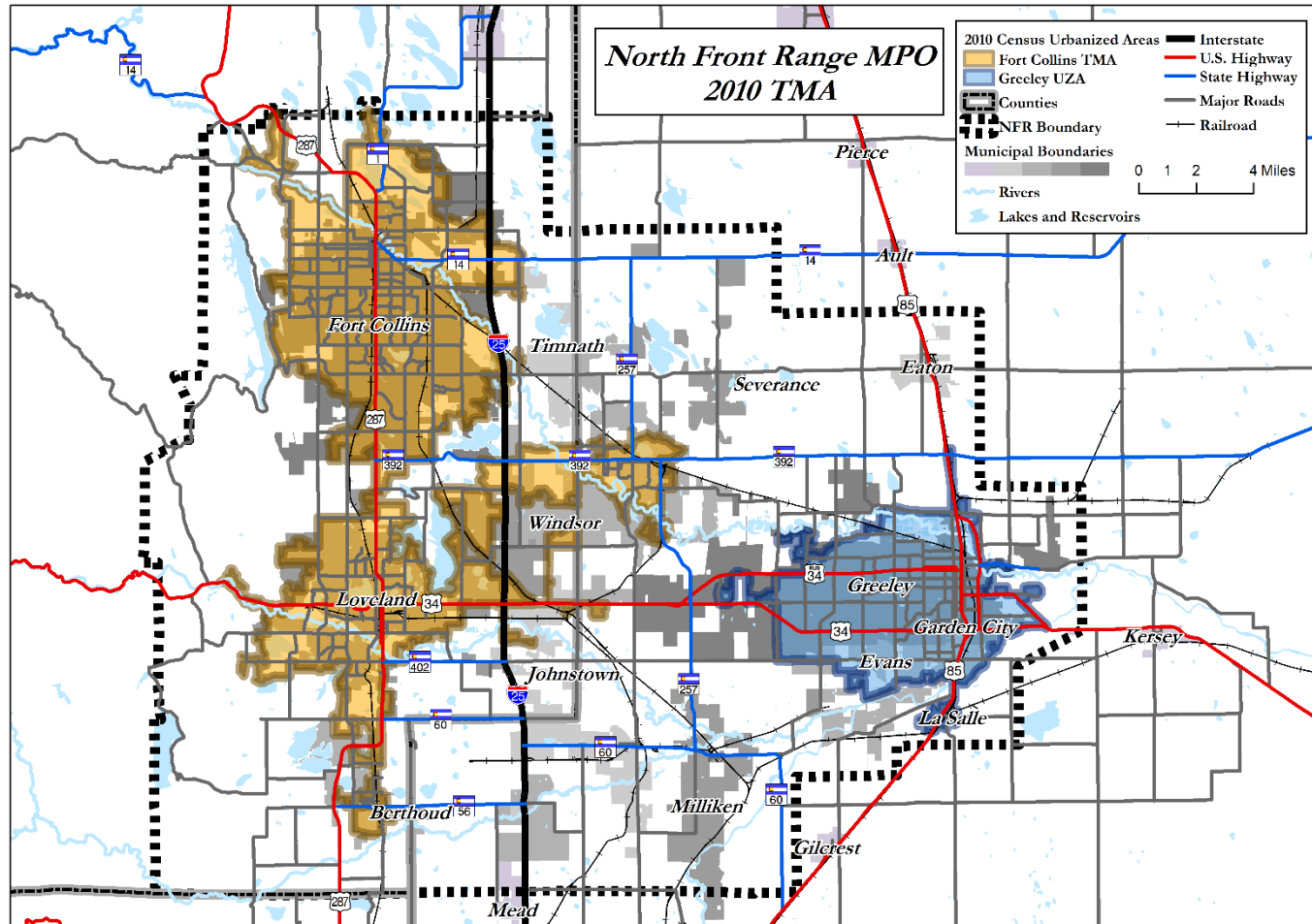
Voting members of the NFRT & AQPC are the municipalities of Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor, and the counties of Larimer and Weld. The Colorado Transportation Commission and the Colorado Air Quality Control Commission are also voting members.

The FHWA defines the NFRT & AQPC as a Transportation Management Agency (TMA) based on the 2000 Census data. In addition to the TMA, a second urbanized area including the Cities of Greeley, Garden City, Evans and LaSalle. The TMA includes Fort Collins and most of Loveland and portions of Berthoud and Windsor, was created, with a population of 206,000. The over-200,000 population threshold resulted in the designation of a Fort Collins Transportation Management Area and the North Front Range TMA. The agency's TMA designation requires completion of additional planning responsibilities, including development of a Congestion Management Process (CMP), and a Certification Review every four years by the Federal Highway Administration, Federal Transit Administration (FTA), and Colorado Department of Transportation (CDOT), and more transit planning responsibilities in cooperation with the urbanized areas. A Map of the MPO boundary and the urbanized areas is provided on the next page in Figure 1.

PURPOSE AND PROCESS

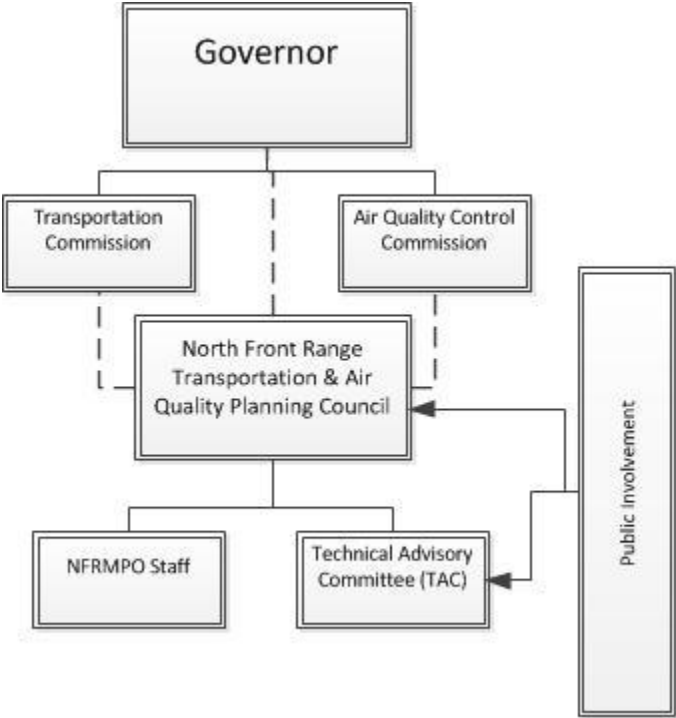
This Unified Planning Work Program (UPWP) provides a transportation planning work program for the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC, dba. NFR MPO) for Fiscal Year 2016 (October 1, 2015 – September 30, 2016). This document contains work tasks that assign responsibilities for tasks to the Metropolitan Planning Organization (MPO), its member governments, and to the CDOT. The document reflects the Planning Councils goals, Regional Transportation Plan, and the 2013 Memorandum of Agreement (MOA) with CDOT.

Figure 1: North Front Range MPO Area



Responsibility for carrying out the Continuing, Comprehensive, and Cooperative (3C) planning process rests jointly with the NFR MPO and CDOT, as described in the 2013 MOA between the two agencies. The “3C” process in the NFRT & AQPC study area is designed to provide for centralized administration combined with maximum participation and direction from local governments. The planning relationships are detailed in Figure 2 below.

Figure 2: NFRMPO Planning Relationships



Development of the UPWP is guided by Federal and State regulations.

PLANNING ISSUES

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP21)

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991. This summary reviews the policies and programs administered by the Federal Highway Administration (FHWA). The FHWA will continue to make progress on transportation options, which it has focused on in the past three years, working closely with stakeholders to ensure that local communities are able to build multimodal, sustainable projects ranging from passenger rail and transit to bicycle and pedestrian paths.

MAP-21 sets the course for the nation's transportation system through the following changes:

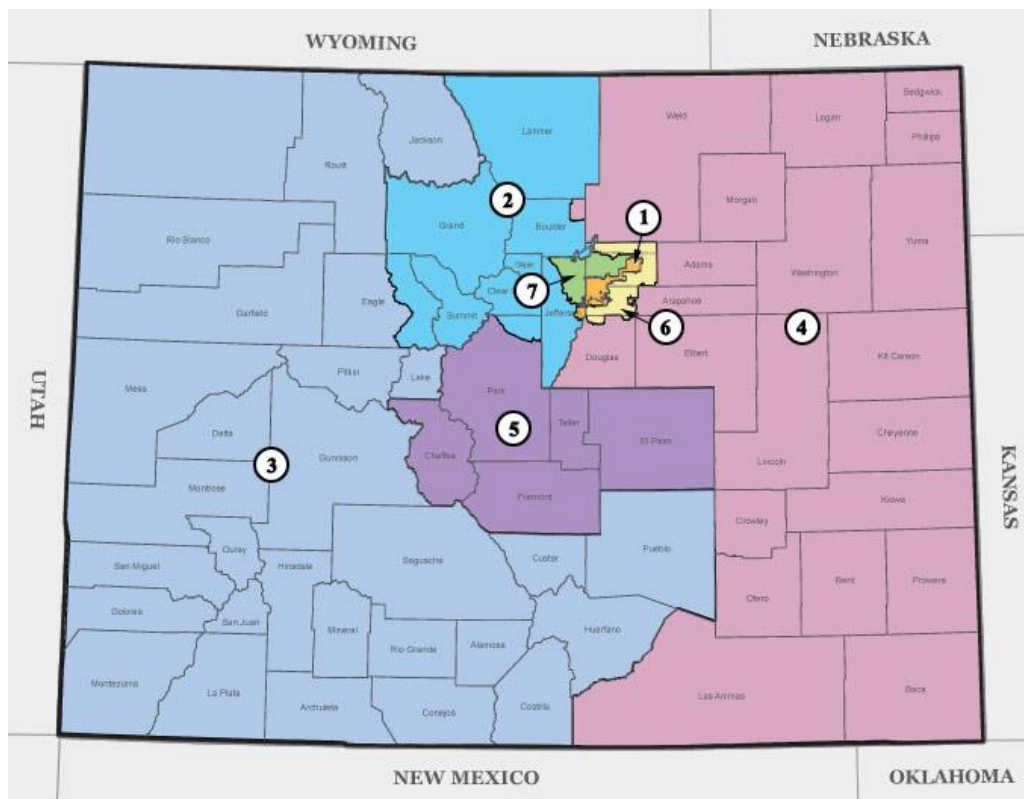
- Strengthens America's highways through inclusion of principal arterials in the National Highway System (NHS) providing more than half of highway funding to the expanded NHS
- Establishes a performance-based program focusing on national transportation goals increasing the accountability and transparency using performance-based planning and programming.
- Creates jobs and supports economic growth by authorizing \$82 billion in federal transportation funding
- Supports the Department of Transportation's (DOT) aggressive safety agenda by doubling funding for infrastructure safety
- Streamlines Federal highway transportation programs by consolidating funding programs into fewer core programs

- Accelerates project delivery and promotes innovation.

