

## NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL MEETING AGENDA May 7, 2020

Call-in Number: **+1 (224) 501-3412**  
 Access Code: **582-463-661**  
<https://www.gotomeet.me/NFRMPO/may-2020-planning-council-meeting>

***Pledge of Allegiance***

***Public Comment- 2 Minutes each*** (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- April 2, 2020 (Pg. 7)

**Lead Planning Agency for Air Quality Agenda**

**COUNCIL REPORTS:**

- |  |           |                                  |
|--|-----------|----------------------------------|
| 3) Air Pollution Control Division (APCD) | (Written) | <a href="#"><u>Est. Time</u></a> |
| 4) Regional Air Quality Council (RAQC)   | (Written) |                                  |

**Metropolitan Planning Organization Agenda**

**REPORTS:**

- |   |  |                      |
|---|--|----------------------|
| 5) Report of the Chair-<br><ul style="list-style-type: none"> <li>• New Members/Community Positions</li> <li>• Finance &amp; HR Committees</li> </ul> | Dave Clark-Council Chair- City of Loveland | (5 min.) <b>6:05</b> |
| 6) Executive Director Report<br><ul style="list-style-type: none"> <li>• 2020 Conflict of Interest</li> </ul>   | Suzette Mallette- MPO Executive Director   | (5 min.) <b>6:10</b> |
| 7) Finance (Pg. 11)   | (Written)/Don McLeod- Committee Chair      | (5 min.) <b>6:15</b> |
| 8) TAC (Pg. 12)   | (Written)                                  |                      |
| 9) Mobility   | (Written)                                  |                      |
| 10) Q1 TIP Modifications (Pg. 13)   | (Written)                                  |                      |

**ACTION ITEMS:**

- |  |   |                       |
|--|---|-----------------------|
| 11) Resolution Corrections:<br>a) Multimodal Options (MMOF) Fund -Call for Projects-Revised Resolution 2020-12 (Pg. 33)<br>b) March TIP Amendment-Revised Resolution 2020- 13 (Pg. 35) | Becky Karasko- Transportation Planning Director   | (5 min.) <b>6:20</b>  |
| 12) FY2019 & FY2020 STBG Additional Funding Allocations Resolution 2020-14 (Pg. 37)  | Medora Bornhoft- Transportation Planner II  | (5 min.) <b>6:25</b>  |
| 13) FY2019 Audited Financials (Pg. 42)   | Lisa Gagliardi- Accounting Manager<br>Brittany Wilson-Sr Manager, McGee, Hearne & Paiz, (MHP) | (20 min.) <b>6:30</b> |

**PRESENTATIONS:**

- |                                       |                                       |                       |
|---------------------------------------|---------------------------------------|-----------------------|
| 14) Transportation Recovery Workgroup | Shoshana Lew- CDOT Executive Director | (10 min.) <b>6:50</b> |
|---------------------------------------|---------------------------------------|-----------------------|

**DISCUSSION ITEMS:**

- |   |   |                       |
|---|---|-----------------------|
| 15) FY2020-2021 UPWP and FY2021 Budget (Pg. 90) | Suzette Mallette & Lisa Gagliardi         | (10 min.) <b>7:00</b> |
| 16) NFRMPO Boundary Focus Group                 | Jamie Grim- CDOT Local Government Liaison | (5 min.) <b>7:10</b>  |

**COUNCIL REPORTS:**

- |                            |  |  |
|----------------------------|--|--|
| Transportation Commission  | Kathleen Bracke                                  |  |
| CDOT R4 Update (Pg. 93)    | Heather Paddock- CDOT R4 Transportation Director |  |
| I-25 Coalition             | Dave Clark                                       |  |
| STAC                       | (Written)  |  |
| Host Council Member Report | Mark Clark- City of Evans- Mayor Pro Tem         |  |

**MEETING WRAP UP:**

- |                                       |  |             |
|---------------------------------------|--|-------------|
| Next Month's Agenda Topic Suggestions |  | <b>7:20</b> |
|---------------------------------------|--|-------------|



## **MPO Planning Council**

### *City of Loveland*

**Dave Clark, Councilmember- Chair**

Alternate- Steve Olson, Councilmember

### *Town of Severance*

**Donald McLeod, Mayor- Vice Chair**

Alternate- Frank Baszler, Trustee

### *Larimer County*

**Tom Donnelly, Commissioner - Past Chair**

Alternate- Steve Johnson- Commissioner

### *Town of Berthoud*

**William Karspeck, Mayor**

Alternate-Jeff Hindman, Mayor Pro Tem

### *Town of Eaton*

**Lanie Isbell, Mayor Pro Tem**

Alternate- Glenn Ledall, Trustee

### *City of Evans*

**Mark Clark, Mayor Pro Tem**

Alternate- Brian Rudy, Mayor

### *City of Fort Collins*

**Kristin Stephens, Mayor Pro Tem**

Alternate- Wade Troxell, Mayor

### *Town of Garden City*

**Fil Archuleta, Mayor**

Alternate-Alex Lopez, Councilmember

### *City of Greeley*

**Brett Payton, Councilmember**

Alternate-John Gates, Mayor

### *Town of Johnstown*

**Troy Mellon, Councilmember**

### *Town of LaSalle*

**Paula Cochran, Trustee**

Alternate-

### *Town of Milliken*

**Elizabeth Austin, Mayor**

### *Town of Timnath*

**Lisa Laake, Trustee**

### *Weld County*

**Kevin Ross, Commissioner**

Alternate- Steve Moreno, Commissioner

### *Town of Windsor*

**Paul Rennemeyer, Mayor**

Alternate- Ken Bennett, Mayor Pro Tem

### *CDPHE- Air Pollution Control Division*

**Dena Wojtach, Manager, Planning & Policy Program**

### *Colorado Transportation Commission*

**Kathleen Bracke, Commissioner**

Alternate- Heather Paddock, Acting Region 4 Director



## **MPO MEETING PROCEDURAL INFORMATION**

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
  - MPO Chair introduces the item; asks if formal presentation will be made by staff
  - Staff presentation (optional)
  - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
  - Planning Council questions of staff on the item
  - Planning Council motion on the item
  - Planning Council discussion
  - Final Planning Council comments
  - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

## GLOSSARY

5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQC	Congestion Mitigation & Air Quality Improvement Program funds (also CMAQ)
AQCC	Air Quality Control Commission (of Colorado)
AWD	Average Weekday Traffic (also see ADT)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (a FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CPG	Consolidated Planning Grant (combination of FHWA PL112 & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FAST ACT	Fixing America’s Surface Transportation Act (federal legislation, December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado’s S.B. 09-108)

**GLOSSARY (cont'd)**

<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FRA</b>	Federal Railroad Administration
<b>FY</b>	Fiscal Year (October - September for federal funds; July to June for state funds; January to December for local funds)
<b>FFY</b>	Federal Fiscal Year
<b>HOV</b>	High Occupancy Vehicle
<b>HPTE</b>	High-Performance Transportation Enterprise (Colorado)
<b>HTF</b>	Highway Trust Fund (the primary federal funding source for surface transportation)
<b>HUTF</b>	Highway Users Tax Fund (the State's primary funding source for highways)
<b>INFRA</b>	Infrastructure for Rebuilding America
<b>I&amp;M or I/M</b>	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
<b>ITS</b>	Intelligent Transportation Systems
<b>LRP or LRTP</b>	Long Range Plan or Long Range Transportation Plan
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
<b>MDT</b>	Model Development Team
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>MVEB</b>	Motor Vehicle Emissions Budget
<b>NAA</b>	Non-Attainment Area (for certain air pollutants)
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act
<b>NFRT &amp; AQPC</b>	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
<b>NFRMPO</b>	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
<b>NHS</b>	National Highway System
<b>NOx</b>	Nitrogen Oxide
<b>OBD</b>	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
<b>O<sub>3</sub></b>	Ozone
<b>PL112</b>	Federal Planning (funds)
<b>PPP (also P3)</b>	Public Private Partnership
<b>R4 or R-4</b>	Region 4 of the Colorado Department of Transportation
<b>RAQC</b>	Regional Air Quality Council
<b>RPP</b>	Regional Priority Program (a funding program of the Colorado Transportation Commission)
<b>RTP</b>	Regional Transportation Plan
<b>RTP (see TAP or TA)</b>	Recreational Trails Funds - FHWA Environment funds
<b>SH</b>	State Highway
<b>SIP</b>	State Implementation Plan (air quality)
<b>SOV</b>	Single Occupant Vehicle

**GLOSSARY (cont'd)**

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

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

**April 2, 2020  
VIRTUAL MEETING**

**Voting Members Present:**

<b>Dave Clark- CHAIR</b>	-Loveland
William Karspeck	-Berthoud
Lanie Isbell	-Eaton
Kristin Stephens	-Fort Collins
Brett Payton	-Greeley
Troy Mellon	-Johnstown
Tom Donnelly	-Larimer County
Elizabeth Austin	-Milliken
Paula Cochran	-LaSalle
Don McCleod	-Severance
Lisa Laake	-Timnath
Barbara Kirkmeyer	-Weld County
Kristie Melendez	-Windsor
Kathleen Bracke	-Transportation Commission

**Voting Members Absent:**

Dena Wojtach	-CDPHE
Mark Clark	-Evans
Fil Archuleta	-Garden City

**MPO Staff:**

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Renae Steffen, Administrative Director; Lisa Gagliardi, Accounting Manager; Alex Gordon, Mobility Manager/Transportation Planner II; and Medora Bornhoft, Transportation Planner II.

**In Attendance:**

Dawn Anderson, Jeff Bailey, Frank Baszler, Allison Baxter, Ken Bennett, Anne Best-Johnson, Drew Brooks, Brad Buchman, Rich Christy, Chad Crager, Jim Eussen, Abra Geisler, Jamie Grimm, Butch Hause, Joel Hemeseth, Paul Hornbeck, Wayne Howard, Mark Jackson, Jeff Jensen, Will Jones, Dave Klockeman, Michelle Martin, Dan Mattson, Steve Moreno, Mitch Nelson, Jeremy Olinger, Kevin Ross, Karen Schneiders, Karen Scopel, Mike Silverstein, Eric Tracy, Wade Troxell, Zac Wiebe, and Kelly Zuniga.

Chair Clark called the MPO Council meeting to order at 6:06 p.m.

**Public Comment:**

There was no public comment.

**Move to Approve Agenda:**

Kirkmeyer **moved** to *approve the April 2, 2020 Meeting Agenda as Submitted*. The motion was **seconded** and **passed** unanimously.

**Move to Approve Minutes:**

Karspeck **moved** to *approve the March 5, 2020 Council Meeting Minutes as submitted*. The motion was **seconded** and **passed** unanimously.

**Lead Planning Agency for Air Quality Agenda**

Chair Clark opened the Air Quality portion of the meeting.

Air Pollution Control Division (APCD)

A written report was provided.

Regional Air Quality Council (RAQC)

Mike Silverstein, RAQC Executive Director, reviewed the March 30, 2020 Monthly Briefing Memo with the Council, noting RAQC staff continues to develop the new serious area ozone State Implementation Plan (SIP), and although they do not anticipate the need for any new emission control strategies to be included, ozone control measures for the future are still being developed and considered. The new SIP is scheduled for RAQC approval in August. The April 3<sup>rd</sup> RAQC meeting will be held via video conferencing on April 3<sup>rd</sup>. Public comment is requested via advance emails, and not during the meeting. Details are available on their website.

Donnelly asked how the greatly reduced traffic, due to the COVID-19 Stay-At-Home Order, may impact emissions. Silverstein responded even though emissions are generally lower every spring, the decreased traffic would be beneficial as the lower monitor recordings will become part of the data points. Kevin Ross, Weld County Commissioner, asked for additional information on the use of voluntary and/or mandatory measures or strategies. Silverstein indicated there were always considerations regarding the need to evaluate and increase the success of volunteer initiatives and ensure they can be funded, and new regulatory programs may need to be implemented to positively impact areas such as fuel specifications, inspection maintenance programs, and employer-based reduction procedures. Silverstein will continue to provide monthly updates to the Council.

**Metropolitan Planning Organization (MPO) Agenda**

Chair Clark opened the MPO portion of the meeting.

**Reports:**

Report of the Chair:

Chair Clark acknowledged Mayor of Windsor, Kristie Melendez, for her many accomplishments while serving on the MPO Council and wished her luck in all her future endeavors. Melendez mayoral term will end in April and she is running for Weld County Commissioner in this year's election. Melendez commented how she was proud to be part of the Council who had done a lot of good work for Northern Colorado, especially on I-25. She was given a plaque (virtually) and received appreciation and accolades from Council members.

Executive Director Report:

Director Mallette reported the following:

- NFRMPO office would be following Larimer County guidelines for COVID-19 and, therefore would remain closed until at least April 17<sup>th</sup>, barring any future revisions.
- Both TAC and Finance meeting will be held virtually in April.
- The VanGo<sup>TM</sup> vanpooling program will be closed for the month of April. No fares will be charged to vanpooler during this suspension.

TAC:

A written report was provided.

Mobility:

A written reported was provided.

VanGo<sup>TM</sup> Dashboard

A written reported was provided.

**CONSENT ITEM:**

Donnelly **moved** to *APPROVE RESOLUTION 2020-12 ADOPTING THE 2019 MULTIMODAL OPTIONS FUND (MMOF) CALL FOR PROJECTS*. The motion was seconded and passed unanimously. The motion was **seconded** and **passed** unanimously.



## ACTION ITEMS:

### March 2020 TIP Amendment

Medora Bornhoft, Transportation Planner II, briefly reviewed information on the three project requests in the March 2020 TIP Amendment with the Council: Revising funding for the *North I-25 Design Build* project; Removing the *US 287 & US 34 VMS Signs* project, and adding 13 projects from the 2019 MMOF call for projects. She noted the public comment period would end April 9<sup>th</sup> and Council's approval was contingent on receipt of any comments through that date.

Melendez **moved** to *APPROVE RESOLUTION 2020-13 APPROVING THE MARCH 2020 AMENDMENT TO THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** and **passed** unanimously.

## PRESENTATIONS:

### North I-25 Segment 6 Update

Abra Geissler, CDOT Resident Engineer and Project Director for I-25 North: Berthoud to Johnstown, presented the I-25 Segment 6 Project Update to the Council stating the Construction Manager/General Contractor (CM/GC) was a very favorable delivery method for this project as it will allow for construction to begin during design. Kirkmeyer asked about the apparent \$13M shortfall in project funds. Geissler explained the evolution of the project's cost and funding noting the final numbers are still subject to change, potentially for the good, due to continually evolving contractor options. She will continue to update the Council on the progress of the project and funding. Weekly updates can be found at: <https://www.codot.gov/projects/north-i-25/johnstown-to-fort-collins>.

### US 34/US 85

Dan Mattson, CDOT Resident Engineer, Central Greeley gave a comprehensive presentation of the US 34/US 85 Interchange Reconfiguration to the Council. Mattson identified the interchange, more commonly known as Spaghetti Junction, needs to become less confusing and be able to handle the higher volume of traffic which has been forecasted. Because funding for the entire project is not available currently, it has been broken-down into six phases with an overall cost estimate of \$170M.

### Poudre Express Update

Will Jones, Deputy Director, Greeley Public Works, explained to the Council although the Poudre Express was a relatively new service for the region which began in January, it had been part of Greeley Area Transit's (GET) 2016 Strategic Plan, along with the NFRMPO Regional Transit Element (RTE), and CDOT's Interregional Plan. The Poudre Express is operated by GET with regional funding support from CSU, City of Fort Collins, City of Greeley, Town of Windsor, and CDOT as a Grant Planning Funder. Jones reported the trajectory of ridership was off to a great start, peaking at five riders per hour the second week of March, and just prior to its suspension on March 25<sup>th</sup> due to COVID-19 restrictions. Generally, a transit program can take approximately 3 years to reach its ridership goal, which in this case is 15 riders per hour, or 80K riders per year. Based on the early numbers (4.78 out of 5 customer rating) and positive feedback from connecting communities, the program is expected to be quite successful.

## DISCUSSION ITEM:

### NFRMPO Boundary Focus Group

Kirkmeyer reported although CDOT has put the topic on hold due to COVID-19, the project scope of work reads as follows:

1. Document Colorado Revised Statutes (CRS) pertaining to TPR boundary analysis and revisions
2. Examine and define the process for TPR boundary revisions
3. Document the Code of Federal Regulations (CFR) governing the establishment of an MPO and/or Transportation Management Area (TMA) designation
4. Examine and define the process for becoming an MPO and/ or TMA
5. Document the CFR requirements for administering an MPO and/or TMA
6. Analyze the financial implications of the establishment of a new or revised MPO/ TMA/TPR
7. Develop a methodology for boundary modifications based on changes to Census Urbanized Areas
8. Develop a methodology for accessing growth patterns along TPR, MPO and/or TMA boundaries

Jamie Grim, CDOT Government Liaison, confirmed the goal was still to have the guidebook completed in June.

### **COUNCIL REPORTS:**

#### Transportation Commission Report /CDOT Region 4

Bracke reported on the following:

- Director Lew and CDOT staff are working diligently to protect staff as they respond to COVID-19.
- The Transportation Commission is holding online meetings and have incorporated a page on their website specifically for public comment.
- The RPP formula is being re-reviewed due to a previously split decision by the TC. It is unclear whether the discussion will go through the STAC.
- CDOT is potentially looking to recover some lost revenue with transit funds from the current CARES Act.

#### I-25 Update

A CDOT Region 4 Project Status Update was provided for April 2020.

Heather Paddock, CDOT R4 Transportation Director reviewed the CDOT Region 4 Update with the Council, noting CDOT is taking advantage of the COVID-19 traffic reduction to move more diligently on I-25 construction projects, as they ensure they adhere to the guidelines, keeping their workers protected.

#### STAC Report

A written report was provided.

#### Host Council Member Report-

Kirkmeyer welcomed everyone to virtual Weld County and thanked them for attending. She then reported on the following Weld County transportation projects:

- Weld County is making updates to both their Transportation Plan and Comprehensive Land Use Plans and expect to have them completed by the end of the year.
- Work is being done on the CR 54 (SH402) & CR 17 Roundabout.
- CR39 railroad project in the Town of LaSalle is complete and open and helping with eastside traffic access and emergency response when there is a train.
- Weld County is working with CDOT on a solution for the US 85 at O Street issue and hope to move forward on the corridor project.
- She participated in a conference call with Mallette, Paddock, Rebecca White, CDOT Director Lew, Larimer County Commissioner, Tom Donnelly, Weld County Commissioner, Kevin Ross, in which they were reassured I-25 projects were, and would continue to be, progressing. She complimented Director Lew for being a great communicator and providing updated information to Northern Colorado.

