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 Town of Eaton
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 Town of Garden City
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 City of Greeley
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 City of Loveland
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 Town of Milliken
 Mayor Don Brookshire
 Town of Severance
 Paul Steinway
 Town of Timnath
 Commissioner Sean Conway
 Weld County
 Mayor Kristie Melendez
 Town of Windsor
 Chris Colclasure
 CDPHE- Air Pollution Control Division
 Kathy Gilliland
 Transportation Commission

MPO Staff
 Terri Blackmore
 Executive Director
 Becky Karasko
 Regional Transportation Planning
 Director
 Renae Steffen
 Administrative Director
 Crystal Hedberg
 Finance and Operations Manager

Next Council Meeting
 June 1, 2017
 Weld County Admin. Bldg.
 Event Center Room
 1150 O Street
 Greeley, CO

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
REVISED MEETING AGENDA
 May 4, 2017

Berthoud Town Hall
 807 Mountain Avenue
 Berthoud, CO

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

Pledge of Allegiance

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

Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.

1. Acceptance of Meeting Agenda
2. Approval of Minutes-Lead Planning Agency for Air Quality/MPO-March 6, 2017 (Pg. 7)

Lead Planning Agency for Air Quality Agenda

Estimated Time

COUNCIL REPORTS:

3. Air Pollution Control Division Report (Pg. 16) (Written Report)
4. Regional Air Quality Council (Pg. 18) (Written Report)

Metropolitan Planning Organization (MPO) Agenda

Estimated Time

REPORTS:

- | | | |
|---------------------------------------|------------------|-------|
| 5. Executive Director Report (Pg. 21) | Terri Blackmore | 5 min |
| 6. Finance (March & April) (Pg. 29) | Tom Donnelly | 5 min |
| 7. TAC (Pg. 34) | (Written Report) | |
| 8. Mobility (Pg. 36) | (Written Report) | |

ACTION ITEM:

- | | | |
|--|--------------------|--------|
| 9. 2016 Audited Financial Statements (Pg. 39) | Hedberg/Sara Kurtz | 20 min |
| 10. New Administrative Policy (Pg. 41) | Crystal Hedberg | 5 min |
| 11. MPO & VanGo Reserve Policy Amendment (Pg. 44) | Crystal Hedberg | 5 min |
| 12. Replacement of MPO Staff Vehicle (Pg. 46) | Terri Blackmore | 10 min |
| 13. 2018 Budget and FY2018-2019 UPWP (Pg. 48) | Terri Blackmore | 10 min |
| 14. Appointment of Senior Transportation Representative for TAC (Pg. 51) | Alex Gordon | 10 min |
| 15. March 2017 TIP Amendment (Pg. 53) | Medora Kealy | 5 min |

DISCUSSION ITEM:

- | | | |
|------------------------------------|------------------|-------|
| 16. 2040 RTP Amendment #2 (Pg. 58) | Becky Karasko | 5 min |
| 17. I-25 Update | Suzette Mallette | 5 min |

COUNCIL REPORTS:

Estimated Time

- | | | |
|------------------------------|------------------|--|
| Transportation Commission | Kathy Gilliland | |
| CDOT Region 4 | Johnny Olson | |
| I-25 Funding Subcommittee | Gerry Horak | |
| North I-25 Coalition | Kristie Melendez | |
| US 34 Coalition | Tom Donnelly | |
| STAC | Sean Conway | |
| Host Council Member Report | Jennifer Baker | |
| Other Council Member Reports | Council Members | |

MEETING WRAP-UP:

Estimated Time

- Next Month's Agenda Topic Suggestions

Subject: Understanding Bike Commuting Safety Concerns by Implementing a Regional Bike to Work Survey for the NFRMPO

(Presented on 5/4/17 to the NFRMPO City Planners during Public Comment)

Hi, my name is David Droege and I reside at 4217 Florentine Dr. in Longmont. I would like you to consider learning about bike commuting safety concerns by implementing a regional Bike to Work (BTW) survey for the NFRMPO.

I am a Systems Engineer, and the Bike to Work Coordinator, at Keysight in Loveland.

The primary goals of Keysight's Corporate Bike to Work competition are to encourage folks to reduce traffic and to use a healthier means of getting to work. Yet the most frequent objection that I hear for not riding to work is route safety.

In the past, I have used DRCOG's (Denver Regional Council of Government) Bike to Work website for registration and the criteria for participation in our Competition. The problem with using DRCOG's site is that the statistics collected are not available for areas outside that region.

Responses to survey questions could provide your region with valuable input for decision and funding guidance related to cycling in general, and bike commuting in particular. A survey based on DRCOG's may consist of questions like:

- 1) Where is your approximate start and stop locations?
- 2) How far is your ride?
- 3) How long have you been riding to work?
- 4) How do you get to work on the days that you don't ride?
- 5) Are there areas along your route that you feel are unsafe or in need of improvement? If so, where?

If resources within your organizations assemble a quick survey, I could promote it during our Challenge. Bike commuters are typically quite vocal about their routes, so I don't think that getting this kind of feedback would be difficult. This year's Challenge started on Monday, May 1st so the clock is ticking, but it's NOT too late. This competition has a rolling start with riders typically registering right up until Bike to Work Day, June 28th this year. If you have the means to put together a simple survey, in the few weeks, we can roll it out.

I've provided attachments with links and charts illustrating what we're doing and some of examples of how bike commute data is being used in our area.

I'll be around for a short time after this meeting if anyone would like to discuss this further (and my contact information has been provided).

Thank you!

David Droege
4217 Florentine Dr
Longmont, CO 80503
Cell: 720-300-2678
BTW_Challenge@outlook.com

My interest in promoting Biking to Work is purely a labor of love. My wages are knowing the satisfaction and general well-being that people feel after getting to work on their bike.

Today, it seems like, every jurisdiction in Larimer and Weld counties has its own bicycle plan. This results in widely varying cycling resources for segments of road between cities/towns. Yet, bike commuters cross these city/township borders daily on their way to and from work. Routes between Ft Collins, Greeley, and Loveland force the bike commuters to sift through a disjointed set of cycling maps and resources to plan a safe route. Ultimately, a regional program could work toward unifying these resources. Collecting information from people who bike commute today seems like a good first step.

Main DRCOG Bike to Work Site:

<http://biketoworkday.us/>

DRCOG Corporate Competition Status and Results (over 2600 participants registered since May 1st).

<http://biketoworkday.us/content/business-challenge>

This the link to our BTW Challenge Results (results updated at least daily).

<https://docs.google.com/presentation/d/1dUNNrulza15xcEifuy8UL3UKp9FwW95ilvi9vs5ojhs/edit?usp=sharing>

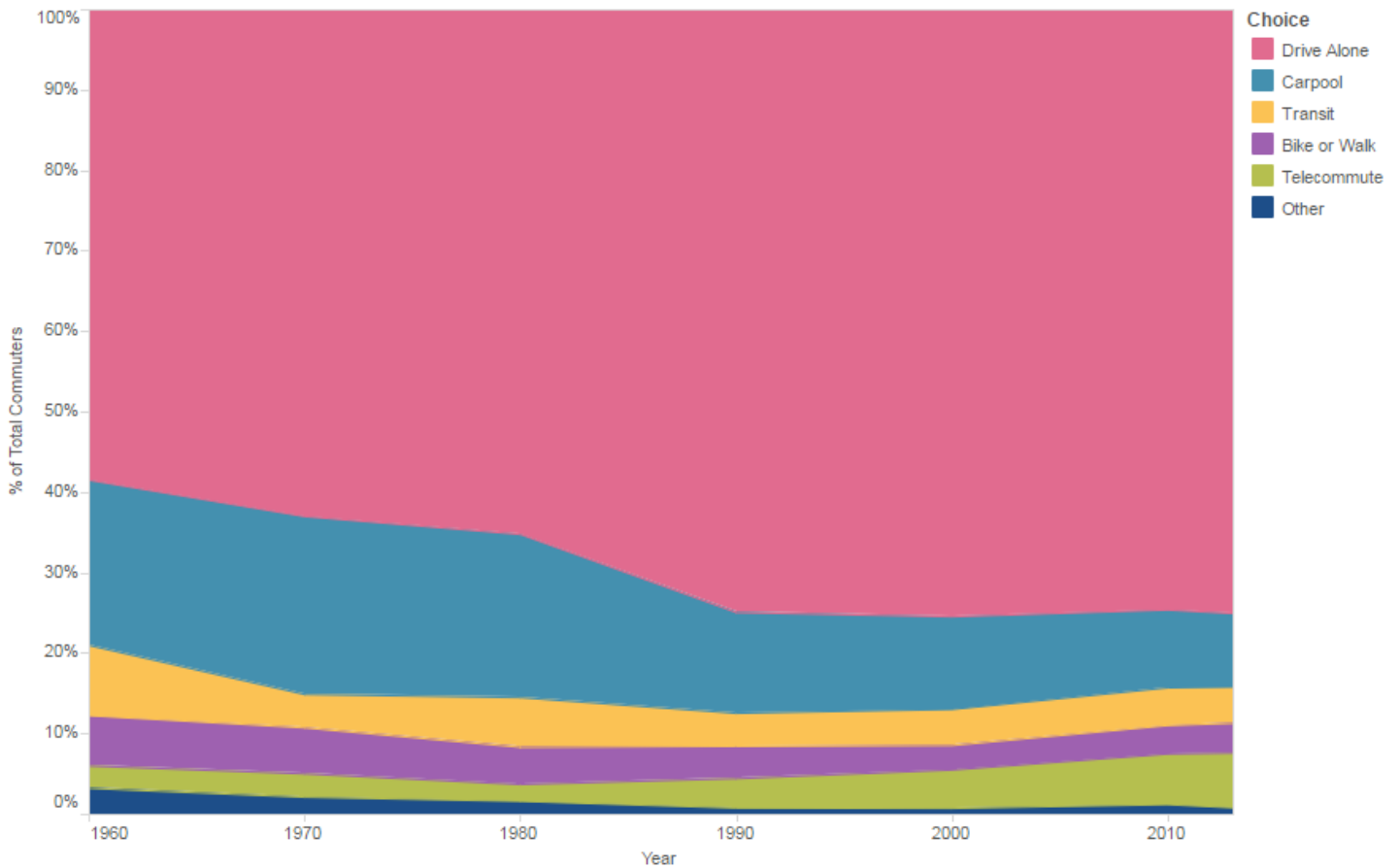
The following pages illustrate some of the data that DRCOG collects during their BTW program. Perhaps NFRNPO could either collaborate with DRCOG to leverage their tools or develop some of your own customized for this region.

Here is one example of the type of info that can be gleaned through surveys like the Bike to Work Challenge Registration Survey.

How Does the Denver Region Get to Work?

DRCOG is very interested in how people get around: goals are written in the Metro Vision plan to reduce vehicle miles traveled (VMT), and our Way to Go program helps change behavior around the most common of daily trips, the commute. In order to understand how that future shift might occur, we need to know how we got there in the past and how we're getting there now.

< Trends in Travel to Work 1960-2013 Ways Our Communities Got to Work in 2013 How Do We Compare to Other Metro Areas? What Do Other Trip Types Look Like? >



Source: "National Historic Geographic Information System." Minnesota Population Center, University of Minnesota. 2015. <http://www.nhgis.org>. "American Communities Survey 5-Year 2013." US Census Bureau. 2015. <http://factfinder.census.gov>.

From <https://drcog.org/services-and-resources/denver-regional-visual-resources/how-does-the-denver-region-get-to-work>

Here is another example of the type of info that can be gleaned through surveys like the Bike to Work Challenge Registration Survey.

