

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MEETING AGENDA

June 3, 2021

Call-in Number: (872) 240-3311

Access Code: 784-815-789

<https://www.gotomeet.me/NFRMPO/2021-nfrmpo-planning-council-meetings>

For assistance during the meeting, please contact Alex Gordon – agordon@nfrmpo.org or 970.289.8279

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- May 6, 2021 (Page 8)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
|--|---|-----------|
| 3) Air Pollution Control Division (APCD) (Page 13) | Shaun McGrath –Environment and Protection Director | 6:05 |
| 4) Regional Air Quality Council (RAQC) (Page 15) | Steve McCannon –Mobile Sources Program Director (10 min.) | (Written) |
| 5) NFRMPO Air Quality Program Updates | Medora Bornhoft – Transportation & Air Quality Planner III (5 min.) | 6:15 |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
|---|---|------|
| 6) Report of the Chair <ul style="list-style-type: none"> • Future Council Meetings | Will Karspeck - Council Chair – Town of Berthoud (5 min.) | 6:20 |
| 7) Executive Director Report <ul style="list-style-type: none"> • Legislative Update (Page 18) | Suzette Mallette - Executive Director (5 min.) | 6:25 |
| 8) Finance Committee (Page 30) | (Written) | |
| 9) TAC (Page 33) | (Written) | |
| 10) Mobility | (Written) | |
| 11) Community Advisory Committee (CAC) (Page 34) | (Written) | |

PRESENTATIONS:

- | | | |
|--|---|------|
| 12) N I-25 Project Segments 6, 7, & 8 Progress | Abra Geisler – Project Director I-25 North, CDOT R4 | 6:30 |
| 13) HPTE Update | Chris Boespflug - Loveland Resident Engineer, CDOT R4 (15 min.) | 6:45 |
| | Nick Farber – Director, HPTE (15 min.) | |

ACTION ITEMS:

- | | | |
|--|---|------|
| 14) May 2021 TIP Amendment Resolution 2021-14 (Page 35) | AnnaRose Cunningham–Transportation Planner I (5 min.) | 7:00 |
| 15) 2021 UPWP Budget Amendment #2 Resolution 2021-15 (Page 39) | Merideth Kimsey – Accounting Manager (5 min.) | 7:05 |
| 16) 2020 NFRMPO Audit (Page 43) | Merideth Kimsey
Wayne Herr – MHP, LLC (30 min) | 7:10 |



DISCUSSION ITEMS:

- | | | | |
|---|--|-----------|------|
| 17) FY2021 STBG and TA Additional Funding Allocations
<i>(Page 97)</i> | AnnaRose Cunningham | (10 min.) | 7:40 |
| 18) 2021 Call for Projects Discussion <i>(Page 103)</i> | AnnaRose Cunningham | (15 min.) | 7:50 |
| 19) Active Transportation Plan (ATP) <i>(Page 111)</i> | Ryan Dusil – Transportation Planner II | (10 min.) | 8:05 |
| 20) Premium Transit Analysis <i>(Page 117)</i> | Alex Gordon – Transportation Planner III | (10 min.) | 8:15 |

COUNCIL REPORTS:

- | | | | |
|----------------------------------|--|----------|------|
| Transportation Commission | Kathleen Bracke - Transportation Commissioner | | |
| CDOT R4 Update | Heather Paddock - CDOT R4 Transportation Director | | |
| STAC Report <i>(Page 121)</i> | (Written) | | |
| I-25 Coalition | Scott James – Council Vice Chair – Weld County
Commissioner | | |
| US85 Coalition <i>(Page 123)</i> | (Written) | | |
| Host Council Member Report | Brett Payton – Council Member, City of Greeley | (5 min.) | 8:35 |

MEETING WRAP UP:

- | | | | |
|---------------------------------------|--|--|------|
| Next Month's Agenda Topic Suggestions | | | 8:40 |
|---------------------------------------|--|--|------|



MPO Planning Council

Town of Berthoud

William Karspeck, Mayor - Chair

Alternate- Maureen Dower, Mayor Pro Tem

Weld County

Scott James, Commissioner - Vice Chair

Alternate- Perry Buck, Commissioner

City of Loveland

Dave Clark, Councilmember - Past Chair

Alternate- TBD

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

Jeni Arndt, Mayor

Alternate- Tricia Canonico, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Alternate- TBD

City of Greeley

Brett Payton, Councilmember

Alternate- John Gates, Mayor

Town of Johnstown

Troy Mellon, Councilmember

Larimer County

Kristin Stephens, Commissioner

Alternate- Jody Shaddock-McNally, Commissioner

Town of LaSalle

Paula Cochran, Trustee

Town of Milliken

Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Trustee

Town of Timnath

Lisa Laake, Trustee

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, 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)
AQCC	Air Quality Control Commission (of Colorado)
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
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 (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & 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
EJ	Environmental Justice
EPA	Environmental Protection Agency

GLOSSARY (cont'd)

FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GOPMT	Goals, Objectives, Performance Measures, and Targets
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Options Fund (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NMP	Non-Motorized Plan
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	Ozone

GLOSSARY (cont'd)

PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RNMC	Regional Non-Motorized Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTE	Regional Transit Element
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRTS (<i>see TA</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (<i>previously STP-Metro</i>)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission
TAC	Technical Advisory Committee (of the NFRMPO)
TA (<i>previously TAP</i>)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

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

**May 6, 2021
Virtual Meeting**

Voting Members Present:

Will Karspeck- Vice Chair	-Berthoud
Elizabeth Austin	-Milliken
Jeni Arndt	-Fort Collins
Kathleen Bracke	-Transportation Commission
Frank Bazler	-Severance
Dave Clark	-Loveland
Mark Clark	-Evans
Paula Cochran	-LaSalle
Lanie Isbell	-Eaton
Scott James	-Weld County
Brett Payton	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County
Dena Wojtach	-CDPHE-APCD

Voting Members Absent:

Fil Archuleta	-Garden City
Lisa Laake	-Timnath
Troy Mellon	-Johnstown

MPO Staff:

Suzette Mallette, Executive Director; **Becky Karasko**, Transportation Planning Director; **Merideth Kimsey**, Accounting Manager; **Cory Schmitt**, Mobility Manager; **Alex Gordon**, Transportation Planner III; **Medora Bornhoft**, Transportation Planner II; Ryan Dusil, Transportation Planner II; and **AnnaRose Cunningham**, Transportation Planner I, **Kerri Ishmael**, Accounting Clerk III

In Attendance:

Dawn Anderson; Jeff Bailey; Darin Barrett; Abdul Barzak; Allison Baxter; Frank Bazler; Dan Betts; Michael Cheroutes; Rich Christy; Paula Cochran; Spencer Dodge; Simon Duranceau; James Eussen; Jamie Grim; Josie Hadley; Joel Hemsath; Omar Herrera; Myron Hora; Will Jones; Dean Klingner; Katrina Klobberdanz; Mitch Nelson; Johnny Olson; Heather Paddock; Carla Perez; Mark Peterson; Kim Redd; Jan Rowe; David Singer; James Souby; Robin Stoneman; Eric Tracy

Vice-Chair Karspeck called the MPO Council meeting to order at 6:01 p.m.

Public Comment:

There was no public comment.

Move to Approve Agenda:

James **moved** to *APPROVE THE MAY 6, 2021 MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by Isbell and **passed** unanimously.

Move to Approve Minutes:

D. Clark **moved** to *APPROVE THE APRIL 1, 2021 MEETING MINUTES AS SUBMITTED AND THE CORRECTED DECEMBER 3, 2020 MINUTES*. The motion was **seconded** by Stephens and **passed** unanimously.

Public Hearing

Air Quality Conformity for the FY2022-2025 Transportation Improvement Program (TIP)
Medora Bornhoft, Transportation Planner II, stated the purpose of the Public Hearing was to notify the public and receive input on Air Quality Conformity Determinations for the NFRMPO Region and a portion of the Upper Front Range Transportation Planning Region within the Northern Subarea of the Denver Metro-North Front Range 8-hour Ozone Nonattainment Area and the Fort Collins Carbon Monoxide Maintenance Area. The NFRMPO is required to determine conformity of the TIP with federal and state air quality laws and regulations before federal-aid transportation projects may proceed. The FY2022-2025 TIP meets all conformity criteria and all planning requirements. No comments were received from the public on the Conformity documents during the public comment period, which opened on April 2, 2021 and closed on May 3, 2021.

Karspeck opened the Public Hearing. There was no public comment.

Karspeck closed the Public Hearing at 6:07 p.m

Lead Planning Agency for Air Quality Agenda

Vice-Chair Karspeck opened the Air Quality portion of the meeting.

Air Pollution Control Division (APCD)

A written report was provided.

Regional Air Quality Council (RAQC)

A written report was provided.

NFRMPO Air Quality Program Updates

Bornhoft reported the greenhouse gas (GHG) rulemaking, pertaining to GHG budgets in transportation plans, by the Air Quality Control Commission (AQCC) which was originally scheduled to be discussed at the Commission's meeting in May with a hearing to be held in August has likely been delayed one month. Bornhoft stated the three programs that are being created or modified with the GHG rulemaking as well as the concerns from the NFRMPO based on previous Council discussions. The NFRMPO is considering filing for party status for the rulemaking which will include hiring an air quality attorney for the process.

James asked if there was a reason for the rulemaking delay. Bornhoft stated there has not been an official reason released. D. Clark and James expressed concerns about the employee traffic reduction program and support for filing for party status during the rulemaking process. Stephens asked about the stakeholder outreach to larger businesses in the region and the responses the business have given on the program. Bornhoft reported business that attended the stakeholder sessions expressed similar concerns as have been expressed by the Planning Council.

Metropolitan Planning Organization (MPO) Agenda

Vice-Chair Karspeck opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Karspeck reported he is acting as Chair until the elections later in the meeting.

Executive Director Report

Mallette provided information on the following:

- Kerri Ishmael, Accounting Clerk III began at the NFRMPO in April, and reported Hanna Johnson will be starting on May 24 as the new Mobility Coordinator who will be working with to Cory Schmitt on the Weld and Larimer County mobility committees and the launch of RideNoCo, the One Call/One Click Center.
- The NFRMPO will be hosting the first Community Advisory Committee (CAC) on May 11 at 6:00 p.m. as a virtual meeting. The meeting will include an introduction to the NFRMPO, a discussion on the goal of the CAC, and a presentation on the Active Transportation Plan.

- Senate Bill 21-260, the bill that is proposing raising fees to pay for transportation, has been released with a written update provided.

Finance Committee

A written report was provided.

TAC

A written report was provided.

TIP Modifications

A written report was provided.

Mobility

A written report was provided.

PRESENTATIONS:

Front Range Passenger Rail Update

Becky Karasko, Transportation Planning Director and the Commissioner Representing the NFRMPO on the Southwest Chief/Front Range Passenger Rail (FRPR) Commission, introduced the presentation. Karasko reported that Senate Bill (SB) 21-238 was introduced in April, during the April FRPR meeting. Karasko, along with representatives from the Denver Regional Council of Governments (DRCOG), Regional Transit Division (RTD), and BNSF abstained from voting in support of the Bill as well as on an alignment. An alignment was selected during the April FRPR meeting by the remaining commissioners as using the US 287/BNSF corridor in the NFR region. NFRMPO staff have expressed concerns about the legislation including creating a district prior to an alignment being selected and vetted through the NEPA process, creating a taxation district through legislation rather than through a vote of the people, how this bill would affect future sales tax initiatives, and concern that there is not equal representation between the northern and southern portions of the district.

David Singer, CDOT Environmental Policy and Biological Resources Section Manager, introduced the purpose of the FRPR Commission and outlined the role CDOT has on the commission of providing technical assistance and knowledge on the project. Singer outlined the work that has been completed on the project including developing a vision, ridership modeling, cost estimating, an alternatives analysis, and an analysis of potential alignments.

Jim Souby stated the FRPR Commission took action on three items during the April meeting; approving the legislation, creating a Rail District based on MPO boundaries and within 10 miles of the I-25 corridor, and the preferred alignment.

James and Payton expressed concerns that the selected alignment does not serve the populations within the Rail District and stated this issue could be addressed through the Rail District being created based on population rather than geographies. Stephens expressed concerns about the creation of a taxation district prior to addressing concerns from the public. Bracke expressed concerns on equity and representation on the district, expressing support of focusing on population centers as opposed to geography.

North I-25 Unsolicited Proposal to HPTE

Michael Cheroutes, Senior Representative of Roadis, an international toll road operator, stated the CDOT Transportation Commission lifted the moratorium on unsolicited proposals related to I-25 North in Fall 2020. Roadis partnered with Horrocks to submit a proposal to CDOT's High Performance Transportation Enterprise (HPTE) regarding the feasibility of a financing proposal for the improvements along I-25. Jonny Olson, Move Colorado President and Horrocks Engineering outlined the benefits of the proposal and the next steps in the proposal process.

D. Clark asked for clarification about the timeline of next steps in the process. Olson stated the earliest anticipated date is currently 2024 with possible groundbreaking in 2024 or 2025 but is dependent CDOT's processes. Mallette asked for clarification on what is currently unfunded in the North I-25 project. Olson stated that currently segments two through five are unfunded.

CONSENT AGENDA:

James **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** by Stephens and **passed** unanimously. The consent agenda included four items:

- Air Quality Conformity, Resolution No. 2021-10
- FY2022-2025 Transportation Improvement Program (TIP), Resolution No. 2021-11
- FY2022-2023 Unified Planning Work Program (UPWP), Resolution No. 2021-12
- Q4 Unaudited Financial Statements

ACTION ITEMS:

Election of Chair & Vice Chair, NFRMPO RAQC Representative Recommendation

Vice Chair Karspeck opened the nominations for 2021 Council Chair. *D. Clark* **nominated** *Karspeck*. The motion was **seconded**. *James moved to close the nominations and elect Karspeck as 2021 Council Chair by Acclamation*. The motion was **seconded** and **passed** unanimously.

Chair Karspeck opened the nominations for 2021 Council Vice Chair. *M. Clark* **nominated** *James*. The motion was **seconded**. *Chair Karspeck moved to close the nominations and elect James as 2021 Council Vice Chair by Acclamation*. The motion was **seconded** and **passed** unanimously.