Kirkmeyer announced the April meeting would be her last meeting with the NFRMPO Council as she was transitioning out of many of her duties as she prepares to end her term as Weld County Commissioner in December. Ross will be filling her position on the Council through the end of the year.

### **Meeting Wrap-Up:**

#### Next Month's Agenda Topic Suggestions:

There were no suggestions.

The meeting was adjourned at approximately 8:02 p.m.  
Meeting minutes submitted by: Renae Steffen, MPO Staff



## FINANCE COMMITTEE REPORT

- Finance Committee met on April 15, 2020
- The audit firm McGee Hearne & Paiz (MHP) LLP was present and went over the draft 2019 audit
  - MHP LLC has issued an unmodified opinion, which concludes that the financial statements of the organization are presented fairly in all material aspects.
  - MHP LLC has also audited the federal programs as required by Government Auditing Standards and Uniform Guidance and has issued an opinion that the Council complied in all material respects with compliance requirements that could have a direct and material effect on each of its major federal programs. It was also noted no material weaknesses or significant deficiencies were identified regarding internal control over major programs.
- The committee reviewed the 1st draft of the UPWP 2021 Budget.
- The committee will do a final review and approve at the May meeting and ask Planning Council to approve at June Council meeting.
- The committee approved a change to an internal procedure to increase in the limit for checks that require two signatures up to \$10,000

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
April 15, 2020**

**APPROVAL OF THE MARCH 18, 2020 TAC MINUTES**

Oberschmidt moved to approve the March 18, 2020 TAC minutes. Schneiders seconded the motion, which was approved unanimously.

**ACTION ITEMS**

**FY2019 & FY2020 STBG Additional Funding Allocations** – Bornhoft explained there is \$1.4M additional Surface Transportation Block Grant (STBG) funding available to be allocated. There are two projects eligible to receive the funding: Greeley’s *10<sup>th</sup> Street Access Control Implementation* project and Fort Collins’ *US 287 Intersection Improvements* projects. Bornhoft explained NFRMPO staff is recommending allocating \$538,135 to Greeley’s project and \$876,816 to Fort Collins’ project. Klockeman moved to approve the Additional Funding Allocation. Oberschmidt seconded the motion, which was approved unanimously.

**PRESENTATIONS**

**US34/US85 Update** – Dan Mattson, CDOT, presented the preferred alternative for the US34 and US85 interchange in Greeley which will address safety, update aging bridges, and improve connectivity. Mattson outlined the ultimate configuration, the phased implementation plan, and the cost estimates. The total cost estimate is \$170M, but funding has not yet been identified to complete the project.

**DISCUSSION**

**FY2020-2021 Unified Planning Work Program (UPWP) FY2021 Tasks** – Karasko explained Planning Council will approve the UPWP budget for FY2021 at their June meeting along with any additional tasks to be added for FY2021. Karasko outlined and described the four tasks being changed or newly added. She noted any comments or changes must be submitted to her by 5:00 p.m. on Monday, April 27, 2020. Schneiders asked if the *Evans Transportation Master Plan* and the *West Elizabeth Corridor Study*, which received NFRMPO Multimodal Options Fund awards, needed to be added to the UPWP. Karasko noted the projects can be included and will work with staff to get the tasks and products written up and included.

**NFRMPO Vision Zero Policy Discussion** – Karasko reminded TAC about the discussion at the March TAC meeting about the possibility of adopting a Vision Zero policy for the NFRMPO. Upon direction from TAC, staff researched best practices from MPOs around the country for adopting Vision Zero policies. Cunningham presented two examples of MPO Vision Zero or safety plans, both of which address the desire to go above and beyond the federally required safety performance measures. TAC discussed the examples presented and recommended staff further research how rural crashes and crashes caused by human behavior can be addressed. Karasko stated this will be brought back to TAC for discussion at the May meeting.

**NFRMPO Bicycle & Pedestrian Pipeline of Projects** – Dusil outlined the Non-Motorized pipeline of projects, which includes any project on or connecting to one of the Regional Non-Motorized Corridors (RNMC). Dusil noted this is similar to the CDOT Pipeline of Projects completed by the NFRMPO earlier in the year and the bike and pedestrian projects included in CDOT’s list are also included in this list. He noted the list will be updated as needed by either NFRMPO staff or by the NoCo Bike & Ped Collaborative. The purpose of the list is to prepare the region for the Call for Projects and any grant opportunities which may arise and to ensure there is current information going into the upcoming update for the Regional Non-Motorized Plan.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
Administrative Modification #2020-M1**

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 1/9/2020

**PREVIOUS ENTRY**

**Bridge - On State System**

Title:	Region 4 Bridge - On System	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	NHPP	956	-	483	483	483	483	1,932
<b>STIP ID:</b>	SR46598	State	SHF	470	-	100	100	100	100	400
<b>TIP ID:</b>	P-4	Local	LOM	54	-	-	-	-	-	-
<b>Type:</b>	Bridge	<b>Total</b>		<b>1,480</b>	<b>-</b>	<b>583</b>	<b>583</b>	<b>583</b>	<b>583</b>	<b>2,332</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Bridge - On System Pool in the North Front Range region. Includes the following pool projects.

STID	Title	Sponsor:
SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4

**REVISED ENTRY**

Title:	Region 4 Bridge - On System	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	NHPP	956	-	483	1,534	548	483	3,048
<b>STIP ID:</b>	SR46598	State	SHF	470	-	100	272	100	100	572
<b>TIP ID:</b>	P-4	Local	LOM	54	-	-	-	-	-	-
<b>Type:</b>	Bridge	<b>Total</b>		<b>1,480</b>	<b>-</b>	<b>583</b>	<b>1,806</b>	<b>648</b>	<b>583</b>	<b>3,620</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Bridge - On System Pool in the North Front Range region. Includes the following pool projects.

STID	Title	Sponsor:
SR46598.054	I-25 RR Bridge Preventative Maintenance	CDOT Region 4

**Reason:** Add funding (\$1,051K Federal/\$172K State in FY21 and \$65K Federal in FY22) to STIP IDSR46598.054

**PREVIOUS ENTRY**

**Bridge - Off State System**

Title:	Region 4 Bridge - Off System	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	NHPP	-	-	1,837	-	-	-	1,837
<b>STIP ID:</b>	SR46601	Local	Local	-	-	459	-	-	-	459
<b>TIP ID:</b>	P-5			-	-	-	-	-	-	-
<b>Type:</b>	Bridge Reconstruct		<b>Total</b>	-	-	<b>2,296</b>	-	-	-	<b>2,296</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Bridge - Off System Pool Programming. Includes following projects:

STID	Title	Sponsor:
SR46601.031	8th Street Bridge (LOV1825W.8th St)	Loveland
SR46601.032	Little Thompson (WEL019.0-046.5A)	Weld
SR46601.033	1st St. Irrigation Canal Bridge (LOC180W)	Loveland

**REVISED ENTRY**

Title:	Region 4 Bridge - Off System	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	NHPP	-	-	1,837	-	-	-	1,837
<b>STIP ID:</b>	SR46601	Local	Local	-	-	459	-	-	-	459
<b>TIP ID:</b>	P-5			-	-	-	-	-	-	-
<b>Type:</b>	Bridge Reconstruct		<b>Total</b>	-	-	<b>2,296</b>	-	-	-	<b>2,296</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Bridge - Off System Pool Programming. Includes following projects:

Roll forward Region 4 Bridge - Off System pool from FY2019-2022 to FY2020-2022 TIP.  
 Projects include STIP ID SR46601.01 -8th Street Bridge, SR26601.032 Little Thompson, SR46601.033 - 1st St. Irrigation Canal Bridge.

STID	Title	Sponsor:
SR46601.031	8th Street Bridge (LOV1825W.8th St)	Loveland
SR46601.032	Little Thompson (WEL019.0-046.5A)	Weld
SR46601.033	1st St. Irrigation Canal Bridge (LOC180W)	Loveland

**Reason:** Roll forward Region 4 Bridge - Off System pool from FY2019-2022 to FY2020-2022 TIP.

**PREVIOUS ENTRY**

<b>Strategic</b>										
<b>Title:</b>	<b>North I-25: Design Build</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>Rolled Funding</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 20-23 TOTAL</b>
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	11,970	5,000	5,000	-	-	-	<b>10,000</b>
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	-	3,256	-	384	-	-	<b>3,640</b>
<b>Type:</b>	Highway Added Capacity	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-
	Modify & Reconstruct	Federal/State	NHPP	26,888	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal/State	PWQ	4,000	-	3,347	-	-	-	<b>3,347</b>
		Federal/State	SPT	5,000	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-
		State	SB267	2,000	-	5,000	5,000	-	-	<b>10,000</b>
		State	7PX/SB 228	133,030	-	-	-	-	-	-
		State	SB1/HUTF	993	-	-	-	-	-	-
		Local	LOM	-	-	18,000	32,000	-	-	<b>50,000</b>
		Local	LOM	31,735	-	20,625	-	-	-	<b>20,625</b>
			<b>Total</b>	<b>226,716</b>	<b>8,256</b>	<b>51,972</b>	<b>37,384</b>	-	-	<b>97,612</b>

**Description:** One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.

**REVISED ENTRY**

<b>Title:</b>	<b>North I-25: Design Build</b>	<b>Funding Source</b>	<b>Funding Program</b>	<b>Previous Funding</b>	<b>Rolled Funding</b>	<b>FY 20</b>	<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>	<b>FY 20-23 TOTAL</b>
<b>Sponsor:</b>	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	<b>11,970</b>
<b>STIP ID:</b>	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-
<b>TIP ID:</b>	2017-032	Federal	CMAQ	-	3,256	-	384	-	-	<b>3,640</b>
<b>Type:</b>	Highway Added Capacity	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-
	Modify & Reconstruct	Federal/State	NHPP	26,888	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	Federal/State	PWQ	4,000	-	3,347	-	-	-	<b>3,347</b>
		Federal/State	SPT	5,000	-	-	-	-	-	-
		State	FAS	8,500	-	-	-	-	-	-
		State	7TH/SB267	1,986	1,007	5,000	5,000	-	-	<b>11,007</b>
		State	7PX/SB 228	133,030	-	-	-	-	-	-
		Local	LOM	-	-	18,000	32,000	-	-	<b>50,000</b>
		Local	LOM	33,735	-	20,625	-	-	-	<b>20,625</b>
			<b>Total</b>	<b>225,739</b>	<b>11,233</b>	<b>51,972</b>	<b>37,384</b>	-	-	<b>100,589</b>

**Description:** One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.

**Reason:** Roll Forward \$1,970K Grant Funding from FY19 to FY20. Change Program Funding from SB1 to 7TH/SB267. Roll forward \$1,007K 7TH/SB267 Transit funding from FY19 to FY20. Add \$2,000K Local funding in FY19.

**PREVIOUS ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
	MP 247-255.23	Federal	BUILD	-	20,000	-	-	-	-	20,000
<b>STIP ID:</b>	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	2,000
<b>TIP ID:</b>	2019-014	Federal/State	NHPP/SHF		88,800					
<b>Type:</b>	Modify & Reconstruct	Federal/State	PWQ	-	-	-	1,235	-	-	1,235
<b>Sponsor:</b>	CDOT Region 4	Federal/State	7PX/228	6,970	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-
		State	SB1	22,500	16,500	-	-	-	-	16,500
		State	SB267	2,870	72,330	-	-	-	-	75,200
		State	SBT (SBT 228 Transit)	-	-	700	-	-	-	700
		Local	Local	-	-	2,000	-	-	-	2,000
			<b>Total</b>	<b>33,640</b>	<b>199,630</b>	<b>2,700</b>	<b>1,235</b>	<b>-</b>	<b>-</b>	<b>203,565</b>

**Air Quality:** Included in conformity analysis

**Description:** One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.

**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
	MP 247-255.23	Federal	BUILD	-	20,000	-	-	-	-	20,000
<b>STIP ID:</b>	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	2,000
<b>TIP ID:</b>	2019-014	Federal/State	NHPP/SHF		88,800					
<b>Type:</b>	Modify & Reconstruct	Federal/State	PWQ	-	-	-	1,235	-	-	1,235
<b>Sponsor:</b>	CDOT Region 4	Federal/State	7PX/228	6,970	-	-	-	-	-	-
		State	ITM	1,300	-	-	-	-	-	-
		State	SB1	22,500	16,500	-	-	-	-	16,500
		State	SB267	2,870	72,330	-	-	-	-	75,200
		State	SBT (SBT 228 Transit)	-	-	700	-	-	-	700
		Local	Local	-	-	2,000	-	-	-	2,000
			<b>Total</b>	<b>33,640</b>	<b>199,630</b>	<b>2,700</b>	<b>1,235</b>	<b>-</b>	<b>-</b>	<b>203,565</b>

**Air Quality:** Included in conformity analysis

**Description:** One new express lane in each direction from SH56 to SH402. Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.

**Reason:** Roll forward from FY2019-2022 to FY2020-2023 TIP. No changes to pool funding.



**PREVIOUS ENTRY**

**FASTER (North Front Range Listings of State Highway Locations)**

Title:	Region 4 FASTER Safety Pool	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	State	FAS	2,900	-	3,350	3,500	-	-	6,850
STIP ID:	SR46606	Local	L	-	-	-	-	-	-	-
TIP ID:	P-7		<b>Total</b>	<b>2,900</b>	<b>-</b>	<b>3,350</b>	<b>3,500</b>	<b>-</b>	<b>-</b>	<b>6,850</b>

Type: Safety

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46606.073	I-25: Fort Collins North Cable Rail	CDOT Region 4
SR46606.070	Intersection Safety Improvements Pool	CDOT Region 4

**REVISED ENTRY**

Title:	Region 4 FASTER Safety Pool	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	State	FAS	2,900	-	3,350	3,850	-	-	7,200
STIP ID:	SR46606	Local	L	-	-	-	-	-	-	-
TIP ID:	P-7		<b>Total</b>	<b>2,900</b>	<b>-</b>	<b>3,350</b>	<b>3,850</b>	<b>-</b>	<b>-</b>	<b>7,200</b>

Type: Safety

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 FASTER Safety Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR46606.073	I-25: Fort Collins North Cable Rail	CDOT Region 4
SR46606.070	Intersection Safety Improvements Pool	CDOT Region 4
SR46666.060	US 287 (College Ave) & Trilby Rd	City of Fort Collins

Reason: Roll forward SR46666.060 US287 (College Ave) & Trilby Rd from FY2019-2022 to FY2020-2023 TIP. No change to pool total. Add \$350 in State funding in FY21 to STIP ID SR46606.073 I-25: Fort Collins North Cable Rail.

**PREVIOUS ENTRY**

**Surface Treatment**

Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	STBG/NHPP	26,033	-	16,545	8,757	8,757	8,757	42,816
<b>STIP ID:</b>	SR45218	State	SHF	6,849	-	2,284	1,668	1,668	1,668	7,288
<b>TIP ID:</b>	P-13	State	SB1	1,975	-	-	-	-	-	
<b>Type:</b>	Surface Treatment	Local	Local	1,500	-	-	-	-	-	
		Local	LOM	877	-	-	-	-	-	0
		<b>Total</b>		<b>37,234</b>	-	<b>18,829</b>	<b>10,425</b>	<b>10,425</b>	<b>10,425</b>	<b>50,104</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR45218.114	SH60: I-25 to Milliken	CDOT Region 4
SR45218.183	SH14 Ft Collins East	CDOT Region 4
SR45218.174	US85L: O St to Ault	CDOT Region 4
SR45218.187	SH263: US 85 to Greeley Airport	CDOT Region 4

**REVISED ENTRY**

Title:	Region 4 Surface Treatment	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	STBG/NHPP	26,033	-	16,545	8,757	8,757	8,757	42,816
<b>STIP ID:</b>	SR45218	State	SHF	6,849	-	2,284	1,668	1,668	1,668	7,288
<b>TIP ID:</b>	P-13	State	SB1	1,975	-	-	-	-	-	
<b>Type:</b>	Surface Treatment	Local	Local	1,500	-	-	-	-	-	
		Local	LOM	877	-	-	-	-	-	0
		<b>Total</b>		<b>37,234</b>	-	<b>18,829</b>	<b>10,425</b>	<b>10,425</b>	<b>10,425</b>	<b>50,104</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Surface Treatment Pool in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR45218.114	SH60: I-25 to Milliken	CDOT Region 4
SR45218.183	SH14 Ft Collins East	CDOT Region 4
SR45218.174	US85L: O St to Ault	CDOT Region 4
SR45218.187	SH263: US 85 to Greeley Airport	CDOT Region 4
SR45218.211	SH257 Windsor Resurfacing	CDOT Region 4

**Reason:** Add project to the pool (STIP ID SR45218.211) SH 257 Windsor Resurfacing in FY2022. No change to pool funding.

**PREVIOUS ENTRY**

**NFRMPO Transportation Alternatives (TA)**

Title:	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Poudre River Trail Realignment</b>									
<b>Sponsor:</b> Windsor	Federal	TA	-	-	-	-	271	273	<b>544</b>
<b>STIP ID:</b>	Local	L	-	-	-	-	96	160	<b>256</b>
<b>TIP ID:</b> 2022-001			-	-	-	-	369	433	<b>802</b>
<b>Type:</b> Bike/Ped Facility		<b>Total</b>	-	-	-	-	<b>736</b>	<b>866</b>	<b>1,602</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Realigning two segments of the Poudre Trail approximately 1 mile east of SH 257

**REVISED ENTRY**

Title:	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Poudre River Trail Realignment</b>									
<b>Sponsor:</b> Windsor	Federal	TA	-	-	-	-	271	273	<b>544</b>
<b>STIP ID:</b> SNF5095.005	Local	L	-	-	-	-	96	160	<b>256</b>
<b>TIP ID:</b> 2022-001			-	-	-	-	369	433	<b>802</b>
<b>Type:</b> Bike/Ped Facility		<b>Total</b>	-	-	-	-	<b>736</b>	<b>866</b>	<b>1,602</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Realigning two segments of the Poudre Trail approximately 1 mile east of SH 257

**Reason:** Add STIP ID SNF5095.005

**PREVIOUS ENTRY**

**Congestion Mitigation & Air Quality (CMAQ)**

Title:	Citywide Signal Retiming	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	CMAQ	-	-	-	-	-	273	273
STIP ID:		Local	L	-	-	-	-	-	10	10
TIP ID:	2023-001			-	-	-	-	-	-	-
Type:	Operations		<b>Total</b>	-	-	-	-	-	283	283

**Air Quality:** Exempt from conformity analysis

**Description:** Retime all non-adaptive signals.

**REVISED ENTRY**

Title:	Citywide Signal Retiming	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	CMAQ	-	-	-	-	-	273	273
STIP ID:	SNF5173.059	Local	L	-	-	-	-	-	10	10
TIP ID:	2023-001			-	-	-	-	-	-	-
Type:	Operations		<b>Total</b>	-	-	-	-	-	283	283

**Air Quality:** Exempt from conformity analysis

**Description:** Retime all non-adaptive signals.

**Reason:** Add STIP ID SNF5173.059

**PREVIOUS ENTRY**

Title:	Phase 3 Fiber	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	CMAQ	-	-	-	-	309	2,067	2,376
STIP ID:		Local	L	-	-	-	-	-	-	-
TIP ID:	2022-003			-	-	-	-	-	-	-
Type:	Operations		<b>Total</b>	<b>N/A</b>	-	-	-	<b>309</b>	<b>2,067</b>	<b>2,376</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Install a total of 7.8 miles of fiber along US 34, 71st Avenue, 20th Street and Promontor Parkway and add three adaptive signals.

