ABOUT THE NFRMPO

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

The NFRMPO is comprised of 15 member governments: Berthoud, Eaton, Evans, Fort Collins, Garden City, Greeley, Johnstown, LaSalle, Loveland, Milliken, Severance, Timnath, Windsor, and portions of Larimer and Weld counties. The NFRMPO’s objective is to provide the information, tools, and public input needed for improving the transportation system’s performance in the North Front Range. The NFRMPO engages in cooperative decision-making through working relationships and financial partnerships with and among the member governments, the Colorado Transportation Commission, the Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division (APCD).

NFRMPO PLANNING COUNCIL MEMBERS

Mayor Kevin Ross, Town of Eaton – Chair
Commissioner Tom Donnelly, Larimer County – Vice Chair
Mayor Pro-Tem Gerry Horak, City of Fort Collins, Transfort – Past Chair
Jennifer Baker, Town of Berthoud
Mayor John Morris, City of Evans
Town of Garden City
Robb Casseday, City of Greeley
Troy Mellon, Town of Johnstown
Paula Cochran, Town of LaSalle
Joan Shaffer, City of Loveland
Mayor Pro-Tem Linda Measner, Town of Milliken
Mayor Don Brookshire, Town of Severance
Aaron Pearson, Town of Timnath
Commissioner Sean Conway, Weld County
Mayor Kristie Melendez, Town of Windsor
Chris Colclasure, CDPHE-APCD
Kathy Gilliland, Transportation Commission
FROM THE CHAIR OF THE PLANNING COUNCIL

To the North Front Range Planning Area communities and residents:

The North Front Range Metropolitan Planning Organization (MPO) staff, Transportation Advisory Committee (TAC) and the Planning Council had a very productive year. During 2017, the MPO completed, with assistance from the TAC, input from the public and stakeholders, and guidance and approval of the Planning Council, the following documents to meet federal requirements:

- 2040 Regional Transportation Plan Amendment #2
- FY 2018-2021 Transportation Improvement Plan
- Air Quality Conformity for the Plan Amendment and FY 2018-2021 Transportation Improvement Program
- 2015 Transportation Profile
- Prepared an INFRA Grant for North I-25 widening Segment 6
- NFRMPO Coordinated Public Transit/Human Services Transportation Plan

These accomplishments are the requirements that continue the North Front Range’s eligibility to spend federal funding. These approved documents are explained more fully in this Annual Report and are available on the MPO website at http://www.nfrmpo.org/Home.aspx or by contacting Becky Karasko at bkarasko@nfrmpo.org.

A significant achievement of the North Front Range communities in cooperation with the business community was committing to provide an additional $30M for the widening of North I-25 from SH 14 south to SH 402 for a total of $55M. The NFRMPO also allocated $2.1M for a Planning and Environmental Linkages study on US-34, one of the busiest regional corridors.

The VanGo™ Vanpool Program continued to move toward self-sufficiency while providing safe, reliable and economical transportation for commuters along the North Front Range with 90 percent occupancy. In 2017, the VanGo™ program has reduced revenues because the number of vans has declined with low gas prices. VanGo™ has investigated providing vanpool service to Estes Park during the US-34 construction up the canyon and service to Cheyenne, Wyoming through coordination efforts with the Cheyenne MPO.

To support and foster regional cooperation, the local communities host the Planning Council meetings and dinners. These events benefit the communities greatly because they are able to hear about and view the advancement and growth in other communities. The MPO has also supported the following transportation coalitions – US-85, I-25, US-287 and US-34; leading to increased cooperation and regionalism.

For the third year in a row, the administrative cost for the MPO has declined as the focus has moved toward supporting the local communities and transportation planning.

As part of its annual work, the MPO received and incorporated more than 1,753 comments from the public and stakeholders.

It has been my honor and pleasure to serve as the MPO Planning Council chair during 2017 and I thank you for that opportunity.

Kevin Ross,
2017 NFRMPO Planning Council Chair
What defines a region? Demographic and socioeconomic characteristics may impact housing choices, affect job demand, and drive development patterns. The growth and location of housing and industry in turn impact travel patterns. Of course, travel choices depend not only on land use, but on availability and access to different modes of transportation. For the NFRMPO, all of these factors are important considerations as we plan and program to meet the transportation needs for our region. The infographic below provides a snapshot of some of the characteristics that define the North Front Range.
TRANSPORTATION PLANNING ACCOMPLISHMENTS

In 2017, the Transportation Planning Team at the NFRMPO saw the completion of many major planning products including the 2015 Transportation Profile, the 2040 Regional Transportation Plan Amendments, the 2016 Non-Motorized Plan, and the FY2018-FY2021 Transportation Improvement Program.