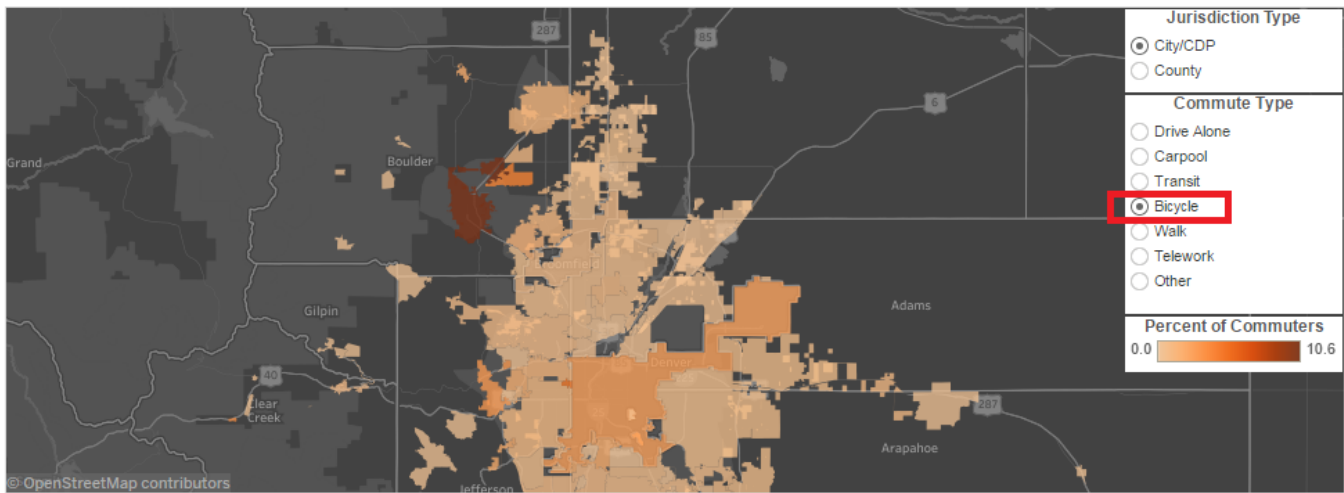
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DRCOG is very interested in how people get around: goals are written in the Metro Vision plan to reduce vehicle miles traveled (VMT), and our Way to Go program helps change behavior around the most common of daily trips, the commute. In order to understand how that future shift might occur, we need to know how we got there in the past and how we're getting there now.

Navigation menu:

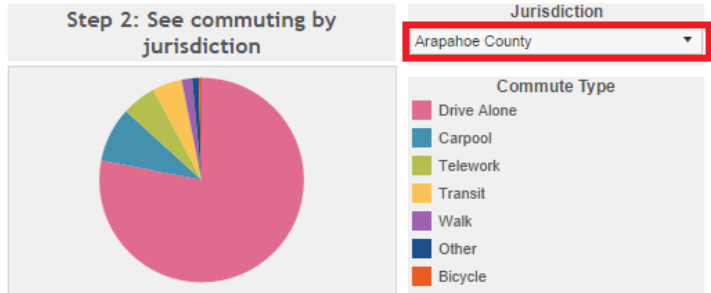
- Trends in Travel to Work 1960-2013
- Ways Our Communities Got to Work in 2013**
- How Do We Compare to Other Metro Areas?
- What Do Other Trip Types Look Like?

Step 1: Choose a commute type to see it on the map and in the lists



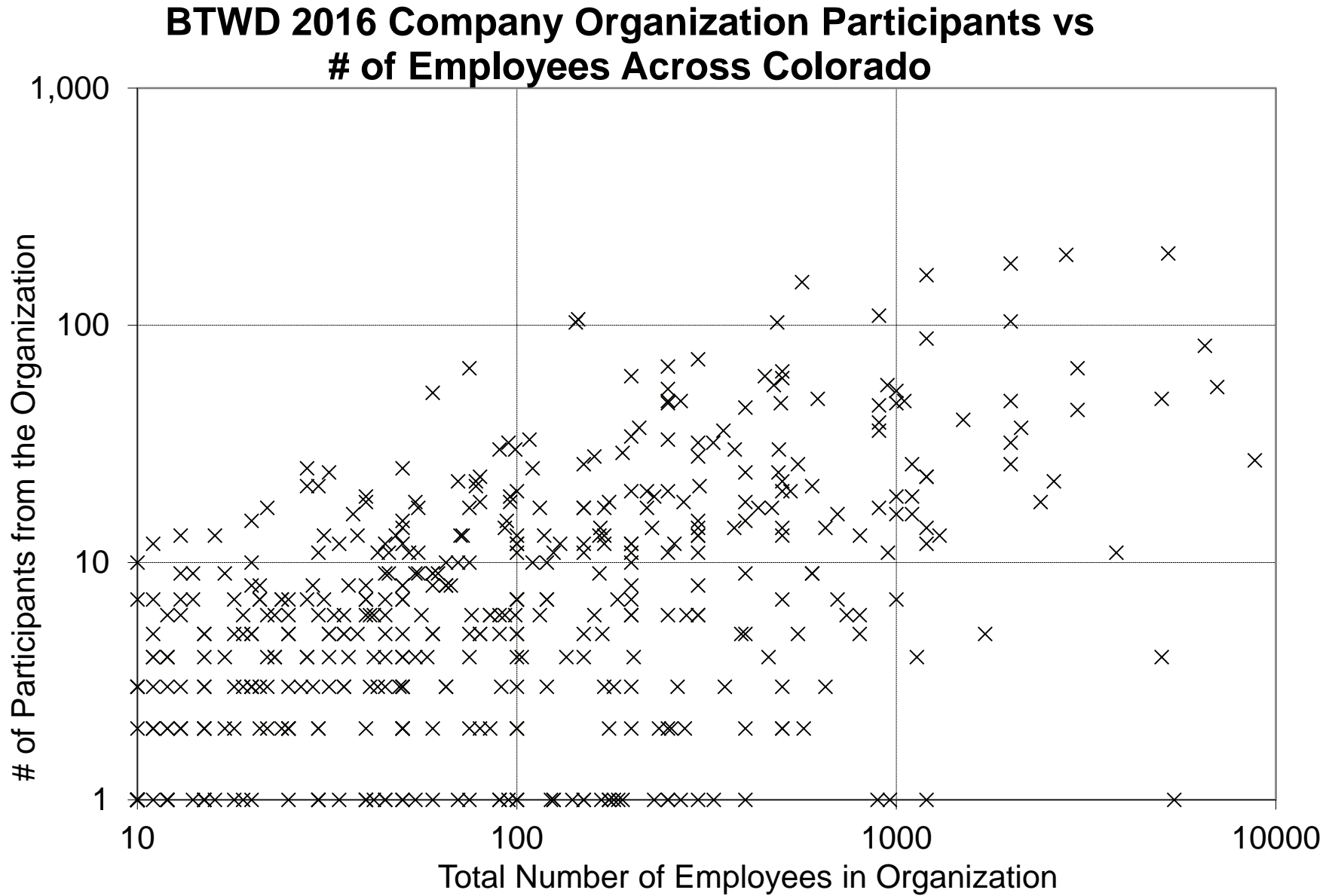
Source: "American Communities Survey 5-Year 2013." US Census Bureau. 2015. <http://factfinder.census.gov>.

Top City/CDP Bicycle		Top Counties Bicycle	
Boulder City	10.6%	Boulder County	4.3%
Edgewater	4.3%	Denver County	2.3%
Gunbarrel CDP	3.7%	Jefferson County	0.6%
Silver Plume	3.3%	Broomfield County	0.5%
Golden	2.7%	Arapahoe County	0.4%
Denver City	2.3%	Adams County	0.3%
Morrison	1.6%	Douglas County	0.2%
Englewood	1.5%	Clear Creek County	0.2%
Lyons	1.5%	Weld County	0.1%
Bow Mar	1.3%	Gilpin County	0.0%



From: <https://drcog.org/services-and-resources/denver-regional-visual-resources/how-does-the-denver-region-get-to-work>

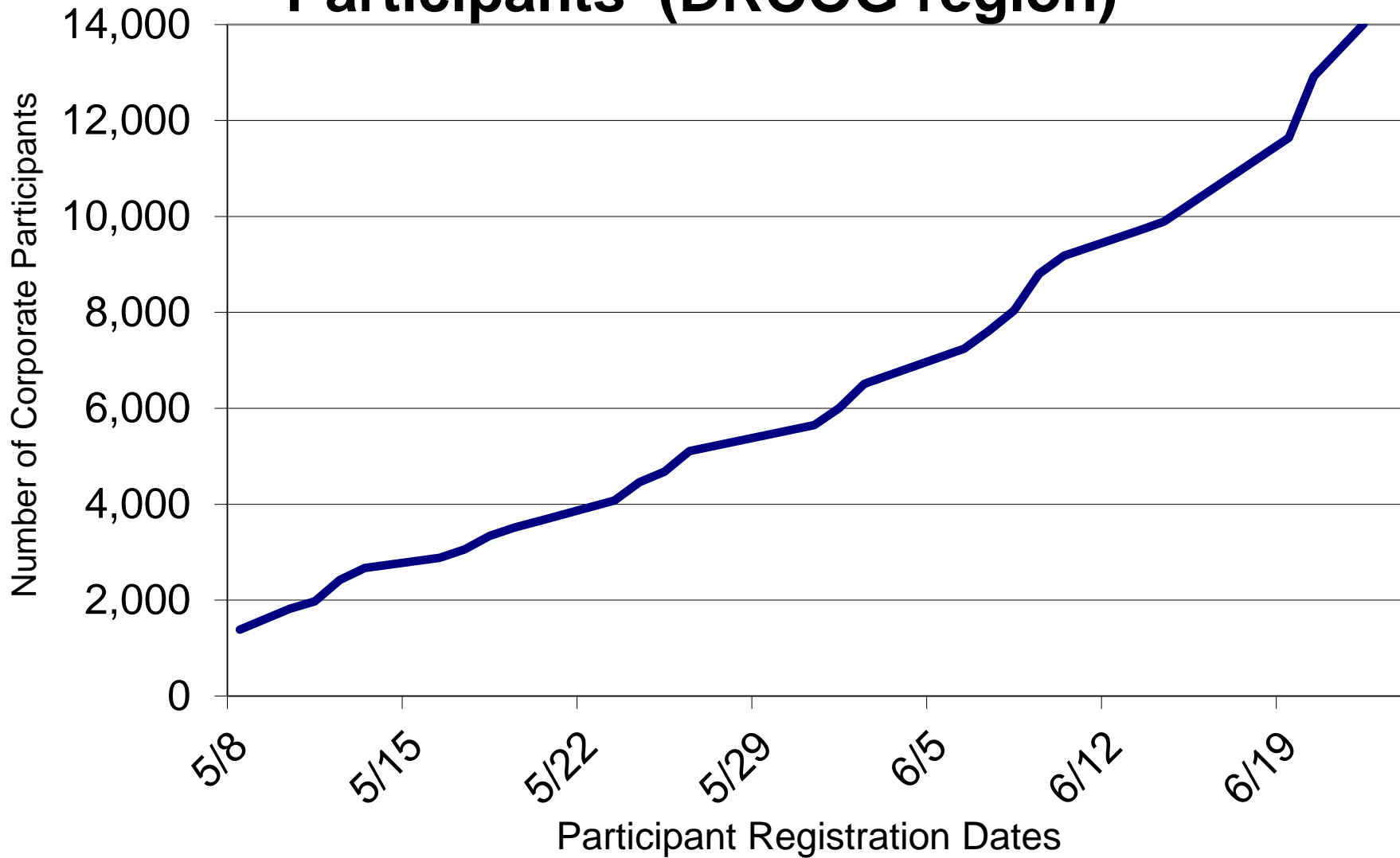
This chart compares the number of participants vs. the size of the organization that they work at.



Data extracted from DRCOG 2016 Corporate Bike to Work results.

This chart shows last year's number of Bike to Work registrations per day for the time leading up to last year's Bike to Work Day on June 29th, 2016.