**REVISED ENTRY**

Title:	Phase 3 Fiber	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Greeley	Federal	CMAQ	-	-	-	-	309	2,067	2,376
STIP ID:	SNF5173.058	Local	L	-	-	-	-	-	-	-
TIP ID:	2022-003			-	-	-	-	-	-	-
Type:	Operations		<b>Total</b>	-	-	-	-	<b>309</b>	<b>2,067</b>	<b>2,376</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Install a total of 7.8 miles of fiber along US 34, 71st Avenue, 20th Street and Promontor Parkway and add three adaptive signals.

**Reason:** Add STIP ID SNF5173.058

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
Administrative Modification #2020-M2**

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 2/13/2020

**Non-Regionally Significant Regional Priority Program Pool (RPP)**

**PREVIOUS ENTRY**

Title:	Non-Regionally Significant Regional Priority Program Pool	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	STP	1,100	-	-	-	-	-	-
<b>STIP ID:</b>	SR46600	State	SHF/HUTF	3,349	-	-	-	-	-	-
<b>TIP ID:</b>	P-11	Local	LOCAL	332	-	-	-	-	-	-
<b>Type:</b>	Safety and Bridge Replacement	Local	LOM	20	-	-	-	-	-	-
<b>Air Quality:</b>	Exempt from conformity analysis		<b>Total</b>	<b>3,701</b>	-	-	-	-	-	-
<b>Description:</b>	Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming in the North Front Range region.									
	<b>STID</b>	<b>Title</b>	<b>Sponsor:</b>							
	SR45001.019	US 287: SH1 to LaPorte Bypass	CDOT Region 4							
	SR46600.075	US 85 Post PEL Project	CDOT Region 4							

**REVISED ENTRY**

Title:	Non-Regionally Significant Regional Priority Program Pool	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	STP	1,100	-	-	-	-	-	-
<b>STIP ID:</b>	SR46600	State	SHF/HUTF	2,129	-	20	-	-	-	20
<b>TIP ID:</b>	P-11	State	SB1	1,200	-	1,200	-	-	-	1,200
<b>Type:</b>	Safety and Bridge Replacement	Local	LOCAL	332	-	-	-	-	-	-
<b>Air Quality:</b>	Exempt from conformity analysis	Local	LOM	20	-	-	-	-	-	-
			<b>Total</b>	<b>3,661</b>	-	<b>1,220</b>	-	-	-	<b>1,220</b>
<b>Description:</b>	Summary of CDOT Region 4 Non-Regionally Significant Regional Priority Program (RPP) Project Programming in the North Front Range region.									
	<b>STID</b>	<b>Title</b>	<b>Sponsor:</b>							
	SR45001.019	US 287: SH1 to LaPorte Bypass	CDOT Region 4							
	SR46600.075	US 85 Post PEL Project	CDOT Region 4							

**Reason:** Roll forward CDOT Region 4 STIP ID SR45001.019 and SR46600.075 from FY2019-FY2022 TIP to FY2020-FY2023 with \$1220K in State Funding (\$1,200K SB1/\$20K SHF). Correct previous funding type from SHF to SB1 and correct name from US85 Post PEL Improvement to US 85/O Street Intersection Improvement.

**Surface Transportation Block Grant (STBG)**

**PREVIOUS ENTRY**

Title:	CR 19 (Taft Hill) Improvements	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins, Larimer County	Federal	STBG	-	-	-	-	3,834	-	3,834
STIP ID:		Local	L	-	-	-	-	798	-	798
TIP ID:	2022-005	Local	LOM	-	-	-	-	748	-	748
Type:	Widening		<b>Total</b>	-	-	-	-	<b>5,380</b>	-	<b>5,380</b>

**Air Quality:** Included in conformity analysis

**Description:** 4-lane arterial from Horsetooth Rd to Harmony Rd.

**REVISED ENTRY**

Title:	CR 19 (Taft Hill) Improvements	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins, Larimer County	Federal	STBG	-	-	-	-	3,834	-	3,834
STIP ID:		Local	L	-	-	-	-	797	-	797
TIP ID:	2022-005	Local	LOM	-	-	-	-	749	-	749
Type:	Widening		<b>Total</b>	-	-	-	-	<b>5,380</b>	-	<b>5,380</b>

**Air Quality:** Included in conformity analysis

**Description:** 4-lane arterial from Horsetooth Rd to Harmony Rd.

**Reason:** Correcting match amounts by decreasing Local funding by \$1K and increasing Local Overmatch funding by \$1K.

**Discretionary****PREVIOUS ENTRY**

Title:	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>US85 UPRR Settlement Agreement</b>	State	TCC	5,495	-	-	-	-	-	-
<b>Sponsor:</b> CDOT Region 4		<b>Total</b>	<b>5,495</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

TIP ID: 2019-023

Type: ROW

Air Quality: Exempt from conformity analysis

Description: US85 UPRR Settlement Agreement in the North Front Range for purchase of ROW

**REVISED ENTRY**

Title:	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>US85 UPRR Settlement Agreement</b>	State	TCI	5,195	-	300	-	-	-	300
<b>Sponsor:</b> CDOT Region 4		<b>Total</b>	<b>5,195</b>	<b>-</b>	<b>300</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>300</b>

TIP ID: 2019-023

Type: ROW

Air Quality: Exempt from conformity analysis

Description: US85 UPRR Settlement Agreement in the North Front Range for purchase of ROW

Reason: Roll forward TIP ID 2019-023 from FY2019-FY2020 to FY2020-FY2023 TIP with \$300K State Funding in FY20  
Correct STIP ID SR46600.075 and funding program (TCC to TCI).



**FTA 5307 - Urbanized Area Formula Program**

**PREVIOUS ENTRY**

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	2,116	-	2,136	2,136	2,136	2,136	8,544
STIP ID:	SST6741.101	Local	L	2,116	-	2,136	2,136	2,136	2,136	8,544
TIP ID:	2017-037		<b>Total</b>	<b>4,232</b>	<b>-</b>	<b>4,272</b>	<b>4,272</b>	<b>4,272</b>	<b>4,272</b>	<b>17,088</b>

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Transfort Fixed Route Operations

**REVISED ENTRY**

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	2,116	-	1,840	2,136	2,136	2,136	8,248
STIP ID:	SST6741.101	Local	L	2,116	-	1,810	2,136	2,136	2,136	8,218
TIP ID:	2017-037		<b>Total</b>	<b>4,232</b>	<b>-</b>	<b>3,650</b>	<b>4,272</b>	<b>4,272</b>	<b>4,272</b>	<b>16,466</b>

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Transfort Fixed Route Operations including Onboard Ridership Survey.

Reason: Updating funding in FY20 based on current estimates and updating project description to add Onboard Ridership Survey.

**PREVIOUS ENTRY**

Title:	Demand Response Paratransit Services	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	450	-	437	437	437	437	1,748
STIP ID:	SST6741.086	Local	L	675	-	656	656	656	656	2,624
TIP ID:	2017-039		<b>Total</b>	1,125	-	<b>1,093</b>	<b>1,093</b>	<b>1,093</b>	<b>1,093</b>	<b>4,372</b>
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Provision of contracted demand response paratransit services for the Transfort service area.									

**REVISED ENTRY**

Title:	Demand Response Paratransit Services	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	450	-	400	437	437	437	1,711
STIP ID:	SST6741.086	Local	L	675	-	600	656	656	656	2,568
TIP ID:	2017-039		<b>Total</b>	1,125	-	<b>1,000</b>	<b>1,093</b>	<b>1,093</b>	<b>1,093</b>	<b>4,279</b>
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Provision of contracted demand response paratransit services for the Transfort service area.									
Reason:	Updating funding in FY20 based on current estimates.									

**PREVIOUS ENTRY**

Title:	Maintain, Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	1,936	-	1,934	1,934	1,934	1,934	7,736
STIP ID:	SST6741.111	Local	L	484	-	483	483	483	483	1,932
TIP ID:	2017-038		<b>Total</b>	2,420	-	<b>2,417</b>	<b>2,417</b>	<b>2,417</b>	<b>2,417</b>	<b>9,668</b>
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Maintenance, repair and replacement of fleet, facilities and technology assets, including security projects.									

**REVISED ENTRY**

Title:	Maintain, Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	FTA 5307	1,936	-	1,422	1,934	1,934	1,934	7,224
STIP ID:	SST6741.111	Local	L	484	-	356	483	483	483	1,805
TIP ID:	2017-038		<b>Total</b>	2,420	-	<b>1,778</b>	<b>2,417</b>	<b>2,417</b>	<b>2,417</b>	<b>9,029</b>
Type:	Operations									
Air Quality:	Exempt from conformity analysis									
Description:	Maintenance, repair and replacement of fleet, facilities and technology assets, including security projects.									
Reason:	Updating funding in FY20 based on current estimates.									

**FTA 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program**

**PREVIOUS ENTRY**

Title:	Goods and Services for Seniors and Individuals with Disabilities	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Fort Collins	Federal	FTA 5310	-	425	220	220	220	207	<b>1,292</b>
<b>STIP ID:</b>	SST6731.024	Local	L	-	95	55	55	55	52	<b>312</b>
<b>TIP ID:</b>	2017-041		<b>Total</b>	-	<b>520</b>	<b>275</b>	<b>275</b>	<b>275</b>	<b>259</b>	<b>1,604</b>

**Type:** Operations

**Air Quality:** Exempt from conformity analysis

**Description:** Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility.

**REVISED ENTRY**

Title:	Goods and Services for Seniors and Individuals with Disabilities	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Fort Collins	Federal	FTA 5310	-	425	217	220	220	207	<b>1,289</b>
<b>STIP ID:</b>	SST6731.024	Local	L	-	95	54	55	55	52	<b>311</b>
<b>TIP ID:</b>	2017-041		<b>Total</b>	-	<b>520</b>	<b>272</b>	<b>275</b>	<b>275</b>	<b>259</b>	<b>1,601</b>

**Type:** Operations

**Air Quality:** Exempt from conformity analysis

**Description:** Funding will go toward Access A Cab program as well as projects to repair, replace, and/or enhance mobility programs, vehicles and accessibility.

**Reason:** Updating funding in FY20 based on current estimates.

**FTA 5339 - Bus and Bus Facilities Program**

**PREVIOUS ENTRY**

Title:	Repair/Replace/Enhance Rolling Stock, Facilities & Technology	Phase	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Fort Collins	M	Federal	FTA 5339	555	-	399	399	399	399	<b>1,596</b>
<b>STIP ID:</b>	SST7066.028	M	Local	L	138	-	100	100	100	100	<b>400</b>
<b>TIP ID:</b>	2019-02			<b>Total</b>	<b>693</b>	<b>-</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>1,996</b>

**Type:** Capital Improvements

**Air Quality:** Exempt from conformity analysis

**Description:** Funding will go toward projects to repair, replace, and/or enhance existing rolling stock, facilities and technology (hardware and software).

**REVISED ENTRY**

Title:	Repair/Replace/Enhance Rolling Stock, Facilities & Technology	Phase	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	Fort Collins	M	Federal	FTA 5339	555	-	380	399	399	399	<b>1,577</b>
<b>STIP ID:</b>	SST7066.028	M	Local	L	138	-	95	100	100	100	<b>395</b>
<b>TIP ID:</b>	2019-02			<b>Total</b>	<b>693</b>	<b>-</b>	<b>476</b>	<b>499</b>	<b>499</b>	<b>499</b>	<b>1,973</b>

**Type:** Capital Improvements

**Air Quality:** Exempt from conformity analysis

**Description:** Funding will go toward projects to repair, replace, and/or enhance existing rolling stock, facilities and technology (hardware and software).

**Reason:** Updating funding in FY20 based on current estimates.

**NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
Administrative Modification #2020-M3**

Submitted to: CDOT

Prepared by: Medora Bornhoft

DATE: 3/13/2020

**Strategic**

**PREVIOUS ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
	MP 247-255.23	Federal	BUILD	-	20,000	-	-	-	-	20,000
<b>STIP ID:</b>	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	2,000
<b>TIP ID:</b>	2019-014	Federal/State	PWQ	-	-	-	1,235	-	-	1,235
<b>Type:</b>	Modify & Reconstruct	Federal/State	7PX (SB 28/267)	2,870	168,100	-	-	-	-	168,100
<b>Sponsor:</b>	CDOT Region 4	State	ITM	1,300	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	State	SB1 (HUTF)	22,500	16,500	-	-	-	-	16,500
<b>Description:</b>	One new express lane in each direction from SH56 to SH402.	State	SHF	-	-	20,000	-	-	-	20,000
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	FASTER Safety (FAS)	-	-	2,055	2,945	5,000	10,000	20,000
		State	SBT (SBT 228 Transit)	-	-	700	-	-	-	700
		State	Local	-	-	2,000	-	-	-	2,000
			<b>Total</b>	<b>26,670</b>	<b>206,600</b>	<b>24,755</b>	<b>4,180</b>	<b>5,000</b>	<b>10,000</b>	<b>250,535</b>

**REVISED ENTRY**

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
	MP 247-255.23	Federal	BUILD	-	20,000	-	-	-	-	20,000
<b>STIP ID:</b>	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	2,000
<b>TIP ID:</b>	2019-014	Federal/State	PWQ	-	-	-	1,235	-	-	1,235
<b>Type:</b>	Modify & Reconstruct	State	7PX (SB 228/267)	2,870	188,100	-	-	-	-	188,100
<b>Sponsor:</b>	CDOT Region 4	State	ITM	1,300	-	-	-	-	-	-
<b>Air Quality:</b>	Included in conformity analysis	State	SB1	22,500	16,500	-	-	-	-	16,500
<b>Description:</b>	One new express lane in each direction from SH56 to SH402.	State	FASTER Safety	-	-	2,055	2,945	5,000	10,000	20,000
	Replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	State	7PX (SBT 228/267 Transit)	-	-	5,000	-	-	-	5,000
		Local	Local	-	-	2,000	-	-	-	2,000
			<b>Total</b>	<b>26,670</b>	<b>226,600</b>	<b>9,055</b>	<b>4,180</b>	<b>5,000</b>	<b>10,000</b>	<b>254,835</b>

**Revision:** Add \$4,300K in FY20 with SB267 Transit state funds. Change funding source for \$20,000K state SHF funding to 7PX (SB 267). Correct funding source for 7PX (SB 228/267) from Federal/State to State.

**CDOT Region 4 Transportation Alternatives (TA)**

**PREVIOUS ENTRY**

Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	TAP	1,190	1,440	1,340	700	700	700	<b>4,880</b>
<b>STIP ID:</b>	SR47020	Local	L	562	356	1,727	175	175	175	<b>2,608</b>
<b>TIP ID:</b>	P-14	Local	LOM	849	-	546	-	-	-	<b>546</b>
<b>Type:</b>	Bike/Ped Facility		<b>Total</b>	<b>2,601</b>	<b>1,796</b>	<b>3,613</b>	<b>875</b>	<b>875</b>	<b>875</b>	<b>8,034</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Transportation Alternatives Program in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR47020.026	Power Trail Grade Separation at Harmony Rd	Fort Collins
SR47020.028	Namaqua Ave Trail Underpass	Loveland
SR47020.019	Secure Bicycle Parking	Fort Collins
SR47020.017	LCR 17 Expansion & Bike Lanes (Larimer & Berthoud)	Berthoud
SR47020.029	West Alice & Inez Blvd Ped Improvements	Milliken

**REVISED ENTRY**

Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
<b>Sponsor:</b>	CDOT Region 4	Federal	TAP	1,190	1,440	1,340	815	1,600	775	<b>5,970</b>
<b>STIP ID:</b>	SR47020	Local	L	562	356	1,727	204	400	194	<b>2,881</b>
<b>TIP ID:</b>	P-14	Local	LOM	849	-	546	-	-	960	<b>1,506</b>
<b>Type:</b>	Bike/Ped Facility		<b>Total</b>	<b>2,601</b>	<b>1,796</b>	<b>3,613</b>	<b>1,019</b>	<b>2,000</b>	<b>1,929</b>	<b>10,357</b>

**Air Quality:** Exempt from conformity analysis

**Description:** Summary of CDOT Region 4 Transportation Alternatives Program in the North Front Range region. Includes the following pool projects:

STIP ID	Title	Sponsor
SR47020.026	Power Trail Grade Separation at Harmony Rd	Fort Collins
SR47020.028	Namaqua Ave Trail Underpass	Loveland
SR47020.019	Secure Bicycle Parking	Fort Collins
SR47020.017	LCR 17 Expansion & Bike Lanes (Larimer & Berthoud)	Berthoud
SR47020.029	West Alice & Inez Blvd Ped Improvements	Milliken
Unassigned	Non-Motorized sidewalk at 57th St/US287	Larimer County

**Revision:** Add pool project *Non-Motorized sidewalk at 57th St/US287* with \$1,090K federal TAP funds, \$273K local funds, and \$960K local overmatch funds across FY21, FY22, and FY23.

## Congestion Mitigation & Air Quality (CMAQ)

### PREVIOUS ENTRY

Title:	US 287 and Trilby Intersection Improvements	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	CMAQ	-	-	-	-	-	387	387
STIP ID:	SR46666.060	Local	L	-	-	-	81	-	-	81
TIP ID:	2023-002	Local	LOM	-	-	-	1,319	-	-	1,319
Type:	Intersection Improvements		<b>Total</b>	-	-	-	<b>1,400</b>	-	<b>387</b>	<b>1,787</b>
Air Quality:	Exempt from conformity analysis									
Description:	New signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool.									

### REVISED ENTRY

Title:	US 287 and Trilby Intersection Improvements	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	CMAQ	-	-	-	-	387	-	387
STIP ID:	SR46666.060	Local	L	-	-	-	81	-	-	81
TIP ID:	2023-002	Local	LOM	-	-	-	1,319	-	-	1,319
Type:	Intersection Improvements		<b>Total</b>	-	-	-	<b>1,400</b>	<b>387</b>	-	<b>1,787</b>
Air Quality:	Exempt from conformity analysis									
Description:	New signals, install median, dual left turn lanes, right turn lane, ADA compliance. Also see HSIP Pool.									
Revision:	Advance \$387K federal CMAQ funds from FY23 to FY22 by swapping CMAQ \$ with Transfort Electric Bus Purchase (TIP ID 2022-002).									