U.S. CONGRESSIONAL DISTRICT CHANGES

Effective January 1, 2013, the State of Colorado adopted new U.S. Congressional Districts. The new delineation split the NFRMPO region into two districts along the county-line between Larimer and Weld Counties. District 2 (Representative Jared Polis) encompasses Larimer County in addition to Boulder County and various mountain communities. District 4 (Representative Ken Buck) covers the entire eastern border of Colorado including Weld County. Figure 3 below depicts the new districts.

Figure 3: Colorado Congressional Districts



The districts provide the NFRMPO Region a second representative. The NRRMPO has engaged the Congressional offices and invited them to NFRMPO meetings, mailings, and legislative actions.

COLORADO DEPARTMENT OF TRANSPORTATION

STATEWIDE PLANS

The CDOT adopted the 2040 Statewide Transportation Plan in March 2015 along with an associated updated Statewide Transit Plan. The Statewide Transportation Plan incorporates their Strategic Highway Safety Plan completed in October 2014, the Risk Based Asset Management Plan approved in December 2013, the Statewide Bike and Pedestrian Plan completed in October 2012, and the Colorado Rail Plan adopted in March 2012. The CDOT Operations and Freight Plans are still under development.

TRANSIT AND RAIL PROGRAM

The Colorado Department of Transportation's Division of Transit and Rail (DTR) was created by state legislation in 2009. The DTR is responsible for the planning, development, operation, and integration of transit and passenger rail into the statewide transportation system. Since 2009, DTR has actively moving ahead with planning efforts. CDOT launched BUSTANG, an interregional bus service between Fort Collins and Denver on July 13, 2015.

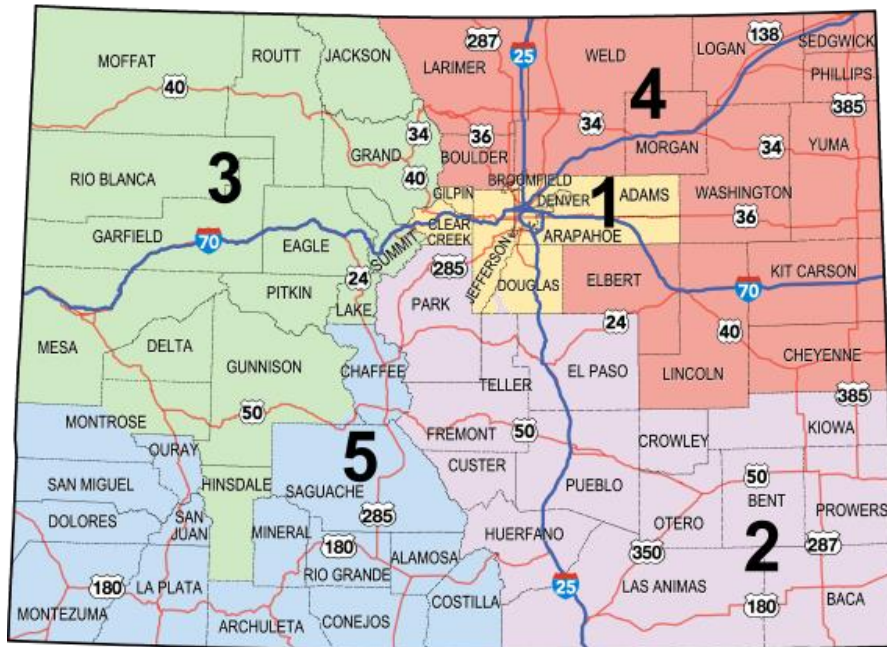
CDOT OPERATIONS DIVISION

In response to reduced funding levels at both the federal and state level, in January 2013, CDOT created the Division of Operations to better address operations and management of the existing transportation system. The Operations Division will focus on maximizing Colorado's state transportation system's efficiency and capacity.

CDOT REGIONS

The NFRMPO is entirely within CDOT Region 4 and holds monthly staff level coordination meetings. The CDOT Regions are shown on Figure 4.

Figure 4: CDOT 2013 Regions



IMPLEMENTATION OF THE NORTH I-25 EIS

The North I-25 Environmental Impact Statement (EIS) was completed in October 2008. The EIS extends from Fort Collins to Denver Union Station and from US 287 to US 85. The preferred alternative includes three phases with the first phase included in the fiscally constrained 2035 regional transportation plan updated in 2011. The main north/south transit improvements include regional express bus service on I-25 between Fort Collins and Denver, commuter bus on US 85 between Greeley and Denver, and passenger rail service on the US 287 corridor from Fort Collins to Denver. Transit improvements require some right of way acquisition in preparation for facility development as well as bus stations.

Phase 1, with implementation by 2035, calls for the construction of tolled express lanes on I-25 from Weld County Road 38 to SH 56 and SH 392 to Prospect interchange. It also includes three interchange upgrades at SH 56, SH 14, and US 34/Centerra Parkway.

In 2013, the Colorado Department of Transportation (CDOT) embarked on a one-time cash spend down program that fast tracked construction called Responsible Acceleration of Maintenance and Partnerships (RAMP). CDOT will invest RAMP dollars into two (2) projects on I-25: extending managed lanes from 120th Ave in Denver north, as well as replacing bridges at Crossroads Blvd in Loveland to meet future profile needs. A criteria for the RAMP program is that project must reach substantial completion by December, 2017. Both of these projects are currently on track to meet that deadline. In addition, CDOT continues to invest in pre-

construction activities (design, ROW, acquisition, utility relocations) for the entire I-25 corridor. CDOT hopes to attract a concessionaire to construct and operate the entire segment. If the funding is available a concessionaire may construct the three lane segments sooner than originally anticipated in the EIS.

The local communities and businesses in Northern Colorado have formed an I-25 Coalition and are working to determine funding to complete the widening identified in the EIS.

LEAD AIR QUALITY PLANNING AGENCY DESIGNATION

In 1993, the Governor designated the North Front Range MPO as the Lead Planning Agency (LPA) for Carbon Monoxide for the Fort Collins and Greeley nonattainment areas. Both areas are now in compliance and on the second ten-year limited maintenance plan.

The North Front Range MPO is also a part of a larger nonattainment area for ozone. The ozone area covers seven counties in the Denver Metro area and most of Weld and Larimer Counties in the North Front Range. In 2013, the Governor designated the Regional Air Quality Council (RAQC) as the Lead Planning Agency for the entire ozone nonattainment as nonattainment areas typically have a single LPA for each pollutant. As a result, representatives from the NFRMPO, Larimer County, and Weld County were appointed to serve on the RAQC Board to ensure North Front Range representation in the ozone planning process. In addition, a representative from the RAQC has been appointed to the Technical Advisory Committee (TAC) as a non-voting member.

ECONOMIC DEVELOPMENT

Northern Colorado has recovered faster than many other parts of the country. The rental and housing market in Fort Collins, Greeley and Loveland has vacancy rates under 2 percent with residents pay as much as 50% of their salary for housing.

The oil and gas industry has been a strong influence in the region, predominately in Weld County where most of the oil wells in the state exist. The increase in oil and gas truck traffic impacts the road operating and maintenance conditions. Additionally, the influx of oil field workers has reduced the vacancy rates propping up the property values in many Weld County communities. The reduction in gasoline prices has had limited impact on housing availability or affordability.

Development is again on the increase for both residential and commercial properties across the region.

VETERANS, SENIORS, AND PEOPLE WITH DISABILITIES

Transportation for Veterans across the region to Cheyenne, WY and Denver VA hospitals is constrained due to limited specialized service. However medical transportation isn't the only transportation issue facing veterans as they navigate health, employment and aging issues. Veterans reintegrating onto society after active duty also face transportation issues.

Seeking employment and securing jobs often hinges on transportation or lack thereof. In both Larimer and Weld, veterans have a higher unemployment rate than the general population. The availability of transportation within and between the communities is low. Solutions needed include additional funding for transportation as well as outreach and education specific to veterans and their families regarding available options.

The senior population will be the fastest growing age group in the state with the over 65 population projected to increase by 123% from 2010 to 2030 compared to the 16% increase for the 45-64 population. Beginning in 2030, 26% of the households in the North Front Range MPO area will be headed by someone over the age of 65. The MPO region's challenge is the large percentage of seniors' residing outside urban areas where few if any alternatives exist to a personal vehicle. Establishing a rural transit network which combines public, private and non-profit resources and connects to urban services is needed to fill the gap that currently exists.

The percentage of people with disabilities in the region as identified in the 2010 NFRMPO Travel Counts Survey ranges from just fewer than 5% in unincorporated Larimer County to almost 20% in the Greeley-Evans urban area. Transportation for individuals with disabilities particularly those that live in the rural portions of the region are extremely limited. People who use wheelchairs are especially constrained as Para-transit services or private taxi (Yellow Cab) are the only public options available. Para-transit is only available with limited service hours in the urban areas. Cab service covers a wider geographic area and expanded time-frame but is cost prohibitive for all but a few individuals.

Working to bridge the gap between urban services that fall within a certain area in the four primary regional communities and the large rural area which offers more affordable housing is key to increasing service levels for veterans, seniors and people with disabilities. It is also critical to ensure that the affordable housing is connected to services and jobs with transportation choices. The other option is to realistically consider the cost of housing and transportation together when selecting an affordable living situation.

CHANGING DEMOGRAPHICS

AGE DISTRIBUTION – WELD, LARIMER

The demographics of Weld and Larimer Counties are projected to diverge based on the age and family makeup of the population. Weld has available land for development and is more oriented to young families. This may actually push the median age in Weld County lower into the future.

Larimer County, by contrast, is expected to grow most significantly in the over 60 age bracket despite the presence of CSU. This is consistent with most of the rest of the State. Larimer County has less available land for development due to the high proportion of State and Federal land in the County. However, the North Front Range as a whole is still expected to have a strong growth-rate that almost doubles the population by 2040.

A NEW DIRECTION

A study released in spring of 2013 (A New Direction, Our Changing Relationship with Driving and the Implications for America’s Future), provides data on the shift in driving demand. In fact, the report clearly states that Baby Boom generation driving demand is not the same for future generation particularly the Millennials (people born between 1983 and 2000) that is now the largest generation in the United States.