Chair Karspeck opened the nomination for recommendation for appointment as the RAQC representative. *Chair Karspeck* **nominated** *Stephens*. The motion was **seconded** and **passed** unanimously.

Executive Director Contract

D. Clark presented the continuation of the contract for Director Mallette. Payton stated the HR committee recommends approval of the new contract.

D. Clark **moved** to *APPROVE the EXECUTIVE DIRECTOR CONTRACT*. The motion was **seconded** by James and **passed** unanimously.

Air Quality Attorney

Mallette outlined the reasons the NFRMPO is considering hiring an air quality attorney based on discussions with the Planning Council and Executive Committee. The attorney being considered is the same attorney which Weld County has hired. The attorney would work with the NFRMPO on filing for party status during the rulemaking for the GHG budgets and the ETRP program. The cost estimate is \$35,000 per Hearing which would be budgeted using the Fort Collins exchange with VanGo™ funds. If approved, a budget amendment would be processed in the upcoming months. No objections were received and Chair Karspeck considered the action **approved**.

FY2021 UPWP Budget Amendment #2

Kimsey outlined the budget amendment which includes additional funding in FY2021 of \$115K for Transportation Services for Vulnerable Populations (TSV); \$33K of FTA 5310 funds for transportation services for non-urban areas; and finalizing the previously approved VanGo funds to cover the excess expenses of the Section 5310 contract for 2020 which was approved during the April 2021 council meeting. Budget tables are available for review.

James **moved** to *APPROVE RESOLUTION 2021-13 APPROVING THE FY2021 UPWP BUDGET AMENDMENT #2*. The motion was **seconded** by Isbell and **passed** unanimously.

COUNCIL REPORTS:

Transportation Commission

Bracke reported the state transportation bill was released earlier in the week, stating the bill will be a sustainable funding source for transportation in the state and will help fund the 10-year pipeline of projects.

CDOT R4 Update

Paddock reported CDOT will be returning to the office starting in June. Construction will be continuing along I-25 with upcoming closures on Highway 60. Additionally, cleanup is still happening on I-25 at Highway 402 due to the diesel spills. D. Clark asked if the upcoming closures include the frontage road between North and South Highway 60. Paddock stated that permanent closure will happen at a later date. Paddock stated that the I-25 project managers can give a presentation updating progress along the corridor at an upcoming meeting.

STAC report

A written report was provided.

I-25 Coalition

James reported the I-25 Coalition discussed the upcoming transportation legislation. CDOT/HPTE presented about the process and public private partnerships along the corridor and the progress on the TIFIA loan.

Host Council Member Report

Stephens reported construction is continuing for the signalization of Douglas Road/CR54 and SH1 to address safety concerns. Construction will begin to widen Shields St between Willox and Highway 287 and will be completed by the end of 2021. Construction will also begin to widen CR 70/Owl Canyon Road and Taft Hill Road.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions

CDOT presentation on progress of the North I-25 project

The meeting was adjourned at 7:48 p.m.

Meeting minutes submitted by: AnnaRose Cunningham, NFRMPO Staff

Dedicated to protecting and improving the health and environment of the people of Colorado

Monthly Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
Thursday, June 3, 2021

Air Pollution Control Division (Division) Updates:

- The Division is seeking input on an upcoming rulemaking to revise Regulation No. 19, Lead-based Paint. A virtual stakeholder meeting was held on May 27, 2021 and additional meeting dates will be announced soon. Additional information is available at <https://cdphe.colorado.gov/colorado-regulation-no-19-lead-based-paint>.
- The Division is considering programs to reduce greenhouse gas (GHG) emissions from oil and gas operations. The programs being considered are direct regulation of equipment or processes, GHG intensity program, emission reduction programs. Additional information, including previous and upcoming stakeholder meeting materials, are available at <https://cdphe.colorado.gov/oil-and-gas-greenhouse-gas-roadmap-stakeholder-process>
- The Colorado Air Quality Enterprise held a public rulemaking hearing on June 1, 2021 to consider the promulgation of rules to establish Enterprise Fees. Additional information is available at <https://cdphe.colorado.gov/air-quality-enterprise>.
- A friendly reminder that the Division maintains various Air Quality Alert email lists, including Colorado Air Quality Health Advisory alerts, wildfire smoke outlook, and ozone advisories. For additional information and to subscribe to an email list, please visit: <https://cdphe.colorado.gov/public-information/air-quality-advisories>.

May 20, 2021 Air Quality Control Commission (Commission) Meeting:

- The Commission set a hearing to consider revisions to reduce GHG emissions from the transportation sector, update existing provisions as necessary, and establish an Energy Intensive, Trade-Exposed Manufacturing Source Audit Program, in response to HB19-1261. The hearing is scheduled for August 19-20, 2021.
- Representatives of the Colorado Energy Office (CEO) provided a briefing to the Commission regarding the future forecast of electricity generation in Colorado, as well as an update on Clean Energy Plan filings. Representatives of Xcel Energy provided a briefing to the Commission regarding their Clean Energy Plan filed with the Public Utilities Commission on March 30, 2021.
- Commission meeting materials and additional information are available at <https://cdphe.colorado.gov/aqcc>.

June 17-18, 2021 Commission Annual Retreat Meeting:

- The Division will provide an overview of their structure and program activities.
- The Commission will discuss the progress made in achieving goals, milestones, and other relevant air quality policy matters.
- The Commission and Division will identify and discuss items for inclusion on the Long Term Calendar including regulatory/policy issues and potential facility tours.
- Commission staff will provide an overview of the 2020 legislative session and implications for the Commission.
- The Commission will elect Officers (Chair, Vice-Chair, and Secretary) to the Executive Committee of the Commission for the upcoming year. The Commission Administrator will facilitate the nomination and election process.





Date: May 24, 2021

From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

- The RAQC welcomes **Larimer County Commissioner Kristin Stephens** to the Board, representing the NFRMPO. We look forward to working with Commissioner Stephens as the RAQC evaluates emission reduction strategies, implements pollution reducing programs, and begins to prepare the next ozone State Implementation Plans.
- The RAQC will be awarding “**Clean Air Champions**” in the summer of 2021. Champions are entities, including public, private and nonprofit organizations, local governments and municipalities, that demonstrate a commitment to improving the region’s air quality. The nomination round is now open, and information can be found on the RAQC’s [Clean Air Champion](#) page.

Mow Down Pollution.

The 2021 **Mow Down Pollution** Program is underway! Participants can recycle an old gas mower and receive a \$150 voucher towards the purchase of a new electric mower from a participating Home Depot. There are two Larimer and Weld County metal recycling locations and three Home Depot store locations participating in this year’s efforts. The [Mow Down Pollution](#) program reduces ozone precursor and greenhouse gas emissions.

Summer Ozone Season.

The 2021 summertime ozone season has begun and the region has already experienced three ozone exceedance days, so it is important that we all do our part to reduce emissions. Weekly summaries of the ozone measurements can be found at the RAQC’s [Ozone Season Tracking Page](#). To sign up for **Ozone Action Alerts**, and to find out what Simple Steps can be taken to minimize emissions, [sign up here!](#)

Employee Traffic Reduction Program.

The State has released its proposal to reduce air polluting emissions from the transportation sector. One element will be an “**employee traffic reduction program**”. The primary program elements impacting nonattainment area employers with 100 or more employees at a work site are as follows:

Milestone	Current Large Employers*
Submit ETRP Registration	January 1, 2022
Appoint Transportation Coordinator	January 1, 2022
Complete Initial Employee Survey	April 1, 2022
Conduct Annual Survey	Each calendar year by April 1
Submittal of Annual Reports	Each year by July 1
Implement Plan for < 75% SOV Rate	July 1, 2022
Achieve < 75% SOV Rate	July 1, 2023
Implement Plan for < 60% SOV Rate	July 1, 2024
Achieve < 60% SOV Rate	July 1, 2025

The Colorado Air Quality Control Commission has accepted the proposal for public hearing, which will occur during the third week of August. More information on the proposal is available at <https://raqc.org/etrp-resources>

Simple Steps. Better Air.

The RAQC’s primary public education and outreach program increases public awareness of our air quality challenges and motivates behavior change, especially during the summer months when ozone pollution is greatest. [Simple Steps. Better Air.](#) is underway for 2021, informing residents and businesses about the many simple actions they can take to reduce their own ozone-causing and greenhouse gas emissions. The program has increased awareness of our region’s air quality challenges, along with actions to address them, from 26% in 2016 to 42% in 2019.

Charge Ahead Colorado.

By electrifying our transportation system, we can improve our region's air quality and reduce emissions that degrade our climate. [Charge Ahead Colorado](#) provides financial incentives for electric vehicle charging stations. Applications for this round of funding are being accepted through June 11, 2021. In partnership with the Colorado Energy Office, this program has supported local governments and other organizations with funding for more than 1,300 charging stations.

ALT Fuels Colorado.

The [ALT Fuels Colorado](#) grant program incentivizes Colorado businesses and industries to scrap and replace pre-2009 medium- and heavy-duty diesel vehicles with cleaner, fully electric, and renewable natural gas vehicles. Applications for this round of funding are being accepted through July 30, 2021. In partnership with the Colorado Energy Office and the Colorado Department of Transportation, the program has funded more than 1,000 low emissions and electric vehicles, supporting our clean energy economy.

NFRMPO 2021 Legislative Update

May 2021

Updated May 19, 2021

SIGNED:

SB21-110 Fund Safe Revitalization Of Main Streets

Bill Summary:	The bill transfers \$30 million from the general fund to the state highway fund to provide additional funding for the department of transportation's revitalizing main streets and safer main streets programs.
NFRMPO Analysis:	This funding has been used in multiple NFRMPO communities and expanding the fund could benefit additional communities. This program benefits economic development and provides support during the pandemic and beyond.
Sponsors:	R. Zenzinger / K. Priola / L. Herod / T. Exum
Last Action:	03/11/2021: Sent to the Governor
Web Link:	https://leg.colorado.gov/bills/sb21-110

HB21-1076 Carpooling Service Internet Application Register with CDOT

Bill Summary:	The bill requires the owner or operator of a carpooling service internet application to register annually with CDOT. Owners or operators are also required to disclose to users of the internet application that carpooling service companies are not regulated by the state; that the state does not conduct medical examinations, vehicle inspections, or insurance verification in relation to the provision of carpooling service; and that background checks on drivers might not be conducted. The bill also requires that the amount that can be charged to a user through the internet application be reasonably calculated to cover the direct and indirect costs of providing carpooling service and limits the number of passengers that a driver providing carpooling service through the internet application may transport at any one time.
NFRMPO Analysis:	The bill would require carpooling service applications (apps) to register with CDOT and make clear their relationship to the State.
Sponsors:	J. McCluskie / P. Will / K. Donovan
Last Action:	4/19/2021: Signed by the Governor
Web Link:	https://leg.colorado.gov/bills/hb21-1076

SB21-084 Local Government Authority Roughed-in Roads

Bill Summary:	Current law allows local governments to prohibit the operation of trucks and commercial vehicles on designated roads. The bill expands this to allow local governments to prohibit the operation of motor vehicles on roughed-in roads, which are areas where the ground has been cut with the intention to make a road but has not been improved enough to qualify as a road.
NFRMPO Analysis:	This bill allows local control over roughed-in roads, not just paved roads.
Sponsors:	J. Smallwood / M. Gray
Last Action:	04/22/2021: Signed by the Governor 04/14/2021: Sent to the Governor 04/13/2021: Signed by the Speaker of the House 04/13/2021: Signed by the President of the Senate
Web Link:	https://leg.colorado.gov/bills/sb21-084

HB21-1066 CDOT Financial Reporting Requirements

Bill Summary:	This bill modifies monthly financial reporting requirements for CDOT, specifically sufficient financial information for the controller to complete a review of legal over-expenditures, any deficit fund balances, and a budget to actual report for all budget lines within the annual general appropriations act; and CDOT to submit a monthly budget report of the expenditures made from each budget category and the unexpended and unencumbered balance of each budget subcategory and to make each report publicly available on the department's website.
NFRMPO Analysis:	The bill updates CDOT financial reporting requirements to the Transportation Commission.
Sponsors:	R. Bockenfeld / D. Michaelson Jenet / J. Smallwood / R. Woodward
Last Action:	05/07/2021: Governor Signed
Web Link:	https://leg.colorado.gov/bills/hb21-1066

NEW SINCE APRIL COUNCIL:

SB21-260: Sustainability Of The Transportation System

Status: 05/17/2021: Introduced In House - Assigned to Finance
05/17/2021: Senate Third Reading Passed with Amendments – Floor

Upcoming Action: 5/24/2021: Finance hearing

The bill creates four new enterprises and updates the purpose and funding for one existing enterprise:

- **Community Access Enterprise**
 - Agency: Colorado Energy Office (CEO)
 - Purpose: Supporting the widespread and equitable adoption of electric motor vehicles and electric alternatives to motor vehicles in an equitable manner
 - Funding: Authorized to impose a community access retail delivery fee to fund its business purpose
- **Clean Fleet Enterprise**
 - Agency: Colorado Department of Public Health and Environment (CDPHE)
 - Purpose: Incentivizing and supporting the use of electric motor vehicles and other clean fleet technologies by owners and operators of motor vehicle fleets
 - Funding: Authorized to impose a clean fleet retail delivery fee to be paid by the purchaser of tangible personal property delivered to the purchaser by motor vehicle and a clean fleet per ride fee to be paid by a transportation network company (TNC) on each ride offered and accepted by the TNC
- **Clean Transit Enterprise**
 - Agency: Colorado Department of Transportation (CDOT)
 - Purpose: Supporting clean public transit through electrification planning efforts, facility upgrades, fleet motor vehicle replacement, and construction and development of associated electric motor vehicle charging and fueling infrastructure
 - Funding: Authorized to impose a clean transit retail delivery fee of up to a specified amount to fund its business purpose
- **Nonattainment Area Air Pollution Mitigation Enterprise**
 - Agency: Colorado Department of Transportation (CDOT)
 - Purpose: Mitigating transportation-related emissions in ozone nonattainment areas
 - Funding: Authorized to impose air pollution mitigation per ride and retail delivery fees to fund its business purpose
- Statewide Bridge Enterprise → **Statewide Bridge and Tunnel Enterprise**
 - Purpose: expanded to allow completion of tunnel projects
 - Funding: Authorized to impose a bridge and tunnel impact fee on diesel fuel and retail delivery fee to fund its business purpose

The bill creates new funding and builds on existing funding:

- General fund transfers to the State Highway Fund, the Highway Users Tax Fund (HUTF), and the Multimodal Transportation and Mitigation Options Fund
- Restoration of the Referendum C cap to its maximum voter-approved level
- Per ride fees annually adjusted for consumer price index (CPI) inflation
- Indexing the existing \$50 registration fee imposed on electric motor vehicles to national highway construction cost index (NHCCI) inflation and additional electric motor vehicle road usage equalization fees on battery electric motor vehicles at a specified level and on plug-in hybrid electric motor vehicles at a lower level

- Road usage fees on gasoline and diesel purchases that are phased in from state FYs 2022-23 through 2031-32 and thereafter indexed to NHCCI inflation
- Retail delivery fee on retail deliveries by motor vehicle that include tangible personal property subject to the state sales tax, requires the fee to be collected from the purchaser by the retailer, and requires simultaneous collection of community access, clean fleet, bridge and tunnel, clean transit, and air pollution mitigation retail delivery fees imposed
- Indexing the existing \$2 short-term daily vehicle rental fee to CPI inflation and, on or after July 1, 2022, requires a car sharing program to collect the daily vehicle rental fee for any short-term vehicle rental of 24 hours or longer that is enabled by the car sharing program
- Reducing the amount of each road safety surcharge imposed on motor vehicle registration for registration periods beginning on or after January 1, 2022, but before January 1, 2024, by \$5.55.