### PREVIOUS ENTRY

Title:	Transfort Electric Bus Purchase	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	CMAQ	-	-	-	-	1,640	2,727	4,367
STIP ID:	Unassigned	Local	L	-	-	-	-	341	567	908
TIP ID:	2022-002		<b>Total</b>	-	-	-	-	<b>1,980</b>	<b>3,294</b>	<b>5,274</b>
Type:	Rolling Stock Replacement									
Air Quality:	Exempt from conformity analysis									
Description:	Purchase of five electric buses and associated equipment.									

### REVISED ENTRY

Title:	Transfort Electric Bus Purchase	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	Fort Collins	Federal	CMAQ	-	-	-	-	1,253	3,114	4,367
STIP ID:	Unassigned	Local	L	-	-	-	-	260	647	908
TIP ID:	2022-002		<b>Total</b>	-	-	-	-	<b>1,513</b>	<b>3,761</b>	<b>5,274</b>
Type:	Rolling Stock Replacement									
Air Quality:	Exempt from conformity analysis									
Description:	Purchase of five electric buses and associated equipment.									
Revision:	Delay \$387K federal CMAQ funds and \$81K local funds from FY22 to FY23 by swapping CMAQ \$ with US 287 and Trilby Intersection Improvements (TIP ID 2023-002).									

**Safety****PREVIOUS ENTRY**

Title:	Region 4 Hotspots	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	NHPP/STBG	-	-	-	-	-	-	-
STIP ID:	SR46667	State	SHF	65	-	-	-	-	-	-
TIP ID:	P-16		<b>Total</b>	<b>65</b>	-	-	-	-	-	-

Type: Safety

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Hotspots Project Programming. Pool projects are not listed for Region 4 Hotspots.

**REVISED ENTRY**

Title:	Region 4 Hotspots	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	NHPP/STBG	-	-	155	24	-	-	179
STIP ID:	SR46667	State	SHF	65	-	33	5	-	-	38
TIP ID:	P-16		<b>Total</b>	<b>65</b>	-	<b>188</b>	<b>29</b>	-	-	<b>217</b>

Type: Safety

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Hotspots Project Programming. Pool projects are not listed for Region 4 Hotspots.

Revision: Roll forward Region Pool from FY2019-FY2022 TIP. Add \$155K Federal NHPP/STBG and \$33K State SHF in FY20 and \$24K Federal/\$5K State in FY21.

**PREVIOUS ENTRY**

Title:	Region 4 Traffic Signals	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	STBG	-	-	-	-	-	-	-
STIP ID:	SR46668	State	SHF	1,460	-	-	-	-	-	-
TIP ID:	P-17		<b>Total</b>	<b>1,460</b>	-	-	-	-	-	-

Type: Safety

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Traffic Signals Project Programming. Pool projects are not listed for Region 4 Hotspots.

**REVISED ENTRY**

Title:	Region 4 Traffic Signals	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21	FY 22	FY 23	FY 20-23 TOTAL
Sponsor:	CDOT Region 4	Federal	STBG	-	-	-	-	-	-	-
STIP ID:	SR46668	State	SHF	1,460	-	1,790	-	-	-	1,790
TIP ID:	P-17		<b>Total</b>	<b>1,460</b>	-	<b>1,790</b>	-	-	-	<b>1,790</b>

Type: Safety

Air Quality: Exempt from conformity analysis

Description: Summary of CDOT Region 4 Traffic Signals Project Programming. Pool projects are not listed for Region 4 Hotspots.

Revision: Roll forward Region Pool from FY2019-FY2022 TIP. Add \$1,790K State SHF funding in FY 20.





**REVISED RESOLUTION NO. 2020-12**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**ADOPTING THE 2019 MULTIMODAL OPTIONS FUND (MMOF) CALL FOR PROJECTS**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

**WHEREAS**, 23 CFR PART §450.324 requires the development of a fiscally constrained Transportation Improvement Program (TIP) by Metropolitan Planning Organizations; and

**WHEREAS**, transportation projects programmed in the current TIP for FY2020-2023 are consistent with the 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

**WHEREAS**, transportation projects selected in the 2019 Multimodal Options Fund Call for Projects were submitted to the NFRMPO and were scored on February 11, 2020; and

**WHEREAS**, 13 projects have been recommended for funding in Multimodal Options Fund (MMOF) program, including:

- Berthoud’s *Berthoud Parkway Trail Gap Elimination* project with \$200K State MMOF funding and \$256K Local funding.
- Evans’ *Evans Transportation Master Plan* project with \$150K State MMOF funding and \$18K Local funding.
- Fort Collins’ *Laporte Ave Improvements – Fishback to Sunset* project with \$250K State MMOF funding, \$750K Federal TAP funding, and \$891K Local funding.
- Fort Collins’ *Siphon Overpass – UPRR Power Trail Grade Separation* project with \$500K State MMOF funding and \$1,635K Local funding.
- Fort Collins’ *Transfort Bus Procurement* project with \$908K State MMOF funding and \$2K of local funding.
- Fort Collins’ *West Elizabeth Corridor – Preliminary Design* project with \$750K State MMOF funding and \$750K Local funding.
- Greeley’s *Comprehensive Transportation Plan* project with \$325K State MMOF funding and \$325K Local funding.
- Greeley’s *Greeley #3 Canal Trail* project with \$350K State MMOF Funding and \$350K Local Funding.
- Larimer County’s *Poudre River Regional Trail Windsor to Timnath Connection* project with \$399K State MMOF Funding and \$1,822K Local Funding.
- Loveland’s *SH 287 West Sidewalk Gap* project with \$293K State MMOF funding and \$293K Local funding.
- Loveland’s *South Boyd Lake Trail* project with \$500K State MMOF funding, \$725K Federal TAP funding, and \$2,850K Local funding.
- Severance’s *WCR23/Great Western Trail Pedestrian Connection* project with \$75K State MMOF funding, \$600K Federal TAP funding, and \$75K Local funding.
- Windsor’s *7th Street Multimodal Study & Early Action* project with \$150K State MMOF funding and \$150K Local funding.

**WHEREAS**, the recommended projects are consistent with the 2045 Regional Transportation Plan adopted September 5, 2020 and will be incorporated into the FY2020-2023 TIP; and

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby adopts the 2019 Multimodal Options Fund (MMOF) Call for Projects as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2<sup>nd</sup> day of April 2020.

\_\_\_\_\_  
Dave Clark, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Executive Director

**REVISED RESOLUTION NO. 2020-13**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE MARCH 2020 AMENDMENT TO THE FY2020-2023 TRANSPORTATION IMPROVEMENT**  
**PROGRAM (TIP)**

**WHEREAS**, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

**WHEREAS**, transportation projects programmed in the current TIP for FY2020-2023 are consistent with the 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

**WHEREAS**, the Air Quality Conformity Findings conducted on the FY2020-2023 TIP were positive and this TIP Amendment does not change the positive conformity findings on the FY2020-2023 TIP;

**WHEREAS**, the FY2020-2023 TIP remains fiscally constrained;

**WHEREAS**, this action is contingent on no public comment being submitted by April 9, 2020;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2020-2023 TIP by revising the following projects and funding:

- Senate Bill Funding:
  - Revising CDOT’s *North I-25: Design Build* project by reducing State funding by \$6.97M and changing funding programs for some State funding.
- Congestion Mitigation and Air Quality Improvements (CMAQ) and Local Funding:
  - Deleting Loveland’s *US287 & US34 VMS Signs* project with \$497K federal CMAQ funds and \$103K local funds.
- Multimodal Option Fund (MMOF), Transportation Alternatives Program (TAP), and Local Funding:
  - Revising the scope and funding of Fort Collins’ *Transfort CNG Buses* project by increasing the number of buses from 4 to 5 and adding \$908K State MMOF funding and \$2K of local funding.
  - Adding Greeley’s *Greeley #3 Canal Trail* project with \$350K State MMOF Funding and \$350K Local Funding.
  - Adding Larimer County’s *Poudre River Regional Trail Windsor to Timnath Connection* project with \$399K State MMOF Funding and \$1,822K Local Funding.
  - Adding Loveland’s *South Boyd Lake Trail* project with \$500K State MMOF funding, \$725K Federal TAP funding, and \$2,850K Local funding.
  - Adding Evans’ *Evans Transportation Master Plan* project with \$150K State MMOF funding and \$18K Local funding.
  - Adding Fort Collins’ *West Elizabeth Corridor – Preliminary Design* project with \$750K State MMOF funding and \$750K Local funding.
  - Adding Fort Collins’ *Laporte Ave Improvements – Fishback to Sunset* project with \$250K State MMOF funding, \$750K Federal TAP funding, and \$891K Local funding.

- Adding Greeley’s *Comprehensive Transportation Plan* project with \$325K State MMOF funding and \$325K Local funding.
- Adding Berthoud’s *Berthoud Parkway Trail Gap Elimination* project with \$200K State MMOF funding and \$256K Local funding.
- Adding Severance’s *WCR23/Great Western Trail Pedestrian Connection* project with \$75K State MMOF funding, \$600K Federal TAP funding, and \$75K Local funding.
- Adding Windsor’s *7th Street Multimodal Study & Early Action* project with \$150K State MMOF funding and \$150K Local funding.
- Adding Fort Collins’ *Siphon Overpass – UPRR Power Trail Grade Separation* project with \$500K State MMOF funding and \$1,635K Local funding.
- Adding Loveland’s *SH 287 West Sidewalk Gap* project with \$293K State MMOF funding and \$293K Local funding.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7<sup>th</sup> day of May 2020.

\_\_\_\_\_  
Dave Clark, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Executive Director

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
April 15, 2020 Virtual Meeting	FY2019 & FY2020 STBG Additional Funding Allocations	Medora Bornhoft
<b>Objective/Request Action</b>		
To allocate additional FY19 & FY20 Surface Transportation Block Grant (STBG) funds to projects selected in the FY2016-2019 Call for Projects.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>Periodically, unprogrammed funds are identified and additional allocations are awarded to projects selected in previous Calls for Projects held by the NFRMPO. The process for allocating additional funding is identified in the TIP Narrative and is based on the project ranking assigned during the scoring process.</p> <p>The CDOT Region 4 reconciliation from March 23, 2020 identifies \$1,414,951 in unprogrammed FY20 STBG funding, with the vast majority (98 percent) of those funds rolled forward from FY19. Because the amount of non-rolled FY20 funding is so low, staff proposes allocating all funding to projects from the FY2016-2019 Call for Projects instead of providing 2 percent to the FY2020-2021 Call for Projects.</p> <p>The attachment identifies the recommended award amounts which were developed and agreed to by project sponsors of projects eligible to receive additional funding.</p>		
<b>Committee Discussion</b>		
<p>The TAC discussed the proposed allocation at the June 19, 2019 TAC meeting and recommended the proposed allocation at the April 15, 2020 meeting. The TAC action was delayed to accommodate fund verification by CDOT.</p> <p>This is the only time Planning Council is scheduled to see the FY2019 &amp; FY2020 STBG Additional Funding Allocations.</p>		
<b>Supporting Information</b>		
<p>Projects eligible to receive additional funding include partially funded STP-Metro projects from the FY2016-2019 Call and partially funded STBG projects from the FY2020-2021 Call that are not yet completed. The recommended allocations reflect the amount of funding each project sponsor can accept based on project timelines.</p> <p><b>The FY2016-2019 Call for Projects STP-Metro additional award process:</b> Additional funding is split between the small and large community pools (71.5 percent for large communities, 28.5 percent for small communities) and the funding is assigned to the next highest ranked, partially-funded project in each respective pool. If the next partially funded project in either pot is not ready in the fiscal year funds become available, the money will be assigned to the next partially-funded project in the other community pool. Funds must be backfilled in the large or small pool as needed when they become available. <i>Source: FY19-22 TIP</i></p> <p><b>The FY2020-2021 Call for Projects STBG additional award process:</b> Additional funding will be split between the three partially funded large community projects. <i>Source: FY20-23 TIP</i></p>		

### Supporting Information, Continued

Unprogrammed CMAQ funds are also identified in the CDOT Region 4 reconciliation from March 23, 2020, but due to several uncertainties with funded projects and future year planning estimates, CDOT and the NFRMPO agreed to hold off on awarding any unprogrammed CMAQ funds until the available funding is definitive.

### Advantages

Approval will ensure available funds are assigned to projects in a timely manner.

### Disadvantages

None noted.

### Analysis/Recommendation

At their meeting on April 15, 2020, TAC recommended allocating the partially funded STP-Metro projects from the FY2016-2019 Call with the funding amounts specified in the attachment.

### Attachments

- Proposed Additional Allocations based on CDOT's March 23, 2020 Reconciliation
- ***Resolution No. 2020-14***

## Proposed Additional Allocations based on March 23, 2020 Reconciliation

### FY2016-2019 STP Metro

Projects approved by Planning Council on December 4, 2014

<b>Additional FY19/FY20 funding total (as of March 23, 2020):</b>	<b>\$1,414,951</b>
---	--------------------

Project Sponsor	Project Name	Federal Request	Currently Programmed (as of 4/8/2020)	Unfunded	Rank	Proposed Additional Allocation	Proposed Remaining Unfunded
<b>CDOT</b>							
CDOT	I-25 Truck Climbing Lane	\$3,000,000	\$3,000,000	\$0	1	-	\$0
CDOT	I-25/Crossroads	\$2,000,000	\$2,000,000	\$0	1	-	\$0
<b>Large Communities</b>		<b>Large Community Share of 71.5% = \$1,011,690 + \$403,261 = \$1,414,951</b>					
Loveland	US 34 Widening	\$2,320,000	\$2,320,000	\$0	1	-	\$0
Fort Collins	Horsetooth and College Intersection Imp.	\$2,400,000	\$2,400,000	\$0	2	-	\$0
Greeley	10 <sup>th</sup> Street Access Control Implementation*	\$3,100,000	\$2,010,958	\$1,089,042	3	\$538,135	\$550,907
Fort Collins	US 287 Intersection Improvements*	\$1,168,000	\$0	\$1,168,000	3	\$876,816	\$291,184
Larimer County / Berthoud	LCR 17 Expansion	\$865,855	\$865,855	\$0	5	-	\$0
<b>Small Communities</b>		<b>Small Community Share of 28.5% = \$403,261 moved to Large Communities</b>					
Evans	65 <sup>th</sup> Ave Widening**	\$1,808,259	\$1,423,554	\$384,705	3	-	\$384,705
Eaton/Weld County	Collins Street Resurfacing	\$103,440	\$103,440	\$0	2	-	\$0
Berthoud / Larimer County	LCR 17 Expansion	\$1,000,000	\$1,000,000	\$0	1	-	\$0
<b>Total</b>		<b>\$17,765,554</b>	<b>\$15,123,807</b>	<b>\$1,473,747</b>	-	<b>\$1,414,951</b>	<b>\$1,226,796</b>

\*As agreed to by the City of Fort Collins and City of Greeley, the FY2018 allocation provided \$512,742 to the City of Greeley's 10th Street Access Control Implementation project and \$0 to the Fort Collins' US 287 Intersection Improvements project even though both projects have the same rank. The sponsors agreed to provide the Greeley project's share of funding to the Fort Collins' project in the subsequent allocation.

\*\*Project completed and cannot accept additional funding.

**Proposed Additional Allocations based on March 23, 2020 Reconciliation  
 FY2020-2021 Surface Transportation Block Grant (STBG)  
 Projects approved by Planning Council on November 3, 2016**

<b>Project Sponsor</b>	<b>Project Name</b>	<b>Federal Request</b>	<b>Currently Programmed (as of 4/8/2020)</b>	<b>Unfunded</b>	<b>Rank*</b>	<b>Proposed Additional Allocation</b>	<b>Proposed Remaining Unfunded</b>
Evans	37th Street Overlay	\$982,141	\$982,141	\$0	-	-	-
Fort Collins	Timberline Road Corridor Improvements	\$2,694,602	\$2,202,969	\$491,633	-	-	<b>\$491,633</b>
Greeley	59th Avenue and O Street Roundabout**	\$1,329,008	\$1,329,008	\$0	-	-	-
Larimer County	North LCR 17 Expansion***	\$760,000	\$760,000	\$0	-	-	-
Loveland	US 34 Widening - Boise Avenue to I-25	\$1,260,925	\$1,085,418	\$175,507	-	-	<b>\$175,507</b>
Windsor	Intersection Improvements at SH 257 & Eastman Park Drive	\$1,000,000	\$1,000,000	\$0	-	-	-
<b>Total</b>		<b>\$8,026,676</b>	<b>\$7,359,536</b>	<b>\$667,140</b>	-	<b>\$0</b>	<b>\$667,140</b>

\*STBG projects in the FY2020-2021 Call were not ranked.

\*\*The Greeley project scope was adjusted in May 2019 and no longer has an unfunded request. The original project had a total cost of \$7,221,500, federal request of \$1,704,950, federal award of \$1,431,545, and an unfunded request of \$273,415. The revised project has a total cost of \$6,912,942, federal request of \$1,329,008, and federal award of \$1,329,008.

\*\*\*The Larimer County project was fully funded with \$496K STBG and \$264K TA





**RESOLUTION NO. 2020-14  
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
APPROVING ADDITIONAL ALLOCATIONS OF FY2019 & FY2020 SURFACE TRANSPORTATION BLOCK GRANT  
(STBG) FUNDS TO PROJECTS SELECTED IN THE 2014 CALL FOR PROJECTS**

**WHEREAS**, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

**WHEREAS**, transportation projects programmed in the current TIP for FY2020-2023 are consistent with the 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

**WHEREAS**, the Air Quality Conformity Findings conducted on the FY2020-2023 TIP were positive and this TIP Amendment does not change the positive conformity findings on the FY2020-2023 TIP;

**WHEREAS**, \$1,414,951 in unprogrammed FY19 and FY20 Surface Transportation Block Grant (STBG) funds will be allocated with \$876,816 to Fort Collins’ *US 287 Intersection Improvements* project and \$538,135 to Greeley’s *10th Street Access Control Implementation* project;

**WHEREAS**, the FY2020-2023 TIP remains fiscally constrained;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2020-2023 TIP by adding the additional funding to projects as noted above.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7<sup>th</sup> day of May 2020.

\_\_\_\_\_  
Dave Clark, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Executive Director



## MEMORANDUM

To: MPO Council  
From: Lisa Gagliardi  
Date: May 7, 2020  
Re: 2019 Audited Financial Statements

### Background

Per the MPO's funding contracts, the Agency is required to have an annual independent audit of its financial statements. Per an opinion from the State of Colorado Auditors' office, the organization meets the definition of local government: and therefore, must prepare and have audited calendar year (January 2-December 31) financial statements.