“Americans drive fewer total miles today than we did eight years ago, and fewer per person than we did at the end of Bill Clinton’s first term. The unique combination of conditions that fueled the Driving Boom—from cheap gas prices to the rapid expansion of the workforce during the Baby Boom generation—no longer exists. Meanwhile, a new generation—the Millennials—is demanding a new American Dream less dependent on driving.”

There is no way to know for certain what will happen into the future. This change in driving demand could have a significant impact on transportation demand and transportation funding as it is currently structured.

TRANSPORTATION FUNDING

Funding for transportation has been declining for decades. Congress has not increased transportation user fees since the 1993 and with the increased fuel efficiency, alternative fuels and people driving less, funds have not kept pace with the transportation needs. Colorado last raised the state gas tax in 1991. Instead of an increase in formula funds, the federal government has issued calls for projects through grant applications like TIGER or provided one-time stimulus funding like ARRA. Neither of these funding sources is ideal for comprehensive implementation of the regional needs. The transportation issues are being pushed down to the local level as Federal and State funding is less available.

MAP21 legislation expired on September 30, 2014 and it is unclear if Congress will draft a new multi-year transportation bill that provides security of funding from the Highway Users Trust Fund for future projects. MAP21 has been extended through July 2015, however, beyond that the Highway Trust Fund is projected to be out of funding which is expected to delay construction projects.

Congress has deferred passing long term transportation legislation, at the federal level consistently relying instead on continuing resolutions. The most recent federal legislation was reduced from a typical six year bill to two years. The most recently discussed federal funding source is a repatriation of funds but that is a short term source. Some of the newer sources of funding for transportation come from State sources as described further below.

Organizations within Colorado are starting to look at a sales tax to raise funds for transportation needs. Although MPACT 64 chose not to float a ballot initiative in the fall of 2014, they are still exploring options for funding. The most recent effort floated in the 2015 legislative session, Trans II would have raised \$2.5 B for new construction if approved by a vote of the people.

RESPONSIBLE ACCELERATION OF MAINTENANCE AND PARTNERSHIPS (RAMP)

In 2013, CDOT crafted a one-time cash spend down program called RAMP. The concept accelerated some projects in the near term instead of accumulating funding for many projects over time until the projects are fully funded.

RAMP has three distinct components. First, is accelerating projects in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Second, CDOT allocated \$175 million for maintenance work and operational improvements. And third, \$125 million was identified for public/public partnerships or public/private partnerships (PPP). A successful call for projects was held. While RAMP projects were delayed somewhat by the September 2013 flooding all projects are expected to be completed by 2017.

FUNDING ADVANCEMENT FOR SURFACE TRANSPORTATION AND ECONOMIC RECOVERY (FASTER)

The Colorado Governor signed into law SB 09-108 on March 2, 2009. This law imposes an annual vehicle weight based fee at the time of vehicle registration. This law funds the following categories that are most relevant to the North Front Range.

FASTER Safety – These funds are the most flexible being used for safety projects. Projects must address a demonstrated safety problem. CDOT Region 4 receives approximately \$18 million annually, only a portion of which is used in the NFRMPO region.

FASTER Transit Regional Pool – There is \$15 million statewide for transit projects administered by CDOT DTR. The Colorado Transportation Commission assigned all transit grant authority to DTR.

Just recently the Transportation Commission has allowed the DTR to use FASTER funds for transit operation. A total of \$3 million was targeted annually to launch and operate Bustang, regional transit service between Fort Collins and Denver, Colorado Springs and Denver, and Glenwood Springs and Denver. The launch was very successful, with patrons already providing feedback on expanding the service to nights and weekends.

FASTER Bridge – These funds are controlled by the Colorado Bridge Enterprise and are solely for the design and construction of Colorado’s poorly rated structures. There is approximately \$115 million annually statewide with projects selected based on structure ratings.

GREATER OUTDOOR COLORADO FUNDS (GOCO)

Great Outdoors Colorado (GOCO) awards money to build trails, help open recreation facilities, preserve ranchlands and view corridors, improve and expand river quality and access, and conserve wildlife habitat. The Colorado Lottery is GOCO’s only funding source.

The Non-Profit GOCO Board administers the application process for GOCO funds and northern Colorado has received funds for the Cache la Poudre River Trail. It is one of the primary funding sources identified in the recently adopted Regional Bike Plan.

FY 2014-2015 ACTIVITIES

PLANNING ACTIVITIES

In addition to ongoing planning work tasks, special planning activities undertaken included:

SMALL COMMUNITY TRANSPORTATION PLANS (EATON AND SEVERANCE)

The NFRMPO Planning Council approved a project allocation to the Town of Severance to create a Transportation Plan. The Severance Transportation plan was initiated in early 2014. The Town worked with FHU with NFRMPO staff support and adopted the plan in March 2015.

REGIONAL TRANSIT ELEMENT PLAN

The NFRMPO initiated the 2040 RTE in 2013. For this RTE staff took steps to create a more robust public involvement process. This led to a more comprehensive look at the regional transit system. Staff also coordinated with the local transit agencies to incorporate their knowledge and expertise into the document. Through this process, the MPO created a plan which reflects the needs and values of the communities based on their input. The 2040 RTE is anticipated to be completed and adopted in late summer 2015.

ONLINE TRANSIT GUIDE

The NFRMPO Mobility Program has been working with the Denver region to develop an online transit guide for seniors and disabled riders. The NFRMPO Online Transit Guide is live at noco.findmyride.info. The online guide provides information with direct links for transit services and connections within the MPO region and destinations to the south including Longmont and Denver.

NFRMPO RIDERS GUIDE

The Riders Guide was updated in 2014 to represent schedule/fare changes, the addition of two new transportation providers, and discontinued county transit service in both Larimer and Weld counties. Staff distributed 15,000 copies of the Rider's Guide in the NFRMPO area throughout the year.

CONGESTION MANAGEMENT PROCESS

In late 2014, NFRMPO staff initiated an update of the Congestion Management Process (CMP). A decision was made to move from travel time runs on the Tier One Corridors to Blue tooth data capture using equipment that will be installed in 2015 and uses the FHWA HERE data. CDOT purchased INRIX data which will also be used for the annual reporting data. The 2015 CMP update will be completed and approved in the fall of 2015. The first annual CMP report will be issued in the winter/spring of 2016.

TRANSPORTATION IMPROVEMENT PLAN (TIP) DATA BASE

The NFRMPO worked with the consulting firm DTS to implement TIP database which was completed in 2014. The NFRMPO will continue to improve the TIP database's functionality over the next year as part of the DTS maintenance contract. During 2014, staff implemented the full conversion to the TIP database. There are still improvements to be implemented that will provide functionality to local communities and CDOT for access to the database.

FEDERAL AID PROGRAMS

The NFRMPO completed a call for projects during 2014 and allocated \$13.8 M in CMAQ funding, \$13.8 M in STP Funding and \$1 M in TAP funding for FY 2016-2019. The NFRT&AQPC approved the Call for Projects on December 4, 2014. The Call for Projects funded signal timing, traffic optimization, CNG Bus Replacement, and transportation CNG vehicle replacement/ expansion projects using CMAQ funding. The STP program partially funded an interchange replacement, a freeway passing lane, intersection improvements, a small community resurfacing project, widening projects and an access control project. The TAP program funded two regional bike trails that connect three communities each in Larimer and Weld counties.

PROMOTE TDM ACTIVITIES

Outreach activities in 2014 included:

- Pursued 158 leads
- Activated 568 carpool/rideshare "SmartTrips accounts"
- Contacted 180 "in-region" businesses
- Contacted 154 "out-region" businesses
- Meet with area TMA's 54 times
- Held 9 vanpool formation meetings
- Attended 28 events/transportation fairs

STATE OF COLORADO FASTER GRANT AWARDS

During 2014, the NFRMPO used the \$64,000 to match FTA 5307 funds for the purchase of 18 vans.

VANGO™ VEHICLE REPLACEMENTS

During 2014, VanGo™ issued two RFPs ordered and took delivery of 18 vans using the FHWA waiver and 18 vans using the FTA waiver. VanGo™ also issued a third RFP that ordered and took delivery of six additional vans.

VANGO™ FARE PRICING

An analysis of fare revenue, operating costs, funding sources, and program growth was completed in Oct 2013. VanGo™ fares increased 1% effective Jan 1, 2015. The direct costs (fuel, maintenance, fleet lease payments, and staff salaries) are anticipated to be recouped from rider fares.

FRONT RANGE VANPOOL RIDER SURVEY

In fall 2014, the NFRMPO conducted the 8th annual rider satisfaction survey in conjunction with DRCOG (RideArrangers), Colorado Springs (Metro Rides), and Boise, Idaho (Commute Ride). A total of 263 VanGo™ riders completed the survey (63% response rate). The results indicated overall positive customer satisfaction for all facets of the vanpool program. The same providers will repeat the survey in fall 2015.

ANNUAL VANPOOL SAFETY MEETINGS

The NFRMPO conducted three safety meetings (12th annual) during the month of September 2014. Meetings were held in Greeley and Fort Collins for vanpoolers to attend on their way home from work. About twenty percent of the ridership attended these popular meetings. The NFRMPO secured dates and locations for three VanGo™ Safety Meetings (14th annual) in September 2015. One meeting will be conducted in Greeley and two will be held in Fort Collins. During 2015 meeting, VanGo™ will simulate a crash to remind attendees what to do in the event of a crash while commuting.

MONITOR VANPOOL EMERGENCY CONTINGENT PLAN

NFRMPO staff continues to meet two to three times a year with Front Range Vanpool Services, which consists of VanGo™ (servicing Northern Colorado), Metro Rides™ (servicing Colorado Springs area) and V-Ride™ (servicing Metro Denver). NFRMPO staff provides an annual emergency preparedness drill for the VanGo™ program. NFRMPO staff updates and maintains the “System Security and Emergency Preparedness Plan” manual on an annual basis.

IMPLEMENTATION ACTIVITIES

The City of Fort Collins MAX Bus Rapid Transit in the Mason corridor started service May 2014. The project used over \$70 million of FTA and FHWA funding as well as local investment. The service carried 10,000 riders on opening day and averages 3,000 per day at the end of May.

The NFRMPO worked with CDOT to streamline the TIP development and amendment process. The NFRMPO will complete full amendments quarterly, administrative modifications monthly and CDOT will amend the STIP appropriately.

A Planning and Environmental Linkages study continued on U.S. 85 from the Town of Nunn to I-76 to develop a strategic vision for the corridor. The vision is nearly complete for the corridor is identifying safety and operational needs along US 85 determining short-term and long-term transportation priorities. An existing US85 Access Control Plan was re-affirmed as part of the study.

The Town of Severance adopted its Transportation Plan in March 2015.