The bill also:

- Requires the CEO and CDPHE, after consultation with CDOT, to jointly and annually prepare a report for specified legislative committees that details the progress made toward the electric motor vehicle adoption goals set forth in the "Colorado Electric Vehicle Plan 2020" and the transportation sector greenhouse gas pollution reduction goals set forth in the "Colorado Greenhouse Gas Pollution Reduction Roadmap"
- Specifies a methodology to be used by the CEO, CDOT, and CDPHE to estimate the social costs of greenhouse gas pollution
- Effectuates the repeal of the requirement that a ballot question seeking approval for the issuance of transportation revenue anticipation notes be submitted to the voters of the state at the November 2021 statewide election
- Requires CDOT to comply with specified transparency and contractor short-listing requirements when using the integrated project delivery method of contract procurement for a public project.
- Clarifies that sales and use tax is not levied on the retail delivery fees imposed by or as authorized by the bill
- Provides legal authority for collection under an existing multistate agreement of the motor fuel road usage and bridge and tunnel impact fees imposed by or as authorized by the bill
- Requires the Public Utilities Commission to conduct a certificated taxi carrier parity study.
- Requires CDOT and metropolitan planning organizations (MPOs) to engage in an enhanced level of planning, analysis, community engagement, and monitoring with respect to transportation capacity projects and specifies what that entails and also requires CDOT to conduct a road usage charge study and an autonomous vehicle study.
- Authorizes a transportation planning organization (TPO), subject to territorial restrictions and TPO member jurisdiction approval requirements, to exercise the powers of a regional transportation authority (RTA)
 - Any additional transportation funding obtained by a TPO exercising the power of a RTA is intended to supplement and not supplant state and federal transportation funding allocated within the boundaries of the TPO
 - CDOT, when submitting its annual proposed budget allocation plan, is required to provide evidence that the proposed allocation of state and federal transportation funding within the boundaries of any TPO that has obtained such additional transportation funding has not been reduced in any way on account of the additional transportation funding.

PROGRESS SINCE APRIL COUNCIL:

SB21-238

Create Front Range Passenger Rail District

Bill Summary:	<p>The bill creates the Front Range Passenger Rail District for the purpose of planning, designing, developing, financing, constructing, operating, and maintaining an interconnected passenger rail system (system) along the Front Range. The district encompasses the DRCOG, PPACG, PACOG, and NFRMPO regions as well as all areas within Huerfano, Las Animas, and Pueblo counties that are not located within the territory of a MPO and are located within a county precinct that is located wholly or partly within 5 miles of the public right-of-way of interstate highway 25; and all areas within Larimer and Weld counties that are not located within the territory of a MPO and are located within a county precinct that is north of the city of Fort Collins and is located wholly or partly within 5 miles of the public right-of-way of interstate highway 25.</p> <ul style="list-style-type: none"> • Amendments: <ul style="list-style-type: none"> ○ Increase NFRMPO-region representatives from one to two ○ Preferred alignment subject to NEPA and Alternatives Analysis along the Northwest Rail Corridor ○ Annual report must be published each year and present the report to each MPO and TPR that appoints members to the board ○ The district must publish a Service Development Plan, Operating Plan, and detailed Financing Plan before submitting a question to establish any district tax
NFRMPO Analysis:	<p>The NFRMPO would be a constituent area of the Front Range Passenger Rail District. Potential NFRMPO responsibilities if this bill passes include appointing two Directors to the Board of Directors. No funding is attached this proposal currently, but the Rail District may propose funding in the future.</p>
Sponsors:	L. Garcia / R. Zenzinger / D. Esgar / M. Gray
Last Action:	<p>05/14/2021: Introduced In House - Assigned to Transportation & Local Government</p> <p>05/13/2021: Senate Third Reading Passed with Amendments - Floor</p>
Upcoming Action:	5/25: Transportation & Local Government hearing
Web Link:	https://leg.colorado.gov/bills/sb21-238

SB21-076

Fund Electronic Third-party Vehicle Transactions

Bill Summary:	Current law provides for the implementation of an electronic system to transmit registration, lien, and titling information to the Department of Revenue (DOR). The system is currently funded through gifts, grants, and donations. The bill imposes a per-transaction fee up to \$3, set by the DOR, on third-party providers that issue registrations and titles to administer the system.
NFRMPO Analysis:	This bill funds access to titling information.
Sponsors:	R. Scott
Last Action:	05/12/2021: Introduced In House - Assigned to Transportation & Local Government 05/12/2021: Senate Third Reading Passed - No Amendments 05/11/2021: Senate Second Reading Passed with Amendments - Committee 05/07/2021: Senate Committee on Appropriations Refer Amended to Senate Committee of the Whole
Upcoming Action:	05/25/2021: Transportation & Local Government hearing
Web Link:	https://leg.colorado.gov/bills/sb21-076

HB21-1056

Cost Thresholds For Public Project Bidding Requirements

Bill Summary:	The bill repeals the lower cost amount for CDOT projects (\$150,000 for CDOT compared to \$500,000 for other agencies) related to the Construction Bidding for Public Projects Act. CDOT would no longer need to prepare a bid estimate when it proposes to undertake a project itself rather than awarding the project to a contractor through competitive bidding if the cost of the project is reasonably expected to exceed \$500,000 for any fiscal year. The bill would also increase from \$50,000 to \$100,000 the maximum cost for a CDOT project that is exempt from transportation commission approval. The bill also limits the existing requirement that CDOT pay all employees performing work on any public project local prevailing wages in accordance with specified federal acts to projects that cost more than \$500,000.
NFRMPO Analysis:	The bill would reduce some bureaucracy for CDOT, hastening some projects.
Sponsors:	R. Pelton / C. Hansen
Last Action:	05/14/2021: Sent to the Governor 05/14/2021: Signed by the President of the Senate 05/14/2021: Signed by the Speaker of the House
Upcoming Action:	TBD
Web Link:	https://leg.colorado.gov/bills/hb21-1056

HB21-1095

811 Locate Exemption For County Road Maintenance

Bill Summary:	To prevent routine and emergency maintenance activities from triggering the excavation notification requirement, the bill specifies that "excavation" does not include routine or emergency maintenance of right-of-way on county-owned gravel or dirt roads performed by county employees that does not lower the existing grade or elevation of the road, shoulder, and ditches; and does not disturb more than 6 inches in depth during maintenance operations.
NFRMPO Analysis:	This legislation would help counties avoid having to alert the statewide notification association of all owners and operators of underground facilities of its intent to engage in excavation.
Sponsors:	M. Baisley / C. Kipp / J. Ginal / R. Woodward
Last Action:	05/11/2021: Sent to the Governor 05/11/2021: Signed by the Speaker of the House 05/11/2021: Signed by the President of the Senate
Upcoming Action:	TBD
Web Link:	https://leg.colorado.gov/bills/hb21-1095

PROPOSED, AWAITING FURTHER ACTION:

HB21-1196 Update Senate Bill 19-263 Effective Date Clause

Bill Summary:	The General Assembly enacted SB17-267 requiring the state treasurer to issue up to \$500M in COPS for FY2018 through FY2022 for transportation, and enacted SB18-001, which would refer a statewide ballot issue at the November 2019 statewide election that, if approved, would have authorized the state to issue transportation revenue anticipation notes (TRANS) for the purpose of funding transportation projects and prevented the issuance of the last 3 years of COPS. SB19-263 delayed the referral of the ballot issue until November 2020, which was followed by SB20-152 and SB20-1376, which further delayed the ballot issue referral. Due to the additional delay, if the effective date clause of SB 263, as amended by SB 152, is not amended again, TRANS could be authorized without preventing the issuance of one year of COPS. The bill amends the effective date clause of SB 263, as amended by SB 152, to correct this issue and thereby ensure that approval of the ballot issue will prevent the issuance of one year of TRANS as intended by the GA.
NFRMPO Analysis:	This will prevent the issuance of one year of TRANS upon the approval of the ballot issue as originally intended by previous bills.
Sponsors:	A. Pico, D. Valdez, R. Zenzinger
Last Action:	3/4/2021: Introduced In House - Assigned to Transportation & Local Government
Upcoming Action:	5/25/2021: Transportation & Local Government meeting
Web Link:	https://leg.colorado.gov/bills/hb21-1196

HB21-1206

Medicaid Transportation Services

Bill Summary:	Current law requires the Public Utilities Commission (PUC) to oversee the safety and oversight of Medicaid nonmedical and nonemergency medical transportation services (NEMT). The bill eliminates the commission's responsibility to oversee the safety and oversight of the transportation services. The bill requires the Department of Healthcare Policy and Financing (HCPF) to oversee the safety and oversight of the transportation services. The bill also requires HCPF to collaborate with stakeholders to establish rules and processes for the transportation services.
NFRMPO Analysis:	Transportation providers have been left out of much discussion concerning Medicaid Transportation Services, so this bill could be beneficial to transportation providers who transport Medicaid-eligible riders. This also puts Medicaid services under one Department, rather than across multiple.
Sponsors:	C. Larson, A. Valdez, D. Moreno, D. Coram
Last Action:	05/12/2021: Senate Committee on Health & Human Services Refer Amended to Appropriations
Upcoming Action:	05/21/2021: Appropriations hearing
Web Link:	https://leg.colorado.gov/bills/hb21-1206

Other Bills To Watch (Air Quality or Mobility-related)

HB21-1175 Donation To Nonprofit For Traffic Violations	The bill allows a person who has been issued a penalty assessment for or has been convicted of a traffic infraction or traffic misdemeanor to make a donation of money or time to a nonprofit organization in lieu of paying the fine. The amount of fine that may be offset by a donation is limited to \$500.
SB21-099 Sunset License Plate Disability Support Act 05/06/2021: Signed by Governor	The bill implements the recommendation of the department of regulatory agencies in its sunset review and report on the "Laura Hershey Disability Support Act" by continuing the act for 5 years. This continues the Colorado disability funding committee, which auctions motor vehicle license plate numbers to raise money to aid persons with disabilities in accessing disability benefits. Upcoming Schedule: 3/22 - Senate Floor Work
SB21-125 Alternate Proposals Air Quality Control Rulemaking Postponed indefinitely	The bill requires the Air Quality Control Commission (AQCC) to promulgate rules concerning alternate proposals that establish a deadline for submitting these proposals, but the deadline can be no later than the deadline for party statements; govern the submission of proposals; establish procedures for assigning a hearing officer to make the determination whether the proposal complies with the requirements; and Ensure that any party to the hearing is afforded sufficient time before the hearing to consider proposals and file with the commission a written response to the proposal. The commission is prohibited from considering an alternate proposal at the hearing unless the proposal complies with the bill, as determined by a hearing officer; and Includes an initial economic impact analysis; a description of the classes of persons that will be affected; and a statement as to whether the proposal was developed in consultation with those persons or why consultation with those persons was not conducted.
SB21-161 Voluntary Reduce Greenhouse Gas Natural Gas Utility Postponed indefinitely	The bill requires the public utilities commission (PUC) to adopt by rule, no later than July 31, 2022, greenhouse gas (GHG) emission reduction programs (reduction programs) for large natural gas utilities (those that have at least 250,000 customer accounts in Colorado) and small natural gas utilities (those that have fewer than 250,000 customer accounts in Colorado). Municipally owned utilities may, but need not, participate in a reduction program. The bill establishes the following GHG emission reduction targets, using a utility's 2019 GHG emissions as a baseline: by January 1, 2025, at least 5%; by January 1, 2030, at least 10%; and on and after January 1, 2035, at least 15%. GHG emission reductions from the delivery of natural gas to other utilities and transportation sector retail customers are excluded from the reduction programs.