McGee, Hearn and Paiz LLP (MHP) performed the 2019 independent audit. Wayne Herr and Brittany Wilson, MHP LLC, met with the finance committee on April 15 to review the finance statement package, the audit opinion, and required communication with management. The audit opinion states the financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, and each major fund of the North Front Range Transportation & Air Quality Planning Council as of December 31, 2019. The "Federal Awards Reports in Accordance with the Uniform Guidance" was also reviewed. It was noted that MHP LLC, did not identify any deficiencies in internal control that would be considered material weaknesses.

The MPO and VanGO™ finished the year under budget and increased its net financial position.

Staff will include the final draft of the 2019 Audited Financial Statements at the May 7 Council meeting.

Upon approval, the Audited Financial Statements will be submitted to the Federal Highways Administration, Federal Transit Administration, Colorado Department of Transportation, Colorado Department of Public Health and Environment, State Auditors Department and the City of Fort Collins.

### Action

The Finance Committee recommends that the NFRMPO Council review and accept the 2019 Audited Financial Statements.

Planning Council  
North Front Range Transportation & Air Quality Planning Council  
Fort Collins, Colorado

We are pleased to present this report related to our audit of the basic financial statements of North Front Range Transportation & Air Quality Planning Council (the “Council”) as of and for the year ended December 31, 2019. This report summarizes certain matters required by professional standards to be communicated to you in your oversight responsibility for the Council’s financial reporting process.

Auditing standards generally accepted in the United States of America (AU-C 260, *The Auditor’s Communication with Those Charged with Governance*) require the auditor to promote effective two-way communication between the auditor and those charged with governance. Consistent with this requirement, the following summarizes our responsibilities regarding the financial statement audit, as well as observations arising from our audit that are significant and relevant to your responsibility to oversee the financial and related compliance reporting process.

#### Our Responsibilities with Regard to the Financial Statement Audit

Our responsibilities under auditing standards generally accepted in the United States of America and *Government Auditing Standards*, issued by the Comptroller General of the United States, have been described to you in our arrangement letter dated October 17, 2019. Our audit of the financial statements does not relieve management or those charged with governance of their responsibilities which are also described in that letter.

#### Overview of the Planned Scope and Timing of the Financial Statement Audit

We have issued a separate communication dated October 17, 2019 regarding the planned scope and timing of our audit and have discussed with you our identification of significant risks of material misstatement.

#### Accounting Policies and Practices

- *Accounting Policies and Practices:* Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Council are described in Note 1 to the financial statements.
- *Adoption of, or Change in, Accounting Policies:* Management has the ultimate responsibility for the appropriateness of the accounting policies used by the Council. The Council did not adopt any significant new accounting policies nor have there been any changes in existing significant accounting policies during the current period.
- *Significant or Unusual Transactions:* We did not identify any significant or unusual transactions or significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.
- *Management’s Judgments and Accounting Estimates:* Accounting estimates are an integral part of the preparation of financial statements and are based upon management’s current judgment. The process used by management encompasses their knowledge and experience about past and current events and certain assumptions about future events. There were no areas where it was necessary for management to form significant accounting estimates in connection with the preparation of the financial statements.

- *Financial Statement Disclosures:* Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. There were no areas that involved particularly sensitive financial statement disclosures.

The financial statement disclosures are neutral, consistent, and clear.

#### Audit Adjustments

There were no audit adjustments, other than those provided by management of the Council related to the fund level to entity wide conversion, made to the original trial balance presented to us to begin our audit.

#### Uncorrected Misstatements

We are not aware of any uncorrected misstatements other than misstatements that are clearly trivial.

#### Disagreements with Management

We encountered no disagreements with management over the application of significant accounting principles, the basis for management's judgments on any significant matters, the scope of the audit, or significant disclosures to be included in the financial statements.

#### Consultation with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. We are not aware of any consultations management had with other accountants about accounting or auditing matters.

#### Significant Issues Discussed with Management

We generally discuss a variety of matters with management each year, including the application of accounting principles and auditing standards and operating plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as the Council's auditors.

#### Significant Difficulties Encountered in Performing the Audit

We did not encounter any significant difficulties in dealing with management during the audit.

#### Significant Written Communications Between Management and Our Firm

A copy of the audit representation letter between our Firm and the management of the Council is attached to this letter.

This report is intended solely for the information and use of the Planning Council and management, and is not intended to be, and should not be, used by anyone other than these specified parties. It will be our pleasure to respond to any questions you have about this report. We appreciate the opportunity to be of service to North Front Range Transportation & Air Quality Planning Council.

Fort Collins, Colorado  
May 7, 2020



# North Front Range Transportation & Air Quality Planning Council

## FINANCIAL STATEMENTS

December 31, 2019

Final Draft 4/27/2020

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## INDEPENDENT AUDITOR'S REPORT

To the Planning Council  
North Front Range Transportation & Air Quality Planning Council  
Fort Collins, Colorado

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the governmental activities, the business-type activities, and each major fund of the North Front Range Transportation & Air Quality Planning Council (the "Council") as of and for the year ended December 31, 2019, and the related notes to the financial statements, which collectively comprise the Council's basic financial statements as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### ***Auditor's Responsibility***

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Council's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Council's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### ***Opinions***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, and each major fund of the Council as of December 31, 2019, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

## ***Other Matters***

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis on pages 4 through 10, the Governmental Fund Budgetary Comparison Statement on page 30, and the Note to the Required Supplementary Information on page 31 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Government Accounting Standards Board (GASB) who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### ***Supplementary Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Council's basic financial statements. The listing of Council members and staff members, the Proprietary Fund Budgetary Comparison Statement, and Schedule of Expenditures of Federal Awards required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance), are presented for purposes of additional analysis and are not a required part of the basic financial statements.

This information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, this information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

### ***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated May 7, 2020 on our consideration of the Council's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Council's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Council's internal control over financial reporting and compliance.

Fort Collins, Colorado  
May 7, 2020



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

**Listing of Council Members**

As of December 31, 2019

<b>Representative</b>	<b>Member Entity Represented</b>
Dave Clark – Chair	City of Loveland
Donald McLeod-Vice Chair	Town of Severance
Kristie Melendez-Immediate Past Chair	Town of Windsor
William Karspeck	Town of Berthoud
Mark Clark	City of Evans
Kevin Ross	Town of Eaton
Kristin Stephens	City of Fort Collins
Fil Archuleta	Town of Garden City
Brett Payton	City of Greeley
Troy Mellon	Town of Johnstown
Tom Donnelly	Larimer County
Paula Cochran	Town of LaSalle
Elizabeth Austin	Town of Milliken
Lisa Laake	Town of Timnath
Barbara Kirkmeyer	Weld County
Kathleen Bracke	Transportation Commission
Rick Coffin	CDPHE – Air Pollution Control Division

**Listing of Staff Members**

As of December 31, 2019

<b>Name</b>	<b>Position</b>
Suzette Mallette	Executive Director
Shane Armstrong	Operations Services Coordinator
Barbara Bills	Administrative Support/Accounting Clerk I
Ryan Dusil	Transportation Planner
Alex Gordon	Transportation Planner II/Mobility Coordinator
Rebekah Karasko	Transportation Planning Director/Title VI Coordinator
Medora Bornhoft	Transportation Planner II
Merideth Kimsey	Accounting Clerk III
Anna Rose Cunningham	Transportation Planner I
Rena Steffen	Administrative Director

The North Front Range Transportation & Air Quality Planning Council (the “Council” or “MPO”) offers the readers of the Council’s financial statements this narrative overview and analysis of the financial activities for the fiscal year ended December 31, 2019. The Management’s Discussion and Analysis is intended to be read in conjunction with the Council’s financial statements beginning on page 11.

**Financial Highlights**

Our primary sources of transportation planning and program operating revenues were as follows for calendar year 2019:

**Governmental Activities**

Consolidated Planning Grant (CPG) Federal Funding	\$ 897,977
Surface Transportation Program (STBG) Federal Funding	26,427
Section 5310 Federal Funding	26,569
National Aging and Disability Transportation Center (NADTC) Funding	68,975
Other Intergovernmental Income	123,287
Local Match - Member Entities	267,875

**Business-type Activities**

VanGo™ Operating Fares	\$ 461,176
Fort Collins Program Revenue	563,889
Insurance Recovery	79,665

**Overview of the Financial Statements**

This discussion and analysis is intended to serve as an introduction to the Council’s basic financial statements. The Council’s basic financial statements comprise three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements.

**Combined Government-Wide and Fund Financial Statements**

The government-wide financial statements are designed to provide readers with a broad overview of the Council’s finances using the accrual basis of accounting, the basis of accounting used by most private-sector businesses.

The Statement of Net Position presents information on all the Council’s assets and liabilities, with the difference between the two reported as net position. Ordinarily, over time, increases and decreases in net position would provide an indication of whether the Council’s financial position is improving or deteriorating. Since the Council primarily operates on a cost reimbursement basis, meaning revenues should equal expenditures at year end for all Federal funding contract activities, any increases or decreases in net assets is primarily comprised of the total value in our capital assets and non-Federal programs, as opposed to being reflective of whether the financial position of the Council is improving or deteriorating.

The Statement of Activities presents information reflecting how the Council's net position has changed during the fiscal year just ended. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future periods (e.g., earned but unused vacation leave).

The government-wide financial statements can be found beginning on page 11 of this report.

### **Fund Financial Statements**

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Council, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. The Council is comprised of one governmental fund and one proprietary fund, the General Fund and VanGo™, an enterprise fund. Enterprise funds are used to report the same functions presented as business-type activities in the government-wide financial statements. The Council uses an enterprise fund to account for the VanGo™ vanpooling program.

The fund financial statements can be found beginning on page 13 of this report.

### **Governmental Funds**

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the Governmental Fund Balance Sheet and the Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The basic governmental fund financial statements can be found beginning on page 13 of this report.

Proprietary funds are used to account for services the Council charges customers a fee. Proprietary funds, like the government-wide statements, provide both long-term and short-term financial information. The Council uses enterprise funds, (one type of proprietary fund) to report its business-type activities and provide more detailed and additional information, such as cash flows.

The proprietary fund financial statements can be found beginning on page 17 of this report.

### **Notes to the Financial Statements**

The notes to the financial statements are considered an integral part of the basic financial statements and provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found beginning on page 20 of this report.

### Government-Wide Financial Analysis

Assets exceed liabilities by \$5,220,901 at the close of the year. Of this figure, \$645,145 represents the net investment in capital assets. The Council uses these capital assets to provide services to the public; consequently, these assets are not available for future spending.

The following is a condensed comparative summary of the Council's net position at December 31:

	Governmental Activities		Business-type Activities		Total Government	
	2019	2018	2019	2018	2019	2018
Current and other assets	\$ 860,684	\$ 718,301	\$ 3,844,581	\$ 3,649,378	\$ 4,705,265	\$ 4,367,679
Capital assets, net	23,186	39,803	621,959	628,207	645,145	668,010
<b>Total Assets</b>	<b>\$ 883,870</b>	<b>\$ 758,104</b>	<b>\$ 4,466,540</b>	<b>\$ 4,277,585</b>	<b>\$ 5,350,410</b>	<b>\$ 5,035,689</b>
Current and other liabilities	\$ 73,941	\$ 75,885	\$ 25,495	\$ 29,956	\$ 99,436	\$ 105,841
Unearned revenues	-	-	11,921	8,455	11,921	8,455
Long-term liabilities	16,816	15,184	1,336	1,839	18,152	17,023
<b>Total Liabilities</b>	<b>\$ 90,757</b>	<b>\$ 91,069</b>	<b>\$ 38,752</b>	<b>\$ 40,250</b>	<b>\$ 129,509</b>	<b>\$ 131,319</b>
<b>Net Position</b>						
Net investment in capital assets	\$ 23,186	\$ 39,803	\$ 621,959	\$ 628,207	\$ 645,145	\$ 668,010
Restricted for grants	-	-	-	56,054	-	56,054
Unrestricted	769,927	627,232	3,805,829	3,553,074	4,575,756	4,180,306
<b>Total Net Position</b>	<b>\$ 793,113</b>	<b>\$ 667,035</b>	<b>\$ 4,427,788</b>	<b>\$ 4,237,335</b>	<b>\$ 5,220,901</b>	<b>\$ 4,904,370</b>

## Changes in Net Position

The following table reflects a condensed summary of activities and changes in net position.

	Government Activities		Business-type Activities		Total Government	
	2019	2018	2019	2018	2019	2018
<b>Revenues</b>						
VanGo™ Vanpool Fares	\$ -	\$ -	\$ 461,177	\$ 534,078	\$ 461,177	\$ 534,078
Total Charge for Services	-	-	\$ 461,177	\$ 534,078	\$ 461,177	534,078
Grant revenue - Federal	1,013,434	923,263	-	-	1,013,434	923,263
Grant revenue - local match	267,876	297,439	-	-	267,876	297,439
Program revenues	129,801	72,805	563,889	636,369	693,690	709,174
Total Operating Grants and Contributions	1,411,111	1,293,507	563,889	636,369	1,975,000	1,929,876
Earnings on investments	10,296	8,380	78,166	63,550	88,462	71,930
Miscellaneous revenues	123	438	79,665	159,981	79,788	160,419
Gain on sale of capital assets	-	-	127,198	83,843	127,198	83,843
Total General Revenues	10,419	8,818	285,029	307,374	295,448	316,192
Total Revenues	\$ 1,421,530	\$ 1,302,325	\$ 1,310,095	\$ 1,477,821	\$ 2,731,625	\$ 2,780,146
<b>Expenditures</b>						
Payroll expense	842,729	790,650	118,288	121,772	961,017	912,422
Fleet expense	-	-	587,972	544,581	587,972	544,581
Office expense	127,627	148,694	107,273	98,170	234,900	246,864
Consultant and professional	248,138	298,647	5,480	2,548	253,618	301,195
Other program expense	44,686	45,017	82,885	29,576	127,571	74,593
Travel/Conference/Travel	32,244	21,280	4,150	4,419	36,394	25,699
Interest expense	28	37	-	-	28	37
Depreciation	-	-	213,594	293,816	213,594	293,816
Total Expenditures	\$ 1,295,452	\$ 1,304,325	\$ 1,119,642	\$ 1,094,882	\$ 2,415,094	\$ 2,399,207
Change in net position	126,078	(2,000)	190,453	382,939	316,531	380,939
Net position - Beginning of year	667,035	669,035	4,237,335	3,854,396	4,904,370	4,523,431
Net position - End of year	\$ 793,113	\$ 667,035	\$ 4,427,788	\$ 4,237,335	\$ 5,220,901	\$ 4,904,370

The above condensed summary of the Council's governmental and business type activities for the period ended December 31, 2019 reflects net position increasing by \$316,531 (6.5%). The prior period is also included for comparative purposes.

Governmental activities: Governmental activities increased the Council's net position by \$126,078 accounting for a positive 39.8% of the Council's \$316,531 overall increase in net position. Major variations are due to the following:

- Federal grant revenues increased by \$90,171 in 2019 which was mostly due to increased reimbursement for consulting costs to update the Travel Demand Model and \$40,000 in FTA 5304 funding to develop an Implementation Plan for the One Call One Click Center. All Federal grants are reimbursement type grants requiring the expenditure to be incurred before payment from the grant is received.
- Local match revenue decreased by \$29,563 based on budgeted requirements. Local match funds received not required for matching grant revenue is used to fund the governmental operating reserve.
- In 2019 Council received funding of \$68,975 from the National Aging and Disability Transportation Center (NADTC) funds to perform a proof of concept for the One Call One Click Center that provides rides for seniors and people with disabilities through a temporary call center. There was no local match requirement for this grant.

Business-type activities: Business-type activities (VanGo™ van pools program) increased the Council's net position by \$190,453 accounting for 60.2% of the Council's \$316,531 increase in net position. Major variations are due to the following:

- Van pool fares decreased by \$72,901 due to a continued decrease in ridership. The program received \$135,074 for the sales of vans.
- During 2019, the VanGo™ program sustained hail damage on many vans. A total of \$79,665 was received in insurance proceeds to offset the cost of repairs.
- Business-type activities expenses totaled \$1,119,642 an increase of \$24,760 compared to 2018. \$53,894 was spent on promotions and outreach to wrap vans offset by a decrease in operating expenses due to a decrease in ridership.

### **General Fund Budgetary Highlights**

The Council's budget presented in the financial statements is for its calendar year (January-December). January-September is from the 2019 UPWP budget and October-December is from the 2020 UPWP budget. It should be noted that a Federal fiscal year budget (October-September) is Federally required for its Unified Planning Work Program (UPWP) and that the Council cannot expend more than is budgeted in the UPWP, without amendments to the UPWP and related funding contracts.

Budgetary highlights for 2019 included the disposition of nineteen vans and acquisition of seven vans for a net decrease of twelve vans. During 2019, the VanGo™ vanpool program added five new routes and cancelled six routes resulting in a decrease of one route. The program ended the year with an occupancy rate at 85% for the remaining routes. When compared with the prior year, fleet expenses decreased by 8% during 2019. This decrease is due to multiple factors including continued low fuel costs, increased alternatives such as Bustang and FLEX and retirement of long-term vanpoolers.

## Capital Asset and Debt Administration

### Capital Assets

The Council's investment in capital assets at December 31, 2019 amounts to \$645,145 (net of accumulated depreciation). This investment in capital assets includes motor vehicles, office equipment and leasehold improvements

The capital assets purchased during the year were as follows:

Vans (7)	<u>\$ 215,222</u>
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Capital assets are classified as follows (net of depreciation):

	Governmental Activities		Business-type Activities		Total Government	
	2019	2018	2019	2018	2019	2018
Motor vehicles	\$ -	\$ -	\$621,959	623,670	\$621,959	\$623,670
Office equipment and software	10,605	18,834	-	4,537	10,605	23,371
Leasehold improvement	12,581	20,969	-	-	12,581	20,969
	<u>\$ 23,186</u>	<u>\$ 39,803</u>	<u>\$621,959</u>	<u>\$628,207</u>	<u>\$645,145</u>	<u>\$668,010</u>

Additional information on the Council's capital assets can be found in Note 1 on pages 20-24 and Note 7 on page 28 of this report.

### Long-term Liabilities

At December 31, 2019, the Council had \$18,152 of long-term liabilities. The long-term liabilities of the Council represent accrued compensated absences as follows:

	Governmental Activities	Business-type Activities	Total Government
Accrued compensated absences	<u>\$ 16,816</u>	<u>\$ 1,336</u>	<u>\$ 18,152</u>

### Economic Factors and Next Year's Tasks (Budget)

The economy in the United States has seen a steady upward escalation in the past few years and nowhere is it more apparent than in Northern Colorado. This area has seen stronger economic growth than the U.S. and the State of Colorado. This growth in the economy has also brought growth in population. This initially pushed the region into a housing shortage that caused home and rental prices to escalate. The region is gaining on the housing demand, but prices remain relatively high. Higher home prices exacerbate the congestion on the roadways as people will drive further to afford a home and commute to their work destinations.