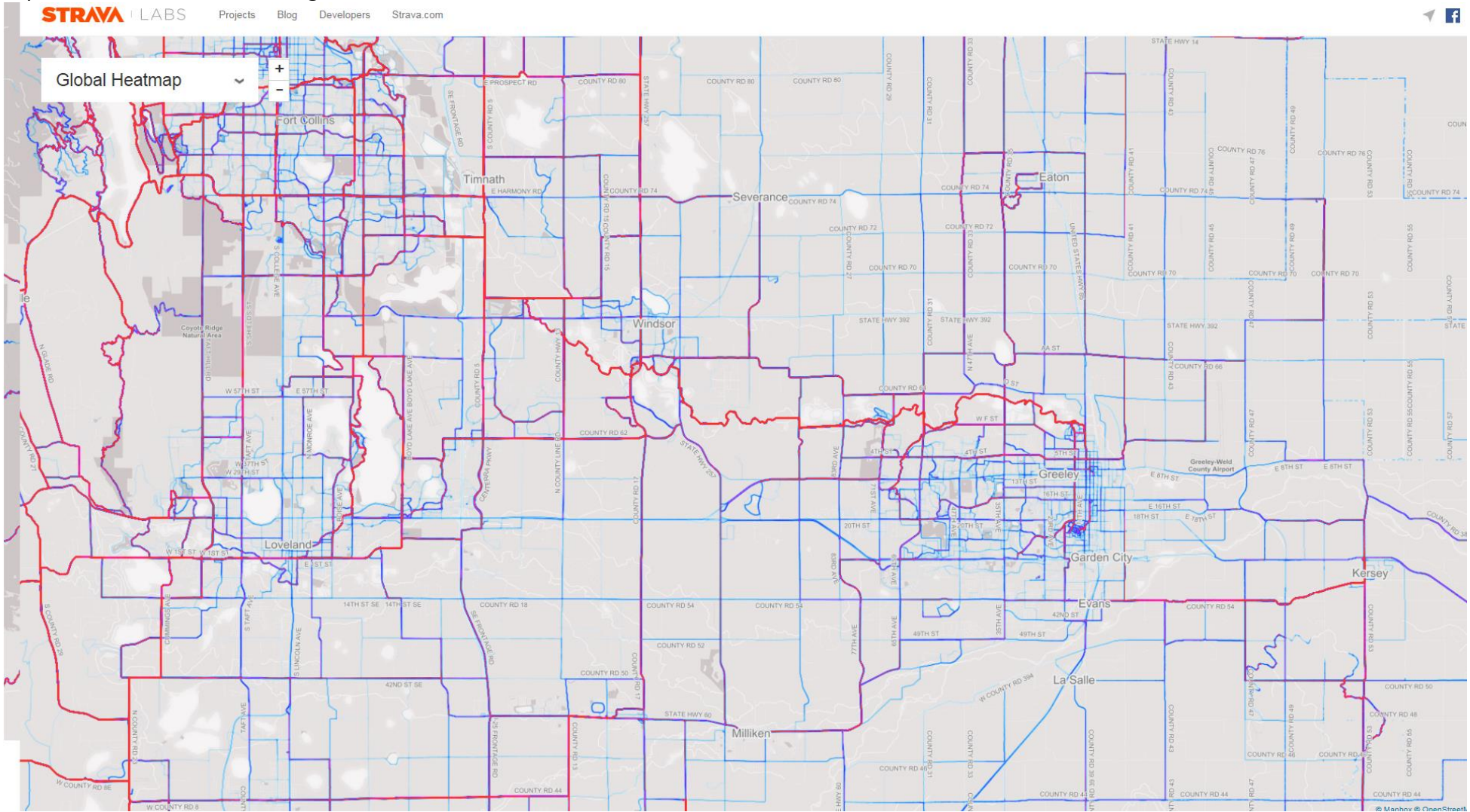
2016 Total # of Bike to Work Participants (DRCOG region)



Data extracted from DRCOG 2016 Bike to Work results.

Here is an additional way to get an idea of which roads are getting the most cycling traffic.

This is a **Strava Heat Map**. This free web-based application gathers GPS data from thousands of Strava cyclists to produce a map where the colors indicate the amount of cycling traffic these roads have. In the map below, red roads are the most often traveled by cyclists while the light blue are the least used. The website allows you to zoom in/out and to study an area in more detail, and to change color schemes to highlight different bike use frequencies. Further data mining is available with a fee.



From: <http://labs.strava.com/heatmap/#12/-104.96000/40.50400/gray/bike>.

May 4, 2017 Director's Report Addendum

Annual Conflict of Interest Forms

- All Planning Council members and alternates must sign a new conflict of interest form (Aaron Pearson is complete)

NFRMPO Project Schedule

- *The updated NFRMPO transportation planning project schedule is at your place*

Board Packets

- Please let Renae know if you do not need a mailed packet to reduce paper
- *The MPO would like to eliminate the Title spacer pages to reduce copying and mailing costs. Please let Renae know if you would like these spacer pages to continue*

Council/Board Presentations

- I have met with the new Evans City Manager and the Severance Planning Council Alternate
- Please let me know if you would like me to make a presentation on the MPO to your board or council

VW Proposed Partial Consent Decree

- More information available at <http://bit.ly/2aswWj9>
- A presentation on the VW settlement is scheduled for the July Planning Council meeting when the Trustee should be approved

Audit

- The NFRMPO auditors, Eide Bailey completed the audit, presented to the Finance Committee on April 20, and will present the final document to Planning Council at the May 4 meeting
- *The final audit was emailed to Planning Council on May 1 (as soon as it was received)*

Fix N I-25

- The next N I-25 Coalition meeting is scheduled for May 3 at Southwest Weld from 6:30 - 8:00pm
- The next N I-25 Funding Subcommittee meeting is scheduled for May 5 from 11:30 to 1:00 pm at Perkins at Crossroads

Transportation Funding

- HB 1242 is scheduled before Senate Finance Committee for April 25
- *HB 1242 was voted down in the Senate Finance Committee on Tuesday April 25*
- *Still possible for transportation funding are:*
 - *SB 17-267 which makes the Hospital Provider fee and an enterprise fund and has state only highway funding component*
 - *SB 17-303 a TRANS bond legislation for select state projects*

VanGo™

- VanGo™ decided to delay the fare structure analysis and reporting app due to non-responsive bids and uncertainty on the total cost
- Five bids were received for new vans using FASTER funds, *however, only two were responsive - Pedersen Toyota and LH Miller*
- *Staff is completing the analysis and documentation needed for CDOT and the issuance of a Purchase Order.*

Front Range Rail

- The SB 17-153 bill to replace the Southwest Chief Commission with the Front Range Rail Commission passed the Colorado House and is ready for the Governor's signature
- If signed, the bill will have a member of the NFRMPO on the Commission
- *The membership must be appointed by May 15 with the first meeting scheduled within a month*
- *They are requesting a staff level appointment and my suggestion is Becky Karasko*

NoCo Bike and Ped Collaborative

- The NoCo Bike and Ped Collaborative will host a workshop on June 14th to educate local staff and elected officials on transportation infrastructure audit tools
- The fee is \$25 and includes lunch and bike rental for audits

Staff

- The NFRMPO received 24 applications, completed 7 phone interviews and 3 in-person/skype interviews
- The NFRMPO has offered the Planner position to Sarah Martin and she will start on May 22
- *American Planning Colorado Chapter published an article written by Ryan Dusil on the TAZ update and use of UrbanSim cloud. It features the recommended changes in LaSalle. It can be accessed at <http://bit.ly/2oQwVMN>*

Bike/Pedestrian Counters

- The Town of Windsor completed their count program in early April.
- The City of Loveland is currently using the counters
- *The May TAC meeting on May 17 will have a panel with representatives from Greeley, Loveland and Windsor discussing the use of the shared bike/ped counters. The meeting occurs from 1-3:30 pm in the Pine room at the Windsor Recreation Center*
- For more information on the training or to reserve the counters, contact Ryan Dusil at 970-224-6191 or by email rdusil@nfrmpo.org

HOV 3

- HOV three took effect on January 1, 2017
- NFRMPO and VanGo staff assisted HPTE with the marketing/education campaign in December
- Megan Castle will be attending the May 5 I-25 Funding Subcommittee meeting to discuss messaging Express Toll Lanes

Mobility Committees

- The Larimer Senior Transportation Coalition meets February 2 from 1:30 -3:00 pm at Pathways Hospice
- The Larimer County Mobility Committee met April 20 from 1:30 -3:00 pm at the NFRMPO office and Weld Mobility Committee meets May 23 from 1:30-3:00 at the Greeley Chamber of Commerce
- Alex will be part of a panel at the CASTA spring conference discussing North Front Range transit activities on Friday May 19 here in Fort Collins
- The Mobility Program has initiated its outreach for the Coordinated Plan
- At the same time, the NFRMPO staff will have information on Air Quality and VanGo™

Completed Outreach		
Fort Collins Senior Advisory Board	Fort Collins	3/8/2017
Commission on Disabilities	Greeley	4/4/2017
Senior Advisory Board	Loveland	4/5/2017
Senior Transportation Coalition	Fort Collins	4/6/2017
Disabilities Advisory Commission	Loveland	4/10/2017
Arc of Weld County Community Transition Team	Greeley	4/12/2017
Commission on Disabilities	Fort Collins	4/13/2017
Transportation Advisory Board	Fort Collins	4/19/2017
Citizens Transportation Advisory Board	Greeley	4/24/2017
Fort Collins Earth Day	Fort Collins	4/22/2017
Planned Outreach		
Johnstown BBQ Day	Johnstown	6/3/2017
Berthoud Day	Berthoud	6/3/2017
Eaton Days	Eaton	7/8/2017
LaSalle Days	LaSalle	7/15/2017
Community Safety and Awareness Day	Evans	TBD
Beef N Bean Day	Milliken	8/12/2017
Severance Days	Severance	8/19/2017
Peach Festival	Fort Collins	8/19/2017
Corn Roast Festival	Loveland	8/25/2017
		8/26/2017
Windsor Harvest Festival	Windsor	9/3/2017
		9/4/2017
Taste of Timnath	Timnath	TBD

HOV 3

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NFRMPO Documents available electronically or as printed copies

- To assist with public outreach, staff has designed and printed the following documents:
 - NFRMPO and VanGo™ Brochures
 - 2016 Annual Report
 - 2040 RTP Brochure updated
 - Mobility Postcards
 - Mobility Rider's Guide
 - Spanish Mobility Rider's Guide
 - Quarterly Newsletter
 - VanGo Dashboard

NFRMPO Tasks	2017												2018									
	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	
Freight Northern Colorado Plan				Negotiate with CDOT for Freight Data		Receive Freight Data		Finalize Draft Document		TAC Discussion	Planning Council Discussion TAC Recommendation	Planning Council Approval										
UPWP	Initiate FY2018 Budget Development	Midyear Review Initiate Task summary	TAC Review of FY2018-2019 Tasks Budget to Finance Committee Scope of work to CDPHE	TAC recommends approval of tasks	Planning Council approval of FY2018-2019 UPWP & FY2018 Budget	FY2018 UPWP and CPG Scope of Work to CDOT	CDOT submittal of UPWP to FHWA			FHWA & FTA approval of UPWP CDOT approval of CPG contract	New UPWP takes effect		Complete FY2017 Year End Report & 2017 Annual Report	Initiate FY 2019 Budget Development	Midyear Review Initiate Task updates	FY2019 Tasks to TAC	Budget to Finance Committee TAC recommends Tasks approval Scope to CDPHE	Planning Council approval of FY2019 UPWP & FY2019 Budget	FY2019 UPWP and CPG Scope of Work to CDOT	CDOT submittal of UPWP to FHWA		FHWA & FTA approval of UPWP CDOT approval of CPG contract
Traffic Analysis Zone (TAZ) updates	Meet with Severance	Meet with Windsor & Eaton		Meet with Evans & Milliken TAC Work Session with DOLA	Meet with Johnstown, Berthoud, and LaSalle					Initiate AQ TAZs meetings outside MPO boundary												
2040 RTP Amendments	Planning Council Approval of RTP Amendment #1		Call for RTP Amendments #2	TAC Discussion	Council Discussion TAC Recommendation	Planning Council Approval																
2045 Socio-Economic Forecast	Contract with UrbanSim	Initiate testing of UrbanSim		TAC Workshop with DOLA				Continue UrbanSim testing and refine forecasting process working w DOLA		Initiate the MPO 2045 Population, Employment forecasts		Initiate the AQ area 2045 Population, Employment forecasts	Obtain Community buy-in for forecasts									
Coordinated Public Transit/Human Services Transportation Plan	Public Outreach and Draft Chapters	Weld Co Office on Aging	GreeleyCoD, Loveland Senior Advisory Board, Pathways Hospice, Loveland DAC, Arc of Weld Co, Larimer STC, FoCo CoD, FoCo TAB, Greeley CTAB		Public Outreach and Draft Chapters		Larimer and Weld Mobility Committees (LCMC & WCMC) review draft Plan		LCMC/WCMC combined Plan review and Recommendation to Planning Council	Planning Council Discussion of Plan	Planning Council Approval of Plan											
2016 Transportation Profile and Community Fact Sheets		TAC Discussion & Review of Fact sheet data				TAC Review	TAC Discussion		Planning Council Presentation													
2045 Model Development							TAC Discussion on possible model improvements	Draft RFP		TAC Presentation on Model Improvements Release RFP		Consultant Selection									Model Update	
2017 Public Outreach	FC Transportation AQ Impacts training	VanGo™ & AQ Bus backs		Earth Day Fort Collins		Johnstown BBQ, Berthoud Day, Fort Collins, Greeley and Loveland Bike to Work day _AQ Bus Backs	Eaton Days, LaSalle Days AQ Bus Backs FC, Greeley, Loveland	Beef N Bean Day, Severance Days, FC Peach Festival, Loveland Corn Roast Festival AQ Bus Backs	Windsor Harvest Festival, Taste of Timnath													



VanGo™

Reserve Policies

APPROVED SEPTEMBER 3, 2015

VanGo™

Reserve Policy

Philosophy

The establishment and maintenance of reserves will enable VanGo™ to support strategic business practices and to:

- Manage cash flow interruptions.
- Meet commitments, obligations or other contingencies.
- Generate investment income.
- Insure timely acquisition and replacement of capital assets.