<p>SB21-072 Public Utilities Commission Modernize Electric Transmission Infrastructure</p> <p>House Committee on Energy & Environment Refer Amended to Appropriations</p>	<p>The bill directs the PUC to approve utilities' applications to build new transmission facilities if the PUC, in its discretion, finds that the new facilities would assist the utilities in meeting the state's clean energy goals established in 2019. Section 1 also requires the PUC to consider the ability of the proposed facilities to support future expansion as needed to enable the utility to participate in a regional transmission organization (RTO). The bill also would create the Colorado Electric Transmission Authority (CETA) as an independent special purpose authority. CETA is authorized to select a qualified transmission operator to finance, plan, acquire, maintain, and operate eligible electric transmission and interconnected storage facilities (eligible facilities).</p> <p>CETA is granted various powers necessary to accomplish its purposes, including the power to issue revenue bonds; identify and establish intrastate electric transmission corridors; coordinate with other entities to establish interstate electric transmission corridors; exercise the power of eminent domain to acquire eligible facilities; and collect payments of reasonable rates, fees, interest, or other charges from persons using eligible facilities.</p>
<p>SB21-230 Transfer to Colorado Energy Office Energy Fund</p> <p>Introduced In House - Assigned to Energy & Environment</p>	<p>The bill provides a one-time transfer of \$40M from the General Fund to the Colorado Energy Office (CEO) for grants to the Colorado Clean Energy Fund and the Colorado new energy improvement district totaling up to \$30 million and \$3 million, respectively; residential energy upgrade loans up to \$2 million; and up to \$5 million in additional funding to the Charge Ahead Colorado program administered by the CEO.</p>
<p>HB21-1266 Environmental Justice Disproportionate Impacted Community</p> <p>Introduced In Senate - Assigned to Finance</p>	<p>This bill defines "disproportionately impacted community" and requires AQCC to promote outreach to and engage with disproportionately impacted communities by creating new ways to gather input from communities across the state, using multiple languages and multiple formats, and transparently sharing information about adverse effects resulting from its proposed actions. The bill also creates the Environmental Justice Action Task Force in CDPHE, the goal of which is to propose recommendations to the general assembly regarding practical means of addressing environmental justice inequities.</p>

SB21-200

Reduce Greenhouse
Gases Increase
Environmental
Justice

This bill builds on current requirements for AQCC to adopt rules reducing greenhouse gas emissions. Specifically, this bill supplements these requirements by directing the AQCC to consider the social cost of GHG emissions; require GHG reductions on a linear or more stringent path; and finalize its implementing rules by March 1, 2022, including specific net emission weight limits for various emission sectors, subject to modification by the AQCC, including through the use of a multi-sector program. The bill would set an "upper limit" on GHG emissions from each sector, including transportation.

FINANCE COMMITTEE REPORT

- Finance Committee met on May 20, 2021
- The audit firm McGee Hearne & Paiz (MHP) LLP was present and went over the draft 2020 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 approved a change to an internal purchasing policies to increase the Micro Purchase Threshold to \$10,000 in compliance with Federal limits
- The committee reviewed and recommended for Council approval FFY 2021 Budget Amendment 2 which amends the budget to allow for retaining the services of an Air Quality Attorney to assist with filing for Party Status
 - There are two issues the MPO would like to seek Party Status for (1) Employee Traffic Reduction Program (ETRP) and (2) green house gas (GHG) budgets on regional transportation plans.
 - The budget amendment would increase MPO revenue and expenses by \$70,000 and VanGo™ expenses by \$70,000

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

May 20, 2020
3:00 p.m.
Microsoft Teams

Members

Scott James, Chair
Kristen Stephens
Lanie Isbell
Mark Clark

Guests

Wayne Herr, Partner, MHP, LLP
Kyle Gruver, Manager, MHP, LLP

Staff

Suzette Mallette
Merideth Kimsey
Kerri Ishmael
Rebecca Karasko

The meeting was called to order by Chair James at 3:01 p.m.

Approval of Minutes:

Isbell made the motion to approve and it was seconded by Clark. The minutes of April 22, 2021 were accepted.

FY 2020 Audit Report:

Kimsey introduced MHP. Partner Herr discussed the three-auditing standards that the FY 2020 audit was conducted under, each requiring a report, including (1) Generally Accepted Auditing Standards (GAAS), as presented on pages 1 and 2 of draft financial statements; (2) Generally Accepted Government Auditing Standards (GAGAS) a/k/a Yellow Book, as presented on pages 35 and 36 of draft financial statements and (3) internal control over compliance as required by Uniform Guidance and presented on pages 37 and 38 of draft financial statements.

Herr discussed how opinion under (1) was derived, noting a **clean opinion**. Herr discussed why no opinion is provided under (2), but that it provides negative assurance under Yellow Book standards, advising of no findings of non-compliance. Herr discussed **clean opinion** under (3) and the major federal program evaluated under the FY 2020 audit, Highway Planning and Construction Cluster, for which MPO expended \$899,015 in federal funds.

Herr advised that all work has been completed and draft financials, as provided in meeting packet materials, are ready to be finalized.

Gruver, Manger with MHP provided highlights of financial statements, explaining basis and types – government-wide that is presented on full accrual basis of accounting versus fund statements that are presented on the modified basis of accounting. Gruver specifically noted following:

- On Statement of Net Position for MPO (governmental activities), accounts payable and accrued liabilities increased from prior year 2019 due to increase in accrued leave, which is attributed to COVID and employees not taking leave time.
- On Governmental Fund Balance Sheet the increase in cash balance from prior year, which is attributed to less expense, which was attributed in part to COVID.

- On Statement of Governmental Fund Revenues, Expenditures and Changes in Fund Balance, slight decrease in grant revenue from prior year, with significant decrease in expenses, including office and consulting fees.
- For VanGo, noted large increase in cash and investment balances compared to prior year, which is attributed to additional funding from CARES Act, as passed through from City of Fort Collins, accounting for an additional \$1.5 million in funds. There were no noted changes in liabilities. Also noted decrease in charges for services, as well as fleet expense, both attributed to COVID impacting ridership, reducing use of vehicles and need for service.

Partner Herr discussed the Audit Committee letter and what it provides. In summary MHP had no difficulties with MPO management and employees.

Chair James asked if anyone had questions for Guest, none noted.

Kimsey thanked MHP for their hard work over the FY 2020 audit.

Clark made motion to recommend FY 2020 Audit Report to Council. Motion was seconded by Isbell and passed unanimously.

MHP leaves virtual meeting.

Procurement Threshold

Kimsey discussed federal government's purchasing requirements, which are centered on dollar amounts, stating that the Federal micro-purchase amount is \$10k. of The MPO's current micro-purchase threshold is \$5k. Kimsey asked the Committee to approve an increase to \$10k to be in line with federal standards.

Stephens made motion to increase MPO's micro-purchase amount to \$10k. Motion was seconded by Isbell and passed unanimously.

FFY 2021 Budget Amendment 2

Kimsey discussed the need for two instances in having to file for Party Status, each estimated at \$35k. Budget Amendment 2 proposes an increase in revenue and expenses for the MPO for FY2021, totaling \$70k to be used from the Fort Collins exchange funds.

Stephens asked what two activities are associated with the filing for Party Status, with Mallette confirming those are (1) Employee Traffic Reduction Program (ETRP) and (2) green house gas (GHG) budgets on regional transportation plans.

Isbell made the motion to recommend FY 2021 Budget Amendment 2 to Council for approval. Motion was seconded by Clark and passed unanimously.

The meeting was adjourned at 3:27 p.m.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
May 19, 2021**

APPROVAL OF THE APRIL 21, 2021 TAC MINUTES

Oberschmidt moved to approve the April 21, 2021 TAC minutes. Anderson seconded the motion, which was approved unanimously.

ACTION ITEMS

May 2021 TIP Amendment – Cunningham described the Transportation Improvement Program (TIP) Amendment, which includes three revisions. Klockeman moved to approve the May 2021 TIP Amendment. Buckman seconded the motion, which was approved unanimously.

DISCUSSION ITEMS

Active Transportation Plan – Dusil described the Draft *Active Transportation Plan* (ATP), including the outreach efforts, purpose of the document, and content. The ATP provides the shared regional vision for active transportation and is an update from the *2013 Bicycle Plan* and the *2016 Non-Motorized Plan*. The ATP public comment period is open May 12 through June 11.

FY2021 STBG and TA Additional Funding Allocations – Cunningham explained there is additional funding available to allocate to projects, including \$3.9M Surface Transportation Block Grant (STBG) funding and \$85K Transportation Alternatives (TA) funding. The available STBG and TA funding is from the stimulus funding swap that occurred in January 2021. There is one partially funded and one waitlisted STBG project from the FY2022-2023 Call for Projects which have unfunded requests totaling \$1.7M. TAC members discussed options for awarding the remaining funding, including rolling the funds into the upcoming FY2024-2025 Call for Projects scheduled for fall 2021 or awarding the funds through a different process, such as through additional awards to previously selected projects above and beyond their unfunded requests. Discussion focused on equity and timing considerations of those options.

State Legislative Updates – Karasko provided an update on three transportation-specific bills in the State legislature, including SB21-238 on Creating a Front Range Passenger Rail District, SB21-260 focused on transportation funding, and SB21-265 which would transfer funding from the General Fund to the State Highway Fund.

**Executive Summary of the
North Front Range Metropolitan Planning Organization
Community Advisory Committee
May 11, 2021**

Attendees: Louisa Andersen, Doran Azari, Jamie Baker Roskie, Erin Berquist, Kevin Borchert, Doug Campbell, AnnaRose Cunningham, Ryan Dusil, Alex Gordon, Sam Houghteling, Anna Kelso, Amber Lane, Diego Lopez, Eddie Mirick, Kathleen Mitchell, Cliff Moore, Jack Paschke, Hunter Rivera, Ruthie Rollins, Greta Steber, Gary Strome

What is the MPO?

Cunningham presented on the purpose of the NFRMPO, its plans and programs, and the member agencies. The Community Advisory Committee (CAC) members asked:

- *How are plans incorporated by local communities? What does compliance with NFRMPO plans look like?*
The TAC provides technical comments on NFRMPO plans and programs, which must be adopted by the Planning Council. In addition, any project wishing to receive federal transportation funding must be included in the long-range Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).
- *What does NFRMPO staff want from the Community Advisory Committee?*
This item was addressed more in the following agenda item. Ideally, the CAC would provide input throughout development of plans and projects and help expand the network of people who also provide comments on plans and projects.

What is the Community Advisory Committee?

Gordon discussed the NFRMPO proposal for the CAC, which included bi-monthly meetings and input throughout the process rather than just at the approval stage. The CAC members suggested the following:

- Subcommittees to balance out a larger group and to delve deeper into specific topics;
- Follow up on Environmental Justice and how this group may assist in meeting goals;
- Acknowledging and learning more about indigenous rights and how these may be incorporated into regional plans and projects;
- Developing a communications plan, especially focusing on diversity, inclusion, and equity;
- Creating an organizational chart to help understand the NFRMPO and its relationships/partnerships with different organizations and agencies around the region and state; and
- Defining what success of the group looks like.

NFRMPO staff will take the suggestions and work on a proposal to send to the group to help identify the purpose, frequency, and makeup of the CAC.

Active Transportation Plan

Dusil presented on the Active Transportation Plan (ATP), explaining the current conditions, what outreach has been done, what corridors were studied, and recommendations for implementation and further development. The group discussed whether renaming trails and acknowledging the tribal lands/culture of the region could help with grants, how ADA standards relate to wayfinding on trails, upcoming changes to the Manual on Uniform Traffic Control Devices (MUTCD), and upcoming state and federal transportation legislation. The ATP will be released for public comment on May 12, and Dusil will send an email to the group with more information.

The meeting adjourned at 8:01 p.m. The next meeting date will be decided by the group via follow-up survey.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 3, 2021 VIRTUAL	May 2021 TIP Amendment	AnnaRose Cunningham
Objective/Request Action		
To approve the May 2021 Transportation Improvement Program (TIP) Amendment to the FY2020-FY2023 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The May 2021 TIP Amendment includes one revision request from the CDOT Region 4, one request from City of Fort Collins, and one request from the NFRMPO:</p> <ul style="list-style-type: none"> Removing the <i>NFR I-25: Post EIS Design & ROW</i> project from the TIP. Adding new project <i>Transfort Electric Bus Replacement</i> project with \$200K State and \$50K Local funding. Adding new project <i>Vehicle Purchase</i> project with \$56K State and \$14K Local funding. <p>The attached May 2021 Policy Amendment Form provides additional information on each request.</p>		
Committee Discussion		
This is the first and only time Planning Council is scheduled to see the May 2021 TIP Amendment.		
Supporting Information		
<p>The 30-day Public Comment period for the May 2021 TIP Amendment begins on May 12, 2021 and concludes on June 10, 2021.</p> <p><u>Funding Types and Uses</u></p> <p>FASTER Transit funds are split between local transit grants awarded by CDOT regional offices and statewide projects awarded by the CDOT Division of Transit and Rail. Eligible project types are the purchase or replacement of transit vehicles; construction of multimodal stations, and acquisition of equipment for consolidated call centers.</p> <p>SB228 Transit - Senate Bill 228 (SB 228) is a revenue source provided to CDOT with at least 10% dedicated to transit. The SB 228 program must be used for TC approved strategic projects with statewide or regional significance.</p>		
Advantages		
<ul style="list-style-type: none"> TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2020-2023 TIP remains fiscally constrained. 		
Disadvantages		
<ul style="list-style-type: none"> None noted. 		
Analysis/Recommendation		
<ul style="list-style-type: none"> TAC recommended Planning Council approve the May 2021 TIP Amendment to the FY2020-2023 TIP at their meeting on May 19, 2021. 		
Attachments		
<ul style="list-style-type: none"> May 2021 Policy Amendment Form Resolution No. 2021-14 		

NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Policy Amendment #2021-A5

Submitted to: TAC and Planning Council for Review

Prepared by: AnnaRose Cunningham

DATE: 5/10/2021

Regional Priority Program (RPP) - North Front Range Listings

Title:	NFR I-25: Post EIS Design & ROW	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	STP	8,866	-	-	-	2,590	2,444	2,444	7,478	-
STIP ID:	SSP4428.001	State	SHF	3,208	-	-	-	256	367	367	990	-
TIP ID:	2016-036		Total	12,074	-	-	-	2,846	2,811	2,811	8,468	-
Type:	Highway Added Capacity Modify & Reconstruct											
Air Quality:	Exempt from conformity analysis											
Description:	Pre-construction activities											

Revision: Delete project from TIP. Project no longer exists and has been absorbed into SSP4428.012 and SSP4428.014. The funds were erroneously rolled into outer years. No funds for this project have been budgeted since FY19.

TRANSIT

FASTER Transit

NEW ENTRY

Title:	Transfort Electric Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Fort Collins	State	FASTER	-	-	-	-	-	200	-	200	-
STIP ID:	Unassigned	Local	L	-	-	-	-	-	50	-	50	-
TIP ID:	2022-007		Total	-	-	-	-	-	250	-	250	-
Type:	Transit											
Air Quality:	Exempt from conformity analysis											
Description:	Purchase of two 40' battery electric buses											
Revision:	New project addition.											