2015 TRANSPORTATION PROFILE

In August 2017, the NFRMPO completed its first regional Transportation Profile. The 2015 Transportation Profile presents a snapshot of the transportation system in the North Front Range in 2015, acting as a data collection midpoint between the 2040 and 2045 Regional Transportation Plans (RTPs). The Transportation Profile presents basic information about the transportation infrastructure, services, and programs related to each component of the regional system, with similar individual inventories for each of the NFRMPO’s 15 member communities. The Profile is designed to allow all audiences to quickly find information on the region as a whole or individual communities, and compare them side by side.

With RTP updates every four years, the Transportation Profile allows the NFRMPO to assess the state of the transportation system, as well as incorporate emerging tools, resources, and best practices into the transportation planning process more frequently. The 2015 Transportation Profile can serve as a baseline allowing for data comparison over time as the region continues to grow and change. Preliminary efforts on the next Transportation Profile will begin following completion of the 2045 RTP update, scheduled for Fall 2019. Find the 2015 Transportation Profile on the NFRMPO website at the following link: http://nfrmpo.org/wp-content/uploads/2015-transportation-profile.pdf.

2040 RTP AMENDMENTS AND AIR QUALITY CONFORMITY

The NFRMPO updates the Regional Transportation Plan (RTP) every four years, as required by federal law for all air quality nonattainment and maintenance areas. However, between RTP updates, Amendments to the adopted RTP may be necessary. Amendments can be triggered by new regionally significant projects, changes in available funding, or by substantially modified project descriptions. The 2040 RTP was amended twice in 2017.

Amendment #1 modified the North I-25 Widening: SH56 to SH14 project to include the full corridor into the RTP, advance the year of improvement from 2035 to either 2020 or 2025, and incorporate additional funding including the $15M TIGER VIII Award. The Amendment also added the Greeley-Evans Transportation Center project. The NFRMPO Planning Council adopted Amendment #1 on February 2, 2017.

REGIONAL TRANSPORTATION PROFILES provide a snapshot and inventory of the transportation facilities, programs, and services that exist in the region, as well as the demographic and economic context that shapes them.
Amendment #2 added the I-25 Additional Components, including updating funding amounts and sources, and advancing the improvement years for the Prospect Road Widening: Summit View Drive project, the US34 Widening: I-25 to Kendall Parkway project and the North I-25 Widening: SH56 to SH14 project. The funding updates included an additional $30M in local contributions, bringing the total local funding for the North I-25 widening project to $55M. Amendment #2 was adopted by the NFRMPO Planning Council on June 1, 2017.

To initiate a Plan Amendment, the State or a local agency provides information to the NFRMPO outlining the specific Amendment request along with a clear justification for the Amendment or the source of the new funding. NFRMPO staff review the request and determine how the request should be processed. If the Amendment requires an air quality conformity re-determination, the NFRMPO must complete that process prior to the Plan Amendment being adopted. The NFRMPO releases RTP Amendments for the federally required 30-day public comment period. The Technical Advisory Committee (TAC) recommends approval and the NFRMPO Planning Council approves all Amendments prior to submission to CDOT and FHWA.

Amendment #1 required an air quality conformity re-determination, while Amendment #2 did not. Both Amendments resulted in the RTP remaining compliant with the adopted State Implementation Plan (SIP) emissions budgets for the region. Projects must be included in the 2040 RTP with an identified funding source to be submitted for TIP approval and to receive federal funding. For detailed information on the 2040 RTP, please visit: https://nfrmpo.org/rtp/.
Non-Motorized Planning and Programming

2017 was a great year for non-motorized planning in the North Front Range. In 2017, the NFRMPO adopted the 2016 Non-Motorized Plan, continued a robust pedestrian and cyclist count program, and programmed significant funds towards transportation projects intended to enhance the bike and pedestrian network.

Non-Motorized Planning considers the transportation needs of all forms of travel that do not rely on an engine or motor, such as walking or biking.