CDOT has initiated design for the I-25/Crossroads interchange and the southbound I=25 Climbing lane south of Berthoud exit which will both begin construction in spring 2016. The Crossroads interchange will use RAMP funding. The Climbing lanes will use regional priority project funding as well as STP Metro dollars.

The City of Greeley adopted their bike plan in May 2015. The vision of the plan includes achieving gold status as a bike-friendly community and to provide safe, accessible bicycle transportation throughout the community and region.

The Northern Colorado Bicycle and Pedestrian Collaborative was instrumental in the NFRMPO Call for Projects by recommending two regional bicycle and pedestrian trails to receive Transportation Alternatives Program (TAP) funding. The collaborative is currently planning a conference for November 2015 with a focus on regional health and economic vitality, and is currently discussing developing a study on the economic impacts of bicycle and pedestrian infrastructure in the region.

CDOT installed a permanent bicycle and pedestrian counter along the Mason Trail in Fort Collins in April 2015. The counter location has seen an average of 1,225 bicyclists and pedestrians per day. Interest is growing in installing bicycle counters at key trail locations throughout the NFR MPO area.

The Mobility Councils have completed both an online and print version of a transit rider's guide.

UNIFIED PLANNING ACTIVITIES

SUMMARY

The Unified Planning Work Program (UPWP) has been prepared to provide details of the North Front Range Metropolitan Planning Organization (NFRMPO) planning process, work scheduled for the October 1 to September 30 fiscal year, and proposed expenditures by work element. The Program seeks to reflect NFRMPO Council and Technical Advisory Committee goals, roles, responsibilities, and available resources. The Program will undergo reevaluation at mid-year, and amendments made if necessary.

The NFRMPO Unified Work Program presents work tasks in six elements that group the types of activities needed to maintain, update, report, implement, administer, and operate the North Front Range transportation planning process. The six major elements and their general content are as follows:

1. Plan Monitoring: These activities are concerned with the regular collection, maintenance, and analysis of area wide planning related data. Using established data files and accepted data collection procedures, land use, transportation, employment, demographic and environmental indicators NFRMPO monitors their influence on the area wide transportation planning process. NFRMPO structures the monitoring work tasks to facilitate their use in the development and periodic reappraisal of comprehensive plan elements and plan implementation activities. NFRMPO coordinates the tasks to avoid duplication of the monitoring efforts of local agencies.

2. Plan Development and Detailing: Consistent with policy directives and monitoring activities, NFRMPO details and revises sub-elements of the North Front Range Regional Transportation Plan when deemed necessary by the federal requirements or Council. Updated activities may focus on a specific geographic area, such as a particular transportation corridor, or it may center on a specific aspect of the Plan such as public transit, non-motorized facilities or land use.

3. Special Planning Services: NFRMPO intends these work tasks to ensure the broad understanding and consistent use of the planning program's findings by those responsible for public and private plan implementation activities. This section includes such tasks as governmental and private liaison, the publication and distribution of transportation planning related materials, participation in special projects or studies, and representation on regional and local committees under Council direction.

4. Plan Implementation: Incorporating the NFRMPO's responsibilities into plan implementation activities is the principal focus of this element. Included are such tasks as: reviews and recommendations pertaining to short and long range implementation programs for the area's major transportation systems, development of a Transportation Improvements Program, and allocations and management of federal funds.

5. Program Administration: The purpose of this element is to develop and administer, within the requirements of the Unified Work Program, responsible program, and grants and contract management activities.

6. Operations: The VanGo™ Vanpool services are part of the NFRMPO programs that work to reduce congestion and emissions. This element includes all aspects of the VanGo™ program from vehicle acquisitions and maintenance to billing and reporting of trips taken. The VanGo™ budget is presented separately from the rest of the NFRMPO budget because it is an Enterprise fund within the MPO.

Following the Budget Summaries, NFRMPO describes the individual work tasks for FY 2016. The objectives of each task are included, with a description of the method used to conduct the task, the overall impact of the task, and the proposed products. In addition, work tasks provide the estimated person weeks needed for staff and the estimated budget and NFRMPO funding distribution.

Table 1: NFRMPO 2016 Budget

	FHWA STP Metro	Match STP Metro	FHWA/FTA CPG	Match CPG	FTA 5310	FTA 5310 Match	CDPHE	TOTAL
PLAN MONITORING								
1.1 Data Collection and Analysis	0	0	145,924	30,334	0	0	0	\$176,258
1.2 Safety and Security	0	0	2,608	542	0	0	0	\$3,150
1.3 Local Plan Reviews	0	0	10,432	2,169	0	0	0	\$12,601
1.4 Congestion Management Annual Report	0	0	33,738	7,013	0	0	0	\$40,751
PLANMONITORINGSUBTOTAL	\$0	\$0	\$192,702	\$40,058	\$0	\$0	\$0	\$232,760

PLAN DEVELOPMENT								
2.1 Regional Transportation Plan Management	0	0	65,200	13,554	0	0	0	\$78,754
2.2 Transportation and Land Use Model Management	0	0	54,686	11,368	0	0	15,000	\$81,054
2.3 Local Transportation Plan	0	0	13,909	2,891	0	0	0	\$16,800
2.4 Freight Plan	141,122	29,335	0	0	0	0	0	\$170,457
2.5 Planning Council and Technical Advisory Committee Support	0	0	74,845	15,558	0	0	0	\$90,403
2.6 UPWP Development and Amendments			26,080	5,421	0	0	0	\$31,501
PLANDEVELOPMENTSUBTOTAL	\$141,122	\$29,335	\$234,720	\$48,792	\$0	\$0	\$15,000	\$470,927

PLANNING SERVICES								
3.1 Special Participation	0	0	64,745	13,459	0	0	10,000	\$88,204
3.2 Electronic Communications	0	0	135,617	28,191	0	0	10,000	\$173,808
PLANNING SERVICES SUBTOTAL	\$0	\$0	\$200,362	\$41,650	\$0	\$0	\$20,000	\$262,012

Table 1: NFRMPO 2016 Budget– Continued

	FHWA STP Metro	Match STP	FHWA/FTA CPG	Match CPG	FTA 5310	FTA 5310 Match	CDPHE	TOTAL
PLAN IMPLEMENTATION								
4.1 Project Assistance	0	0	39,120	8,132	0	0	0	\$47,252
4.2 Transportation Improvement Program	164,326	34,159	0	0	0	0	0	\$198,485
4.3 Federal Funds Management	46,820	9,733	0	0	0	0	0	\$56,553
4.4 Mobility Management	0	0	0	0	49,600	12,400	0	\$62,000
PLAN IMPLEMENTATION SUBTOTAL	\$211,146	\$43,892	\$39,120	\$8,132	\$49,600	\$12,400	\$0	\$364,290
PROGRAM ADMINISTRATION								
5.0 TAC Support–Local only	0	0	0	600	0	0	0	\$ 600
5.1 Program Management	0	0	219,073	45,540	0	0	0	\$264,613
5.2 Grant Reporting and Management	0	0	13,392	2,784	0	0	0	\$16,176
5.3 Human Resources	0	0	59,032	12,271	0	0	0	\$71,303
PROGRAM ADMINISTRATION SUBTOTAL	\$0	\$0	\$291,497	\$61,195	\$0	\$0	\$0	\$352,692
NFRMPO TOTALS	\$352,267	\$75,185	\$958,400	\$199,828	\$49,600	\$12,400	\$35,000	\$1,682,680

Table 2: VANGO™ 2016 Budget

	FTA Van Sales	Local Van Sales	FC Sales Tax	Faster	VanGo™ Fares	VanGo™ Reserves	Total
OPERATIONS							
6.1 Vanpool Services	72,000	0	0	0	830,587	0	\$902,587
6.2 Vanpool Marketing	0	0	178,322	0	0	0	\$178,322
6.3 Vehicle Acquisition	0	95,830	206,556	240,000	10,391	53,820	\$606,597
6.4 Grant Management	0	0	6,597	0	0	0	\$6,597
6.5 Grant Reporting	0	0	26,387	0	0	0	\$26,387
PLAN MONITORING SUBTOTAL	\$64,170	\$95,830	\$417,862	\$240,000	\$840,978	\$53,820	\$1,720,490

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I. MONITORING

1.1 DATA COLLECTION AND ANALYSIS

OBJECTIVE

This task maintains and expands current data files on the NFRMPO transportation system and demographic characteristics. The NFRMPO analyzes short range planning efforts and evaluates the Long-Range Transportation Plan objectives, assumptions, and recommendations using these databases.

METHOD

In cooperation with local communities, transportation agencies and planning staffs, the NFRMPO regularly obtains updated information on demographics, land use and all aspects of the transportation system. Examples include population, dwelling units, employment, Master Plans and Zoning Plans. The highway data collected includes changes in road miles, road characteristics, as well as automobile, truck and bike traffic counts. The NFRMPO also collects transit data, such as, service hours, frequencies, routes, fixed route stop locations, ridership, vehicles, and expenditures from the appropriate public and private agencies.

The NFRMPO monitors and analyzes travel characteristics at established screen lines to determine trip volumes, modal splits, and vehicle occupancy. Wherever possible, NFRMPO will compare the data collected against information previously collected and the NFRMPO long-range plan projections. Using all of the data collected for this work task in the long-range plan, the non-motorized plans, transit plans and other project specific reports. These reports will provide a more focused perspective of transportation issues at the local level.

OVERAL IMPACT/INTENT

This task provides a historical basis for comparative analysis of the transportation system with past years, and identifies needed adjustments to the Long Range Transportation Plan projects and the selection of projects for federal funding. This task also provides some of the necessary inputs to the NFRMPO Travel Model.

2016 PRODUCTS

1. Expanded and updated data files
2. Summary of transportation data and analysis in the *Transportation Profile*
3. Summary of Articles in *On the Move* Quarterly Newsletter
4. US287 Corridor Summary
5. Staff memos and working papers
6. CDOT On-line Traffic Counts Listing

FY 2016

PERSON/WEEKS: 53

2016 BUDGET:

Personnel	\$143,100
Other Direct	9,300
Indirect	<u>23,858</u>
Total	\$176,258

DISTRIBUTION:

Federal	
CPG (82.79%)	\$145,924
CPG match (17.21%)	<u>30,334</u>
Total	\$176,258

1.2 SAFETY AND SECURITY

OBJECTIVES

This work task collaborates with CDOT in the development of the Colorado Integrated Safety Plan. The Plan is performance based and documents how well the State is doing in roadway traffic safety and safety education and enforcement.

METHOD

CDOT is the lead agency in the development, implementation, and monitoring of this plan. The NFRMPO collaborates in supplying data and analysis as needed.

OVERALL IMPACT AND /INTENT

The mission of the CDOT Safety and Traffic Engineering Branch and the Office of Transportation Safety is to reduce the incidence and severity of motor vehicle crashes and the human and economic losses that are associated with them.