The COVID-19 pandemic has decreased ridership in the VanGo™ Program and will impact fare revenue in 2020 and Fort Collins Exchange revenue in future years, based on decreased mileage and the impact on funding allocations. The VanGo™ program has sufficient reserves to offset short-term revenue losses.

Decrease in Vehicle Miles Traveled (VMT) in Colorado may also impact revenue from CPG funds as they are based on the Highway User Trust Fund (HUTF).

Potential Federal stimulus funding as a result of the COVID19 can potentially create short term funding for shortfalls in operating expenses in the VanGo™ program and fund road construction projects in the region.

Accomplishments expected in 2020:

- Hire a Mobility Manager to start implementation of Once Call One Click Center
- Review Fare Analysis for the VanGo™ program
- Adopt the Environmental Justice (EJ) Plan
- Amend and Modify the FY2020 – FY2023 TIP as requested
- Write and post an RFP, and select a consultant for the Regional Premium Transit Analysis
- Creation of Fact Sheets for all Transportation Planning plans
- Translation of key brochures into Spanish for outreach
- MPO 101 Training Videos for posting on the agency website
- Update the 2045 Regional Transportation Plan
- Adopt the Federally required System Performance Report
- Update and readopt the FY2020-3032 UPWP
- Participate with RAQC committees to develop control strategies for the upcoming State Implementation Plans (SIPs)
- Perform Conformity on both the TIP and RTP

### **Requests for Information**

This financial report is designed to provide Federal and state oversight agencies, taxpayers, and creditors with a general overview of the Council's finances and to demonstrate the Council's accountability for the money it receives. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to: Lisa Gagliardi, Accounting Manager, North Front Range Transportation & Air Quality Planning Council, 419 Canyon Avenue, Suite 300, Fort Collins, Colorado 80521, or by phone at (970) 289-8282, or by e-mail at [lgagliardi@nfrmpo.org](mailto:lgagliardi@nfrmpo.org).



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

**STATEMENT OF NET POSITION  
December 31, 2019**

	<b>Primary Government</b>		
	<b>Governmental Activities</b>	<b>Business-type Activities</b>	<b>Total</b>
<b>ASSETS</b>			
Cash and Cash Equivalents (Note 2)	\$ 151,678	\$ 68,225	\$ 219,903
Investments (Note 2)	383,883	3,722,609	4,106,492
Due from Other Governments	6,029	59,843	65,872
Grants Receivable	308,560	-	308,560
Prepaid Items	4,438	-	4,438
Internal Balances	6,096	(6,096)	-
Capital Assets, Net (Note 7)	23,186	621,959	645,145
Total Assets	<u>883,870</u>	<u>4,466,540</u>	<u>5,350,410</u>
<b>LIABILITIES AND NET POSITION</b>			
<b>LIABILITIES</b>			
Accounts Payable and Accrued Liabilities	54,865	21,746	76,611
Unearned Revenue	-	11,921	11,921
Accumulated Leave - due in one year or less (Note 8)	19,076	3,749	22,825
Long-term Liabilities:			
Accumulated Leave - due in more than one year (Note 8)	16,816	1,336	18,152
Total Liabilities	<u>90,757</u>	<u>38,752</u>	<u>129,509</u>
<b>NET POSITION</b>			
Net Investment in Capital Assets	23,186	621,959	645,145
Unrestricted	769,927	3,805,829	4,575,756
Total Net Position	<u>\$ 793,113</u>	<u>\$ 4,427,788</u>	<u>\$ 5,220,901</u>

The notes to the financial statements are an integral part of the financial statements.

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

**STATEMENT OF ACTIVITIES  
Year Ended December 31, 2019**

Functions/Programs	Program Revenue				Net (Expenses) Revenue and Changes in Net Assets		
	Expenses	Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Primary Government		
					Governmental Activities	Business-Type Activities	Total
Primary Government							
Governmental Activities:							
General Government	\$ 1,295,452	\$ -	\$ 1,411,111	\$ -	\$ 115,659	\$ -	\$ 115,659
Total Governmental Activities	<u>1,295,452</u>	<u>-</u>	<u>1,411,111</u>	<u>-</u>	<u>115,659</u>	<u>-</u>	<u>115,659</u>
Business-type Activities:							
VanGo™	1,119,642	461,177	563,889	-	-	(94,576)	(94,576)
Total Business-type Activities	<u>1,119,642</u>	<u>461,177</u>	<u>563,889</u>	<u>-</u>	<u>-</u>	<u>(94,576)</u>	<u>(94,576)</u>
Total Primary Government	<u>\$ 2,415,094</u>	<u>\$ 461,177</u>	<u>\$ 1,975,000</u>	<u>\$ -</u>	<u>115,659</u>	<u>(94,576)</u>	<u>21,083</u>
General Revenues							
Unrestricted Investment Earnings					10,296	78,166	88,462
Miscellaneous Revenues					123	79,665	79,788
Gain on Sale of Property					-	127,198	127,198
Total General Revenues					<u>10,419</u>	<u>285,029</u>	<u>295,448</u>
Change in Net Position					126,078	190,453	316,531
Net position -Beginning					667,035	4,237,335	4,904,370
Net position -Ending					<u>\$ 793,113</u>	<u>\$ 4,427,788</u>	<u>\$ 5,220,901</u>

The notes to the financial statements are an integral part of the financial statements.

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

**GOVERNMENTAL FUND BALANCE SHEET  
December 31, 2019**

	<b>General Fund</b>
<b>ASSETS</b>	
Cash and Cash Equivalents (Note 2)	\$ 151,678
Investments (Note 2)	383,883
Due from Other Governments	6,029
Grants Receivable	308,560
Prepaid Items	4,438
Due From Other Funds	23,188
	<hr/>
Total Assets	\$ 877,776
	<hr/> <hr/>
<b>LIABILITIES AND NET POSITION</b>	
<b>LIABILITIES</b>	
Accounts Payable and Accrued Liabilities	\$ 54,865
Advances from Other Funds	17,092
	<hr/>
Total Liabilities	71,957
	<hr/>
<b>FUND BALANCE</b>	
Nonspendable Prepaid Items	4,438
Unassigned	801,381
	<hr/>
Total Fund Balance	805,819
	<hr/>
Total Liabilities and Fund Balance	\$ 877,776
	<hr/> <hr/>

The notes to the financial statements are an integral part of the financial statements.

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

**RECONCILIATION OF THE GOVERNMENTAL FUND BALANCE SHEET  
TO THE STATEMENT OF NET POSITION  
December 31, 2019**

Adjustments to reconcile the governmental fund balance sheet to the statement of net position are as follows:

Fund Balance per Governmental Fund Balance Sheet	\$	805,819
Capital assets used in governmental activities are not financial resources and therefore are not reported in the governmental fund balance sheet:		23,186
Some Liabilities are not due and payable in the current period and therefore are not reported in the governmental fund balance sheet:		<u>(35,892)</u>
Net Position of Governmental Activities	\$	<u><u>793,113</u></u>

The notes to the financial statements are an integral part of the financial statements.

Final Draft 4/27/2020

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

**STATEMENT OF GOVERNMENTAL FUND REVENUES,  
EXPENDITURES AND CHANGES IN FUND BALANCE  
Year Ended December 31, 2019**

	<u>General Fund</u>
<b>REVENUE</b>	
<b>Operating Grants and Contributions</b>	
Grant Revenue - Federal	\$ 1,013,434
Grant Revenue - Local Match	267,876
Other Intergovernmental Revenue	129,801
Earnings on Investments	10,296
Miscellaneous	123
	<hr/>
Total Revenues	1,421,530
	<hr/>
<b>EXPENDITURES/EXPENSES</b>	
<b>General Government</b>	
Payroll Expense	841,298
Office Expense	111,010
Consultant and Professional Services	248,138
Other Program Expense	44,686
Travel / Conference / Training	32,244
Interest Expense	28
	<hr/>
Total Expenditures / Expenses	\$ 1,277,404
	<hr/>
Excess of revenues over expenditures	144,126
<b>FUND BALANCE/ NET POSITION</b>	
Beginning of the Year	661,693
End of the Year	<u>\$ 805,819</u>

The notes to the financial statements are an integral part of the financial statements.

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

**RECONCILIATION OF THE STATEMENT OF GOVERNMENTAL FUND REVENUES,  
EXPENDITURES AND CHANGES IN FUND BALANCE TO THE  
STATEMENT OF ACTIVITIES  
Year Ended December 31, 2019**

Adjustments to reconcile the statement of governmental fund revenues, expenditures and changes in fund balance to the statement of activities are as follows:

Net Change in Fund Balance - Total Governmental Fund	\$ 144,126
Governmental funds report capital outlay as expenditures. However, in the statement of activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense:	
Depreciation	(16,617)
Total	(16,617)
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds	
Compensated Absences	(1,431)
Change in Net Position of Governmental Activities	<u>\$ 126,078</u>

The notes to the financial statements are an integral part of the financial statements.

Final Draft 4/27/2020

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

**PROPRIETARY FUND STATEMENT OF NET POSITION  
December 31, 2019**

	<u>VanGo™</u>
<b>ASSETS</b>	
Cash and Cash Equivalents (Note 2)	\$ 68,225
Investments (Note 2)	3,722,609
Receivables	59,843
Advances to Other Funds	17,092
	<hr/>
Total Current Assets	3,867,769
Capital Assets, Net (Note 7)	621,959
	<hr/>
Total Assets	4,489,728
	<hr/>
<b>LIABILITIES AND NET POSITION</b>	
<b>LIABILITIES</b>	
Accounts Payable and Accrued Liabilities	21,746
Unearned Revenue	11,921
Due to Other Funds	23,188
Accumulated Leave - due in less than one year (Note 8)	3,749
	<hr/>
Total Current Liabilities	60,604
Long-term Liabilities	
Accumulated Leave - due in more than one year (Note 8)	1,336
	<hr/>
Total Liabilities	61,940
	<hr/>
<b>NET POSITION</b>	
Net Investment in Capital Assets	621,959
Unrestricted	3,805,829
	<hr/>
Total Net Position	\$ 4,427,788
	<hr/> <hr/>

The notes to the financial statements are an integral part of the financial statements.

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

**PROPRIETARY FUND STATEMENT OF REVENUES, EXPENSES  
AND CHANGES IN NET POSITION  
Year Ended December 31, 2019**

	<u>VanGo™</u>
<b>OPERATING REVENUES</b>	
Charges for services	\$ 461,177
Other Program Revenues	563,889
Total Operating Revenues	<u>1,025,066</u>
<b>OPERATING EXPENSES</b>	
Payroll Expense	118,288
Fleet Expense	587,972
Office Expense	107,273
Consultant and Professional Services	5,480
Other Program Expense	82,885
Travel / Conference / Training	4,150
Depreciation	213,594
Total Operating Expenses	<u>1,119,642</u>
Operating loss	<u>(94,576)</u>
<b>NONOPERATING REVENUES</b>	
Other Revenue	79,665
Earnings on Investments	78,166
Gain on Sale of Property	127,198
Total Nonoperating Revenues	<u>285,029</u>
Change in Net Position	190,453
Beginning of the Year	<u>4,237,335</u>
End of the Year	<u>\$ 4,427,788</u>

The notes to the financial statements are an integral part of the financial statements.



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

**PROPRIETARY FUND STATEMENT OF CASH FLOWS  
Year Ended December 31, 2019**

	<u>VanGo™</u>
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>	
Cash Received From Customers	\$ 1,042,473
Cash Paid to Suppliers and Vendors	(792,635)
Cash Paid to Employees	(118,377)
Net Cash provided by Operating Activities	<u>131,461</u>
<b>CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES</b>	
Other Nonoperating Revenues	79,665
Changes in Interfund Receivable/Payable	12,646
Net Cash Flows provided by Non-Capital and Related Financing Activities	<u>92,311</u>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>	
Proceeds from Disposition of Capital Assets	135,074
Purchase of Capital Assets	(215,222)
Net Cash Flows (used by) Capital and Related Financing Activities	<u>(80,148)</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>	
Earnings on Investments	78,166
Sale of Investments	(307,084)
Net Cash Flows (used by) Investing Activities	<u>(228,918)</u>
Net Change in Cash and Cash Equivalents	(85,294)
Cash and Cash Equivalents - Beginning of Year	153,519
Cash and Cash Equivalents - End of year	<u>\$ 68,225</u>
<b>RECONCILIATION OF OPERATING LOSS TO NET CASH FLOWS FROM OPERATING ACTIVITIES</b>	
Operating Loss	\$ (94,576)
Adjustment to Reconcile Operating Loss to Net Cash Flows provided by Operating Activities:	
Depreciation	213,594
Changes in Assets and Liabilities:	
Receivables	13,941
Accounts Payable and Accrued Liabilities	(4,875)
Unearned Revenue	3,466
Accrued Compensated Absences	(89)
	<u>\$ 131,461</u>

The notes to the financial statements are an integral part of the financial statements.

## **Note 1. Summary of Significant Accounting Policies**

### **Basis of Presentation**

The accompanying financial statements have been prepared in accordance with Generally Accepted Accounting Principles (GAAP) applicable to governmental units, and standards adopted by the Governmental Accounting Standards Board (GASB). A summary of the North Front Range Transportation & Air Quality Planning Council's (Council) significant accounting policies consistently applied in the preparation of these financial statements follows:

### **Reporting Entity**

The Council was established in 1988 for the purpose of promoting regional transportation and transportation-related air quality planning, cooperation and coordination among Federal, state and local governments and between levels of government within the geographical area defined by the boundaries of the North Front Range Metropolitan Planning Organization (MPO). The Council is a voluntary association of local governments designated by the Governor as this region's MPO. The MPO's Council representatives are appointed by municipal and county legislative bodies which form the metropolitan area. Member entities include Fort Collins, Greeley, Loveland, Evans, Eaton, Severance, Windsor, Garden City, LaSalle, Berthoud, Johnstown, Milliken, Timnath, Larimer County, and Weld County. The Colorado Transportation Commission's and the Colorado Department of Public Health and Environment's Air Pollution Control Division representatives are also voting members of the Council.

The Council follows GASB accounting pronouncements which provide guidance for determining which governmental activities, organizations and functions should be included within the financial reporting entity. GASB pronouncements set forth the financial accountability of a governmental organization's elected governing body as the basic criterion for including a possible component governmental organization in a primary government's legal entity. Financial accountability includes, but is not limited to, appointment of a voting majority of the organization's governing body, ability to impose its will on the organization, a potential for the organization to provide specific financial benefits or burdens and fiscal dependency. Based on this criteria, there are no other organizations that would be considered a component unit of the Council. In addition, the Council would not be a component unit of any other government organization.

### **Government-wide and Fund Financial Statements**

The government-wide financial statements (i.e., the Statement of Net Position and the Statement of Activities) report information on all of the activities of the primary government. For the most part, the effect of inter-fund activity has been removed from these statements. Governmental activities, which are normally supported by taxes and intergovernmental revenues, are reported separately from business-type activities, which rely primarily on fees and charges for support.

The Statement of Activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly associated with a specific function or segment. Program revenues include: 1) charges to customers who purchase, use or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment, and other items not properly included among program revenues are reported instead as general revenues.

Separate financial statements are provided for governmental funds and proprietary funds. Major individual governmental funds and major individual enterprise funds are reported as separate columns in the fund financial statements.

### **Measurement Focus, Basis of Accounting and Financial Statement Presentation**

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the proprietary funds. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Under the modified accrual basis of accounting, as used in governmental fund financial statements, revenues are recognized when they are both measurable and available. Grants and similar items are recognized when they are both measurable and available. Revenues are considered to be “measurable” when in the hands of intermediary collecting governments and are recognized as revenue at that time. Revenues are considered to be “available” when they are collectible within the current fiscal year or soon enough thereafter to pay liabilities of the current fiscal year. For this purpose, the Council considers revenues to be available if they are collectible within 60 days of the current fiscal year, except intergovernmental revenue which is considered “available” when an agreement is executed. Expenditures are recognized when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences and claims and judgments, are recorded only when payment is due.

Under the modified accrual basis of accounting, as used in governmental fund financial statements, acquisition costs of capital assets are recorded as expenditures at the time of purchase and depreciation is not recognized on these capital assets. The Council applies restricted resources first when an expense is incurred for purposes for which both restricted and unrestricted net position is available.

The Council presents the following major governmental fund:

The General Fund is the primary operating fund. It accounts for all general operating financial resources of the Council. There are no resources required to be accounted for in another fund.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with a proprietary fund’s principal ongoing operations. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

The Council reports the following major proprietary fund:

The VanGo™ Fund is used to account for the operations of the MPO’s vanpooling program. This program provides vans for use in commuter services. Each van is required to maintain at least four riders. The participants are charged a monthly fee for the service.

Our overall business, most notably our VanGo™ ridership, could be negatively impacted by the coronavirus outbreak, but the significance of the impact of the coronavirus outbreak on our business and the duration for which it may have an impact cannot be determined at this time.

## **Budget and Budgetary Accounting**

### **Appropriated budgets are established for all funds of the Council**

The Council follows these procedures in establishing any budgetary data reflected in the financial statements:

1. During the months of February through March, a proposed budget, referred to as the Unified Planning Work Program, or “UPWP,” for the fiscal year commencing the following October 1 is prepared with coordination from the Technical Advisory Committee, the Finance Committee, transit providers, and MPO staff, along with input from Colorado Department of Transportation’s Division of Transportation Development and Region 4 representatives. The budget includes task scopes of work, proposed expenditures and the means of financing them.
2. Notice of the budget agenda item is published in three regional newspapers designating the meetings in which the budget will be discussed and then adopted.
3. Prior to October 1, the UPWP is adopted by formal resolution. The UPWP is generally adopted by Council action at its May meeting but no later than the June meeting.
4. Expenditures may not exceed the UPWP budgeted totals. Any revisions that alter the total budgeted expenditures of any tasks must be approved by the Council or by means of an administrative amendment, and be formally incorporated into an amended UPWP.

The Council’s annual fiscal year budget is based on two fiscal year budgets. January-September is based on the 2019 UPWP budget and October-December is based on the 2020 UPWP budget.

### **Cash and Cash Equivalents**

The Council considers all highly-liquid investments with original maturities of three months or less to be cash equivalents.

### **Investments**

The Council has investments in a local government investment pool, which are valued at net asset value.

### **Receivables**

Grants receivable are expressed net of any allowances for doubtful accounts. Unbilled expenditure reimbursement revenues are accrued as of year-end and included with grants receivable. All receivables are expected to be collected within 60 days except intergovernmental funds which are subject to an executed agreement.