Non-Motorized Plan Implementation

The 2016 Non-Motorized Plan (NMP) was adopted by the NFRMPO Planning Council on February 2, 2017. As part of the NMP, all sidewalks, trails, and bike lanes across the NFRMPO region were mapped. This was done to address the ‘Non-Motorized Facilities per Capita’ performance measure from the 2040 Regional Transportation Plan (RTP). Throughout 2017 this Geographic Information System (GIS) data was made available for the projects listed in the table below.

<table>
<thead>
<tr>
<th>Project</th>
<th>Managed By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado Bicycles &amp; Byways Map</td>
<td>CDOT</td>
</tr>
<tr>
<td>Colorado Trail Explorer (COTREX)</td>
<td>Colorado Parks and Wildlife</td>
</tr>
<tr>
<td>MapNOCO Tool</td>
<td>Larimer County Department of Health and Environment</td>
</tr>
<tr>
<td>US34 Planning and Environmental Linkages (PEL) Study</td>
<td>CDOT</td>
</tr>
<tr>
<td>Google Maps</td>
<td>Google</td>
</tr>
</tbody>
</table>

The GIS data is free for NFRMPO member communities and for public use. Other resources and tools in the NMP were used and referenced in the NFRMPO’s review of local development plans in 2017. Download the NMP at https://nfrmpo.org/wp-content/uploads/2016-non-motorized-plan.pdf.

Non-Motorized Project Updates

On November 14, 2017, project sponsors held a ribbon cutting for the newly completed segment of the Front Range Trail West, NFRMPO Regional Non-Motorized Corridor (RNMC) #7, connecting Fort Collins and Loveland. The new segment is shown on the map. The partnership between the cities of Fort Collins and Loveland, and Larimer County to construct the first shared-use path connecting the two cities has been in the works since the start of the project in 2002. The project cost was $1.2M, with $800,000 in grant funding from State sources, $450,000 of which was awarded in the NFRMPO’s 2014 Call for Projects. A second connection between the two cities is expected to be completed by Fall 2018 along the Long View Corridor, part of RNMC #8, providing a parallel north-south route.

Non-Motorized Count Program

In September 2017, the NFRMPO purchased three additional bicycle and pedestrian counters to expand counting efforts in the region. The three counters consist of two permanent units for long-term counts and one mobile unit for short-term counts. The permanent counters will be installed in 2018 at locations still to be determined along two of the NFRMPO’s RNMCs.

Continued on Next Page
The NFRMPO now has four mobile units available for NFRMPO member communities to check out and use to facilitate data collection across the region. Counters are available after the signing of a Memorandum of Understanding (MOU) and staff training. As of 2017, the cities of Fort Collins and Greeley; the Town of Windsor; Larimer County; Colorado State University (CSU); and Colorado Parks & Wildlife all have permanent bicycle counters installed, some of which also collect pedestrian information. The following charts show the bike and pedestrian counts from the NFRMPO’s two permanent counter locations:

<table>
<thead>
<tr>
<th>River Bluffs Open Space, Larimer County</th>
<th>Rover Run Dog Park, Greeley</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>January 1, 2017—November 30, 2017</strong></td>
<td><strong>January 1, 2017—November 30, 2017</strong></td>
</tr>
<tr>
<td><strong>Weekday Average Pedestrians</strong></td>
<td>37</td>
</tr>
<tr>
<td><strong>Total Seven Day Average Peds</strong></td>
<td>46</td>
</tr>
<tr>
<td><strong>Weekday Average Bicyclists</strong></td>
<td>80</td>
</tr>
<tr>
<td><strong>Total Seven Day Average Bicyclists</strong></td>
<td>104</td>
</tr>
<tr>
<td><strong>Total Weekday Average</strong></td>
<td>119</td>
</tr>
<tr>
<td><strong>Total Seven Day Average</strong></td>
<td>153</td>
</tr>
<tr>
<td><strong>Total Trail Users</strong></td>
<td>50,715</td>
</tr>
<tr>
<td><strong>Weekday Average Pedestrians</strong></td>
<td>23</td>
</tr>
<tr>
<td><strong>Total Seven Day Average Peds</strong></td>
<td>25</td>
</tr>
<tr>
<td><strong>Weekday Average Bicyclists</strong></td>
<td>57</td>
</tr>
<tr>
<td><strong>Total Seven Day Average Bicyclists</strong></td>
<td>72</td>
</tr>
<tr>
<td><strong>Total Weekday Average</strong></td>
<td>83</td>
</tr>
<tr>
<td><strong>Total Seven Day Average</strong></td>
<td>99</td>
</tr>
<tr>
<td><strong>Total Trail Users</strong></td>
<td>27,205</td>
</tr>
</tbody>
</table>

**FY2018-FY2021 Transportation Improvement Program**

The Transportation Improvement Program (TIP) lists regionally significant and federally-funded surface transportation projects and activities to be carried out in a four year time period within the NFRMPO region. This federally required document is updated every two years and reflects NFRMPO members’ transportation priorities. It includes roadway, transit, bicycle, and pedestrian infrastructure improvement projects.