State												
NEW ENTRY												
Title:	Vehicle Purchase	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	NFRMPO	State	SB228	-	-	-	-	-	56	-	56	-
STIP ID:	Unassigned	Local	L	-	-	-	-	-	14	-	14	-
TIP ID:	2022-008		Total	-	-	-	-	-	70	-	70	
Type:	Vehicle Purchase											
Air Quality:	Exempt from Conformity Analysis											
Description:	One Vehicle Replacement for Town of Milliken Senior Center											
Revision:	New project addition											



RESOLUTION NO. 2021-14
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE MAY 2021 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; and

WHEREAS, the May 2021 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

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

WHEREAS, this action is contingent on no public comment being submitted by June 10, 2021.

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

- Regional Priority Program (RPP) funding:
 - Removing the *NFR I-25: Post EIS Design & ROW* project from the TIP
- FASTER Transit:
 - Adding new project *Transfort Electric Bus Replacement* project with \$200K State and \$50K Local funding.
- Senate Bill (SB) 228 Transit and Local funding:
 - Adding new project *Vehicle Purchase* project with \$56K State and \$14K Local funding.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3rd day of June 2021.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director



MEMORANDUM

To: NFRMPO Council

From: Merideth Kimsey

Date: June 3, 2021

Re: NFRMPO FFY 2021 Budget Amendment #2

Background:

On May 6, 2021 THE NFRMPO Council voted to approve the use of Excess VanGo™ Reserve funds to acquire the services of an Air Quality Attorney to assist in filing for Party Status as needed in 2021. The estimated expense is \$35,000 per party status filing. There is the possibility of up to two instances, this year, where the MPO feels it would be beneficial to the agency to file for Party Status. The proposed budget amendment includes the increase in revenue and expenses for the MPO that would result from this action as well as the increased expenses to the VanGo™ program. The total budgeted would be \$70,000.

Action:

Council approve FFY 2021 Budget Amendment #2

**NORTH FRONT RANGE METROPOLITAN PLANNING AND AIR QUALITY COUNCIL
(NFRMPO)**

**SUMMARY OF FY 2021 BUDGET AMENDMENT #2
REQUEST**

FY2021 Budget Amendment #2	FY 2021 Approved Budget	Budget Adjustment 1	Budget Adjustment 2	FY2021 Amended Budget
DESCRIPTION				
MPO				
Revenues				
CPG Allocation	\$ 733,938	\$ -	\$ -	\$ 733,938
CPG Rollover	\$ 203,940	\$ -	\$ -	\$ 203,940
FHWA SPR	\$ -	\$ -	\$ -	\$ -
STP Metro	\$ 120,063	\$ -	\$ -	\$ 120,063
FC MM	\$ 27,350	\$ -	\$ -	\$ 27,350
5310 Non Urban	\$ -	\$ 27,000	\$ -	\$ 27,000
5310	\$ 65,743	\$ -	\$ -	\$ 65,743
CDPHE	\$ 25,000	\$ -	\$ -	\$ 25,000
Local Match	\$ 235,856	\$ 6,750	\$ -	\$ 242,606
State MMOF	\$ 321,033	\$ -	\$ -	\$ 321,033
State FASTER	\$ 32,000	\$ -	\$ -	\$ 32,000
State TSV	\$ -	\$ 115,000	\$ -	\$ 115,000
Transfer from VanGO	\$ 321,033	\$ 2,934	\$ 70,000	\$ 393,967
	<u>\$ 2,085,956</u>	<u>\$ 151,684</u>	<u>\$ 70,000</u>	<u>\$ 2,307,640</u>
EXPENDITURES				
Payroll	\$ 745,624	\$ 29,709	\$ -	\$ 775,333
Other Direct	\$ 803,115	\$ 101,164	\$ 70,000	\$ 974,279
Indirect	\$ 537,217	\$ 20,811	\$ -	\$ 558,028
TOTAL EXPENDITURES	<u>\$ 2,085,956</u>	<u>\$ 151,684</u>	<u>\$ 70,000</u>	<u>\$ 2,307,640</u>

**NORTH FRONT RANGE METROPOLITAN PLANNING AND AIR QUALITY COUNCIL
(NFRMPO)**

**SUMMARY OF FY 2021 BUDGET AMENDMENT #2
REQUEST**

FY2021 Budget Amendment #2	FY 2020 Approved Budget	Budget Adjustment 1	Budget Adjustment 2	FY 2021 Amended Budget
DESCRIPTION				
VanGo™ REVENUE				
VanGo Fares	\$ 482,332	\$ -	\$ -	\$ 482,332
FC Sales Tax	\$ 1,491,331	\$ 2,934	\$ -	\$ 1,494,265
Van Sales	\$ 65,000	\$ -	\$ -	\$ 65,000
TOTAL REVENUE	\$ 2,038,663	\$ 2,934	\$ -	\$ 2,041,597
EXPENDITURES				
Payroll Costs	\$ 153,643	\$ -		\$ 153,643
Other Direct Costs	\$ 1,774,321		\$ -	\$ 1,774,321
Indirect	\$ 110,699	\$ -	\$ -	\$ 110,699
Transfer to MPO	\$ -	\$ 2,934	\$ 70,000	\$ 72,934
Fund (Use) of Reserve/Fund Balance	\$ -		\$ (70,000)	\$ (70,000)
TOTAL EXPENDITURES	\$ 2,038,663	\$ 2,934	\$ -	\$ 2,041,597



RESOLUTION NO. 2021-15
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE FIRST AMENDMENT TO THE FY2021 BUDGET OF THE FY2020-2021 UNIFIED PLANNING
WORK PROGRAM (UPWP)

WHEREAS, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the “3C” transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and

WHEREAS, the North Front Range Transportation & Air Quality Planning Council has prepared a FY2021 UPWP Budget that identifies the work elements, tasks, and direct expenses associated with the budget; and

WHEREAS, the FY2021 budget and FY2021 tasks were approved by the North Front Range Transportation & Air Quality Planning Council on June 4, 2020 and this is the Second Amendment of the FY2021 Budget; and

WHEREAS, this budget amendment does not modify the 2021 UPWP tasks and effects only the budget; and

WHEREAS, the NFRMPO is amending the FY2021 UPWP budget to include:

- Increase revenue and expense by \$70,000 for an Air Quality attorney to assist in air quality matters.

WHEREAS, the NFRMPO total budget will increase by \$70,000; and

WHEREAS, the VanGo™ budget is amending to include:

- Increase revenue from Fort Collins Exchange funds and increase transfers to other funds to reflect the Council’s approval to use VanGo funds to cover the expenses of the Air Quality attorney.

WHEREAS, the VanGo™ total budget will increase by \$70,000.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council hereby approves the Second Amendment to the FY2021 Budget of the FY2020-2021 Unified Planning Work Program (UPWP). Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3rd day of June 2021.

William Karspeck, Chair

ATTEST:

Suzette Mallette, Executive Director



MEMORANDUM

To: NFRMPO Council

From: Merideth Kimsey

Date: June 3, 2021

Re: 2020 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 2020 independent audit. Wayne Herr and Kyle Gruver, MHP, LLC, met with the finance committee on May 20th to review the finance statement package, the audit opinion, and required communication with management. Attached is a summary of their presentation. 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, 2020. 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 2020 Audited Financial Statements at the June 3rd 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 2020 Audited Financial Statements.



FY 2020 Audit Report:

Kimsey introduced MHP. Partner Herr discussed the three-auditing standards that the FY 2020 audit was conducted under, each requiring a report, including (1) Generally Accepted Auditing Standards (GAAS), as presented on pages 1 and 2 of draft financial statements; (2) Generally Accepted Government Auditing Standards (GAGAS) a/k/a Yellow Book, as presented on pages 35 and 36 of draft financial statements and (3) internal control over compliance as required by Uniform Guidance and presented on pages 37 and 38 of draft financial statements.

Herr discussed how opinion under (1) was derived, noting a **clean opinion**. Herr discussed why no opinion is provided under (2), but that it provides negative assurance under Yellow Book standards, advising of no findings of non-compliance. Herr discussed **clean opinion** under (3) and the major federal program evaluated under the FY 2020 audit, Highway Planning and Construction Cluster, for which MPO expended \$899,015 in federal funds.

Herr advised that all work has been completed and draft financials, as provided in meeting packet materials, are ready to be finalized.

Gruver, Manger with MHP provided highlights of financial statements, explaining basis and types – government-wide that is presented on full accrual basis of accounting versus fund statements that are presented on the modified basis of accounting. Gruver specifically noted the following:

- On Statement of Net Position for MPO (governmental activities), accounts payable and accrued liabilities increased from prior year 2019 due to increase in accrued leave, which is attributed to COVID and employees not taking leave time.
- On Governmental Fund Balance Sheet the increase in cash balance from prior year, which is attributed to less expense, which was attributed in part to COVID.
- On Statement of Governmental Fund Revenues, Expenditures and Changes in Fund Balance, slight decrease in grant revenue from prior year, with significant decrease in expenses, including office and consulting fees.
- For VanGo, noted large increase in cash and investment balances compared to prior year, which is attributed to additional funding from CARES Act, as passed through from City of Fort Collins, accounting for an additional \$1.5 million in funds. There were no noted changes in liabilities. Also noted decrease in charges for services, as well as fleet expense, both attributed to COVID impacting ridership, reducing use of vehicles and need for service.

Partner Herr discussed the Audit Committee letter and what it provides. In summary MHP had no difficulties with MPO management and employees.



North Front Range Transportation & Air Quality Planning Council

FINANCIAL STATEMENTS

December 31, 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, 2020, 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, 2020, 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 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 the Schedule of Expenditures of Federal Awards required by Title 2 U.S. Code of Federal Regulations 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 20, 2021 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.

McGee, Hearne & Paiz, LLP

Fort Collins, Colorado
May 20, 2021

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

LISTING OF COUNCIL MEMBERS AND STAFF MEMBERS

**Listing of Council Members
As of December 31, 2020**

Representative	Member Entity Represented
Dave Clark – Chair	City of Loveland
Donald McLeod – Vice Chair	Town of Severance
Tom Donnelly – Past Chair	Larimer County
William Karspeck	Town of Berthoud
Lanie Isbell	City of Eaton
Mark Clark	City of Evans
Kristin Stephens	City of Fort Collins
Fil Archuleta	Town of Garden City
Brett Payton	City of Greeley
Troy Mellon	Town of Johnstown
Paula Cochran	Town of LaSalle
Elizabeth Austin	Town of Milliken
Lisa Laake	Town of Timnath
Paul Rennemeyer	Town of Windsor
Kevin Ross	Weld County
Kathleen Bracke	Transportation Commission
Dena Wojtach	CDPHE – Air Pollution Control Division

**Listing of Staff Members
As of December 31, 2020**

Name	Position
Suzette Mallette	Executive Director
Rebekah Karasko	Transportation Planning Director/Title VI Coordinator
Renae Steffen	Administrative Director
Stuart Kurtz	Accounting Manager
Cory Schmitt	Mobility Manager
Shane Armstrong	Operations Services Coordinator/Fleet Manager
Barbara Bills	Accounting Clerk I
Medora Bornhoft	Transportation Planner II
Anna Rose Cunningham	Transportation Planner I
Ryan Dusil	Transportation Planner I
Alex Gordon	Transportation Planner II/Mobility Coordinator
Merideth Kimsey	Accounting Clerk III

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MANAGEMENT'S DISCUSSION AND ANALYSIS

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, 2020. 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 2020:

Governmental activities:		
Consolidated Planning Grant (CPG) Federal funding	\$	864,232
Surface Transportation Program Federal funding		35,583
Section 5310 Federal funding		27,190
Other intergovernmental income		104,666
Local match - member entities		232,540
Business-type activities:		
VanGo™ operating fares	\$	154,625
Fort Collins Program revenue		2,009,374
Insurance recovery		22,849

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.

Government-Wide 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 are primarily composed 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.

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MANAGEMENT'S DISCUSSION AND ANALYSIS

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 composed of one governmental fund (the General Fund) and one proprietary fund (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 Statement of Governmental Fund 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 for which 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.