Operating Reserve

1. Policy

The purpose of the Operating Reserve Fund is to establish and maintain funds at a level relative to the costs of operating the program in line with the current adopted budget.

2. Definitions

Operating Cost – Expenses for program services and administration. Does not include costs of acquisition or replacement of capital assets.

Operating Reserve – An amount consisting of liquid assets and investments. Liquid assets are those that may be converted to cash quickly and easily. It is not required that the Operating Reserves be physically segregated in a separate bank account although the Council may decide to do so.

Program Income – Income derived from providing services. It does not include funds received from grants.

Budgeted Annual Operating Cost - The UPWP Budget in effect at the time the reserve is calculated will determine the budgeted annual operating costs (i.e. The reserve calculation for 2017 would be based on the 2018 UWWP Budget).

3. Strategies and Procedures

Investment of the Operating Reserve assets will following the guidelines set forth in the North Front Range Transportation and Air Quality Planning Council's Investment Policy.

The operating Reserve goal will be to achieve and maintain ~~three months~~ six months of operating expenses as defined in Section 2.

4. Sources

Assets for the Operating Reserve accounts will come from current savings and investments and program income.

5. Uses

The Executive Director may access Operating Reserve funds for payment of budgeted program or administrative expenses as long as sufficient accounts receivable are available to repay such usage within three months' time. The Executive Director will notify the Finance Committee Chairman in writing, and usage will be acknowledged in writing by the Finance Committee Chair. E-mail shall be an acceptable form of notification and acknowledgement.

Any other use of operating reserve funds must be approved by a majority of the council.

6. Maintenance

The status of the Operating Reserve will be calculated each year ~~during the budgeting process.~~ during the budgeting at the end of the calendar year.

Operating Reserve Ratio Calculation

The calculation formula will be based upon amounts defined in Section 3 as follows;

$$\frac{\text{Operating Reserve Balance}}{\text{(Budgeted Annual Operating Costs) (1/12)}} = \text{No. of Months of Operating Reserves}$$

The Operating Reserve Ratio Calculation will be presented to the Finance Committee during their review of the budget. The Committee will consider the adequacy of the Operating Reserve amount and will recommend any changes deemed necessary.

7. Policy Review

This policy will be reviewed every three years by the Finance Committee or sooner if conditions warrant. Any changes thereto will be reviewed by the Executive Committee and approved by the Council.

Capital Reserve

1. Policy

The purpose of the Capital Reserve fund is to accumulate sufficient reserve funds necessary to insure timely acquisition, replacement and upgrade of VanGo's capital assets on a five year replacement schedule or more frequently if the vehicles exceed the FTA useful life requirements of 4 years or 100,000 miles.

2. Definitions

Capital Asset Costs – Cost of acquiring, replacing and/or upgrading capital assets. Capital assets are those that cannot quickly be turned into cash. Furthermore, it is expected that the benefits gained from the asset will extend beyond a time span of one year. (i.e. vans)

Net Capital Assets – Cost of capital assets less depreciation.

Capital Reserve – An amount consisting of liquid assets and investments. Liquid assets are those that may be converted to cash quickly and easily. It is not required that the Capital Reserves be physically segregated in a separate bank account although the Council may decide to do so.

Program Revenue - Income derived from providing services. It does not include funds received from grants.

3. Strategies and Procedures

Investment of the Capital Reserve assets will following the guidelines set forth in the North Front Range Transportation and Air Quality Planning Council's Investment Policy.

The Capital Reserve goal will be to achieve and maintain a balance equal to seventy one percent (21.7%) of the programs total ~~net~~ capital assets.

4. Sources

Assets for the Capital Reserve accounts will come from current savings, investments, and program revenue including sale of vans.

5. Uses

The Executive Director may approve the expenditure of Capital Reserve Funds, without prior approval of the Council, in accordance with approved budget authorizations.

6. Maintenance

The status of the Capital Reserve will be calculated each year during the budgeting process.

Capital Reserve Ratio Calculation

The calculation formula will be based upon amounts defined in Section 3 as follows;

$$\frac{\text{Capital Reserve Balance}}{\text{Net Capital Assets}} = \% \text{ of Capital Reserve to Net Capital Assets}$$

The Capital Reserve Ratio Calculation will be presented to the Finance Committee during their review of the VanGo™ budget. The Committee will consider the adequacy of the Capital Reserve amount and will recommend any changes deemed necessary.

7. Policy Review

This policy will be reviewed every three years by the Finance Committee or sooner if conditions warrant. Any changes thereto will be reviewed by the Executive Committee and approved by the Council.



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

Operating Reserve Policy

APPROVED SEPTEMBER 3, 2015

North Front Range Transportation & Air Quality Planning Council Operating Reserve Policy

1. Philosophy

The establishment and maintenance of a Cash Operating Reserve will enable North Front Range Transportation & Air Quality Planning Council to support strategic business practices and to:

- Manage cash flow interruptions.
- Meet commitments, obligations or other contingencies.
- Generate investment income.

2. Policy

The purpose of the policy is to establish and maintain an Operating Reserve, at a level relative to the costs of operating and maintaining the organization in line with the current adopted budget.

3. Definitions

Operating Cost – Expenses for program services and administration

Operating Reserve – An amount consisting of liquid assets and investments. Liquid assets are those that may be converted to cash quickly and easily. It is not required that the Operating Reserves be physically segregated in a separate bank account although the Council may decide to do so.

Budgeted Annual Operating Cost - The UPWP Budget in effect at the time the reserve is calculated will determine the budgeted annual operating costs (i.e. the reserve calculation for 2017 would be based on the 2018 UPWP Budget).

4. Strategies and Procedures

Investment of the Operating Reserve assets will following the guidelines set forth in the North Front Range Transportation and Air Quality Planning Council's Investment Policy.

The Operating Reserve goal will be to achieve and maintain ~~three months~~ six month of operating Costs as defined in Section 3.

5. Sources

Assets for the Operating Reserve accounts will come from current savings and investments, and contributions by members of the North Front Range Transportation Council, using the same calculation used for local match.

6. Uses

The Executive Director may access Operating Reserve funds for payment of budgeted program or administrative expenses as long as sufficient grants receivable are available to repay such usage within three months' time. The Executive Director will notify the Finance Committee Chairman in writing, and usage will be acknowledged in writing by the Finance Committee Chair. E-mail shall be an acceptable form of notification and acknowledgement.

Any other use of operating reserve funds must be approved by a majority of the council.

7. Maintenance

The status of the Operating Reserve will be calculated each year ~~annually during the budgeting at the end of the calendar year process.~~ annually during the budgeting at the end of the calendar year process.

Operating Reserve Ratio Calculation

The calculation formula will be based upon amounts defined in Section 3 as follows;

$$\frac{\text{Operating Reserve Balance}}{\text{(Budgeted Annual Operating Costs) (1/12)}} = \text{No. of Months of Operating Reserves}$$

The Operating Reserve Ratio Calculation will be presented to the Finance Committee during their review of the budget. The Committee will consider the adequacy of the Operating Reserve amount and will recommend any changes deemed necessary.

8. Dissolution of Agency

In the event the North Front Range Transportation and Air Quality Council dissolves, the balance of the Operating Reserve after all expenses have been paid will be distributed to the members based on the percentage originally contributed.

9. Policy Review

|

This policy will be reviewed every three years by the Finance Committee or sooner if conditions warrant. Any changes thereto will be reviewed by the Executive Committee and approved by the Council.

DRAFT

**FY 2016 through 2019
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council**

Administrative Modification #2017-M1

Submitted to: CDOT

Prepared by: NFRMPO

DATE: 1/31/2016

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19	
FASTER													
Previous Entry		Region 4 State Bridge Enterprise Pool	CDOT	FASTER Bridge	Federal		0	0	0	0	0	0	
SST8000.090		Funding amounts allocated for the North Front Range Region			State	FAS	0	0	0	0	5,900	5,900	
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total	0	0	0	0	5,900	5,900
Projects: SST8000.090		I-25 @ Vine Drive Bridge Replacement (SST8000.090)											

Revised Entry		Region 4 State Bridge Enterprise Pool	CDOT	Bridge Reconstruction	State	FAS	0	0	0	0	11,951	11,951	
SST8000.		Funding amounts allocated for the North Front Range Region			Local	L	0	0	0	0	0	0	
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Total	0	0	0	0	11,951	11,951

REASON: #2017-M1: Add design and construction funding for State Bridge Enterprise Pool Project "Prospect Road Over I-25 (B16-AM) \$6,051k

Projects: SST8000.090 I-25 @ Vine Drive Bridge Replacement (SST8000.090)
SST8000.TBD Prospect Road over I-25

SAFETY													
Previous Entry		Region 4 Hazard Elimination Pool		Safety	Federal		0	0	3,630	2,420	0	6050	
SR46666		Funding amounts allocated for the North Front Range Region			State		0	0	750	500	0	1250	
See Region Pools Section							Total	0	0	4,380	2,920	0	7300
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Reason: Adding Highway Safety Improvement Program (HSIP) funds to Region 4 Hazard Elimination Pool. Funds to be used on US85 O St to Ault						

Revised Entry		Region 4 Hazard Elimination Pool	CDOT	Safety	Federal	STA	0	0	3,630	2,420	300	6,350	
SR46666		Funding amounts allocated for the North Front Range Region	Region 4		State	SHF	0	0	750	500	0	1,250	
See Region Pools Section							Total	0	0	4,380	2,920	300	7,600
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget							Reason: #2017-M1.2: Changing color of Federal funds from RPP to HSIP for SH85 Signal at WCR 76 N. of Eaton Decreasing RPP and increase HISP funds by \$300k Federal Adding Highway Safety Improvement Program (HSIP) funds to Region 4 Hazard Elimination Pool. Funds to be used on US85 O St to Ault						

STRATEGIC														
Previous Entry	2017-032	North I-25: Design Build	CDOT	Highway Added Capacity	Federal (freight)	FR8		0	0	15,000	0	15,000		
SR41002		SH402 - SH14	Region 4	Modify & Reconstruct	Federal	TIGER		0	0	15,000	0	15,000		
							State		5,000	23,000	60,000	88,000		
							State (Transit)		0	5,000	0	5,000		
							State (RoadX)		0	2,000	0	2,000		
							Federal (RAMP HPTE)	NHPP		3,510	0	0	3,510	
							State (RAMP HPTE)	NHPP		390	0	0	390	
							Local	Private		0	0	0	0	
							Local	L		0	5,000	5,000	5,000	15,000
							Regional Priority Program	RPP		0	0	0	0	
							Surface Treatment	STA		0	0	0	0	
							Surface Treatment	SHF		0	0	0	0	
							Total		0	13,900	65,000	65,000	143,900	

Reason: #2016-M12: Add Additional \$3,900k FY17 RAMP-HPTE Development funds granted by the Transportation Commission on 11/18/16. Funds will be used for design/build procurement document and right-of-way acquisition.
#2016-Q4: Add Additional FY18 to FY21 funds to existing regionally significant project. All funding is new money and will increase funds going into the NFR.