2016 PRODUCTS

1. Meeting attendance/coordination
2. Data files
3. Construction Maps

FY 2016

PERSON/WEEKS:

1

2016 BUDGET:

Personnel	\$2,700
Other Direct	0
Indirect	<u>450</u>
Total	\$3,150

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$2,608
Local match (17.21%)	<u>542</u>
Total	\$3,150

1.3 LOCAL PLAN REVIEWS

OBJECTIVE

This work task provides MPO staff time to review local government development proposals against transportation and comprehensive/Master plans within the NFRMPO. The objective is to provide input from a regional perspective for local government consideration during the plan development process.

METHOD

The NFRMPO staff will work with the local governments during the review process and comment on transportation and comprehensive/Master plans particularly as it relates to the Regional Bike Plan implementation.

OVERALL IMPACT/INTENT

This work task improves the local planning coordination through early and comprehensive reviews by the transportation planning and implementing agencies. This task links land use development and the transportation impacts associated with the land use decisions.

2016 PRODUCTS

1. Copies of plans reviewed
2. List of Plans reviewed
3. Transportation and Land Use comments as requested

FY 2016

PERSON/WEEKS: 4

2016 BUDGET:

Personnel	\$10,800
Other Direct	0
Indirect	<u>1,801</u>
Total	\$12,601

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$10,432
Local match (17.21%)	<u>2,169</u>
Total	\$12,601

1.4 CONGESTION MANAGEMENT PROCESS (CMP) ANNUAL REPORT

OBJECTIVE

Federal requirements state that regions with more than 200,000 people, known as Transportation Management Areas (TMAs), must maintain a Congestion Management Process (CMP) and use it to make informed transportation planning decisions. The Federal Highway Administration (FHWA) defines a CMP as a “systematic transparent process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility.” The CMP task defines congested corridors in the region, develops strategies to mitigate the congestion, and monitors the effectiveness of the strategies. In line with MAP-21, the Congestion Management assessment will use the performance measures identified as part of the CMP and RTP.

METHOD

The NFRMO collects data on congested corridors as defined in the 2015 Congestion Management Plan as well as region wide when necessary. The NFRMPO obtains data regularly from the Colorado Department of Transportation (CDOT), the North Front Range cities and counties, and transit providers in the region. NFRMPO will collect travel time information on the defined congested corridors. Automobile occupancy counts are recorded every four years along the corridors.

OVERALL IMPACT AND /INTENT

This report documents system-wide performance measures related to congestion. The NFRMPO Council will adopt the region’s updated Congestion Management Process in 2015. The CMP strongly emphasizes data collection to measure and monitor the transportation system’s performance and provide a mechanism to inform transportation investment decisions.

2016 PRODUCTS

1. An annual report presenting current and historical data
2. An 11x17 brochure summarizing the report findings for distribution to the public

FY 2016

PERSON/WEEKS: 5

2016 BUDGET:

Personnel	\$13,500
Other Direct	25,000
Indirect	<u>2,251</u>
Total	\$40,751

2016 DISTRIBUTION:

Federal	
CPG (82.79%)	\$33,738
CPG match (17.21%)	<u>7,013</u>
Total	\$40,751

II. PLAN DEVELOPMENT

2.1 RTP MANAGEMENT

OBJECTIVE

This Work Task allows for the monitoring and amendment of the NFRMPO 2040 Regional Transportation Plan (RTP) and aligning it with MAP-21. The RTP will incorporate performance measures as part of each component including RTE, CMP, Bicycle/Pedestrian Plan and project selection through the call for projects.

METHOD

The NFRMPO Council is scheduled to adopt the 2040 Regional Transportation Plan in September 2015. This work task includes the necessary public meetings and staff effort to complete the plan including policy directions, transportation system analysis, required fiscal constraint, public involvement, conformity determination, Regionally Significant Corridor, Project Prioritization Process, and the incorporation of the eight planning factors in federal regulation. As part of the development of the RTP and Air Quality Conformity, the NFRMPO cooperates with the Denver Regional Council of Governments (DRCOG) and the Colorado Department of Public Health and Environment Air Quality Control Division. The NFRMPO, DRCOG, and Pike Peak Area Council of Governments (PPACG) regularly share best practices for planning and public involvement for the development of the RTPs.

OVERALL IMPACT/INTENT

This Work Task monitors and amends the 2040 Regional Transportation Plan that meets all of the federal and state requirements as needed. A long range, financially constrained, transportation plan allows projects to move into the TIP and set the funding priorities for the region.

2016 PRODUCTS

1. 2040 Plan Documents on NFRMPO website
2. 2040 RTP Public Brochure
3. 2040 Plan Amendments as needed

FY 2016

PERSON/WEEKS: 25

2016 BUDGET:

Personnel	\$67,500
Other Direct	0
Indirect	<u>11,254</u>
Total	\$78,754

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$65,200
Local match (17.21%)	<u>13,554</u>
Total	\$78,754

2.2 LAND USE & TRANSPORTATION MODELS MANAGEMENT

OBJECTIVE

This Work Task manages the land use allocation and regional travel demand models for the MPO region and the adjacent air quality area and completes the required modeling for air quality conformity.

METHOD

This Work Task develops or updates the land use allocation and the travel demand models together for efficiency and coordination. The land use model uses the control totals for households, population, and employment developed in the Forecast work and distributes that information geographically by traffic analysis zone (TAZ) across the region.

The travel demand model uses the land use model output, network and operational data to assign traffic to the roadway network. There is also a transit network for assigning trips to the transit systems. The models provide information used for the development of the Regional Transportation Plan and conformity determinations on the Plan and TIP. The NFRMPO makes the travel model available to local governments for their own use.

MPO staffs provide data and analysis, such as network and traffic counts, and are competent to run applications after the model is completed.

OVERALL IMPACT/INTENT

Modeling capabilities are critical to the NFRMPO long range regional transportation planning efforts and transportation improvement implementation. These essential capabilities contribute to the success of the travel demand projections, future scenarios based on policy direction, conformity determinations, and support of local planning efforts both long range and immediate developments.

2016 PRODUCTS

1. Travel model runs for FY 2016-2019 TIP based on adopted 2040 RTP
2. Updates to 2040 land use allocation & 2040 Four Step Mode Choice models as necessary
3. Training of additional NFRMPO staff to run the models
4. Assistance to local communities with travel model runs.

FY 2016

PERSON/WEEKS: 25

2016 BUDGET:

Personnel	\$67,500
Other Direct	2,300
Indirect	<u>11,254</u>
Total	\$81,054

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$54,686
Local match (17.21%)	11,368
CDPHE	<u>15,000</u>
Total	\$81,054

2.3 LOCAL LAND USE/TRANSPORTATION PLAN

OBJECTIVE

This work task makes funds available to small local governments for development of transportation plans. Many small local governments within the MPO have lacked resources to prepare transportation plans and this allows funding and MPO staff support in the development of those plans.

METHOD

The NFRMPO acts as a pass through organization providing local government(s) funds to hire consultants to prepare local transportation plans. The local government desiring to use these funds is responsible for directing the content and issues to be addressed within the plan. MPO staff provides assistance to the local government and acts as a resource during the expenditure of federal funds on the plan.

OVERALL IMPACT/INTENT

These plans are intended to assist small local governments in transportation planning at the local level making the members more engaged at the regional level.

2016 PRODUCTS

1. Completed small local government transportation/transit plan
2. Inventory of local transportation system
3. Identification of local issues
4. Implementation steps
5. Integration of local transportation plan in the 2040 Regional Transportation Plan

FY 2016

PERSON/WEEKS: 2

2016 BUDGET:

Personnel	\$5,400
Other Direct	10,500
Indirect	<u>900</u>
Total	\$16,800

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$13,909
Local match (17.21%)	<u>2,891</u>
Total	\$16,800

2.4 FREIGHT PLAN

OBJECTIVE

This Work Task allows for the development a NFRMPO regional freight plan aligning it with MAP-21. The freight plan will collect data on freight movements, freight modes, and freight commodities when possible. Future Regional Transportation Plans will incorporate freight performance measures.

METHOD

The NFRMPO Council is scheduled to adopt the 2040 Regional Transportation Plan in September 2015. This work task will initiate the freight plan in October 2015 after the 2040 RTP adoption, allowing staff to concentrate on this new effort including policy directions, freight system analysis, identifying freight stakeholders, public involvement, Regionally Significant Freight Corridors, Project Prioritization Process, and the identification of freight data sources. The NFRMPO will coordinate with the CDOT, Denver Regional Council of Governments (DRCOG), the Pike Peak Area Council of Governments (PPACG), and Pueblo Area Council of Governments on Freight movements along the I-25 corridor.

OVERALL IMPACT/INTENT

This Work Task develops the Regional Freight Plan. It will identify projects to move into implementation in the TIP and sets the freight funding priorities for the region.

2016 PRODUCTS:

1. Completed Regional Freight Plan
2. Transportation Freight system analysis
3. Freight Data
4. Freight Stakeholders Identification
5. Commodity Data
6. Freight Priorities

FY 2016

PERSON/WEEKS:

57

2016 BUDGET:

Personnel	\$153,900
Other Direct	0
Indirect	<u>25,659</u>
Total	\$179,559

2016 DISTRIBUTION

Federal	
STP Metro (82.79%)	\$146,969
Local match (17.21%)	32,590
Total	\$179,559

2.5 PLANNING COUNCIL AND TRANSPORTATION ADVISORY COMMITTEE SUPPORT

OBJECTIVE

This task manages the NFRMPO Council functions and meetings according to Council policies. This task also covers the development of the NFRMPO UPWP.

METHOD

The NFRMPO schedules and posts the required public notices for all Council business meetings. NFRMPO also oversees, supports, and documents the elected official transportation funding decision making using Council approved policies, Robert Rules of Order, and Colorado Statutes for local governments. The NFRMPO also schedules and posts the meetings for Planning Council Subcommittees and the Transportation Advisory Committee.

OVERALL IMPACT/INTENT

This work task ensures that the Council undertakes their activities according to Colorado law, the Articles of Association and council policies. This work task ensures an open and transparent transportation planning process for the North Front Range communities and residents.

2016 PRODUCTS

1. Council and TAC Packets and minutes
2. Council Resolutions
3. Council Calendar
4. Council and TAC Rosters
5. Meeting announcements
6. Website postings
7. Updated Articles of Association as needed
8. Miscellaneous NFRMPO correspondence

FY 2016

PERSON/WEEKS: 26

2016 BUDGET:

Personnel	\$70,200
Other Direct	8,500
Indirect	<u>11,704</u>
Total	\$90,404

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$74,846
Local match (17.21%)	15,558
Total	\$90,404

2.6 UNIFIED PLANNING WORK PROGRAM (UPWP)

OBJECTIVES

This task develops a North Front Range MPO Unified Work Program for FY 2017 and 2018, monitors and amends the implementation of the FY 2016 and FY 2017 Unified Planning Work Program as necessary.