**New features in the FY2018-FY2021 TIP**

- Fixing America’s Surface Transportation (FAST) Act updates
- The Transportation Alternatives Program (TAP) is now Transportation Alternatives (TA)
- The STP-Metro program is now the Surface Transportation Block Grant (STBG) program
- Project descriptions have been added
- Previous FY2016 and FY2017 funding is listed for informational purposes
- State Transportation Improvement Program (STIP) funding placeholders for FY2022 and FY2023
- Funding acronyms have been reduced or eliminated for improved clarity
- Funding pools have been assigned an identification number for consistency
- The US Department of Transportation’s (USDOT’s) Federal Cost Principles assign a firm end date to projects
- Project Amendment language has been clarified
- General formatting improvements have been incorporated

The new **FY2018 - FY2021 TIP** incorporates FY2018 and FY2019 projects from the previous **FY2016 - FY2019 TIP** and the FY2020 and FY2021 projects from the 2016 Call for Projects process. The NFRMPO Planning Council adopted the **FY2018 - FY2021 TIP** on March 2, 2017 and readopted the **TIP** on July 6, 2017 to advance the effective date to align with the State Fiscal Year. The **TIP** may be viewed online at [https://nfrmpo.org/tip/](https://nfrmpo.org/tip/).
**Ongoing Efforts**

**Newsletter**

NFRMPO staff released *On the Move*, the region’s first quarterly transportation and air quality planning newsletter, in October 2014. During 2017, staff published four quarterly newsletters that covered topics including NFRMPO transportation planning initiatives and activities, air quality planning activities, VanGo™ program news, regional mobility initiatives, statewide transportation planning, regional construction activities, planning council and community profiles, and local transportation initiatives. To subscribe to *On the Move*, visit [https://nfrmpo.org/newsletter/](https://nfrmpo.org/newsletter/).

**Public Involvement and Outreach**

Throughout 2017, NFRMPO staff attended events and public meetings at various locations across the region as public outreach for the 2017 *Coordinated Public Transit/Human Services Transportation Plan* (Coordinated Plan), air quality, and for general agency outreach. In all, there were 12 events in 11 communities, during which staff interacted with nearly 1,450 individuals. At these events and meetings, NFRMPO staff provided information about the plans and answered questions, comments, and concerns about transportation in the region. To diversify outreach efforts, NFRMPO staff created a Community Remarks website, which provides an interactive way to comment on transportation issues in the region without attending a meeting. Comments and feedback were incorporated in the 2017 *Coordinated Plan*.

NFRMPO staff attended events throughout the summer to spread awareness about ozone in the region. The program, called Simple Steps, Better Air, is a partnership with the Regional Air Quality Council (RAQC). The outreach program was updated from OzoneAware to Simple Steps, Better Air to engage both a younger and more family-oriented audience. Banners were taken to each event explaining ways residents of and visitors to the region can improve air quality. Giveaways included lollipops, tote bags, seed postcards, children’s activity books, and bookmarks.

Staff also presented at 10 meetings to specifically discuss the 2017 *Coordinated Plan*, three meetings to discuss the 2016 *Non-Motorized Plan*, and one meeting to discuss regional transportation at the Legislative Panel and Transportation Forum. Additionally, the Executive Director presented at two town boards, met with new local staff to provide an orientation to the NFRMPO, and provided orientations to regional and national organizations and agencies. Together, these efforts have informed many residents, organizations, and businesses of the efforts of the NFRMPO to improve transportation in the region.