Revised Entry	2017-032	North I-25: Design Build	CDOT	Highway Added Capacity	Federal (freight)	FR8				15,000		15,000		
SR41002		SH402 - SH14	Region 4	Modify & Reconstruct	Federal	TIGER				15,000		15,000		
							State		5,000	23,000	60,000	88,000		
							State (Transit)			5,000		5,000		
							State (RoadX)			2,000		2,000		
							Federal (RAMP HPTE)	NHPP		3,869		0	3,869	
							State (RAMP HPTE)	NHPP		6,525		0	6,525	
							Local	Private				0	0	
							Local	L		5,000	5,000	5,000	15,000	
							Regional Priority Program	RPP					0	
							Surface Treatment	STA					0	
							Surface Treatment	SHF					0	
							Total		0	0	20,394	65,000	65,000	150,394

REASON: #2017-M1.2: Add Additional \$359k Federal and \$6,135k State both from RAMP-HPTE funds for design and right-of-way acquisition on existing project.
#2016-M12: Add Additional \$3,900k FY17 RAMP-HPTE Development funds granted by the Transportation Commission on 11/18/16. Funds will be used for design/build procurement document and right-of-way acquisition.
#2016-Q4: Add Additional FY18 to FY21 funds to existing regionally significant project. All funding is new money and will increase funds going into the NFR.

For Informational Purposes Only

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
NON-REGIONALLY SIGNIFICANT REGIONAL PRIORITY PROGRAM												
Previous Entry SR46600		Non-Regionally Significant Regional Priority Program Pool Funding amounts allocated for the North Front Range Region	CDOT Region 4	Safety and Bridge Replacement	Federal State Local	STA SHF L	0 0 0	0 0 0	0 300 0	0 0 0	1000 250 1500	1000 550 1500
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget												
Reason: CDOT RPP Non-Regionally Significant Pool project located in North Front Range. Funds are immediately available from within CDOT Region 4 RPP pool. Migrated Fort Collins CBC Underpass project from #2016-M7 into pool												
Projects:		SR46600.054 Fort Collins CBC Underpass (College Ave S/O Foothills Parkway)										
		SR46600.058 US34 Bypass Signal at 83rd Ave										
		SR46600.059 US85: Signal at WCR 76 N. of Eaton										
		SR46600.060 R4 SH60 Over the South Platte River										
Revised Entry SR46600		Non-Regionally Significant Regional Priority Program Pool Funding amounts allocated for the North Front Range Region	CDOT Region 4	Safety	Federal State Local	STA SHF L	0 0 0	0 0 0	0 300 0	0 0 0	700 250 1,500	700 550 1,500
For the most current project funding information, please see CDOT's Daily STIP at http://www.coloradodot.info/business/budget												
Reason: #2017-M1.2: Changing color of Federal funds from RPP to HSIP for SH85 Signal at WCR 76 N. of Eaton. Decreasing RPP and increase HSIP funds by \$300k Federal CDOT RPP Non-Regionally Significant Pool project located in North Front Range. Funds are immediately available from within CDOT Region 4 RPP pool. Migrated Fort Collins CBC Underpass project from #2016-M7 into pool												
Projects:		SR46600.054 Fort Collins CBC Underpass (College Ave S/O Foothills Parkway)										
		SR46600.058 US34 Bypass Signal at 83rd Ave										
		SR46600.059 US85: Signal at WCR 76 N. of Eaton										
		SR46600.060 R4 SH60 Over the South Platte River										
Emergency Relief / TCC Contingency												
New Entry Roll Forward SST7048	2017-054	2013 Flood Recovery	Larimer/Weld	Emergency & Permanent Repairs	Federal/State		28,144 0 0	0 0 0	28,144 0 0	0 0 0	0 0 0	28,144 0 0
Reason: #2017-M1.2: Roll funds from FY12-17 TIP into FY16-19 TIP												
SURFACE TREATMENT												
Previous Entry SR45218.114	NF1018	SH60: I-25 to Milliken MP 6 - 14 <i>Also, see Bridge - On State System</i>	CDOT Region 4	Minor Rehab	Federal State	STE SHF	0 0	0 0	4,140 860	0 0	0 0	4140 860
Revised Entry SR45218.114	NF1018	SH60: I-25 to Milliken MP 6 - 14 <i>Also, see Bridge - On State System</i>	CDOT Region 4	Minor Rehab	Federal State	STA SHF	0 0	0 0	4,140 860	0 0	528 110	4,668 970
Reason: #2017 M1.2: Additional funds required to award project due to higher bids. Funds are available from within CDOT Region 4 Surface Treatment Pool. Pool balance does not change.												

**FY 2016 through 2019
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council**

Administrative Modification #2017-M2

Submitted to: CDOT

Prepared by: Medora Kealy

DATE: 2/8/2017

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
Surface Treatment												
New Entry SR46600.054	2019-006	Fort Collins CBC Underpass (College Ave S/o Foothills Parkwa	CDOT Region 4	Surface Treatment	Federal State	STA SHF	0 0	0 0	0 0	0 0	0 100	0 100
		Also, see Non-Regionally Significant Regional Priority Program			Total		0	0	0	0	100	100
Reason: Surface Treatment funding added to existing Non-regionally Significant project. Funds are available within CDOT Region 4 Surface Treatment Pool. Pool balance will not change												
Previous Entry SR45218.182	2016-020	US287 Berthoud Bypass Repair	CDOT Region 4	Surface Treatment Repair	Federal State	STA SHF	0 0	0 0	0 0	1,242 258	0 0	1242 258
					Total		0	0	0	1,500	0	1500
Revised Entry SR45218.182	2016-020	US287 Berthoud Bypass Repair	CDOT Region 4	Surface Treatment Repair	Federal State	STA SHF	0 0	0 0	0 0	1,242 258	373 77	1,615 335
					Total		0	0	0	1,500	450	1,950
Reason: Additional \$450k Surface Treatment funding added to existing project to allow for re-advertisement. Funds are available within CDOT Region 4 Surface Treatment Pool. Pool balance will not change												

**FY 2016 through 2019
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
North Front Range Transportation & Air Quality Planning Council**

Administrative Modification #2017-M3

Submitted to: CDOT

Prepared by: Medora Kealy

DATE: 3/7/2017

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/Program	2012-2017 TIP	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
NFR Transportation Alternatives Program												
PREVIOUS ENTRY SNF5095.001	2016-001	Colorado Front Range Trail	Larimer County Fort Collins Loveland	Bike/Ped Facility	Federal Local Total	TNF L	0 0 0	0 0 0	456 114 570	0 0 0	0 0 0	456 114 570
REVISED ENTRY SNF5095.001	2016-001	Colorado Front Range Trail	Larimer County Fort Collins Loveland	Bike/Ped Facility	Federal Local Local Overmatch Total	TAP L LOM	0 0 0 0	0 0 0 0	456 114 678 1,248	0 0 0 0	0 0 0 0	456 114 678 1,248
Reason: Add local overmatch to project to show total project costs in TIP/STIP.												

STP Metro												
PREVIOUS ENTRY SNF5788.041	2016-009	65th Ave Widening	Evans	Roadway Widening	Federal Local Total	STU L	0 0 0	0 0 0	1,394 290 1,684	0 0 0	0 0 0	1,394 290 1,684
REVISED ENTRY SNF5788.041	2016-009	65th Ave Widening	Evans	Roadway Widening	Federal Local Local Overmatch Total	STA L LOM	0 0 0 0	0 0 0 0	1,394 290 586 2,270	0 0 0 0	0 0 0 0	1,394 290 586 2,270
Reason: Add local overmatch to project to show total project costs in TIP/STIP.												



North Front Range MPO Area - Project Status Updates (1 May 2017)

<u>Roadway / Segment</u>	<u>Status</u>
SH14	
US287 PR at Ted's Place	<i>In Design</i>
US287 to I-25 Surface Treatment	<i>In Design</i>
I-25	
Crossroads Blvd Interchange / Bridges	<i>Construction underway. Lane shifts in progress</i>
Truck Climbing Lane	<i>Spring work awaiting consistent temps</i>
Ramp Metering- Harmony Rd SB SH392 NB/SB	<i>Signals installed and in flashing mode. Will be activated this month</i>
US34	
Big Thompson Canyon Flood Repair	<i>Construction is underway. Roadway opening for tourist season end of May. Fall closure scheduled</i>
PEL Study	<i>Progressing</i>
Traffic Signal at 83 rd Ave in Greeley	<i>Temporary signal in place & operational</i>
SH56	
Berthoud East	<i>Project is complete</i>
SH60	
US287 to Milliken Resurfacing	<i>Contractor selected. Spring/Summer Construction</i>
SH257 PR (Milliken) – Little Thompson Structures	<i>Delayed start set for Summer 2017</i>
US85	
Ault to Wyoming	<i>Construction complete</i>
Eaton to Ault- ADA ramps & Resurfacing	<i>Construction is underway</i>
US85 PEL Study	<i>Final document is still pending</i>
US287	
SH1 to LaPorte Bypass	<i>Construction is underway</i>
Road damage near Larimer CR 17	<i>Construction is underway</i>
SH392	
US85 Intersection	<i>Construction is underway</i>
SH402	
Larimer CR 9E	<i>Construction is underway</i>

STAC
April 28, 2017

Transportation Commission Report

The full Transportation Commission (TC) meetings can be accessed here:

<http://bit.ly/2pYnzim>

Federal and State Legislative Report

State

HB1242 died in committee, even though everyone who testified at the hearing from around the state was in favor of the bill's passage. Senate Finance indicated along party lines that the funds should come out of Colorado General Fund.

SB17-267 includes the Hospital Provider Fee and K-12 in Senate Appropriations Committee. Legislators plan to continue negotiations as the bill is looking to lower the TABOR cap. It was amended to be \$1.7B in certificates of participation. If it makes it to Senate floor, it will be amended again and will change the revenue options. It also takes the SB 228 funds from Transportation to fill school funding gap. It could be passed with only \$1B for bonding.

SB303 includes a specification that 10 percent of revenues go to transit, a project list, and \$3.5B in bonding with a maximum payback of \$5.5B. There is no new funding identified for CDOT in the bill.

The Front Range Rail Commission passed and the Governor is expected to sign it before the end of the session. The bill requires membership identification by May 15, 2017.

The Transportation Legislative Review Committee (TLRC) holds meetings between legislative sessions. They will be reviewing the request to change the TC regions from eight to 15. They will also will look at the future of transportation funding. The TLRC will hold meetings in locations where Tier I projects might be funded.

CDOT staff feel there is still a chance for transportation funding this legislative session, so CDOT must be ready with projects. CDOT staff have identified 74 projects for \$2.5B, plus other funds to get to \$3.1B for the June TC meeting for their approval if needed.

Federal

Federal government is operating on a Continuing Resolution (CR). House passed a one week, Senate votes this afternoon (Congress passed another CR through September early on Monday.)

. Still unclear if another CR, Omnibus, or minibus will be coming. The TIFIA Credit Council met Wednesday and CDOT is hopeful their TIFIA application will be approved.

§5311 Program Update

CDOT Division of Transit and Rail staff presented on the new allocation method developed by the TRAC Subcommittee to redistribute CDOT's FTA §5311. The Subcommittee modified its recommendation based on STAC and TC input. The modified recommendation holds harmless those transit agencies needing the most assistance. CDOT is using five categories for funding applications, funding very small agencies up to 50 percent and very large agencies as low as

three percent of their operating budgets. TC approved this methodology for FY18 funding, the subcommittee will need to review it for the next five years of the grant period.

Safety Performance Measures Target Setting

CDOT is required to provide Targets for three safety measures to National Highway Traffic Safety Administration (NHTSA) by June 1, 2017 for Fatalities, Fatality Rate and Serious Injury crashes. By August 1, 2017, CDOT must submit five safety measures to Federal Highway Administration (FHWA) the three listed above and Serious Injury Rate and Pedestrian/Bike Fatalities and Serious injuries. The Targets are set on a five-year rolling average, with the first set of Targets being the five-year average of 2014-2018, with the baseline set from the 2012-2016 average.