### **Prepaid Items**

Payments made to vendors for services that will benefit periods beyond year-end are recorded as prepaid items. The prepaid balances, as reported in the fund financial statements, are offset by a fund balance reserve account in applicable governmental funds to indicate they are not available for appropriation and are not expendable available financial resources.

## Capital Assets

Capital assets are reported at historical cost, net of accumulated depreciation, in the Governmental Funds Balance Sheet / Statement of Net Position. Capital assets are defined by the Council as assets with an initial, individual cost of more than \$5,000 and an estimated useful life of at least three years.

The costs of normal maintenance and repairs that do not add to the value of the assets or materially extend asset lives are not capitalized and are expensed as incurred. Capital assets are depreciated using the straight-line method, mid-year convention, with estimated useful lives as follows:

Office Furniture & Equipment	3-5 years
Leasehold Improvements	5 years
Motor Vehicles	3-5 years

## Interfund Receivables/Payables and Advances

Transactions between funds that are representative of lending/borrowing arrangements outstanding at the end of the fiscal year are referred to as either “due to/from other funds” (i.e. the current portion of interfund loans) or “advances to/from other funds”: (i.e. the not-current portion of interfund loans). Any residual balances outstanding between the governmental activities and business-type activities are reported in the government-wide financial statements as “internal balances”.

## Accumulated Leave

The Council allows employees to accumulate unused vacation pay. A percentage, based on years of service, of accumulated sick pay is allowed to be paid into a retirement health savings plan at a discounted rate. The liability associated with these benefits is reported in the Statement of Net Position.

## Revenue Recognition

Generally, most of the expenditure activity incurred by the Council is on a cost reimbursement basis through Federal grant and local match funding streams. Reimbursement invoices are submitted to the Colorado Department of Transportation on a monthly basis for the prior month’s net expenditures and recorded as revenue on the date invoiced. Local member entities are billed on an annual basis and the amounts are recorded as a liability when paid. Each month the required match amount is recorded as revenue with a reduction to the liability.

Operating revenues for the VanGO™ program are billed monthly to the participants.

## Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities and deferred inflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Accordingly, actual results could differ from those estimates.

## **Fund Balance and Net Position**

In the government-wide financial statements, net position is classified in the following categories:

Net Investment in Capital Assets - This category groups all capital assets into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction or improvement of these assets reduce this category.

Restricted Net Position - This category presents external restrictions imposed by creditors, grantors, contributors or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.

Unrestricted Net Position - This category represents the net position of the MPO, which is not restricted for any project or other purpose. A deficit will require future funding.

The Council applies restricted resources first when an expense is incurred for purposes for which both restricted and unrestricted resources are available.

In the fund financial statements, governmental funds report fund classifications that comprise a hierarchy based primarily on the extent to which the MPO is bound to honor constraints on the specific purposes for which amounts in those funds can be spent. Fund balances of the governmental funds are classified as follows:

Nonspendable - amounts that cannot be spent either because they are not in spendable form or because they are legally or contractually required to be maintained intact.

Restricted - amounts that can be spent only for specific purposes because of constitutional provisions, charter requirements or enabling legislation, or because of constraints that are externally imposed by creditors, grantors, or the laws or regulations of other governments.

Committed - amounts that can be used only for specific purposes determined by a formal action of the Council. The Council is the highest level of decision making authority for the MPO. Commitments may be established, modified, or rescinded only through resolutions approved by the Council.

Assigned - amounts that do not meet the criteria to be classified as restricted or committed but that are intended to be used for specific purposes. The Council has the authority to assign amounts for specific purposes.

Unassigned - all other spendable amounts.

### **Note 2. Cash, Cash Equivalents and Investments**

The Council's bank accounts at year-end were entirely covered by Federal depository insurance or by collateral held by the Council's custodial banks under provisions of the Colorado Public Deposit Protection Act.

The Colorado Public Deposit Protection Act requires financial institutions to pledge collateral having a market value of at least 102% of the aggregate public deposits not insured by Federal depository insurance. Eligible collateral includes municipal bonds, U.S. government securities, mortgages and deeds of trust. For the General Fund, the bank balances with the financial institutions were \$152,263 of which all was covered by Federal depository insurance. The bank balances for the VanGo™ fund were \$64,615 of which all was covered by Federal depository insurance.

State statutes authorize the Council to invest in obligations of the U.S. Treasury and U.S. agencies, obligations of the State of Colorado or of any county, school district, and certain towns and cities therein, notes or bonds secured by insured mortgages or trust deeds, obligations of national mortgage associations, and certain repurchase agreements.

At December 31, 2019 the balance in the Colorado Local Government Liquid Asset Trust (“COLOTRUST”), a Colorado local government investment pool trust was \$4,106,492. The investment pools are routinely monitored by the Colorado division of Securities with regard to operations and investments. As of December 31, 2019, COLOTRUST was rated “AAAm” by Standard & Poor’s, a nationally recognized statistical rating organization. The “AAAm” rating signifies excellent safety of invested principal value and limited exposure to loss. The investment pool operates similarly to a money market fund; each share is equal in value to \$1.00. The investment in COLOTRUST is measured at net asset value.

As of December 31, 2019, the Council had cash and cash equivalents and investment balances as follows:

	Governmental Activities	Business-type Activities	Total
Cash on hand	\$ 75	\$ -	\$ 75
Bank deposits	151,603	68,225	219,828
Local government investment	383,883	3,722,609	4,106,492
Total	<u>\$ 535,561</u>	<u>\$ 3,790,834</u>	<u>\$ 4,326,395</u>

**Note 3. Tabor Amendment**

In November 1992, Colorado voters passed Section 20, Article X of the Colorado Constitution, commonly known as the Taxpayer’s Bill of Rights (TABOR). TABOR contains revenue, spending, tax, and debt limitations that apply to the State of Colorado and all local governments. Management has obtained a written legal opinion that states the organization is not a local government subject to TABOR.

**Note 4. Risk Management**

**Property, Liability, and Workers Compensation**

The Council is a member of the Colorado Intergovernmental Risk Sharing Agency (CIRSA), a public entity risk pool operating as a common risk management and insurance program for member entities. As a member, an annual contribution is paid to CIRSA for property, casualty, and Workers' Compensation insurance coverage.

The intergovernmental agreements for the formation of CIRSA provides that the pool will be self-sustaining through member contributions and additional assessments, if necessary, and the pool will purchase excess insurance through commercial companies for members' claims in excess of a specified self-insurance retention, which is determined each policy year.

Coverage under this membership includes Property, Liability, Crime, Public Officials Errors and Omissions Liability, and Workers' Compensation. Settled claims resulting from these risks have not exceeded insurance coverage since inception.

**Employee Health and Illness**

Under an Intergovernmental Services Agreement with the City of Fort Collins (City), the Council provides its permanent employees with comprehensive major medical benefits. The provided options for medical benefits include a Preferred Provider Option (PPO) Plan or a High Deductible Plan with a Health Savings Account. The City's Benefits Fund is utilized to finance and account for medical risks of loss. Stop-loss coverage of \$120,000 per occurrence is retained by the City as excess risk coverage. To date, there have been no claims on behalf of Council employees that have exceeded the stop-loss limit. The contributions were as follows:

	Government Activities		Business-type Activities		Total Government	
	2018	2019	2018	2019	2018	2019
Employer	\$ 67,168	\$ 78,574	\$ 13,998	\$ 18,318	\$ 81,166	\$ 96,892
Employee	18,652	20,432	3,715	5,585	22,367	26,017

**Note 5. Retirement Plans**

**Money Purchase Plan**

The Council offers all its permanent, classified employees a defined contribution money purchase plan. In a defined contribution plan, benefits depend solely on amounts contributed to the plan plus investment earnings. Employees are eligible to participate 30 days from the date of employment.

During 2018 the Council modified the current plan to exclude the Executive Director and created a separate defined contribution money purchase plan for the Executive Director only.



The modified plan (employee plan) requires both employer and employees to contribute amounts ranging from 3% to 7.5% (depending on job classification) of base salary each pay period. The new plan (Executive Director plan) requires only employer contributions up to a defined contribution maximum limit decided by the Council per year. Contributions made by the Council are not taxable to the employee until they are withdrawn. Employee contributions are made with pre-tax dollars, and the earnings on Council and employee contributions are not taxed until withdrawn. Employees are fully vested upon initial participation in the plan. Plan provisions and contribution requirements are established and may be amended by the Council. Both Plans are administered by ICMA Retirement Corporation.

Council and employee contributions to the plans during 2019 and 2018 were:

	<u>Government Activities</u>		<u>Business-type Activities</u>		<u>Total Government</u>	
	2018	2019	2018	2019	2018	2019
Employer	\$ 66,304	\$ 92,750	\$ 8,199	\$ 6,799	\$ 74,503	\$ 99,549
Employee	14,706	15,077	2,848	2,351	17,554	17,428

**Deferred Compensation Plan**

The Council offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The assets under this plan are not considered property of the Council and are held by a second party administrator for the exclusive benefit of the plan participants and their beneficiaries. The Council has little administrative involvement and does not perform the investing function for this plan. Therefore, these assets are not included as part of the financial statements of the Council. The Council does not contribute to this plan.

**Note 6. Concentration**

Approximately 71% of the governmental activities total revenue of its general fund is from FHWA and FTA grants administered through Colorado Department of Transportation. Approximately 2% of the governmental activities total revenue is from the City of Fort Collins in accordance with a funding exchange for FTA Section 5310 funds.

Approximately 35% of the governmental activities total revenue of the VanGo™ fund is from charges for services. Approximately 43% of the governmental activities total revenue of the VanGo™ fund is from the City of Fort Collins in accordance with a funding exchange for FTA Section 5307 and 5339 funds.

**Note 7. Capital Assets**

A summary of changes to capital assets for the year ended December 31, 2019 follows:

	1/1/2019 Balance	Additions	Deletions	12/31/2019 Balance
<b>Governmental Activities</b>				
Capital Assets Being Depreciated				
Office equipment	\$ 82,411	\$ -	\$ -	\$ 82,411
Leasehold improvement	41,938	-	-	41,938
Government activities Capital assets being depreciated	124,349	-	-	124,349
Accumulated Depreciation				
Office equipment	63,577	8,229	-	71,806
Leasehold improvement	20,969	8,388	-	29,357
Total accumulated depreciation	84,546	16,617	-	101,163
Governmental Activities Capital Assets, Net	\$ 39,803	\$ (16,617)	\$ -	\$ 23,186
<b>Business-type Activities</b>				
Capital Assets Being Depreciated				
Fleet equipment	\$2,009,162	\$ 215,222	\$ 372,873	\$1,851,511
Office equipment	27,220	-	-	27,220
Business-type activities Capital assets being depreciated	2,036,382	215,222	372,873	1,878,731
Accumulated Depreciation				
Fleet equipment	1,385,492	209,057	364,997	1,229,552
Office equipment	22,683	4,537	-	27,220
Total accumulated depreciation	1,408,175	213,594	364,997	1,256,772
Business-type Activities Capital Assets, Net	\$ 628,207	\$ 1,628	\$ 7,876	\$ 621,959

Depreciation expense for governmental activities has been allocated to general government for \$16,617.

**Note 8. Long-Term Liabilities**

A summary of changes in long-term liabilities for the year ended December 31, 2019 follows:

	<u>1/1/2019 Balance</u>	<u>Additions</u>	<u>Reductions</u>	<u>12/31/2019 Balance</u>	<u>Due Within One Year</u>
<b>Governmental Activities</b>					
Accumulated Leave	\$ 34,461	\$ 92,798	\$ 91,367	\$ 35,892	\$ 19,076
Total Long-Term Liabilities	<u>\$ 34,461</u>	<u>\$ 92,798</u>	<u>\$ 91,367</u>	<u>\$ 35,892</u>	<u>\$ 19,076</u>
<b>Business-type Activities</b>					
Accumulated Leave	\$ 5,174	\$ 7,459	\$ 7,548	\$ 5,085	\$ 3,749
Total Long-Term Liabilities	<u>\$ 5,174</u>	<u>\$ 7,459</u>	<u>\$ 7,548</u>	<u>\$ 5,085</u>	<u>\$ 3,749</u>

**Note 9. Operating Leases**

The Council leases office facilities. This lease expires February 28, 2022.

Total costs for the office space was \$151,529 for the year ended December 31, 2019. The business-type activities had no operating leases as of December 31, 2019.

The future minimum lease payments for these leases are as follows:

Year Ending December 31,	<u>Office</u>
2020	100,471
2021	103,486
2022	17,332
	<u>\$ 221,289</u>

**REQUIRED SUPPLEMENTARY INFORMATION**

*Final Draft 4/27/2020*

NORTH FRONT RANGE TRANSPORTATION  
& AIR QUALITY PLANNING COUNCIL

GOVERNMENTAL FUND BUDGETARY COMPARISON STATEMENT  
Year Ended December 31, 2019

	<u>Original Budget</u>	<u>Budget Amendments</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
<b>REVENUES</b>					
Grant Revenue - Federal	\$ 1,268,263	\$ (27,893)	\$ 1,240,370	\$ 1,013,434	\$ (226,936)
Grant Revenue - Local Match	272,565	(7,985)	264,580	267,876	3,296
Other Intergovernmental Revenue	66,972	49,046	116,018	129,801	13,783
Earnings on Investments	-	-	-	10,296	10,296
Miscellaneous	-	-	-	123	123
Total Revenues	<u>1,607,800</u>	<u>13,168</u>	<u>1,620,968</u>	<u>1,421,530</u>	<u>(199,438)</u>
<b>EXPENDITURES</b>					
Payroll Expense	1,133,459	(55,964)	1,077,495	841,298	236,197
Office Expense	178,991	(24,845)	154,146	111,010	43,136
Consultant and Professional Services	204,619	89,870	294,489	248,138	46,351
Other Program Expense	53,075	(1,748)	51,327	44,686	6,641
Travel/Conf/Training	30,156	2,105	32,261	32,244	17
Interest Expense	-	-	-	28	(28)
Capital Outlay - Purchases	7,500	3,750	11,250	-	11,250
Total Expenditures	<u>1,607,800</u>	<u>13,168</u>	<u>1,620,968</u>	<u>1,277,404</u>	<u>343,564</u>
Excess (Deficiency) of Revenue over Expenditures	-	-	-	144,126	144,126
Net Change In Fund Balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 144,126</u>	<u>\$ 144,126</u>
Fund Balance / Net Position, Beginning of the Year			661,693	661,693	-
Fund Balance / Net Position, End of the Year			<u>\$ 661,693</u>	<u>\$ 805,819</u>	<u>\$ 144,126</u>

See Note to the Required Supplementary Information.

**Note 1. Budgetary Information**

The budget for the General Fund is adopted on the modified accrual basis where capital outlays are treated as expenditures and depreciation is not budgeted. The operating budget includes proposed expenditures and the means of financing them. The Council must approve changes in the General Fund's budget. (See Note 1 for additional budgetary information.)

Final Draft 4/27/2020

**SUPPLEMENTARY INFORMATION**

*Final Draft 4/27/2020*

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

**PROPRIETY FUND BUDGET COMPARISON STATEMENT  
Year Ended December 31, 2019**

	<u>Original Budget</u>	<u>Budget Amendments</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
<b>Operating Revenues</b>					
Charges for Service	\$ 540,080	\$ 3,499	\$ 543,579	\$ 461,177	\$ (82,402)
Other Program Revenues	187,379	318,520	505,899	563,889	57,990
Total Operating Revenues	<u>727,459</u>	<u>322,019</u>	<u>1,049,478</u>	<u>1,025,066</u>	<u>(24,412)</u>
<b>Operating Expenses</b>					
Payroll Expense	131,604	4,739	136,343	118,288	18,055
Fleet Expense	485,705	93,987	579,692	587,972	(8,280)
Office Expense	46,881	27,335	74,216	107,273	(33,057)
Consultant and Professional Services	7,527	(1,736)	5,791	5,480	311
Other Program Expense	51,319	76,240	127,559	82,885	44,674
Travel/Conference/Training	4,423	73	4,496	4,150	346
Capital Purchases	-	240,750	240,750	215,222	25,528
Total Operating Expenses	<u>727,459</u>	<u>441,388</u>	<u>1,168,847</u>	<u>1,121,270</u>	<u>47,577</u>
Operating Income (Loss)	<u>-</u>	<u>(119,369)</u>	<u>(119,369)</u>	<u>(96,204)</u>	<u>23,165</u>
<b>Nonoperating Revenues</b>					
Other Revenue	-	-	-	79,665	79,665
Earnings on Investment	-	-	-	78,166	78,166
Gain on Sale of Capital Assets	-	119,369	119,369	127,198	7,829
Total Nonoperating Revenues (Expenses)	<u>-</u>	<u>119,369</u>	<u>119,369</u>	<u>285,029</u>	<u>165,660</u>
Change in Net Position - Budgetary Basis	-	-	-	188,825	188,825
Reconciliation to GAAP Basis					
Capital Outlay	-	-	-	215,222	-
Depreciation	-	-	-	(213,594)	-
Change in Net Position - GAAP Basis				190,453	
Net Position - Beginning of the Year				4,237,335	4,237,335
Net Position - End of the Year				<u>\$ 4,427,788</u>	<u>\$ 4,426,160</u>



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

**Schedule of Expenditures of Federal Awards  
Year Ended December 31, 2019**

Federal Grantor/Pass-Through Grantor/ Program or Cluster Title	Federal CFDA Number	Pass-Through Entity Identifying Number	Total Federal Expenditures
<b>U.S. Department of Transportation</b>			
<b><u>Highway Planning and Construction Cluster:</u></b>			
Pass-through Colorado Department of Transportation			
Highway Planning and Construction	20.205	18-HTD-ZL-00053	\$ 897,977
Highway Planning and Construction	20.205	18-HTD-SL-00054	26,427
Highway Planning and Construction	20.205	18-HTD-ZL-00139	22,461
<i>Total Highway Planning and Construction Cluster</i>			<u>946,865</u>
<b><u>Transit Services Programs Cluster:</u></b>			
Pass-through Colorado Department of Transportation			
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	19-HTR-ZL-00131	26,569
<i>Total Transit Services Programs Cluster</i>			<u>26,569</u>
Pass-through Colorado Department of Transportation			
Metropolitan Planning	20.505	19-HTR-ZL-00188	40,000
<i>Total U.S. Department of Transportation</i>			<u>1,013,434</u>
<b>Total Expenditures of Federal Awards</b>			<u><u>\$ 1,013,434</u></u>

See Notes to Schedule of Expenditures of Federal Awards.

**Note 1. Summary of Significant Accounting Policies**

Expenditures reported on the accompanying North Front Range Transportation and Air Quality Planning Council (the “Council”) Schedule of Expenditures of Federal Awards (the “Schedule”) are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the Schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years. The Council provided no Federal funds to subrecipients.