### Summer Community Events

<table>
<thead>
<tr>
<th>Event</th>
<th>No. of Interactions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Collins Earth Day</td>
<td>177</td>
</tr>
<tr>
<td>Johnstown BBQ Day</td>
<td>43</td>
</tr>
<tr>
<td>Berthoud Day</td>
<td>77</td>
</tr>
<tr>
<td>Fort Collins Open Streets</td>
<td>76</td>
</tr>
<tr>
<td>Eaton Days</td>
<td>83</td>
</tr>
<tr>
<td>LaSalle Days</td>
<td>46</td>
</tr>
<tr>
<td>Milliken Beef N’ Bean Day</td>
<td>50</td>
</tr>
<tr>
<td>Severance Days</td>
<td>49</td>
</tr>
<tr>
<td>Loveland Corn Roast Festival</td>
<td>236</td>
</tr>
<tr>
<td>Windsor Harvest Festival</td>
<td>367</td>
</tr>
<tr>
<td>Evans Heritage Day</td>
<td>89</td>
</tr>
<tr>
<td>Taste in Timnath</td>
<td>128</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,421</strong></td>
</tr>
</tbody>
</table>
MOBILITY ACCOMPLISHMENTS

The Mobility Coordination program had a big year in 2017 as it embarked on the 2017 Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan) update. The program focused on improving mobility for older adults, individuals with disabilities, low-income individuals, and veterans. By working with non-profits, government agencies, transit agencies, and the public, the Mobility Coordination program aims to advance autonomy and independence for these vulnerable populations. The newly adopted 2017 Coordinated Plan lays out goals and strategies for the Mobility Coordination Program through 2021, which will be implemented by the Larimer County Mobility Committee and the Weld County Mobility Committee. Projects this year included the Online and Print Rider’s Guide in both English and Spanish, collaboration with the Senior Transportation Coalition, outreach opportunities, and the 2017 Coordinated Plan.

Online Rider’s Guides are available at noco.findmyride.info. The website was completed in late 2015, and outreach continues to spread awareness about the tool. Users can provide information such as age, location, and purpose of the appointment to determine which transportation providers may fit their needs. The Online Rider’s Guide acts as a complement to the print version. More than 1,000 people have accessed the Online Rider’s Guide in 2017.

The 2016 Rider’s Guide was updated to include 2017 options. The Rider’s Guide provides information about fixed-route, demand-response, paratransit, and commercial operators in the region to assist those with mobility needs. More than 1,500 guides were distributed in 2017 through partner agencies, outreach events, and by request. New partnerships were created through the 2017 Coordinated Plan process.

The Senior Transportation Coalition (STC) meets every other month at Pathways Hospice in Fort Collins to discuss issues related to senior mobility in Larimer County. The STC acted as the steering committee for the Larimer County Senior Transportation Needs Report, which was completed in July 2017, and is the current Mobility and Access Priority Group of the Larimer County Partnership for Age-Friendly Communities. In addition, the STC helps plan Senior Travel Trainings, where seniors take transit to lunch and learn how to ride the bus, pay their fare, and which destinations are reachable by transit.

The Mobility Coordination program reports to two mobility committees: the Larimer County Mobility Committee (LCMC) and the Weld County Mobility Committee (WCMC). The committees meet in alternating months. The LCMC and the WCMC consist of transit agencies, non-profit agencies, and government agencies that provide or coordinate transportation for those with mobility needs.

The 2017 Coordinated Plan was created through a robust public outreach program, which included attending public meetings, hosting a lunch at a local senior center, and attending community events throughout the summer. Additionally, the LCMC and WCMC acted as the steering committees for the Plan update. New strategies were added to the existing ones based on the feedback received. New strategies include projects from Transfort and Greeley-Evans Transit and additional efforts to improve mobility in rural and unincorporated portions of the NFRMPO region.

The NFRMPO Mobility Coordination Program is funded with Federal Transit Administration (FTA) §5310 grants. Funding has been secured for §5310 funds from CDOT for Weld County and Fort Collins on behalf of the Fort Collins-Loveland-Berthoud Transportation Management Area. The grants provide funding for staff, outreach, program and project implementation, and other activities as approved by the LCMC and WCMC.
VANGO™ ACCOMPLISHMENTS

The VanGo™ program was started in 1994 with nine vans in daily operation being used by 45+ individuals. Now, more than two decades later, the program is even stronger, with 53 routes available and nearly 300 committed participants. Running at a 91 percent occupancy rate, the VanGo™ program is near maximum efficiency. The success of this program means fewer single occupancy vehicles on the road, reducing congestion and emissions. It also means there are nearly 300 less-stressed commuters!

FUNDING

The VanGo™ program funded the addition of 12 new vans to the fleet in 2017 through $292,000 in FASTER grants from the State of Colorado. With these new vans, the program was able to reduce its high mileage inventory and gain capital through the disposition of 11 vans, with an average sale price of $6,800.