The proposed CDOT Targets are:

- Fatalities - 610
- Fatality Rate - 1.2
- Serious Injuries - 3,350
- Serious Injury Rate - 6.79
- Non-motorized Users Fatalities - 586

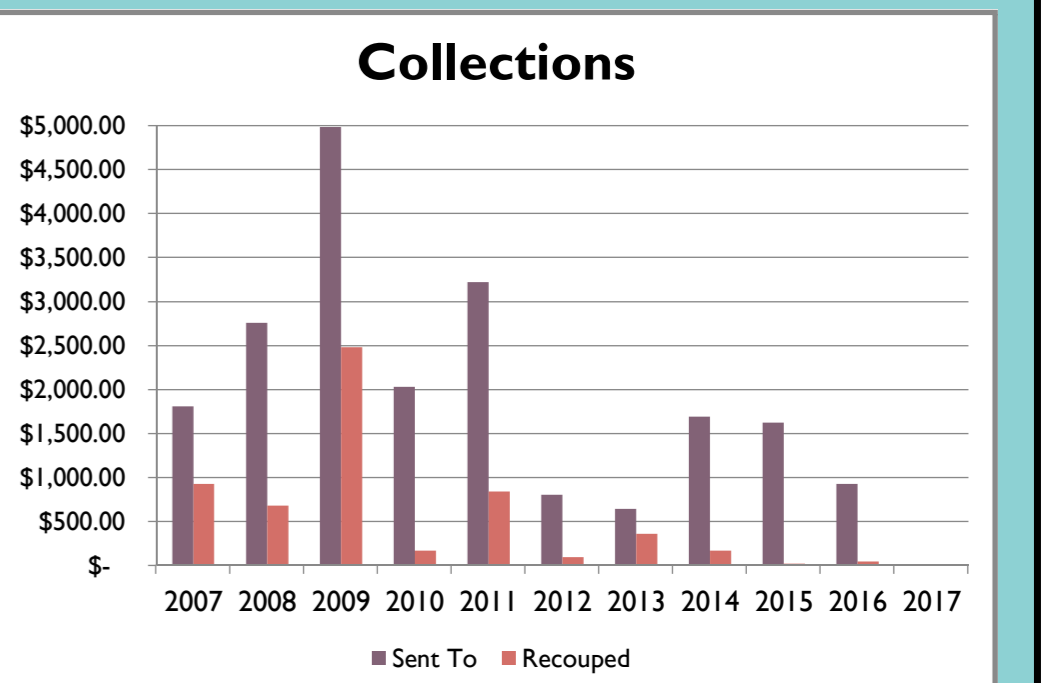
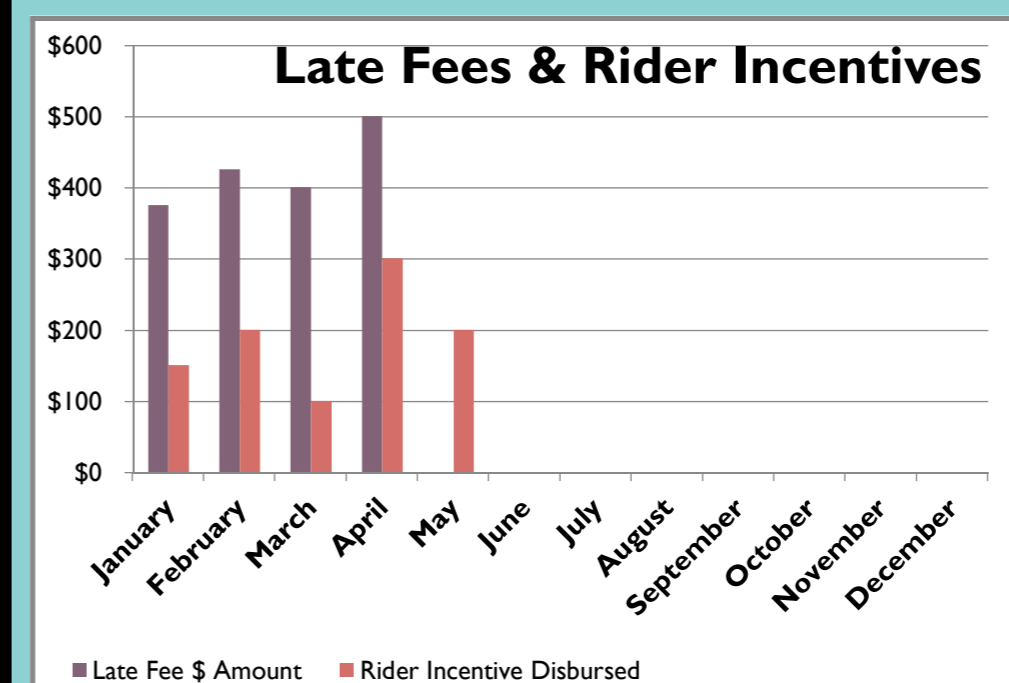
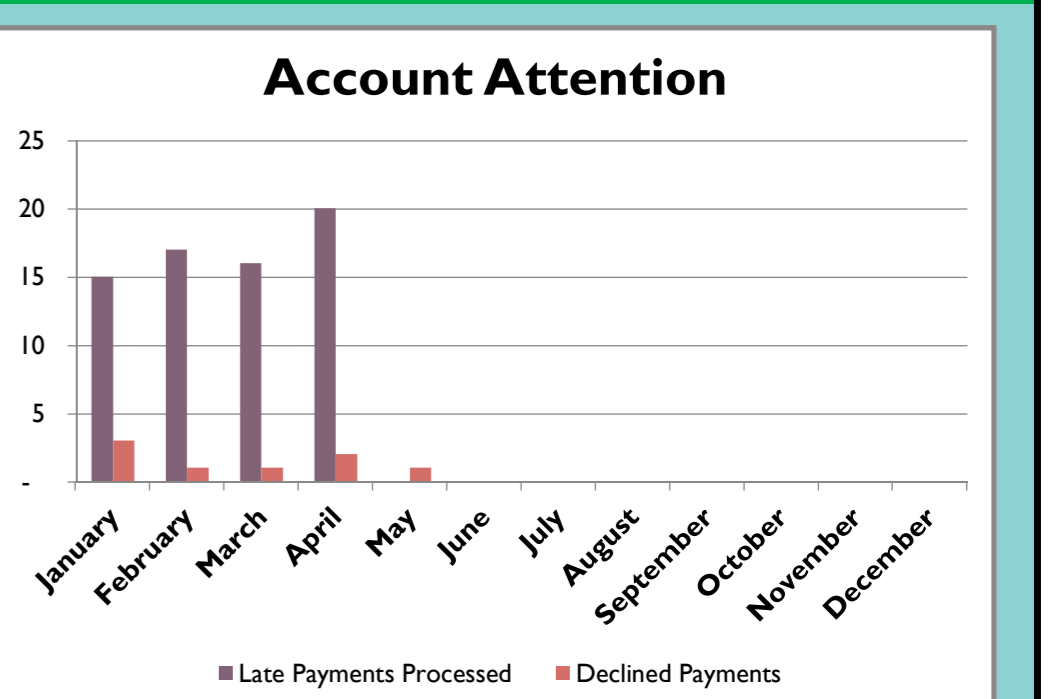
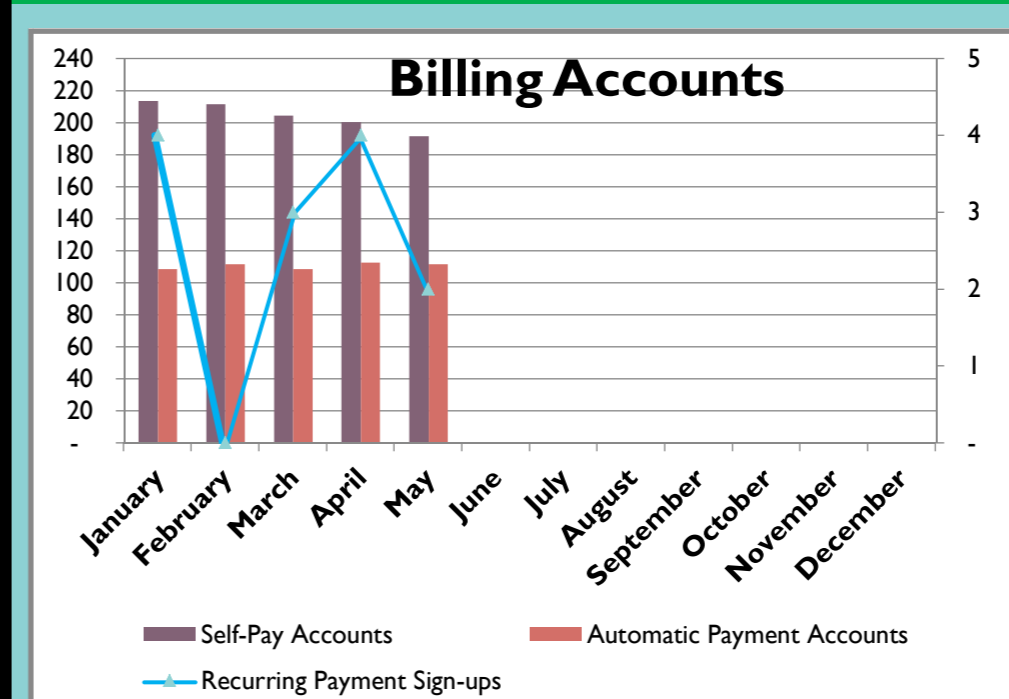
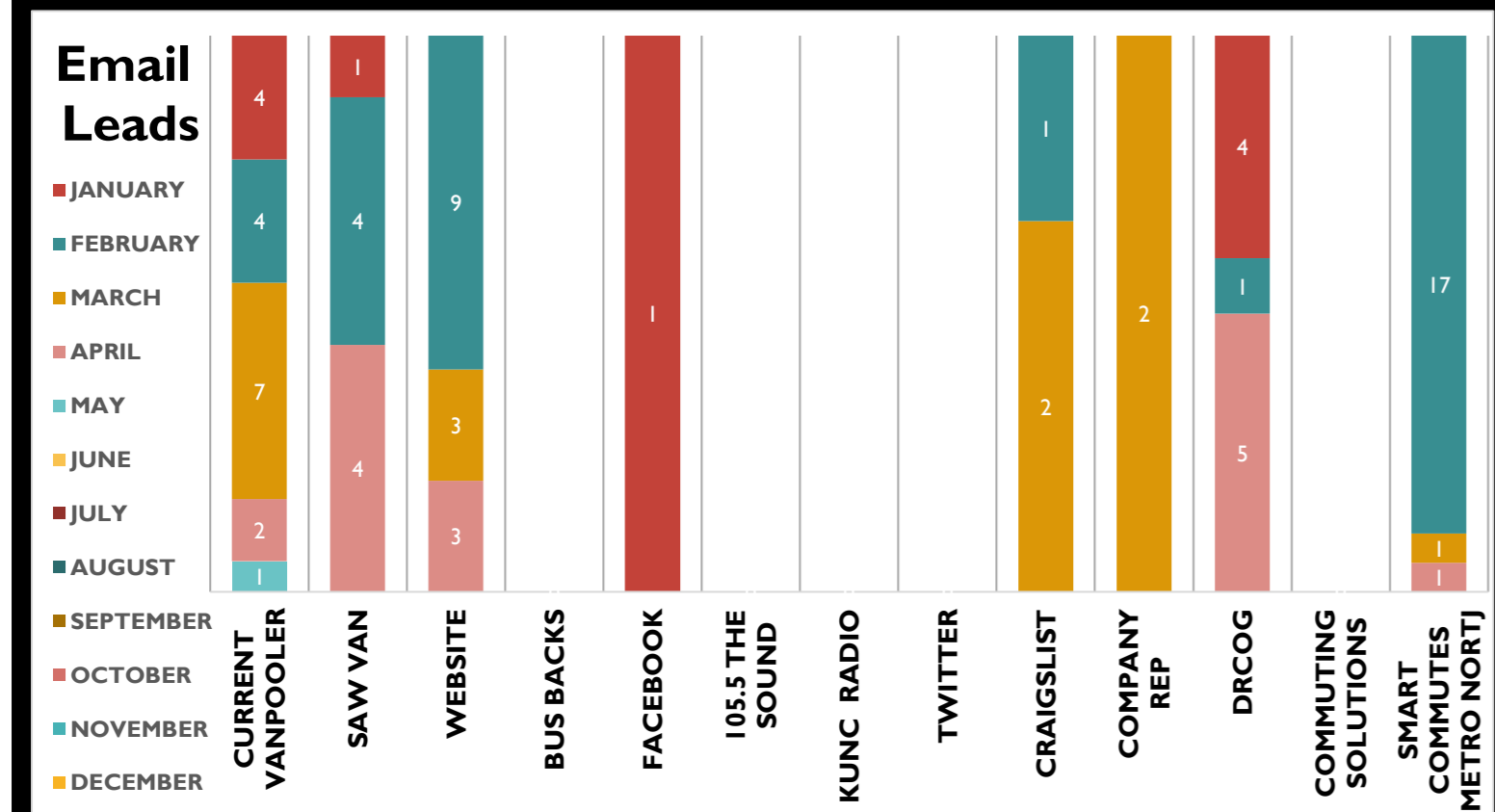
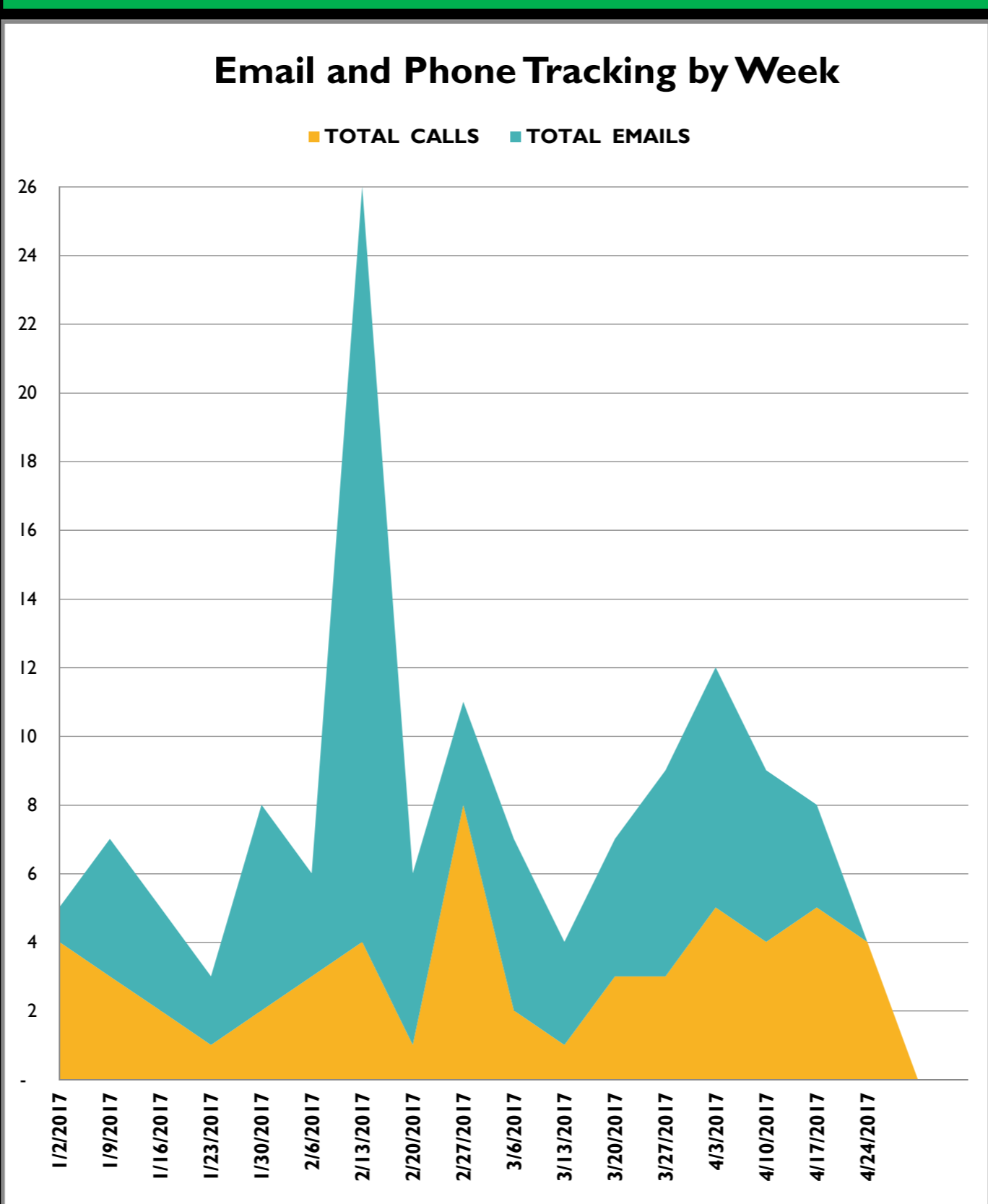
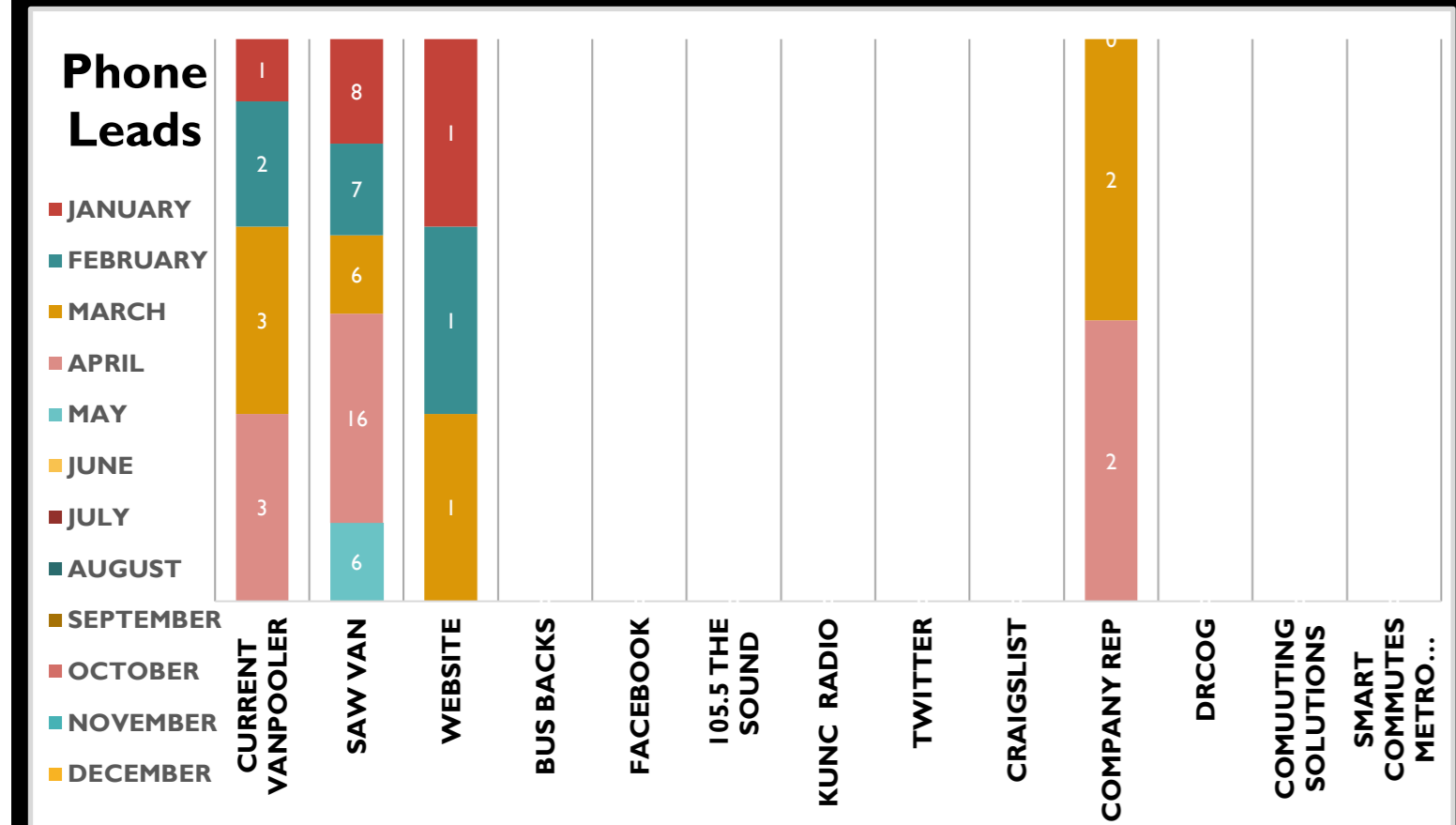