METHOD

Meet with local, State, and Federal officials to review the status of the current and the development of the future Unified Planning Work Program. Include special interest topics as identified by CDOT, FTA, EPA, HUD, or FHWA staff. Meet with local technical staff and committee members for input into the work program development.

OVERALL IMPACT/INTENT

The Unified Planning Work Program is the document that guides the work of NFRMPO staff and any consultants. The work program will address the local, State, and federal priorities for transportation planning.

2016 PRODUCTS

1. FY 2016 UPWP amendments as necessary
2. FY 2017 Unified Planning Work Program
3. FY 2016 amendments as necessary
4. FY 2017 Administrative Budget

FY 2016

PERSON/WEEKS: 10

2016 BUDGET:

Personnel	\$27,000
Other Direct	0
Indirect	<u>4,501</u>
Total	\$31,501

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$26,080
Local match (17.21%)	<u>5,421</u>
Total	\$31,501

III. PLANNING SERVICES

3.1 PARTICIPATION

OBJECTIVES:

This task includes NFRMPO's participation in other federal, state, regional, or local transportation studies or activities not incorporated directly in the Unified Planning Work Program. This work task ensures that transportation and regional perspectives are considered as part of the local studies.

METHOD

Staff participates in committees, conferences, studies, and meetings that relate to transportation and land use or sustainable development. Examples include: Statewide MPO Committee, Statewide Transportation Advisory Committee, the Regional Air Quality Council, Air Quality Control Commission, I-25 Coalition, NATA, and others. Staff also informs member agencies of training available to their staff as well as the Committee Members.

NFRMPO staff also consults with member units of government and responds to information requests from interested organizations, agencies, and individuals regarding transportation data and program needs. NFRMPO publishes and distributes technical data, maps, and brochures to member units of government, non-profit agencies, and the public as required.

OVERALL IMPACT/INTENT

This task ensures that transportation planning in the North Front Range is regional and coordinated. In addition to providing technical planning assistance, NFRMPO staff gain insight through participation in special studies, committees, conferences, and board and commission meetings.

2016 PRODUCTS

1. Monthly reports to the Council and Technical Committees
2. Quarterly lists of training, important legislation and upcoming meetings for both Technical and Policy Committees included in *On the Move*
3. Written comments on other studies as appropriate
4. Preparation and distribution of educational brochures, maps, program guidelines transportation materials, etc.
5. Public presentations as requested

FY 2016

PERSON/WEEKS:

28

2016 BUDGET:

Personnel	\$75,600
Other Direct	0
Indirect	<u>12,604</u>
Total	\$88,204

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$64,745
CDPHE	10,000
Local match (17.21%)	<u>13,459</u>
Total	\$88,204

3.2 ELECTRONIC COMMUNICATIONS

OBJECTIVES

This work task provides information and public comment opportunities on NFRMPO transportation activities to interested citizens, elected officials, non-profits, other transportation planning agencies, and local agencies and communities.

METHOD

This task includes the publication of NFRMPO reports including the Transportation Profile (in off RTP development years), the quarterly newsletters, educational brochures and the development and update of the NFRMPO website. The quarterly newsletter contains current information on transportation projects, studies, and activities of NFRMPO, VanGo™ Mobility Activities, and member agencies. The website provides information about the NFRMPO, meetings information, transportation information as well as an information request function. The NFRMPO staff provides summaries on the blog and links to recently published articles. The SmartTrips and VanGo™ Facebook page provides information on vacant seats and posts notices on upcoming events. The NFRMPO and VanGo™ also tweet about upcoming meetings and events. The NFRMPO also initiated Community Remarks™ in 2015 to provide another tool for the public to comment on the transportation system and to comment on upcoming meetings and plans.

OVERALL IMPACT/INTENT

These publications, Blog, and website educate and improve the communication and cooperation between local citizens, elected officials, and local agencies relating to transportation issues.

2016 PRODUCTS

1. Updated NFRMPO Website
2. Four (4) newsletters
3. Long Range Plan and visionary plan brochures
4. Website, Blog, Twitter, and Facebook updates
5. Community Remarks™ pages
6. Adopted Public Involvement Plan

IV. PLAN IMPLEMENTATION

4.1 PROJECT ASSISTANCE

OBJECTIVES

This work task provides assistance to local agencies and units of government in completing planning studies and implementing transportation projects and programs in North Front Range or the State. This assistance includes providing supportive data and analysis, serving on planning and project advisory committees, or managing contracts.

METHOD

NFRMPO staff provides data and analysis and staff resources to various planning studies and projects that include local governments and State level work. This includes, but is not limited to, serving on committees for plan or project development. Staff will continue to support local planning efforts underway. Some of these studies include the North I-25 corridor Traffic Data Committee, statewide travel demand model, I-25 Incident Management Plan, Senior Transportation Coalition, State Coordinating Council, US 287 Coalition, Hwy 85 Coalition and Veterans Transportation Task Force.

OVERALL IMPACT/INTENT

Providing information and data allows for efficiencies in planning work across the North Front Range and State. Participation on committees provides direct input of data and information as well as representing the North Front Range.

2016 PRODUCTS

2. Final documents include input and data from the NFRMPO participation
3. Attendance at meetings
4. Memos and other communications
5. Data and analysis provided as requested

FY 2016

PERSON/WEEKS:

15

2016 BUDGET:

Personnel	\$40,500
Other Direct	0
Indirect	<u>6,752</u>
Total	\$47,252

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$39,120
Local match (17.21%)	<u>8,132</u>
Total	\$47,252

4.2 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

OBJECTIVES

This task prepares, amends, and documents a four-year TIP that conforms to the MAP-21 and the Clean Air Act Amendments (CAAA). The TIP documentation ensures compliance with federal, state, and regional requirements regarding financial feasibility, the planning process, and Title VI compliance and Environmental Justice Analysis.

METHOD

In cooperation with CDOT and local implementing agencies, the NFRMPO develops a comprehensive TIP for North Front Range region that includes transportation projects for all modes. NFRMPO processes any needed amendments quarterly or monthly administrative changes to the adopted TIP throughout the fiscal year.

NFRMPO analyzes the TIP and any amendments for compliance with Title VI and Environmental Justice requirements using GIS and the public involvement process. The NFRMPO processes TIP amendments following the adopted policy procedures and posts them on the NFRMPO website and makes them available at the NFRMPO office during the 30 day review period. NFRMPO posts notices of the development of the TIP on the NFRMPO website for the 30-day public comment period. Each year, in compliance with MAP-21, NFRMPO produces and posts the annual list of obligated projects by December 31.

The NFRMPO is continuing development of an online TIP tool. There are still some options that the MPO would like to implement to provide the local communities with the flexibility of entering their own projects and improving the search functions of the database.

OVERALL IMPACT/INTENT

This task provides for implementation and the use of federal and state funding in compliance with federal and state requirements. This task also fulfills federal requirements for urbanized areas and Transportation Management Areas (TMA).

FY 2016 PRODUCTS

1. FY 2016 – 2019 TIP amendments as necessary
2. Public Involvement Documentation
3. Environmental Justice Analysis and documentation as necessary
4. Annual Listing of Obligated Funds

FY 2016

PERSON/WEEKS: 57

2016 BUDGET:

Personnel	\$153,900
Other Direct	18,927
Indirect	<u>25,658</u>
Total	\$198,485

2016 DISTRIBUTION

Federal	
STP Metro (82.79%)	164,326
Local match (17.21%)	<u>34,159</u>
Total	\$198,485

4.3 FEDERAL FUNDS MANAGEMENT

OBJECTIVE

This task develops and manages federal funds including the Surface Transportation Program (STP Metro), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP).

METHOD

The NFRMPO issues a Call for Projects under this task. The Call for Projects process is developed with full input from the NFRMPO Council and TAC and meets all of the federal requirements for use of the funds.

Once the process is developed and deployed the NFRMPO Council selects projects entered in the TIP for programming. The NFRMPO maintains the federal list of projects and adjusted as funding becomes available after the initial assignment of funds.

OVERALL IMPACT/INTENT

The intent of the Federal Funds Management task is to facilitate a cooperative, coordinated, efficient and timely use of federal transportation resources.

2016 PRODUCTS

1. Annual review of projects
2. Amendments to list of projects as needed

FY 2016

PERSON/WEEKS: 17

2016 BUDGET:

Personnel	\$45,900
Other Direct	3,000
Indirect	<u>7,653</u>
Total	\$56,553

2016 DISTRIBUTION

Federal	
STP Metro (82.79%)	46,820
Local match (17.21%)	<u>9,733</u>
Total	\$56,553

4.4 MOBILITY MANAGEMENT

OBJECTIVE

This task ensures a consistent and integrated approach to regional mobility management programs, projects, and strategies outlined in the federally mandated MPO Coordinated Public Transit/Human Services Transportation Plan.

METHOD

Staff implements the approved Coordinated Plan (C Plan) projects and programs on behalf of the Larimer and Weld Mobility Councils established in each county as part of the C Plan goals and strategies. The NFRMPO plans to seek opportunities for additional collaboration between the two councils to improve regional mobility.

Staff conducts outreach in each county through presentations and individual meetings with the goal of providing information regarding C Plan programs and transit services in the North Front Range area.

Staff participates in committees, conferences, studies, and meetings that relate to mobility management or regional and/or state transit issues. Examples include: State Coordinating Council, CASTA conferences, Larimer County Senior Transportation Coalition, State Veterans Transportation Task Force and others.

Staff also supports mobility council member agencies through production and distribution of outreach materials and responds to information requests from member governments, other agencies and individuals regarding transit information.

OVERALL IMPACT/INTENT

Improvement of transportation services in the North Front Range area for medical, employment and other destinations particularly for seniors, people with disabilities including veterans and low income individuals. This task also helps to coordinate human service related transportation programs and services between agencies in order to enhance service and maximize available resources.