In January 2017, VanGo™ reported 1,561,973 total miles to the National Transit Database (NTD). This is equal to 99,667 total passenger trips. NTD reporting generates FTA §5307 funding with 60 percent used for purchasing vehicles and preventative maintenance, and 40 percent to support the FLEX transit service from Fort Collins to Longmont.

MEMBER PARTICIPATION

In September, VanGo™ conducted their annual safety meeting. For the participants’ convenience, VanGo™ held one meeting in a central location, a distinct change from previous years where three separate meetings were held. This resulted in increased participation, more than 10 percent over last year’s meeting. The meeting focused on CDOT Updates, Cone Zone Awareness, Aggressive Driving and how it relates to crashes, and what to do when faced with a Road Rage situation.

In October, the Annual VanGo™ rider survey was distributed. The survey is a joint effort with the Denver, Colorado Springs, and Boise, Idaho vanpool programs. A total of 53 percent of VanGo™ riders completed the survey, a slight decrease from last year. VanGo™ uses these responses to analyze the program’s strengths and weaknesses, gauge satisfaction, and make adjustments to the program as needed.

OPERATIONS

In February, VanGo™ added a pilot program working with the City of Loveland and the City of Loveland Maintenance facility to open up Loveland Maintenance as an option for some routes. With the move from Transfort to Wood Street, many Loveland-based routes extended drives to attend to regular maintenance, this was warmly welcomed by the vanpoolers. This relationship will continue, with Loveland now handling nearly half of the fleet.

To better service VanGo™ participants the program also added the ability to use either Uber or Lyft for the Guaranteed Ride Home Program; ensuring when VanGo™ riders are faced with an emergency they are not bound to a single option.
**OUTREACH**

In response to increased interest from Colorado State University (CSU), VanGo™ attended several meetings and supplied ample resources to CSU Parking and Transportation Services and looks forward to working with them more closely in the future. VanGo™ staff have also attended meetings requested by various Front Range companies who want to learn more about how the VanGo™ program could alleviate employee transportation issues. Increased collaboration with Smart Commutes Metro North helped bring more potential vanpoolers into the program. MPO transportation staff also disseminated information by displaying the VanGo™ banner, handing out brochures, and answering questions at all of their outreach events. All of this in combination with an increased presence on social media; bus back ads and wraps in Fort Collins, Greeley, and Loveland; and ads on KUNC and The Colorado Sound 105.5, has made 2017 a busy year for VanGo™ outreach.

**VanGo™ Metrics**

VanGo™ staff maintain a dashboard of metrics for each quarter. Metrics are available for download at the NFRMPO website. Current Quarter’s Metrics are available for download at [https://nfrmpo.org/vango/](https://nfrmpo.org/vango/). VanGo™ third Quarter metrics are shown below.
FINANCE AND ADMINISTRATION

In 2017, VanGo™ purchased vans using FASTER allocations from 2016 and 2017. 2017 also marked another clean opinion issued by the NFRMPO’s auditors, EideBailly, on the organization’s 2016 Audited Financial Statements. The 2016 Audited Financial Statements are available for download under the Administrative Documents drop down menu in the NFRMPO Document Library landing page: https://nfrmpo.org/library/.

*Note: Following the sale of vans, VanGo™ was required to pay $77,000 to FTA for their portion of the van proceeds.
PLANNING COUNCIL MEETINGS

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

2017 PLANNING COUNCIL MEETING DATES AND LOCATIONS

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAN 5th</td>
<td><em>Meeting Cancelled</em></td>
</tr>
<tr>
<td>FEB 2nd</td>
<td>Larimer County</td>
</tr>
<tr>
<td>MAR 2nd</td>
<td>City of Evans</td>
</tr>
<tr>
<td>APR 6th</td>
<td><em>Meeting Cancelled</em></td>
</tr>
<tr>
<td>MAY 4th</td>
<td>Town of Berthoud</td>
</tr>
<tr>
<td>JUNE 1st</td>
<td>Weld County</td>
</tr>
<tr>
<td>JULY 6th</td>
<td>Town of Severance</td>
</tr>
<tr>
<td>AUG 3rd</td>
<td>Town of Johnstown</td>
</tr>
<tr>
<td>SEPT 7th</td>
<td>Town of LaSalle</td>
</tr>
<tr>
<td>OCT 5th</td>
<td>City of Loveland</td>
</tr>
<tr>
<td>NOV 2nd</td>
<td><em>Meeting Cancelled</em></td>
</tr>
<tr>
<td>DEC 7th</td>
<td>Town of Eaton</td>
</tr>
</tbody>
</table>