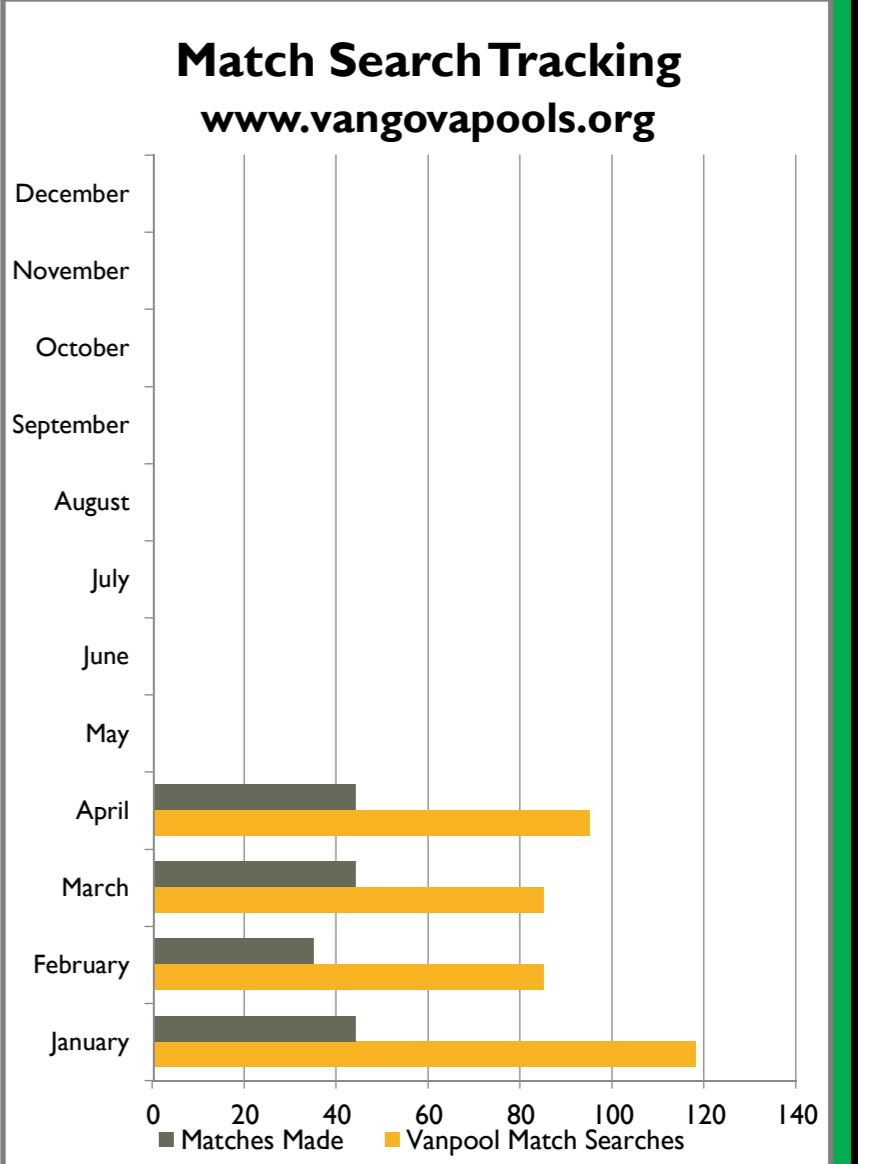
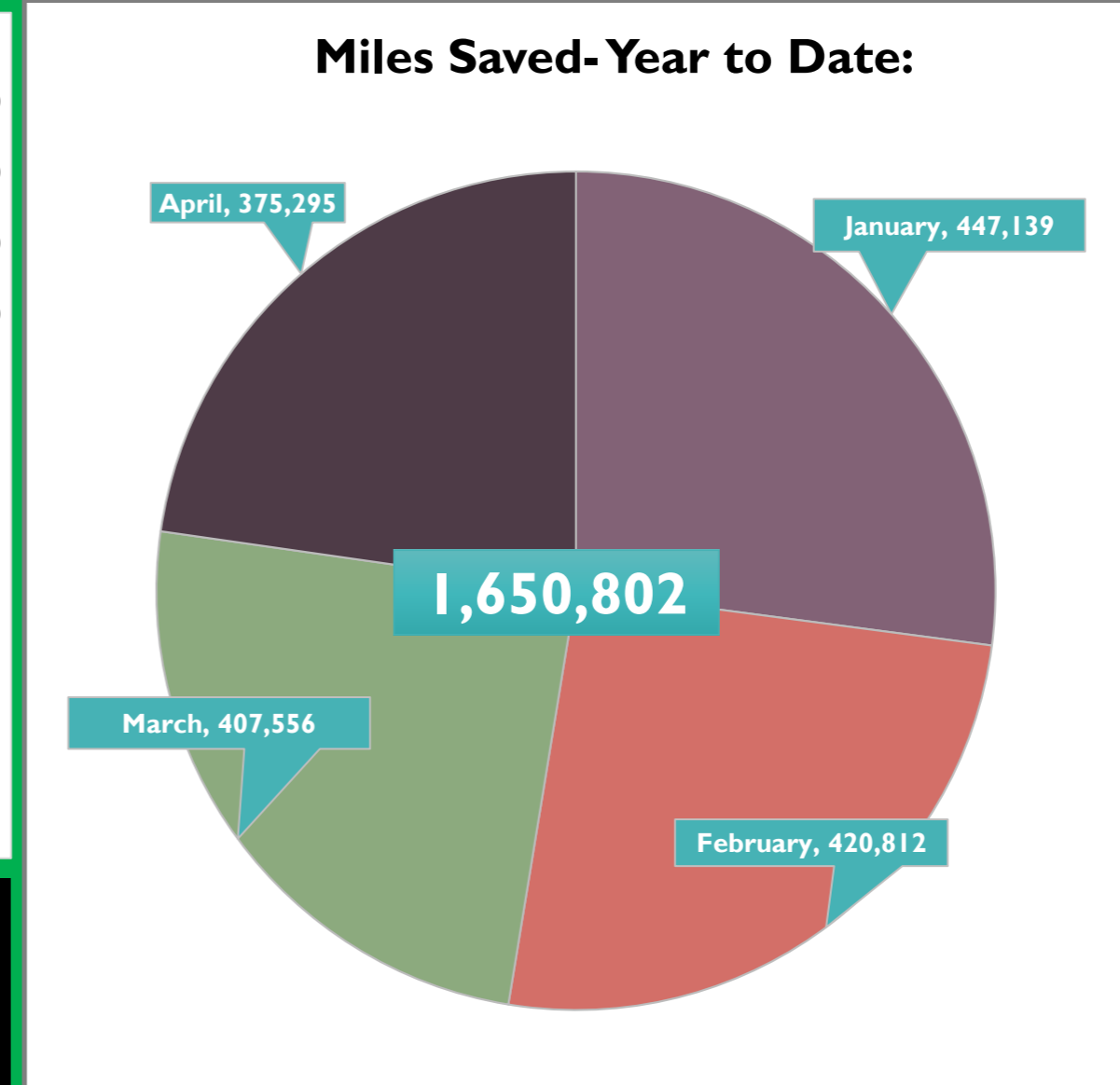
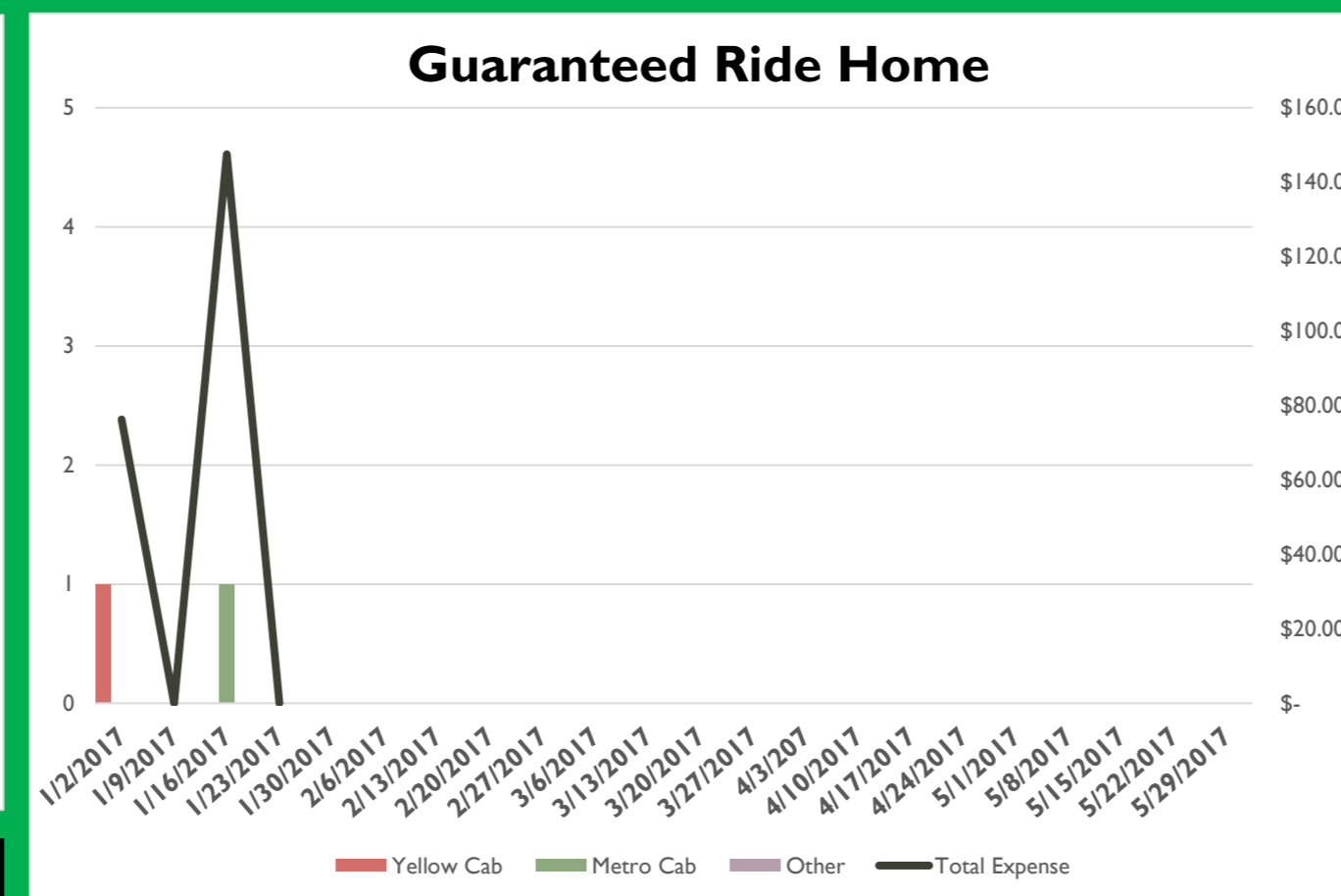
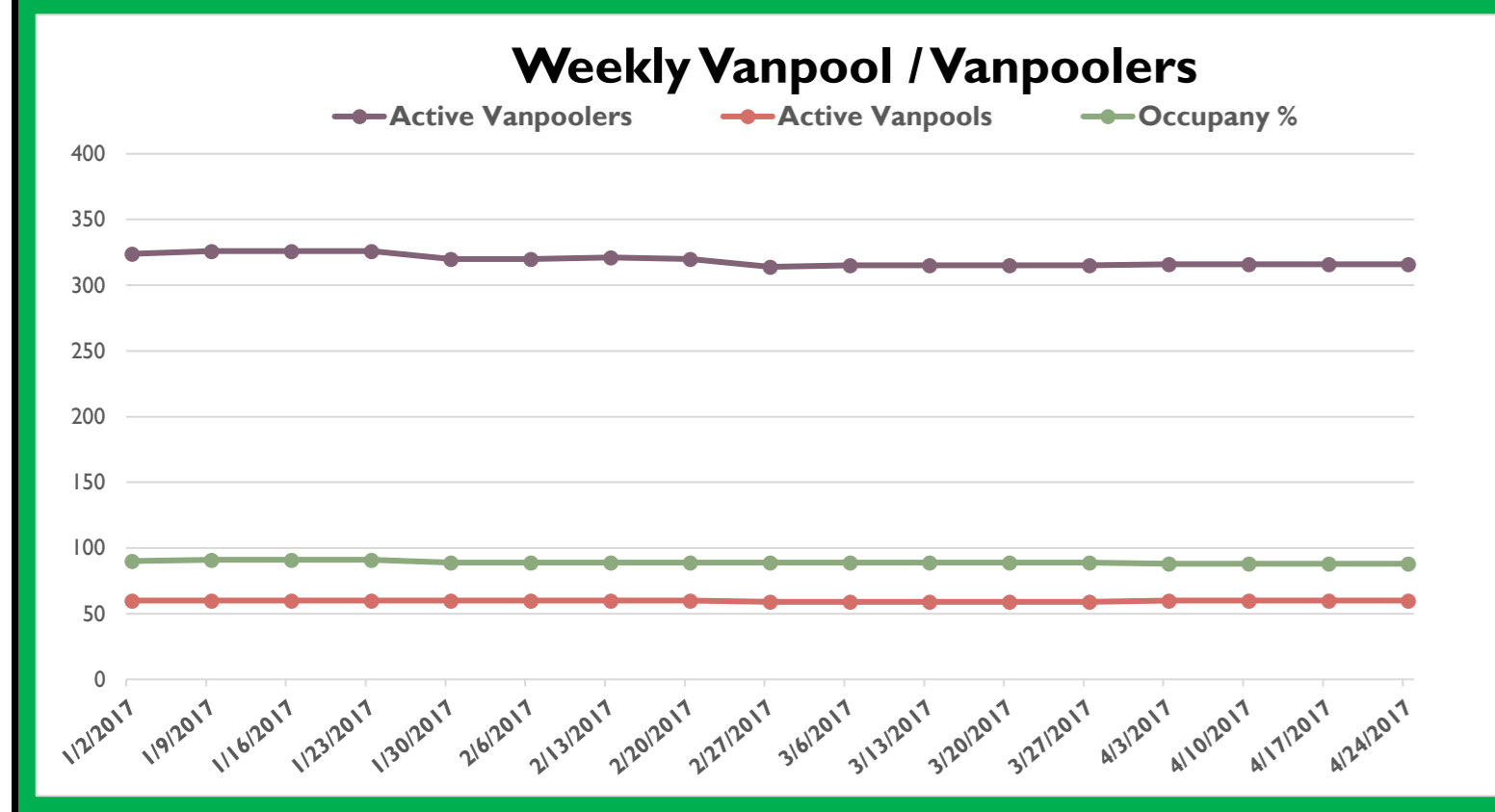
MPOs are required to establish targets by February 27, 2018. MPOs can agree to adopt the State DOTs Targets or set their own. The first targets are for CY2018 and will be evaluated by December 2019.

The TransPlanning Partnership and the Bustang Outrider Program updates were postponed until the May 19 STAC meeting.

VanGo Metrics 2017

<http://nfrmpo.org/vango/>

VanGo is the nationally-recognized vanpool program of the North Front Range Metropolitan Planning Organization (NFRMPO). This dashboard (VanGo Metrics) provides a snapshot of the program "vitals"--1) Sales and Marketing, 2) Operations, and 3) Billing. The document will be updated online monthly to provide transparency regarding the operating efficiency of the program to the hundreds of vanpoolers it serves.



Last Updated: 5/4/2017