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MANAGEMENT'S DISCUSSION AND ANALYSIS

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 \$6,747,204 at the close of the year. Of this figure, \$370,468 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	
	2020	2019	2020	2019	2020	2019
Current and other assets	\$ 1,008,812	\$ 860,684	\$ 5,516,870	\$ 3,844,581	\$ 6,525,682	\$ 4,705,265
Capital assets, net	19,083	23,186	351,385	621,959	370,468	645,145
Total Assets	<u>\$ 1,027,895</u>	<u>\$ 883,870</u>	<u>\$ 5,868,255</u>	<u>\$ 4,466,540</u>	<u>\$ 6,896,150</u>	<u>\$ 5,350,410</u>
Current and other liabilities	\$ 116,446	\$ 73,941	\$ 11,938	\$ 25,495	\$ 128,384	\$ 99,436
Unearned revenues	-	-	8,020	11,921	8,020	11,921
Long-term liabilities	11,460	16,816	1,082	1,336	12,542	18,152
Total Liabilities	<u>\$ 127,906</u>	<u>\$ 90,757</u>	<u>\$ 21,040</u>	<u>\$ 38,752</u>	<u>\$ 148,946</u>	<u>\$ 129,509</u>
Net investment in capital assets	\$ 19,083	\$ 23,186	\$ 351,385	\$ 621,959	\$ 370,468	\$ 645,145
Restricted for grants	-	-	-	-	-	-
Unrestricted	880,906	769,927	5,495,830	3,805,829	6,376,736	4,575,756
Total Net Position	<u>\$ 899,989</u>	<u>\$ 793,113</u>	<u>\$ 5,847,215</u>	<u>\$ 4,427,788</u>	<u>\$ 6,747,204</u>	<u>\$ 5,220,901</u>

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MANAGEMENT'S DISCUSSION AND ANALYSIS

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	
	2020	2019	2020	2019	2020	2019
Revenues						
VanGo™ vanpool fares	\$ -	\$ -	\$ 154,625	\$ 461,177	\$ 154,625	\$ 461,177
Total Charge for Services	\$ -	\$ -	\$ 154,625	\$ 461,177	\$ 154,625	\$ 461,177
Grant revenue - Federal	965,549	1,013,434	-	-	965,549	1,013,434
Grant revenue - local match	232,540	267,876	-	-	232,540	267,876
Program revenues	66,122	129,801	2,009,374	563,889	2,075,496	693,690
Total Operating Grants and Contributions	\$ 1,264,211	\$ 1,411,111	\$ 2,009,374	\$ 563,889	\$ 3,273,585	\$ 1,975,000
Earnings on investments	3,458	10,296	28,242	78,166	31,700	88,462
Miscellaneous revenues	932	123	22,849	79,665	23,781	79,788
Gain on sale of capital assets	-	-	50,765	127,198	50,765	127,198
Total General Revenues	\$ 4,390	\$ 10,419	\$ 101,856	\$ 285,029	\$ 106,246	\$ 295,448
Total Revenues	\$ 1,268,601	\$ 1,421,530	\$ 2,265,855	\$ 1,310,095	\$ 3,534,456	\$ 2,731,625
Expenditures						
Payroll expense	929,476	842,729	139,375	118,288	1,068,851	961,017
Fleet expense	47	-	266,275	587,972	266,322	587,972
Office expense	73,757	127,627	140,575	107,273	214,332	234,900
Consultant and professional	71,311	248,138	90	5,480	71,401	253,618
Other program expense	80,726	44,686	55,876	82,885	136,602	127,571
Travel/conference	6,389	32,244	133	4,150	6,522	36,394
Interest expense	19	28	-	-	19	28
Depreciation	-	-	244,104	213,594	244,104	213,594
Total Expenditures	\$ 1,161,725	\$ 1,295,452	\$ 846,428	\$ 1,119,642	\$ 2,008,153	\$ 2,415,094
Change in Net Position	\$ 106,876	\$ 126,078	\$ 1,419,427	\$ 190,453	\$ 1,526,303	\$ 316,531
Net position - Beginning of year	793,113	667,035	4,427,788	4,237,335	5,220,901	4,904,370
Net position - End of year	\$ 899,989	\$ 793,113	\$ 5,847,215	\$ 4,427,788	\$ 6,747,204	\$ 5,220,901

The above condensed summary of the Council's governmental and business-type activities for the period ended December 31, 2020 reflects net position increasing by \$1,526,303 (29%). The prior period is also included for comparative purposes.

Governmental activities: Governmental activities increased the Council's net position by \$106,876, accounting for a positive 7.0% of the Council's \$1,526,303 overall increase in net position. Major variations are due to the following:

- Federal grant revenues decreased by \$47,885 in 2020, which was mostly due to a decrease in the use of consultants. 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 \$35,336 based on budgeted requirements. Local match funds received that are not required for matching grant revenue are used to fund the governmental operating reserve.

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MANAGEMENT'S DISCUSSION AND ANALYSIS

Business-type activities: Business-type activities (VanGo™ vanpooling program) increased the Council's net position by \$1,419,427, accounting for 93.5% of the Council's \$1,518,730 increase in net position. Major variations are due to the following:

- Vanpool fares decreased by \$306,552 due to a continued decrease in ridership, largely due to COVID-19 and remote work.
- A total of \$22,849 was received in insurance proceeds to offset the cost of repairs; a large portion of this was due to one vehicle being totaled.
- Business-type activities expenses totaled \$846,428, a decrease of \$273,214 compared to 2019. \$19,869 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 2020 Unified Planning Work Program (UPWP) budget and October-December is from the 2021 UPWP budget. It should be noted that a Federal fiscal year budget (October-September) is Federally required for its UPWP and that the Council cannot expend more than is budgeted in the UPWP, without amendments to the UPWP and related funding contracts.

During 2020, the VanGo™ vanpooling program added no new routes and cancelled nine routes. When compared with the prior year, fleet expenses decreased by 55% during 2020. This decrease is largely due to COVID-19 and remote working.

Capital Assets and Debt Administration

Capital assets: The Council's investment in capital assets at December 31, 2020 amounts to \$370,468 (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:

Office equipment	\$ 19,248
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Capital assets are classified as follows (net of depreciation):

	Governmental Activities		Business-Type Activities		Total Government	
	2020	2019	2020	2019	2020	2019
Motor vehicles	\$ -	\$ -	\$ 345,645	621,959	\$ 345,645	\$ 621,959
Office equipment and software	14,890	10,605	5,740	-	20,630	10,605
Leasehold improvement	4,193	12,581	-	-	4,193	12,581
	<u>\$ 19,083</u>	<u>\$ 23,186</u>	<u>\$ 351,385</u>	<u>\$ 621,959</u>	<u>\$ 370,468</u>	<u>\$ 645,145</u>

Additional information on the Council's capital assets can be found in Note 1 to the financial statements on pages 20-24 and Note 7 to the financial statements on pages 27-28 of this report.

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

MANAGEMENT'S DISCUSSION AND ANALYSIS

Long-term liabilities: At December 31, 2020, the Council had \$12,542 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	\$ 11,460	\$ 1,082	\$ 12,542

Economic Factors and Next Year's Tasks (Budget)

The United States, and the world, is enduring a pandemic from the COVID-19 virus. The effects of the virus in Colorado started to spread in early March 2020, with the State of Colorado and many counties within the State issuing stay-at-home orders at the end of March 2020. Non-essential businesses have closed, developed a workaround that limits contact with other people, or are working remotely. The effect of the pandemic on the United States economy is unknown at this point as the duration of closures will be a key factor. The Federal government has approved stimulus packages to support the economy and families during the crisis. Prior to the pandemic, the U.S. economy was very strong with low unemployment.

The COVID-19 pandemic has decreased ridership in the VanGo™ program and will impact fare revenue in 2021 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. However, stimulus funds have been made available to the program and help keep it operational.

A decrease in vehicle miles traveled in Colorado may also impact revenue from CPG funds as they are based on the Highway User Trust Fund.

Accomplishments expected in 2021:

- Hire a mobility coordinator to support the implementation of the One Call One Click Center and Mobility Program
- Adopt the Environmental Justice Plan
- Adopt the Active Transportation Plan
- Amend and modify the FY2020-FY2023 Transportation Improvement Program (TIP) as requested
- Adopt new TIP for FY2022-FY2025
- Perform conformity on the new TIP
- Work with selected consultant on the Regional Premium Transit Analysis
- Translation of key brochures into Spanish for outreach
- MPO 101 training videos for posting on the agency website
- Adopt the Federally required System Performance Report
- Adopt the FY2022-FY2023 UPWP
- Participate with Regional Air Quality Council committees to develop control strategies for the upcoming State Implementation Plans
- Participate in Air Quality Control Commission rulemaking as it pertains to transportation and GHG
- Develop a Land Use model to support transportation planning out to 2050

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

MANAGEMENT'S DISCUSSION AND ANALYSIS

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: Merideth Kimsey, Accounting Manager, North Front Range Transportation & Air Quality Planning Council, 419 Canyon Avenue, Suite 300, Fort Collins, Colorado 80521, or by phone at (970) 289-8284, or by e-mail at mkimsey@nfrmpo.org.

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

**STATEMENT OF NET POSITION
December 31, 2020**

	Primary Government		
	Governmental Activities	Business-Type Activities	Total
ASSETS			
Cash and Cash Equivalents (Note 2)	\$ 512,748	\$ 505,940	\$ 1,018,688
Investments (Note 2)	554,341	4,543,841	5,098,182
Due from Other Governments	44,494	90,708	135,202
Grants Receivable	272,416	-	272,416
Prepaid Items	906	288	1,194
Internal Balances	(376,093)	376,093	-
Capital Assets, Net (Note 7)	19,083	351,385	370,468
Total assets	1,027,895	5,868,255	6,896,150
LIABILITIES AND NET POSITION			
Liabilities			
Current liabilities:			
Accounts payable and accrued liabilities	83,674	4,692	88,366
Unearned revenue	-	8,020	8,020
Accumulated leave - due in one year or less (Note 8)	32,772	7,246	40,018
Total current liabilities	116,446	19,958	136,404
Long-term liabilities:			
Accumulated leave - due in more than one year (Note 8)	11,460	1,082	12,542
Total liabilities	127,906	21,040	148,946
Net Position			
Net investment in capital assets	19,083	351,385	370,468
Unrestricted	880,906	5,495,830	6,376,736
Total net position	\$ 899,989	\$ 5,847,215	\$ 6,747,204

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, 2020

Functions/Programs	Program Revenue				Net Revenue and Changes in Net Assets		
	Expenses	Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-Type Activities	Total
Primary Government							
Governmental activities:							
General government	\$ 1,161,725	\$ -	\$ 1,264,211	\$ -	\$ 102,486	\$ -	\$ 102,486
Total governmental activities	1,161,725	-	1,264,211	-	102,486	-	102,486
Business-type activities:							
VanGo™	846,428	154,625	2,009,374	-	-	1,317,571	1,317,571
Total business-type activities	846,428	154,625	2,009,374	-	-	1,317,571	1,317,571
Total primary government	\$ 2,008,153	\$ 154,625	\$ 3,273,585	\$ -	102,486	1,317,571	1,420,057
General Revenues							
Unrestricted investment earnings					3,458	28,242	31,700
Miscellaneous revenues					932	22,849	23,781
Gain on sale of property					-	50,765	50,765
Total general revenues					4,390	101,856	106,246
Change in net position					106,876	1,419,427	1,526,303
Net Position, beginning of year					793,113	4,427,788	5,220,901
Net Position, end of year					\$ 899,989	\$ 5,847,215	\$ 6,747,204

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, 2020**

	General Fund
ASSETS	
Cash and Cash Equivalents (Note 2)	\$ 512,748
Investments (Note 2)	554,341
Due from Other Governments	44,494
Grants Receivable	272,416
Prepaid Items	906
Due from Other Funds	<u>75,970</u>
Total assets	<u>\$ 1,460,875</u>
LIABILITIES AND FUND BALANCE	
Liabilities	
Accounts payable and accrued liabilities	\$ 83,674
Advances from other funds	<u>452,063</u>
Total liabilities	<u>535,737</u>
Fund Balance	
Nonspendable prepaid items	906
Unassigned	<u>924,232</u>
Total fund balance	<u>925,138</u>
Total liabilities and fund balance	<u>\$ 1,460,875</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 GOVERNMENTAL FUND
BALANCE SHEET TO THE STATEMENT OF
NET POSITION
December 31, 2020**

Adjustments to reconcile the Governmental Fund Balance Sheet to the Statement
of Net Position are as follows:

Fund balance per Governmental Fund Balance Sheet	\$	925,138
Capital assets used in governmental activities are not financial resources and therefore are not reported in the Governmental Fund Balance Sheet.		19,083
Some liabilities are not due and payable in the current period and therefore are not reported in the Governmental Fund Balance Sheet.		<u>(44,232)</u>
Net position of governmental activities	\$	<u>899,989</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 GOVERNMENTAL FUND REVENUES,
EXPENDITURES AND CHANGES IN FUND BALANCE
Year Ended December 31, 2020**

	General Fund
Revenues (Note 6)	
Operating grants and contributions:	
Grant revenue - Federal	\$ 965,549
Grant revenue - local match	232,540
Other intergovernmental revenue	66,122
Earnings on investments	3,458
Miscellaneous	932
Total revenues	<u>1,268,601</u>
Expenditures/Expenses	
General government:	
Payroll expense	921,136
Fleet expense	47
Office expense	69,654
Consultant and professional services	71,311
Other program expense	80,726
Travel/conference/training	6,389
Interest expense	19
Total expenditures/expenses	<u>1,149,282</u>
Excess of revenues over expenditures/expenses	<u>119,319</u>
Fund Balance/Net Position	
Beginning of year	<u>805,819</u>
End of year	<u><u>\$ 925,138</u></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, 2020**

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	\$	119,319
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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. This is the amount by which depreciation (\$16,463) exceeds capital purchases (\$12,360) in the current period.	(4,103)
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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.	
Accumulated leave	(8,340)

Change in net position of governmental activities	\$	106,876
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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 NET POSITION
December 31, 2020**

	VanGo™
ASSETS	
Current Assets	
Cash and cash equivalents (Note 2)	\$ 505,940
Investments (Note 2)	4,543,841
Receivables	90,708
Advances to other funds	452,063
Prepaid items	288
Total current assets	<u>5,592,840</u>
Capital Assets, Net (Note 7)	351,385
Total assets	<u>5,944,225</u>
LIABILITIES AND NET POSITION	
Liabilities	
Current liabilities:	
Accounts payable and accrued liabilities	4,692
Unearned revenue	8,020
Due to other funds	75,970
Accumulated leave - due in less than one year (Note 8)	7,246
Total current liabilities	<u>95,928</u>
Long-term liabilities:	
Accumulated leave - due in more than one year (Note 8)	1,082
Total liabilities	<u>97,010</u>
Net Position	
Net investment in capital assets	351,385
Unrestricted	5,495,830
Total net position	<u>\$ 5,847,215</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 REVENUES,
EXPENSES AND CHANGES IN NET POSITION
Year Ended December 31, 2020**

	VanGo™
Operating Revenues (Note 6)	
Charges for services	\$ 154,625
Other program revenues	2,009,374
Total operating revenues	<u>2,163,999</u>
Operating Expenses	
Payroll expense	139,375
Fleet expense	266,275
Office expense	140,575
Consultant and professional services	90
Other program expense	55,876
Travel/conference/training	133
Depreciation	244,104
Total operating expenses	<u>846,428</u>
Operating gain	<u>1,317,571</u>
Nonoperating Revenues	
Other revenues	22,849
Earnings on investments	28,242
Gain on sale of property	50,765
Total nonoperating revenues	<u>101,856</u>
Change in net position	<u>1,419,427</u>
Net Position, beginning of year	<u>4,427,788</u>
Net Position, end of year	<u><u>\$ 5,847,215</u></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, 2020**

	VanGo™
Cash Flows from Operating Activities	
Cash received from customers	\$ 2,129,233
Cash paid to suppliers and vendors	(480,291)
Cash paid to employees	(136,132)
Net cash provided by operating activities	<u>1,512,810</u>
Cash Flows from Noncapital Financing Activities	
Other nonoperating revenues	22,849
Changes in interfund receivable/payable	(382,189)
Net cash (used in) noncapital financing activities	<u>(359,340)</u>
Cash Flows from Capital and Related Financing Activities	
Proceeds from disposition of capital assets	84,123
Purchase of capital assets	(6,888)
Net cash provided by capital and related financing activities	<u>77,235</u>
Cash Flows from Investing Activities	
Earnings on investments	28,242
Sale of investments	(821,232)
Net cash (used in) investing activities	<u>(792,990)</u>
Net change in cash and cash equivalents	437,715
Cash and Cash Equivalents, beginning of year	<u>68,225</u>
Cash and Cash Equivalents, end of year	<u><u>\$ 505,940</u></u>
Reconciliation of Operating Gain to Net Cash Flows from Operating Activities	
Operating gain	\$ 1,317,571
Adjustments to reconcile operating gain to net cash provided by operating activities:	
Depreciation	244,104
Changes in assets and liabilities:	
Receivables	(30,865)
Prepaid items	(288)
Accounts payable and accrued liabilities	(17,054)
Unearned revenue	(3,901)
Accrued compensated absences	3,243
	<u>\$ 1,512,810</u>

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

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

NOTES TO 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 (the 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 that 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 that 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, the appointment of a voting majority of the organization's governing body, the 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 interfund 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.