2018 PLANNING COUNCIL MEETING DATES AND LOCATIONS

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAN 4th</td>
<td>Town of Berthoud</td>
</tr>
<tr>
<td>FEB 1st</td>
<td>Weld County</td>
</tr>
<tr>
<td>MAR 1st</td>
<td>Town of Timnath</td>
</tr>
<tr>
<td>APR 5th</td>
<td>City of Greeley</td>
</tr>
<tr>
<td>MAY 3rd</td>
<td>Town of Milliken</td>
</tr>
<tr>
<td>JUNE 7th</td>
<td>Town of Windsor</td>
</tr>
<tr>
<td>JULY 5th</td>
<td>Town of Severance</td>
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<tr>
<td>AUG 2nd</td>
<td>City of Loveland</td>
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<tr>
<td>SEPT 6th</td>
<td>Town of LaSalle</td>
</tr>
<tr>
<td>OCT 4th</td>
<td>City of Evans</td>
</tr>
<tr>
<td>NOV 1st</td>
<td>City of Fort Collins</td>
</tr>
<tr>
<td>DEC 6th</td>
<td>Larimer County</td>
</tr>
</tbody>
</table>
NFRPMO STAFF

Management Team
Terri Blackmore – Executive Director
Crystal Hedberg – Finance Director
Becky Karasko – Regional Transportation Planning Director
Renae Steffen – Administrative Director

MPO Staff
Ryan Dusil – Transportation Planner
Alex Gordon – Transportation Planner II/Mobility Coordinator
Medora Kealy – Transportation Planner
Sarah Martin – Transportation Planner

VanGo™ Staff
Shane Armstrong – VanGo™ Coordinator
Barbara Bills—Administrative Specialist
Merideth Kimsey—Accounting Clerk II/NTD Reporter

LARIMER COUNTY MOBILITY COMMITTEE
Angela Woodall, Foothills Gateway—Chair
Ruth Fletcher Carter, Berthoud RAFT—Vice-Chair
Jason Brabson, Heart&Soul Paratransit
Cari Brown, Arc of Larimer County
Mark Kirkpatrick, COLT
Adam Laso, BATS
Toni Lueck, DARTAC
Katy Mason, Larimer County Office on Aging
Andrew Minor, Larimer County Workforce Center
Daniel Morali, Larimer County Dept. of Health and Environment
Anna Russo, Transfort
Vallen Sarnoff, CO Division of Voc. Rehab
JoAnn Vande Walle, Elderhaus

TECHNICAL ADVISORY COMMITTEE

Dawn Anderson, Weld County - Chair
Dennis Wagner, Town of Windsor – Vice Chair
Jeff Bailey, City of Loveland/COLT
Stephanie Brothers, Town of Berthoud
Gary Carsten, Town of Eaton
John Franklin, Town of Johnstown
Eric Fuhrman, Town of Timnath
Wendy Heywood, Town of LaSalle
Will Jones, City of Greeley/GET
Tim Kemp, City of Fort Collins/Transfort
Suzette Mallette, Larimer County
Karen Schneiders, CDOT
Fred Starr, City of Evans
Nick Wharton, Town of Severance
CDPHE-APCD
Town of Milliken
Amanda Brimmer, RAQC*
Aaron Bustow, Federal Highway Administration*
Janet Bedingfield, Senior Resource Services*
Ranae Tunison, FTA*
NoCo Bike and Ped Collaborative*
*Indicates Non-Voting Member

WELD COUNTY MOBILITY COMMITTEE
Janet Bedingfield, Senior Resource Services—Chair
Dori Baker, North Range Behavioral Health—Vice-Chair
Julie Glover, Greeley Center for Independence
Ulysses Torres, Greeley Evans-Transit
Libby Goode-Grasmick, Sunrise Community Health
Brad Taylor, Weld Advocacy Network for Disabilities (WAND)
Celeste Ewert, Envision
Joe Soto, United Way of Weld County
The goal of the NFRMPO is to enhance mobility and air quality within Northern Colorado by developing cooperative, working relationships and financial partnerships among member governments, the Colorado Department of Transportation, Federal Highway Administration, Federal Transit Administration, and other public agencies as well as the private sector.