2016 PRODUCTS

1. Online Resource Guide Maintenance & promotional materials
2. Travel Training Program w/ local agency partnership in Larimer County (Phase 3)
3. Larimer and Weld Mobility Council 2016 Work Plans & Bi-Monthly Plan Reports
4. Public Outreach Events in each county
5. Outreach materials including updated Riders Guide, MM program brochure, special event reports and non-profit agency materials (as needed)
6. Mobility Management E-Newsletter (Quarterly)
7. Statewide Mobility Manager Group (CMAC) Participation and quarterly newsletter

FY 2016

PERSON/WEEKS: 18.5

2016 BUDGET:

Personnel	\$49,950
Other Direct	4,006
Indirect	<u>8,044</u>
Total	\$62,000

2016 DISTRIBUTION

Federal	
5310 (80%)	\$49,600
Local match (20%)	<u>12,400</u>
Total	\$62,000

V. ADMINISTRATION

5.1 PROGRAM MANAGEMENT

OBJECTIVE

This work task conducts those activities necessary for the efficient operation of NFRMPO and its Committees. This task provides the financial management and oversight of the NFRMPO expenditures and revenues as required by the Council and federal and state regulations. This task also documents work accomplished and funds expended to ensure that such expenditures conform to the appropriate regulations.

METHOD

The NFRMPO conducts this work task in accordance with the adopted Articles of Association, its Project Agreements with CDOT and with the Memorandum of Understanding Responsibilities between NFRMPO and CDOT; a Letter of Agreement between NFRMPO and CITY OF FORT COLLINS; grant agreement awards between NFRMPO and CDOT and FTA; and a Funding Agreement between NFRMPO and RTD Funding of Local Transportation Services.

NFRMPO carries out financial transactions in accordance with Council adopted procedures and approved accounting standards. NFRMPO prepares quarterly financial statements for Finance Committee recommendation for Council approval. NFRMPO prepares and files quarterly and annual tax filings and reviews unemployment reports as required.

NFRMPO carries out grant and contracts management including policies, procedures, compliance and data and records management through the grant close-out process. NFRMPO ensures compliance with the general and special grant provisions and all applicable federal statutes, regulations and guidelines. NFRMPO develops and maintains proposals, invoices, expenditure approvals, and other documents related to grant and contract expenditures. NFRMPO prepares reimbursement requests and progress reports for appropriate agencies. Federal and state requirements followed include grant specific requirements, relevant federal regulations and applicable OMB circulars (A-87 State and Local Governments, A-133 Single Audit Act for State and Local Governments and Non-Profit Organizations); applicable statutory and administrative provisions.

NFRMPO prepares and submits billings to CDOT, and Local Agencies. NFRMPO contracts with auditors to conduct annual audits to determine the fiscal integrity of financial transactions and compliance with laws, regulations, and administrative requirements. Staff provides copies of the audits to the Colorado State Auditor's Office, CDOT, Colorado Department of Local Affairs - Division of Local Governments, and Federal Agency Data Collection.

OVERALL IMPACT/INTENT

This work task ensures that the transportation planning process for the NFRMPO is comprehensive, coordinated, and continuing meeting all state and federal requirements. It also accounts for all activities and expenditures under the Unified Work Program.

2016 PRODUCTS

1. Monthly financial records and quarterly and year-end financial statements
2. Annual audit and quarterly and annual tax filings
3. Comprehensive Annual Financial Report (CAFR)
4. Quarterly and annual petty cash oversight
5. CIRSA annual application, CIRSA insurance reporting
6. Required oversight of employee payroll and pension benefits
7. Required oversight and review of accounts payable and expenses
8. Quarterly investment and cash management reports
9. Contracts, vouchers, and procurement agreements, and requests for proposals
10. Annual indirect cost allocation plan

FY 2016

PERSON/WEEKS: 84

2016 BUDGET:

Personnel	\$226,800
Other Direct	0
Indirect	<u>37,813</u>
Total	\$264,613

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$219,073
Local match (17.21%)	<u>45,540</u>
Total	\$264,613

Table 3: FY 2016 NFRMPO Cost Allocation Plan

October 1, 2015 – September 30, 2016

<u>Salaries</u>	<u>Total</u>	<u>Direct</u>	<u>Indirect</u>
Monitoring	\$ 209,800	\$ 209,800	\$ 0
Development	402,300	402,300	0
Services	224,650	224,650	0
Implementation	310,783	310,783	0
Administration	302,350	4,000	302,350
Operations	<u>1,661,600</u>	<u>1,661,600</u>	<u>0</u>
Subtotal	\$3,111,483	\$2,813,133	\$302,350
<u>Other Expenses*</u>	<u>Total</u>	<u>Direct</u>	<u>Indirect</u>
Printing	\$ 1,000	\$0	\$1,000
Rent/repairs/maint.	110,500	0	\$110,500
Supplies	5,500	0	\$5,500
Equipment/Equip Lease	26,700	0	\$26,700
Telephone	11,000	0	\$11,000
Travel	500	0	\$500
Postage	2,100	0	\$2,100
Insurance	9,000	0	\$9,000
Training	2,500	0	\$2,500
Dues and subscriptions	750	0	\$ 750
Contracts/Licenses	7,200	0	\$7,200
Web hosting	2,500	0	\$2,500
Software Expense	34,000	0	\$34,000
Fleet NFR	4,500	0	\$4,500
Legal Fees	12,000	0	\$12,000
Payroll Fees	5,000	0	\$5,000
Other Office Operating	5,500	0	\$5,500
Event/Meetings	500	0	\$ 500
IT Support	30,000	0	\$30,000
Audit	13,000	0	\$13,000
Subtotal	\$283,750	\$0	\$283,750
Total	\$3,395,233	\$2,813,133	\$586,100
Indirect percentage			17.3

5.2 GRANT REPORTING AND MANAGEMENT

OBJECTIVE

This task completes the mid-year review financial and budget report. It also completes all of the necessary scope updates and final submissions of grants prior to receiving funding for FASTER grants as well as the follow up paperwork necessary prior to receiving the payment once a vehicle is received.

METHOD

NFRMPO carries out grant and contracts management including policies, procedures, compliance and data and records management through the grant close-out process. NFRMPO ensures compliance with the general and special grant provisions and all applicable federal statutes, regulations and guidelines. NFRMPO develops and maintains proposals, invoices, expenditure approvals, and other documents related to grant and contract expenditures. NFRMPO prepares and progress reports for appropriate agencies. Federal and state requirements followed include grant specific requirements, relevant federal regulations and applicable OMB circulars (A-87 State and Local Governments, A-133 Single Audit Act for State and Local Governments and Non-Profit Organizations); applicable statutory and administrative provisions.

Following CDOT, FTA and FHWA policies, the NFRMPO will submit

OVERALL IMPACT/INTENT

This work task completes all of the grant reporting and grant management tasks required to remain compliant for CDOT, FTA, and FHWA.

2016 PRODUCTS

1. Mid-year Review report and Budget update
2. Year-End Budget Report
3. Grant Review including monthly billing
4. Federal Transit Administration (FTA) sub-recipient oversight/site visits and database reporting

FY 2016

PERSON/WEEKS: 4.5

2016 BUDGET:

Personnel	\$12,150
Other Direct	2,000
Indirect	<u>2,026</u>
Total	\$16,176

2016 DISTRIBUTION:

Federal	
CPG (82.79%)	\$13,392
Local match (17.21%)	2,784
Total	\$16,176

5.3 HUMAN RESOURCES/IT

OBJECTIVE

This task manages the NFRMPO human resources functions and implements employment policies for the NFRMPO staff. This task also provides for the creation, management, and confidentiality of the NFRMPO human resource records. This work task also oversees the IT consultant and completes some limited IT set up and maintenance.

METHOD

Using established and newly created policies and forms, the NFRMPO completes all federal, state, local and insurance forms required to hire, process, provide benefits including unemployment, or terminate an employee. The NFRMPO also completes the annual CIRSA audit to maintain the agency's eligibility for insurance coverage for all activities of the NFRMPO.

Research and orders equipment not covered by consultant and manages minor IT issues. Provides one source contact with IT consultant to minimize the number of billable hours and issues that must be resolved by the consultant.

OVERALL IMPACT/INTENT

This work task provides for the essential human resources functions for the NFRMPO staff according to federal and Colorado state laws.

Maintained IT equipment that is readily available and in good working order for staff use.

2016 PRODUCTS

1. New hire paperwork, as needed
2. Separation paperwork, as needed
3. Benefits education and management
4. CIRSA Audit paperwork
5. Miscellaneous NFRMPO correspondence
6. IT inventory and equipment

FY 2016

PERSON/WEEKS: 22

2016 BUDGET:

Personnel	\$59,400
Other Direct	2,000
Indirect	<u>9,903</u>
Total	\$71,303

2016 DISTRIBUTION

Federal	
CPG (82.79%)	\$59,032
Local match (17.21%)	<u>12,271</u>
Total	\$71,303

VI. OPERATIONS

6.1 VANPOOL SERVICES

OBJECTIVES

This Work Task provides the operation the VanGo™ Vanpool Services program to regional commuters, a fare-based, rideshare option for groups of 5-8 passengers.

METHOD

The VanGo™ program operates a fleet of 7-8 passenger mini-vans that connect Northern Colorado residents to jobs throughout the region and the Denver Metropolitan area. The NFRMPO maintains contractual relationships with the City of Fort Collins, the City of Greeley, and various fleet-related businesses (auto dealers, car washes, gas stations, auto-body shops) to provide a safe-driven, cost-effective ridesharing option.

The passengers of the program pay a monthly fare based on their pickup and drop-off locations. The fare is derived based on zones to cover the operating expenses of the program (fuel, insurance, maintenance). All volunteer drivers in the program are required to pass an online driver safety test and maintain a clean driving record; staff monitors records through periodic motor vehicle background checks. Each van has a coordinator that records the mileage and passengers and reports back to the NFRMPO monthly for reporting to FTA to provide for funding of the purchase of future vehicles.

OVERALL IMPACT/INTENT

The program currently serves employers between the Denver metropolitan area and will be exploring expanding into Cheyenne, Wyoming and Estes Park. Bustang began July 2015, however, VanGo™ will provide a flexible alternative ridesharing option for commuters to reach employers in the Denver-metropolitan area. This user-supported program is funded through monthly fares and federal-funding directly related to the number of miles saved (passenger miles) through this ridesharing program.

2016 PRODUCTS

1. 75 daily vanpools at 90 percent occupancy
2. Business-related accounting support: A/R, A/P, Collections
3. Contractual agreements
4. Emergency response test
5. Annual safety meetings with vanpool passengers
6. Annual survey of passengers

FY 2016

PERSON/WEEKS: 48

2016 BUDGET:

Personnel	\$129,600
Other Direct	744,265
Indirect	<u>28,722</u>
Total	\$902,587

2016 DISTRIBUTION

FTA Van Sales	72,000
VanGo™ Fares	<u>830,587</u>
Total	\$902,587

6.2 VANGO™ MARKETING

OBJECTIVE

This Work Task allows for the marketing of ridesharing (carpooling, vanpooling, transit and bike) and commuter trip reduction (telecommuting) programs to commuters and employers in an effort to reduce congestion and improve air quality in the region. This objective is guided by the NFRMPO Long Range Transportation Demand Management Plan.