**Note 2. De Minimis Cost Rate**

The Council did not elect to use the 10% de minimis cost rate allowed under the Uniform Guidance.

**Note 3. Basis of Presentation**

The Schedule includes the Federal award activity of the Council under programs of the Federal government for the year ended December 31, 2019. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Council, it is not intended to and does not present the financial position, changes in net assets, or cash flows of the Council.

**INDEPENDENT AUDITOR’S REPORT ON INTERNAL CONTROL  
OVER FINANCIAL REPORTING AND ON COMPLIANCE AND  
OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL  
STATEMENTS PERFORMED IN ACCORDANCE WITH  
GOVERNMENT AUDITING STANDARDS**

To the Planning Council  
North Front Range Transportation & Air Quality Planning Council  
Fort Collins, Colorado

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, and each major fund of the North Front Range Transportation & Air Quality Planning Council (the “Council”) as of and for the year ended December 31, 2019, and the related notes to the financial statements, which collectively comprise the Council’s basic financial statements, and have issued our report thereon dated May 7, 2020.

**Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Council’s internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Council’s internal control. Accordingly, we do not express an opinion on the effectiveness of the Council’s internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Council’s financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

## **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Council's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the result of that testing, and not to provide an opinion on the effectiveness of the Council's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Council's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Fort Collins, Colorado  
May 7, 2020

Final Draft 4/27/2020

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR  
EACH MAJOR FEDERAL PROGRAM AND REPORT ON  
INTERNAL CONTROL OVER COMPLIANCE  
REQUIRED BY THE UNIFORM GUIDANCE**

To the Planning Council  
North Front Range Transportation & Air Quality Planning Council  
Fort Collins, Colorado

**Report on Compliance for Each Major Federal Program**

We have audited the North Front Range Transportation & Air Quality Planning Council (the "Council") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Council's major Federal programs for the year ended December 31, 2019. The Council's major Federal programs are identified in the summary of auditor's results section of the accompanying Schedule of Findings and Questioned Costs.

***Management's Responsibility***

Management is responsible for compliance with Federal statutes, regulations, and terms and conditions of its Federal awards applicable to its Federal programs.

***Auditor's Responsibility***

Our responsibility is to express an opinion on compliance for each of the Council's major Federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major Federal program occurred. An audit includes examining, on a test basis, evidence about the Council's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major Federal program. However, our audit does not provide a legal determination of the Council's compliance.

***Opinion on Each Major Federal Program***

In our opinion, the Council complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major Federal programs for the year ended December 31, 2019.

## **Report on Internal Control over Compliance**

Management of the Council is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Council's internal control over compliance with the types of requirements that could have a direct and material effect on each major Federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major Federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Council's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a Federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a Federal program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a Federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the audit requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Fort Collins, Colorado  
May 7, 2020

**I. SUMMARY OF INDEPENDENT AUDITOR'S RESULTS**

**Financial Statements**

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with U.S. GAAP: Unmodified

Internal control over financial reporting:

- Material weakness(es) identified?  Yes  No
- Significant deficiency(ies) identified?  Yes  None Reported

Noncompliance material to financial statements noted?  Yes  No

**Federal Awards**

Internal control over major Federal programs:

- Material weakness(es) identified?  Yes  No
- Significant deficiency(ies) identified?  Yes  None Reported

Type of auditor's report issued on compliance for major Federal programs: Unmodified

- Any audit findings disclosed that are required to be reported in accordance with Section 2 CFR 200.516 (a)?  Yes  No

Identification of major Federal programs:

<u>CFDA Number(s)</u>	<u>Name of Federal Program or Cluster</u>
20.205	Highway Planning and Construction Cluster

• Dollar threshold used to distinguish between Type A and Type B programs: \$750,000

Auditee qualified as low-risk auditee?  Yes  No

**II. FINANCIAL STATEMENT FINDINGS**

None.

**III. FEDERAL AWARD FINDINGS AND QUESTIONED COSTS**

None.

Final Draft 4/27/2020



There were no findings in the prior year.

Final Draft 4/27/2020



## MEMORANDUM

**To:** NFRMPO Planning Council

**From:** Suzette Mallette/Lisa Gagliardi

**Date:** May 7, 2020

**Re:** FY2020-2021 Unified Planning Work Program

### (UPWP) Background

The NFRMPO staff has drafted the Tasks and Products for the FY2020-2021 Unified Planning Work Program (UPWP) focusing on FY 2021. The Finance Committee reviewed the FY2021 Budget on April 15, 2020 and it is anticipated they will recommend Planning Council approval at the May 20, 2020 meeting. The FY2020-2021 UPWP and FY2021 Budget will be an Action item at the June 6, 2020 Planning Council meeting to allow CDOT and FHWA approval prior to the beginning of FY2021 on October 1, 2020.

The draft FY2020-2021 UPWP Tasks were provided to TAC at the April 15, 2020 TAC meeting, with comments requested by Monday, April 27, 2020. The full FY2020-2021 UPWP can be accessed here: <https://nfrmpo.org/wp-content/uploads/draft-fy2021-upwp-tasks.pdf>

### Highlights

Below is a list of some of the projects in the 2021 UPWP.

- First year of the Statewide Household Travel Survey – every 10 years in conjunction with Census
- Implementation of One Call/One Click Center – first full year
- 2050 Land Use Allocation Model (LUAM)
- Active Transportation Plan (previously Non-Motorized Plan)
- North Front Range Premium Transit Analysis

### Action

NFRMPO staff requests Planning Council review the FY2020-2021 UPWP and provide comments and feedback.

**NFRMPO  
FY 2021 UNIFIED PLANNING WORK PROGRAM  
DRAFT BUDGET-**

WORK TASK	FY 20-21 person weeks	% total time	FY20-21 personnel costs	other direct costs	TOTAL COST	INDIRECT SPREAD	TOTAL SPREAD	CPG (.8279)	CPG MATCH (.1721)	SUB TOTAL (1.0)	STBG Matched (.8279)	STBG MATCH (.1721)	SUB TOTAL (1.0)	SPR	FC MM (.8)	FC Match (.2)	FC Sub Total 0	CDOT 5310 (.8)	5310 Match (.2)	5310 Sub Total 1	Colorado Health Dept 1	Colorado MMOF	Local VANGO RESERVE	FY 20-21 GRAND TOTAL	Local Match Total	
<b>Monitoring</b>																										
1.1 Data collection & Analysis	25	5.68%	\$ 44,379	\$ -	\$ 44,379	\$ 31,975	\$ 76,354	\$ 63,213	\$ 13,140	\$ 76,354	\$ -	\$ -	\$ -											\$ 76,354	\$ 13,140	
1.2 Safety and Security	2	0.45%	\$ 3,550	\$ -	\$ 3,550	\$ 2,558	\$ 6,108	\$ 5,057	\$ 1,051	\$ 6,108	\$ -	\$ -	\$ -											\$ 6,108	\$ 1,051	
1.3 Local Plan Reviews	2	0.45%	\$ 3,550	\$ -	\$ 3,550	\$ 2,558	\$ 6,108	\$ 5,057	\$ 1,051	\$ 6,108	\$ -	\$ -	\$ -											\$ 6,108	\$ 1,051	
1.4 Congestion Management Process	3	0.68%	\$ 5,325	\$ -	\$ 5,325	\$ 3,837	\$ 9,162	\$ 7,586	\$ 1,577	\$ 9,162														\$ 9,162	\$ 1,577	
1.5 Performance measures & Reporting	5	1.14%	\$ 8,876	\$ 2,500	\$ 11,376	\$ 6,395	\$ 17,770	\$ 14,712	\$ 3,058	\$ 17,770														\$ 17,770	\$ 3,058	
<b>SUBTOTAL</b>	<b>37</b>	<b>8.41%</b>	<b>\$ 65,681</b>	<b>\$ 2,500</b>	<b>\$ 68,181</b>	<b>\$ 47,323</b>	<b>\$ 115,502</b>	<b>\$ 95,624</b>	<b>\$ 19,878</b>	<b>\$ 115,502</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 115,502</b>	<b>\$ 19,878</b>
<b>Development</b>																										
2.1 Regional Transportation Plan Management	5	1.14%	\$ 8,876	\$ 1,850	\$ 10,726	\$ 6,395	\$ 17,121	\$ 14,174	\$ 2,946	\$ 17,121	\$ -	\$ -	\$ -											\$ 17,121	\$ 2,946	
2.2 Land Use Model Management	20	4.55%	\$ 35,503	\$ 18,779	\$ 54,282	\$ 25,580	\$ 79,862	\$ 66,118	\$ 13,744	\$ 79,862														\$ 79,862	\$ 13,744	
2.3 Transportation Model Management	30	6.82%	\$ 53,255	\$ 7,609	\$ 60,864	\$ 38,370	\$ 99,233	\$ 82,155	\$ 17,078	\$ 99,233														\$ 99,233	\$ 17,078	
2.4 Regional Non-Motorized Plan	38	8.64%	\$ 67,456	\$ 5,500	\$ 72,956	\$ 48,602	\$ 121,558	\$ 100,638	\$ 20,920	\$ 121,558	\$ -	\$ -	\$ -											\$ 121,558	\$ 20,920	
2.5 Planning Council & TAC Support	25	5.68%	\$ 44,379	\$ 14,593	\$ 58,972	\$ 31,975	\$ 90,947	\$ 75,295	\$ 15,652	\$ 90,947														\$ 90,947	\$ 15,652	
2.6 UPWP	10	2.27%	\$ 17,752	\$ -	\$ 17,752	\$ 12,790	\$ 30,542	\$ 25,285	\$ 5,256	\$ 30,542														\$ 30,542	\$ 5,256	
2.7 Environmental Justice Plan	15	3.41%	\$ 26,627	\$ 4,171	\$ 30,798	\$ 19,185	\$ 49,983				\$ 41,381	\$ 8,602	\$ 49,983											\$ 49,983	\$ 8,602	
2.8 2020 Household Survey	25	5.68%	\$ 44,379	\$ 230,000	\$ 274,379	\$ 31,975	\$ 306,354	\$ 253,630	\$ 52,724	\$ 306,354				\$ -										\$ 306,354	\$ 52,724	
2.10 Premium Transit Analysis	0	0.00%	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -													\$ 125,000	\$ 125,000	\$ 250,000	\$ -
<b>SUBTOTAL</b>	<b>168</b>	<b>38.18%</b>	<b>\$ 298,227</b>	<b>\$ 532,501</b>	<b>\$ 830,728</b>	<b>\$ 214,871</b>	<b>\$ 1,045,600</b>	<b>\$ 617,296</b>	<b>\$ 128,321</b>	<b>\$ 745,617</b>	<b>\$ 41,381</b>	<b>\$ 8,602</b>	<b>\$ 49,983</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 125,000</b>	<b>\$ 125,000</b>	<b>\$ 1,045,600</b>	<b>\$ 136,923</b>
<b>Services</b>																										
3.1 Special Participation Outreach/	30	6.82%	\$ 53,255	\$ 12,206	\$ 65,461	\$ 38,370	\$ 103,831	\$ 81,822	\$ 17,009	\$ 98,831	\$ -	\$ -	\$ -									\$ 5,000		\$ 103,831	\$ 17,009	
3.2 Communications	40	9.09%	\$ 71,007	\$ 12,696	\$ 83,703	\$ 51,160	\$ 134,862	\$ 95,095	\$ 19,768	\$ 114,862	\$ -	\$ -	\$ -									\$ 20,000		\$ 134,862	\$ 19,768	
<b>SUBTOTAL</b>	<b>70</b>	<b>15.91%</b>	<b>\$ 124,261</b>	<b>\$ 24,902</b>	<b>\$ 149,164</b>	<b>\$ 89,530</b>	<b>\$ 238,693</b>	<b>\$ 176,917</b>	<b>\$ 36,777</b>	<b>\$ 213,693</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 25,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 238,693</b>	<b>\$ 36,777</b>	
<b>Implementation</b>																										
4.1 Project Assistance	10	2.27%	\$ 17,752	\$ -	\$ 17,752	\$ 12,790	\$ 30,542	\$ 25,285	\$ 5,256	\$ 30,542				\$ -										\$ 30,542	\$ 5,256	
4.2 TIP	20	4.55%	\$ 35,503	\$ 3,415	\$ 38,918	\$ 25,580	\$ 64,498				\$ 53,398	\$ 11,100	\$ 64,498											\$ 64,498	\$ 11,100	
4.3 Federal Funds Management	10	2.27%	\$ 17,752	\$ -	\$ 17,752	\$ 12,790	\$ 30,542				\$ 25,285	\$ 5,256	\$ 30,542											\$ 30,542	\$ 5,256	
4.4 LC Mobility	13	2.95%	\$ 17,599	\$ 3,909	\$ 21,508	\$ 12,680	\$ 34,188								\$ 27,350	\$ 6,838	\$ 34,188							\$ 34,188	\$ 6,838	
4.4 WC Mobility	12	2.73%	\$ 16,245	\$ 44,165	\$ 60,410	\$ 11,705	\$ 72,115											\$ 65,743	\$ 6,372	\$ 72,115				\$ 72,115	\$ 6,372	
4.6 One Call/One Click	91	20.68%	\$ 136,627	\$ 149,000	\$ 285,627	\$ 98,439	\$ 384,067															\$ 192,033	\$ 192,033	\$ 384,067	\$ -	
<b>SUBTOTAL</b>	<b>156</b>	<b>35.45%</b>	<b>\$ 241,478</b>	<b>\$ 200,489</b>	<b>\$ 441,967</b>	<b>\$ 173,983</b>	<b>\$ 615,950</b>	<b>\$ 25,285</b>	<b>\$ 5,256</b>	<b>\$ 30,542</b>	<b>\$ 78,682</b>	<b>\$ 16,356</b>	<b>\$ 95,040</b>	<b>\$ -</b>	<b>\$ 27,350</b>	<b>\$ 6,838</b>	<b>\$ 34,188</b>	<b>\$ 65,743</b>	<b>\$ 6,372</b>	<b>\$ 72,115</b>	<b>\$ -</b>	<b>\$ 192,033</b>	<b>\$ 192,033</b>	<b>\$ 615,950</b>	<b>\$ 34,822</b>	
<b>Administration</b>																										
5.2 Local only				\$ 2,723	\$ 2,723		\$ 2,723																	\$ 2,723	\$ 2,723	
5.2 Grant Reporting and Management	9	2.05%	\$ 15,976	\$ -	\$ 15,976	\$ 11,511	\$ 27,487	\$ 22,757	\$ 4,731	\$ 27,487	\$ -	\$ -	\$ -											\$ 27,487	\$ 4,731	
<b>SUBTOTAL</b>	<b>9</b>	<b>2.05%</b>	<b>\$ 15,976</b>	<b>\$ 2,723</b>	<b>\$ 18,700</b>	<b>\$ 11,511</b>	<b>\$ 30,210</b>	<b>\$ 22,757</b>	<b>\$ 4,731</b>	<b>\$ 27,487</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 30,210</b>	<b>\$ 7,454</b>
<b>GRAND TOTAL</b>	<b>440</b>		<b>\$745,624</b>	<b>\$763,116</b>	<b>\$1,508,740</b>	<b>\$537,217</b>	<b>\$2,045,956</b>	<b>\$937,880</b>	<b>\$194,962</b>	<b>\$1,132,841</b>	<b>\$120,063</b>	<b>\$24,958</b>	<b>\$145,023</b>	<b>\$0</b>	<b>\$27,350</b>	<b>\$6,838</b>	<b>\$34,188</b>	<b>\$65,743</b>	<b>\$6,372</b>	<b>\$72,115</b>	<b>\$25,000</b>	<b>\$317,033</b>	<b>\$317,033</b>	<b>\$2,045,957</b>	<b>\$235,853</b>	
FY 21 Funding		100.00%	\$745,624	\$760,392	\$1,508,740	\$537,218	\$2,045,956	\$733,938	\$152,568	\$886,506	\$120,064	\$24,958	\$145,023	\$0	\$27,350	\$6,838	\$34,188	\$65,743	\$6,372	\$72,115	\$25,000	\$317,033	\$317,033	\$1,165,555	\$233,130	
Estimated Carryover								\$203,940	\$42,394	\$246,334	\$1	\$0	\$0	\$ -	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$246,335	\$0	

WORK TASK	FY 20-21				TOTAL			FC			FY 20-21	
	person	percent	FY 20-21	other	COST	INDIRECT	TOTAL	Sales	VanGo	Van Sales		GRAND
	weeks	of total	personnel	direct		SPREAD	SPREAD	Tax	Fares		TOTAL	
		time	costs	costs								
<b>Operations</b>												
6.1	Vanpool service	85	75.22%	\$115,572	\$456,251	\$571,823	\$83,269	\$655,092	\$315,615	\$482,332		\$797,947
6.2	Vanpool Billing/Outreach	4	3.54%	\$5,439	\$15,601	\$21,040	\$3,919	\$24,958	\$12,025			\$12,025
6.3	Vehicle acquisition/Management	8	7.08%	\$10,877	\$320,000	\$330,877	\$7,837	\$338,714	\$163,189		\$65,000	\$228,189
6.4	Grant management	3	2.65%	4,079	0	\$4,079	\$2,939	\$7,018	\$3,381			\$3,381
6.5	Grant reporting	13	11.50%	\$17,676	\$0	\$17,676	\$12,735	\$30,411	\$14,651.62			\$14,652
		<b>113</b>	<b>100.00%</b>	<b>\$153,643</b>	<b>\$791,852</b>	<b>\$945,495</b>	<b>\$110,699</b>	<b>\$1,056,193</b>	<b>\$508,861</b>	<b>\$482,332</b>	<b>\$65,000</b>	<b>\$1,056,194</b>

## North Front Range MPO Area - Project Status Updates (May 2020)

<b><u>Roadway / Segment</u></b>	<b><u>Status</u></b>
<b>SH14</b>	
SH14 Safety work west of Ted's Place	<i>In design</i>
<b>I-25</b>	
Design /Build (SH402 to SH14)	<i>Construction is underway. Several closures and lane shifts happening for bridge and culvert work</i>
Wellington to WYO Cable Rail	<i>Construction underway</i>
Vine Drive Bridge	<i>Construction is complete</i>
Segment 6 (SH56 to SH402)	<i>Construction is underway</i>
<b>US34</b>	
US34 & US85 Interchange	<i>In design</i>
US34 & Weld County Rd 17 Interchange	<i>In design</i>
US34 & 35 <sup>th</sup> Ave Interchange	<i>In design</i>
US34 & 47 <sup>th</sup> St Interchange	<i>In design</i>
<b>SH257</b>	
Windsor Resurfacing	<i>In design</i>
Signals at US34	<i>In design</i>
<b>US287</b>	
Foothills Parkway Intersection	<i>Construction is underway</i>
Owl Canyon Rd Feasibility Study	<i>Wrapping up</i>