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

NOTES TO THE FINANCIAL STATEMENTS

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

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, 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:

General 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 nonoperating 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 nonoperating revenues and expenses.

The Council reports the following major proprietary fund:

VanGo™ 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.

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

NOTES TO THE FINANCIAL STATEMENTS

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

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 and March, a proposed budget, referred to as the Unified Planning Work Program (UPWP), for the fiscal year commencing the following October 1 is prepared in coordination with the Technical Advisory Committee, the Finance Committee, transit providers, and MPO staff, along with input from the 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 each 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 2020 UPWP budget and October-December is based on the 2021 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 Fund 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.

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

NOTES TO THE FINANCIAL STATEMENTS

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

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 and 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 noncurrent 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 of accumulated sick pay, based on years of service, 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 GAAP requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities, and deferred inflows of resources; the 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.

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

NOTES TO THE FINANCIAL STATEMENTS

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

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 (PDPA).

The PDPA requires that all local governments deposit cash in eligible public depositories. Eligibility is determined by state regulations. The state regulatory commissioners regulate the eligible public depositories. Amounts on deposit in excess of Federal insurance levels must be collateralized by eligible collateral as determined by the PDPA. The PDPA allows the financial institutions to create a single collateral pool for all public funds held. The pool is to be maintained by another institution, or held in trust for all the uninsured public deposits as a group. The market value of the collateral must be at least equal to 102% of the uninsured deposits. At December 31, 2020, the Council had deposits of \$1,032,721 collateralized with securities held by the financial institutions' agents but not in the Council's name.

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

NOTES TO THE FINANCIAL STATEMENTS

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

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, 2020, the balance in the Colorado Local Government Liquid Asset Trust (COLOTRUST), a Colorado local government investment pool trust, was \$5,098,182. The investment pool is routinely monitored by the Colorado Division of Securities with regard to operations and investments. As of December 31, 2020, 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, 2020, 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	512,673	505,940	1,018,613
Local government investment	554,341	4,543,841	5,098,182
Total	\$ 1,067,089	\$ 5,049,781	\$ 6,116,870

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 provide 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.

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

NOTES TO THE FINANCIAL STATEMENTS

Note 4. Risk Management, *Continued*

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, the Council provides its permanent employees with comprehensive major medical benefits. The provided options for medical benefits include a Preferred Provider Option Plan or a High-Deductible Plan with a Health Savings Account. The City of Fort Collins' 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 of Fort Collins 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	
	2020	2019	2020	2019	2020	2019
Employer	\$ 88,351	\$ 78,574	\$ 20,727	\$ 18,318	\$ 109,078	\$ 96,892
Employee	22,768	20,432	5,891	5,585	28,659	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 2020 and 2019 were as follows:

	Government Activities		Business-Type Activities		Total Government	
	2020	2019	2020	2019	2020	2019
Employer	\$ 95,513	\$ 92,750	\$ 9,433	\$ 6,799	\$ 104,946	\$ 99,549
Employee	16,466	15,077	2,767	2,351	19,233	17,428

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

NOTES TO THE FINANCIAL STATEMENTS

Note 5. Retirement Plans, *Continued*

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 76% of the governmental activities total revenue of the Council's General Fund is from Federal Highway Administration and Federal Transit Administration (FTA) grants administered through the 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 7% of the business-type activities total revenue of the VanGo™ Fund is from charges for services. Approximately 89% of the business-type 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, 2020 follows:

	Balance, January 1	Additions	Deletions	Balance, December 31
Governmental activities:				
Capital assets being depreciated:				
Office equipment	\$ 82,411	\$ 12,360	\$ 9,989	\$ 84,782
Leasehold improvement	41,938	-	-	41,938
Governmental activities - capital assets being depreciated	124,349	12,360	9,989	126,720
Accumulated depreciation:				
Office equipment	71,806	8,075	9,989	69,892
Leasehold improvement	29,357	8,388	-	37,745
Total accumulated depreciation	101,163	16,463	9,989	107,637
Governmental activities - capital assets, net	\$ 23,186	\$ (4,103)	\$ -	\$ 19,083

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

NOTES TO THE FINANCIAL STATEMENTS

Note 7. Capital Assets, *Continued*

	Balance, January 1	Additions	Deletions	Balance, December 31
Business-type activities:				
Capital assets being depreciated:				
Fleet equipment	\$ 1,851,511	\$ -	\$ 195,104	\$ 1,656,407
Office equipment	27,220	6,888	4,120	29,988
Business-type activities - capital assets being depreciated	1,878,731	6,888	199,224	1,686,395
Accumulated depreciation:				
Fleet equipment	1,229,552	242,956	161,746	1,310,762
Office equipment	27,220	1,148	4,120	24,248
Total accumulated depreciation	1,256,772	244,104	165,866	1,335,010
Business-type activities - capital assets, net	\$ 621,959	\$ (237,216)	\$ 33,358	\$ 351,385

Depreciation expense for governmental activities has been allocated to general government for \$16,463.

Note 8. Long-Term Liabilities

A summary of changes in long-term liabilities for the year ended December 31, 2020 follows:

	Balance, January 1	Additions	Reductions	Balance, December 31	Due within One Year
Governmental activities:					
Accumulated leave	\$ 35,892	\$ 131,618	\$ 123,278	\$ 44,232	\$ 32,772
Total long-term liabilities	\$ 35,892	\$ 131,618	\$ 123,278	\$ 44,232	\$ 32,772
Business-type activities:					
Accumulated leave	\$ 5,085	\$ 12,898	\$ 9,655	\$ 8,328	\$ 7,246
Total long-term liabilities	\$ 5,085	\$ 12,898	\$ 9,655	\$ 8,328	\$ 7,246

Note 9. Operating Leases

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

Total costs for the office space were \$156,873 for the year ended December 31, 2020. The business-type activities had no operating leases as of December 31, 2020.

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

NOTES TO THE FINANCIAL STATEMENTS

Note 9. Operating Leases, *Continued*

The future minimum lease payments for this lease are as follows:

Years ending December 31:	
2021	\$ 103,486
2022	<u>17,332</u>
	<u>\$ 120,818</u>

Note 10. COVID-19 Global Pandemic and Government Relief Funding

During March 2020, a global pandemic was declared by the World Health Organization related to the rapidly growing outbreak of a novel strain of coronavirus (COVID-19). The pandemic has impacted, and continues to significantly impact, the economic conditions in the U.S. as Federal, state and local governments react to the public health crisis, and has created significant uncertainties in the U.S. economy. It is unknown how long the adverse economic conditions associated with the coronavirus will last and what the complete financial effect will be, if any, on the Council. To date, overall business, most notably the Council's VanGo™ ridership, has seen a significant decrease in participation and revenue. VanGo™ has seen a decrease of approximately 30% in participants since March 2020 and an even greater increase in lost fare revenue as policies were adjusted to allow current participants to "hold" their seat at no charge under a COVID-19 policy exception enacted promptly at the first statewide shutdown.

On March 27, 2020, the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) was enacted to, among other provisions, provide emergency assistance for individuals, families and businesses affected by the coronavirus pandemic. On December 21, 2020, Congress passed the Consolidated Appropriations Act of 2021, which provided additional funding for the Paycheck Protection Program (PPP) and Economic Injury Disaster Loan (EIDL) Advance program. This additional funding was used to (a) re-open the PPP for first-draw loans, (b) allow certain borrowers to apply for a second draw of PPP funding, and (c) re-open the EIDL Advance program. This legislation also extended the Employee Retention Tax Credit through June 30, 2021 and increased the potential amount of the credit.

To date, the Council has not utilized any assistance programs offered through this legislation.

REQUIRED SUPPLEMENTARY INFORMATION

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

**GOVERNMENTAL FUND BUDGETARY COMPARISON STATEMENT
Year Ended December 31, 2020**

	Original Budget	Budget Amendments	Final Budget	Actual	Variance with Final Budget
Revenues					
Grant revenue - Federal	\$ 1,155,688	\$ (179,980)	\$ 975,708	\$ 965,549	\$ (10,159)
Grant revenue - local match	235,853	(27,340)	208,513	232,540	24,027
Other intergovernmental revenue	694,416	(420,197)	274,219	66,122	(208,097)
Earnings on investments	-	-	-	3,458	3,458
Miscellaneous	-	-	-	932	932
Total revenues	2,085,957	(627,517)	1,458,440	1,268,601	(189,839)
Expenditures					
Payroll expense	1,095,752	(148,233)	947,519	921,136	26,383
Fleet expense	-	-	-	47	(47)
Office expense	137,297	(47,575)	89,722	57,294	32,428
Consultant and professional services	554,583	(337,860)	216,723	71,311	145,412
Other program expense	263,208	(113,314)	149,894	80,726	69,168
Travel/conference/training	35,117	2,590	37,707	6,389	31,318
Interest expense	-	-	-	19	(19)
Capital outlay - purchases	-	16,875	16,875	12,360	4,515
Total expenditures	2,085,957	(627,517)	1,458,440	1,149,282	309,158
Excess of revenues over expenditures	\$ -	\$ -	-	119,319	119,319
Fund Balance/Net Position, beginning of year			805,819	805,819	-
Fund Balance/Net Position, end of year	\$ 805,819	\$ 925,138	\$ 805,819	\$ 119,319	\$ 119,319

See Note to the Required Supplementary Information.

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

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.)

SUPPLEMENTARY INFORMATION

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

**PROPRIETARY FUND BUDGETARY COMPARISON STATEMENT
Year Ended December 31, 2020**

	Original Budget	Budget Amendments	Final Budget	Actual	Variance with Final Budget
Operating Revenues					
Charges for service	\$ 482,332	\$ (135,368)	\$ 346,964	\$ 154,625	\$ (192,339)
Other program revenues	508,862	152,782	661,644	2,009,374	1,347,730
Total operating revenues	991,194	17,414	1,008,608	2,163,999	1,155,391
Operating Expenses					
Payroll expense	153,643	(2,315)	151,328	139,375	11,953
Fleet expense	405,329	(10,696)	394,633	266,275	128,358
Office expense	124,788	23,570	148,358	140,575	7,783
Consultant and professional services	500	61	561	90	471
Other program expense	49,734	4,909	54,643	55,876	(1,233)
Travel/conference/training	2,200	1,885	4,085	133	3,952
Capital purchases	320,000	(3,750)	316,250	6,888	309,362
Total operating expenses	1,056,194	13,664	1,069,858	609,212	460,646
Operating (loss) income	(65,000)	3,750	(61,250)	1,554,787	1,616,037
Nonoperating Revenues					
Other revenues	-	-	-	22,849	22,849
Earnings on investment	-	-	-	28,242	28,242
Gain on sale of capital assets	65,000	(3,750)	61,250	50,765	(10,485)
Total nonoperating revenues	65,000	(3,750)	61,250	101,856	40,606
Change in net position - budgetary basis	\$ -	\$ -	\$ -	1,656,643	1,656,643
Reconciliation to GAAP Basis					
Capital outlay				6,888	-
Depreciation				(244,104)	-
Change in net position - GAAP basis				1,419,427	
Net Position, beginning of year				4,427,788	4,427,788
Net Position, end of year				\$ 5,847,215	\$ 6,084,431

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

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

Year Ended December 31, 2020

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Pass-Through Entity Identifying Number	Passed Through to Subrecipients	Total Federal Expenditures
U.S. Department of Transportation				
Highway Planning and Construction Cluster:				
Pass-through Colorado Department of Transportation:				
Highway Planning and Construction	20.205	20-HTD-ZL-03071	\$ -	\$ 663,298
Highway Planning and Construction	20.205	20-HTD-ZL-00104	-	200,934
Highway Planning and Construction	20.205	20-HTD-ZL-03170	-	28,328
Highway Planning and Construction	20.205	20-HTD-ZL-03170-M0002	-	7,255
Total Highway Planning and Construction Cluster			-	899,815
Transit Services Programs Cluster:				
Pass-through Colorado Department of Transportation:				
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	20-HTR-ZL-03140	-	27,190
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	19-HTR-ZL-00012	38,544	38,544
Total Transit Services Programs Cluster			38,544	65,734
Total U.S. Department of Transportation			38,544	965,549
Total expenditures of Federal awards			\$ 38,544	\$ 965,549

See Notes to the Schedule of Expenditures of Federal Awards.

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

NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

Note 1. Summary of Significant Accounting Policies

Expenditures reported on the accompanying North Front Range Transportation & 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 Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (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 \$38,544 of 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, 2020. The information in this Schedule is presented in accordance with the requirements of the 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, 2020, 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 20, 2021.

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) as a basis for designing 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.

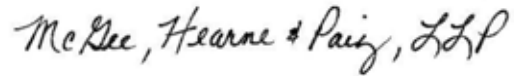
Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit, we did not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

A handwritten signature in cursive script that reads "McGee, Hearne & Paiz, LLP".