METHOD

Transportation demand management (TDM) describes the wide range of strategies that make the most efficient use of the transportation system by increasing person-carrying capacity on existing transportation infrastructure. TDM strategies can include promoting alternative modes like transit and increasing vehicle occupancy through ridesharing programs like VanGo™. TDM strategies can facilitate shifting trips from peak-hour congested corridors to off-peak periods or eliminating vehicle trips altogether through a strategy like teleworking.

The SmartTrips™ program targets employers through delineated business outreach tactics that include educational collateral, direct sales, online trip-matching services, employee participation tracking and collaborative relationships with other ridesharing agencies. The employer has the ability to quickly introduce our services to the employee as a “benefit” of working there. Employers also have the ability to parse their database of employees for the purpose of individualizing ridesharing services based on the residence and work hours of the employee.

OVERALL IMPACT/INTENT

This work task recognizes that in the absence of increased transportation infrastructure funding sources, metropolitan regions across the country are shifting resources to improve the efficiency and people-carrying capacity on our existing/available roadway infrastructure. VanGo™ and SmartTrips™ programs are federally-required programs for the NFRMPO region dedicated to improving transportation system efficiency while minimizing transportation-related fuel consumption and air pollution. For workers who are unable to drive, VanGo™ provides the essential commute trip in a safe, reliable, and economical manner.

2016 PRODUCTS

1. Annual TDM Employer Workshop - 2016
2. Employer Transportation Assessments
3. Trip-matching
4. Direct education and sales
5. Updates to Facebook, and Tweets
6. Coordination with Transportation Management Associations outside of the NFRMPO area including Boulder, Estes Park, and Cheyenne, WY
7. Coordination with transit providers for marketing
8. Marketing materials for business outreach
9. Customer recruitment and retention tools
10. Increased VanGo™ vanpools
11. Document VanGo™ metrics

FY 2016

PERSON/WEEKS: 48

2016 BUDGET:

Personnel	\$129,600
Other Direct	20,000
Indirect	<u>28,722</u>
Total	\$178,322

2016 DISTRIBUTION

VanGo™ Fares	0
FC Sales Tax	<u>178,322</u>
Total	\$178,322

6.3 VEHICLE ACQUISITION AND MANAGEMENT

OBJECTIVE

This task procures vehicles for ongoing operations and expansion of the VanGo™ Vanpool Program providing work travel between the North Front Range and the surrounding urban areas. This work task also inventories and tracks the capital assets of the VanGo™ program according to FTA guidelines.

METHOD

The NFRMPO develops a procurement spreadsheet that details the specifications for the vanpool vehicles and distributes it to eligible bidders as part of the request for bids. The NFRMPO receives the bids and then analyzes the safety ratings, fuel efficiency and lifetime operating costs to select the most cost efficient passenger vehicle that can carry a minimum of seven passengers.

OVERALL IMPACT/INTENT

The VanGo™ vanpool program removes single occupant vehicles from congested facilities reducing air quality emissions. The program also provides North Front Range residents and employees with reliable, safe, and cost effective transportation to work.

2016 PRODUCTS

1. Purchased replacement vehicles
2. Purchased expansion vehicles

FY 2016

PERSON/WEEKS: 2

2016 BUDGET:

Personnel	\$5,400
Other Direct	600,000
Indirect	<u>1,197</u>
Total	\$606,597

2016 DISTRIBUTION

Local van sales	95,830
CO Faster	240,000
VanGo™ Fares	10,391
VanGo™ Reserves	53,820
FC Sales Tax	<u>206,556</u>
Total	\$606,597

6.4 VANGO™ GRANT MANAGEMENT

OBJECTIVE

This work task ensures the requisite FTA grant management. This task ensures the proper sales and tracking of the funds from the FTA vans.

METHOD

FTA Grant Management

NFRMPO staff will submit quarterly reports on all open and active FTA grants via the secure TEAM (Transportation Electronic Award Management) website. The quarterly reports consist of Milestone Status Reports (MSRs) and Federal Financial Reports (FFRs). Quarterly reports are due January 30, April30, July30, and October30.

NFRMPO staff also manages the grants via the TEAM website. Grant management includes budget revisions, submittal of new grants, required plans and documents, and vehicle inventory, and close-out procedures for completed grants.

When FTA vans are sold for more than \$5,000 the value must be returned to a FTA grant after proper accounting and used for the benefit of the VanGo™ program.

OVER ALL IMPACT/INTENT

FTA grant reporting ensures that the NFRMPO is in compliance with receiving FTA financial assistance, and that FTA funds are used in accordance with specific rules and regulations

2016 PRODUCTS

1. Electronic quarterly MSR and FFR reports
2. Rolling Stock inventory with proper accounting for sales of FTA Vehicles

FY2016

PERSON/WEEKS: 2

2016 BUDGET:

Personnel	\$5,400
Other Direct	0
Indirect	<u>1,197</u>
Total	\$6,597

2016 DISTRIBUTION

VanGo™ Fares	0
FC Sales Tax	<u>6,597</u>
Total	\$6,597

6.5 VANGO™ GRANT REPORTING

OBJECTIVE

This work task ensures the requisite FTA grant reporting and National Transit Database (NTD) monthly and annual reporting.

METHOD

FTA Grant Reporting

NFRMPO staff will submit quarterly reports on all open and active FTA grants via the secure TEAM (Transportation Electronic Award Management) website. The quarterly reports consist of Milestone Status Reports (MSRs) and Federal Financial Reports (FFRs). Quarterly reports are due January 30, April 30, July 30, and October 30.

NFRMPO staff also manages the grants via the TEAM website. Grant management includes budget revisions, submittal of new grants, required plans and documents, and vehicle inventory, and close-out procedures for completed grants.

NTD Monthly and Annual Reporting

VanGo™ mileage log and ridership activity data is collected and analyzed to provide monthly reports to NTD. Each report consists of Vehicle Miles Traveled (VMT), Passenger Miles Traveled (PMT), Unlinked Passenger Trips (UPT) and Revenue Vehicle Hours (RVH). A separate monthly safety report is also submitted.

The annual NTD report consists of the same data as noted above, and includes vehicle inventory, financial data, and energy (fuel) consumption, number of employees, maintenance performance, and Federal Funding Allocation demographic data.

OVER ALL IMPACT/INTENT

FTA grant reporting ensures that the NFRMPO is in compliance with receiving FTA financial assistance, and that FTA funds are used in accordance with specific rules and regulations; and the NTD reporting provides the necessary federal capital funds to acquire vehicles to continue and expand the VanGo™ Program.

2016 PRODUCTS

3. Electronic quarterly MSR and FFR reports
4. Monthly NTD ridership, vehicular, and safety reports
5. The Annual NTD report

FY2016

PERSON/WEEKS: 8

2016 BUDGET:

Personnel	\$21,600
Other Direct	0
Indirect	<u>4,787</u>
Total	\$26,387

2016 DISTRIBUTION

VanGo™ Fares	0
FC Sales Tax	<u>26,387</u>
Total	\$26,387

Appendix A – CDOT Work Tasks

US85 PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY (CDOT)

OBJECTIVE

To develop a long and short-range plan for the US 85 Corridor to improve and sustain corridor safety and operational performance between Denver and Northern Colorado, and to enhance the stakeholder cooperation and coordination necessary for the long-term viability of the corridor.

METHOD

The PEL study will incorporate the US 85 Access Control (ACP) plan conducted in December 1999 and couple it with updated traffic modeling, safety and geometric improvement recommendations, and NEPA compliant public outreach and environmental review.

The purpose of the PEL study is to work with the numerous stakeholders to analyze and develop a plan for US 85's future by providing a range of prioritized treatments to improve US 85's safety and operational performance from I-76 in DRCOG to the Town of Nunn in the Upper Front Range.

OVERALL IMPACT AND /INTENT

The US85 PEL will guide future safety, mobility and system quality investments along the corridor. As an active commuter, energy and agricultural corridor, guidance is needed to direct limited transportation dollars to the most useful improvements.

PRODUCTS

1. US85 PEL Outcomes

DTD WORK PROGRAM HIGHLIGHTS

- 2040 Statewide Transportation Plan (SWP) – Plan Implementation and Reporting – Studies, programs, and projects related to implementation of SWP Strategic Action items and annual reporting on progress and performance in achieving SWP goals and objectives.
- Integrated Freight Plan- Development of Integrated Freight Plan, including the development of the State Rail Plan, and the integration of state highways, rail, aviation, and other roadways and facilities into the Integrated Freight Plan.
- 10 Year Development Program- Establishment of 10 Year Development Program to bridge the gap between the short-term STIP and long-range transportation plans and outline estimated programs and major projects in 10 year time horizon.
- Statewide Travel Model- Development of Statewide Travel Demand Model.
- Asset Management- Continued development of asset management processes including further development of Asset Investment Management System (AIMS).
- Transportation Safety in the Planning Process Study- Study to identify approach for incorporating safety data and analysis into the transportation planning process.
- Transportation and Economy Study- Study examining economic growth and transportation needs and relationship between transportation and the economy.
- Non-Motorized (Bike/Ped) Monitoring Program Plan- Development of plan to guide further development of Non-Motorized monitoring program to track bicycle and pedestrian activity.
- Bike/Ped Facility Inventory Program- Pilot program to identify and inventory bicycle and pedestrian facilities on or adjacent to the state highway system.

Appendix B – Budget Amendments

Table 4: 2016 Budget Amendments

Funding Source	As Adopted	Amendment 1	Amendment 2	Amendment 3	Cumulative
CPG	958,400				\$958,400
STP Metro Matched	\$358,114				\$358,114
FTA 5310	\$49,600				\$49,600
Air Quality Funds	\$35,000				\$35,000
Local	\$288,710				\$288,710
FTA Van Sales	\$72,000				\$72,000
VanGo™ Fares	\$840,978				\$840,978
Faster	\$240,000				\$240,000
FC Sales Tax	\$417,862				\$417,862
Local Van Sales	\$95,830				\$95,830
VanGo™ Reserves	\$53,820				\$53,820
					0
Total FY 2016	\$3,410,314				\$3,410,314

NFRMPO TRANSPORTATION ADVISORY COMMITTEE

Eric Bracke, Chair	City of Greeley
Suzette Mallette, Vice-Chair	Larimer County
Stephanie Brothers	Town of Berthoud
Karen Schneiders	CDOT
Gary Carsten	Town of Eaton
Dawn Anderson	City of Evans
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Will Jones*	GET
Chris Barnes*	COLT
Various*	NoCo Bike/Ped Collaborative

*Non-voting members