Fort Collins, Colorado
May 20, 2021



**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR
THE 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 the Major Federal Program

We have audited the North Front Range Transportation & Air Quality Planning Council's (the Council) compliance with the types of compliance requirements described in the Office of Management and Budget Compliance Supplement that could have a direct and material effect on the Council's major Federal program for the year ended December 31, 2020. The Council's major Federal program is 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 program.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for the Council's major Federal program 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 the 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 the major Federal program. However, our audit does not provide a legal determination of the Council's compliance.

Opinion on the 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 its major Federal program for the year ended December 31, 2020.

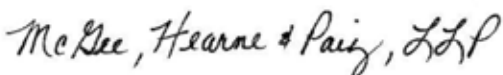
Report on Internal Control over Compliance

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 the major Federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the 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 20, 2021

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

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended December 31, 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 program:

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

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

CFDA Number(s)	Name of Federal Program or Cluster
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.

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

SUMMARY SCHEDULE OF PRIOR-YEAR AUDIT FINDINGS
Year Ended December 31, 2020

There were no findings in the prior year.



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 the North Front Range Transportation & Air Quality Planning Council (the Council) as of and for the year ended December 31, 2020. This report summarizes certain matters required by professional standards to be communicated to you in your oversight responsibility for the Council's financial and related compliance 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 and Compliance 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 January 13, 2021. 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 January 13, 2021 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

Audit adjustments, other than those that are clearly trivial, proposed by us and recorded by the Council, as well as any adjustments provided by management of the Council after presenting the original trial balance for audit, are included in the attached representation letter within the *Summary of Recorded Adjustments*.

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.

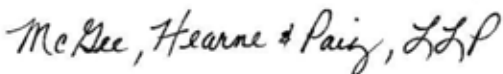
Significant Difficulties Encountered in Performing the Audit

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 continue to be of service to the North Front Range Transportation & Air Quality Planning Council.



Fort Collins, Colorado
May 20, 2021

May 20, 2021

McGee, Hearne & Paiz, LLP
155 E. Boardwalk Drive, Suite 320
Fort Collins, Colorado 80525

This representation letter is provided in connection with your audit of the basic financial statements of the North Front Range Transportation & Air Quality Planning Council (the Council) as of and for the year ended December 31, 2020, for the purpose of expressing an opinion on whether the financial statements are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America (U.S. GAAP).

We confirm, to the best of our knowledge and belief, that as of the date of this letter:

Financial Statements

1. We have fulfilled our responsibilities, as set out in the terms of the audit arrangement letter dated January 13, 2021, for the preparation and fair presentation of the financial statements referred to above in accordance with U.S. GAAP.
2. We acknowledge our responsibility for 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.
3. We acknowledge our responsibility for the design, implementation and maintenance of internal control to prevent and detect fraud.
4. Significant assumptions used by us in making accounting estimates, including those measured at fair value, are reasonable and reflect our judgment based on our knowledge and experience about past and current events, and our assumptions about conditions we expect to exist and courses of action we expect to take.
5. Related-party transactions and interfund transactions, including interfund accounts and advances receivable and payable, sale and purchase transactions, interfund transfers, long-term loans, leasing arrangements and guarantees, have been recorded in accordance with the economic substance of the transaction and appropriately accounted for and disclosed in accordance with the requirements of U.S. GAAP.
6. The financial statements properly classify all funds and activities in accordance with Governmental Accounting Standards Board (GASB) Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*, as amended.
7. All events subsequent to the date of the financial statements, and for which U.S. GAAP requires adjustment or disclosure, have been adjusted or disclosed.
8. The effects of all known, actual or possible litigation and claims have been accounted for and disclosed in accordance with U.S. GAAP.



9. We acknowledge our responsibility for the selection and application of accounting policies. In that regard, all accounting policies used by us during the year are deemed appropriate.
10. Net position classifications have been properly recorded and disclosed within the basic financial statements.
11. We have no direct or indirect legal or moral obligation for any debt of any organization, public or private, that is not disclosed in the financial statements.
12. We have complied with all aspects of laws, regulations, and provisions of contracts and agreements that would have a material effect on the financial statements in the event of noncompliance.
13. We have no knowledge of any uncorrected misstatements in the financial statements.

Information Provided

14. We have provided you with:
 - a. Access to all information of which we are aware that is relevant to the preparation and fair presentation of the financial statements such as records, documentation, and other matters;
 - b. Additional information that you have requested from us for the purpose of the audit;
 - c. Unrestricted access to persons within the Council from whom you determined it necessary to obtain audit evidence; and
 - d. Minutes of the meetings of the governing board and committees, or summaries of actions of recent meetings for which minutes have not yet been prepared.
15. All transactions have been recorded in the accounting records and are reflected in the financial statements.
16. It is our responsibility to establish and maintain internal controls over financial reporting. One of the components of internal control is risk assessment. We hereby represent that our risk assessment process includes the identification and assessment of risks of material misstatement due to fraud. We have shared with you our fraud risk assessment, including a description of the risks, our assessment of the magnitude and likelihood of misstatements arising from those risks, and the controls that we have designed and implemented in response to those risks.
17. We have no knowledge of allegations of fraud or suspected fraud affecting the Council's financial statements involving:
 - a. Management.
 - b. Employees who have significant roles in internal control.
 - c. Others where the fraud could have a material effect on the financial statements.
18. We have no knowledge of any allegations of fraud or suspected fraud affecting the Council's financial statements received in communications from employees, former employees, analysts, regulators, short sellers or others.
19. We have no knowledge of noncompliance or suspected noncompliance with laws and regulations.



20. We are not aware of any pending or threatened litigation and claims whose effects should be considered when preparing the financial statements, and we have not consulted legal counsel concerning litigation or claims.
21. We have disclosed to you the identity of the Council's related parties and all the related-party relationships and transactions of which we are aware.
22. We are aware of no significant deficiencies, including material weaknesses, in the design or operation of internal controls that could adversely affect the Council's ability to record, process, summarize, and report financial data.
23. We are aware of no communications from regulatory agencies concerning noncompliance with, or deficiencies in, financial reporting practices.
24. During the course of your audit, you may have accumulated records containing data that should be reflected in our books and records. All such data have been so reflected. Accordingly, copies of such records in your possession are no longer needed by us.

Supplementary Information

25. With respect to supplementary information presented in relation to the financial statements as a whole:
 - a. We acknowledge our responsibility for the presentation of such information.
 - b. We believe such information, including its form and content, is fairly presented in accordance with U.S. GAAP.
 - c. The methods of measurement or presentation have not changed from those used in the prior period.
 - d. There are no significant assumptions or interpretations regarding the measurement or presentation of such information.
 - e. When supplementary information is not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the supplementary information no later than the date of issuance of the supplementary information and the auditor's report thereon.
26. With respect to Management's Discussion and Analysis, the Governmental Fund Budgetary Comparison Statement, and the note to the required supplementary information presented as required by the GASB to supplement the basic financial statements:
 - a. We acknowledge our responsibility for the presentation of such required supplementary information.
 - b. We believe such required supplementary information is measured and presented in accordance with guidelines prescribed by U.S. GAAP.
 - c. The methods of measurement or presentation have not changed from those used in the prior period.
 - d. There are no significant assumptions or interpretations regarding the measurement or presentation of such information.



27. We are in agreement with the adjusting journal entries that you have identified through your audit procedures, and they have been posted to the Council's accounts. The adjustments to the original trial balance presented for audit are included in the Summary of Recorded Adjustments. These adjustments are attached as Appendix A.

Compliance Considerations

In connection with your audit conducted in accordance with *Government Auditing Standards*, we confirm that management:

28. Is responsible for the preparation and fair presentation of the financial statements in accordance with the applicable financial reporting framework.
29. Is responsible for compliance with the laws, regulations, and provisions of contracts and grant agreements applicable to the Council.
30. Has identified and disclosed to the auditor that there were no instances that have occurred, or are likely to have occurred, of fraud and noncompliance with provisions of laws and regulations that have a material effect on the financial statements or other financial data significant to the audit objectives, or other instances that warrant the attention of those charged with governance.
31. Has identified and disclosed to the auditor that there were no instances that have occurred, or are likely to have occurred, of noncompliance with provisions of contracts and grant agreements that have a material effect on the determination of financial statement amounts.
32. Has identified and disclosed to the auditor that there were no instances that have occurred, or are likely to have occurred, of waste or abuse that could be quantitatively or qualitatively material to the financial statements.
33. Is responsible for 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.
34. Acknowledges its responsibility for the design, implementation and maintenance of internal controls to prevent and detect fraud.
35. Has identified for the auditor all previous audits, attestation engagements and other studies related to the audit objectives.
36. Acknowledges its responsibilities as it relates to non-audit services performed by the auditor as described in the arrangement letter, including a statement that it assumes all management responsibilities; that it oversees the services by designating an individual, preferably within senior management, who possesses suitable skill, knowledge or experience; that it evaluates the adequacy and results of the services performed; and that it accepts responsibility for the results of the services.

In connection with your audit of Federal awards conducted in accordance with Subpart F of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), we confirm:

37. Management is responsible for complying, and has complied, with the requirements of the Uniform Guidance.

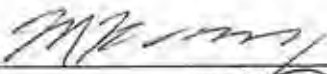


38. Management is responsible for understanding and complying with the requirements of laws, regulations, and the provisions of contracts and grant agreements related to its Federal program.
39. Management is responsible for establishing and maintaining, and has established and maintained, effective internal control over compliance for Federal programs that provides reasonable assurance that the Council is managing Federal awards in compliance with Federal statutes, regulations, and the terms and conditions of the Federal awards that could have a material effect on its Federal program.
40. Management is responsible for the preparation of the Schedule of Expenditures of Federal Awards; acknowledges and understands its responsibility for the presentation of the Schedule of Expenditures of Federal Awards in accordance with the Uniform Guidance; believes the Schedule of Expenditures of Federal Awards, including its form and content, is fairly presented in accordance with the Uniform Guidance; asserts that methods of measurement or presentation have not changed from those used in the prior period, or if the methods of measurement or presentation have changed, the reasons for such changes have been communicated; and is responsible for any significant assumptions or interpretations underlying the measurement or presentation of the Schedule of Expenditures of Federal Awards.
41. Management has identified and disclosed all of its government programs and related activities subject to the Uniform Guidance compliance audit.
42. Management has identified and disclosed to the auditor the requirements of Federal statutes, regulations, and the terms and conditions of Federal awards that are considered to have a direct and material effect on its major program.
43. Management has made available all Federal awards (including amendments, if any) and any other correspondence relevant to its Federal program and related activities that have taken place with Federal agencies or pass-through entities.
44. Management has identified and disclosed to the auditor that there were no amounts questioned and no known noncompliance with the direct and material compliance requirements of Federal awards.
45. Management believes that the Council has complied with the direct and material compliance requirements.
46. Management has made available all documentation related to compliance with the direct and material compliance requirements, including information related to the Federal program financial reports and claims for advances and reimbursements.
47. Management has provided to the auditor its interpretations of any compliance requirements that are subject to varying interpretations.
48. Management has disclosed to the auditor that there were no communications from Federal awarding agencies and pass-through entities concerning possible noncompliance with the direct and material compliance requirements, including communications received from the end of the period covered by the compliance audit to the date of the auditor's report.
49. Management has disclosed to the auditor that there were no findings received or related corrective actions taken for previous audits, attestation engagements, and internal or external monitoring that directly relate to the objectives of the compliance audit, including findings received and corrective actions taken from the end of the period covered by the compliance audit to the date of the auditor's report.

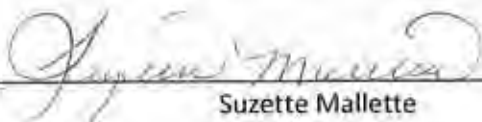


50. Management is not aware of any known noncompliance with direct and material compliance requirements occurring subsequent to the period covered by the auditor's report.
51. Management is not aware of any changes in internal control over compliance or other factors that might significantly affect internal control that have occurred subsequent to the period covered by the auditor's report.
52. Federal program financial reports and claims for advances and reimbursements are supported by the books and records from which the basic financial statements have been prepared.
53. The copies of Federal program financial reports provided to the auditor are true copies of the reports submitted, or electronically transmitted, to the Federal agency or pass-through entity, as applicable.
54. Management has monitored subrecipients to determine that they have expended pass-through assistance in accordance with applicable laws and regulations and the terms and conditions of the sub-award and have met other pass-through entity requirements of the Uniform Guidance.
55. Management has charged costs to Federal awards in accordance with applicable cost principles.
56. The reporting package does not contain protected personally identifiable information.
57. Management has accurately completed the appropriate sections of the data collection form.

North Front Range Transportation & Air Quality Planning Council



Meredith Kimsey
Accounting Manager



Suzette Mallette
Executive Director

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By																
June 3, 2021 VIRTUAL	FY2021 STBG and TA Additional Funding Allocations	AnnaRose Cunningham																
Objective/Request Action																		
To discuss the allocation of additional Surface Transportation Block Grant (STBG) to partially funded and waitlisted projects and to determine how to allocate additional transportation alternatives (TA) funds.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action																
Key Points																		
<p>In January 2021, the NFRMPO was allocated approximately \$4.3M stimulus funding for highway infrastructure programs through the Consolidated Appropriations Act of 2021. The NFRMPO Planning Council agreed to swap the stimulus funds for STBG, and TA funded projects programmed in FY2021.</p> <p>The most recent CDOT reconciliation from March 30, 2021 identifies the following unprogrammed federal funds:</p> <p>STBG</p> <table border="1"> <tbody> <tr> <td>FY 2021 Unprogrammed</td> <td>\$ 4,422,494.00</td> </tr> <tr> <td>FY 2022 Overprogrammed</td> <td>\$ (124,834.00)</td> </tr> <tr> <td>FY 2022 UPWP Budget *</td> <td>\$ (322,918.00)</td> </tr> <tr> <td>Funding Available for Allocation</td> <td>\$ 3,974,742.00</td> </tr> </tbody> </table> <p><i>*FY2022 UPWP Budget includes funds for updating the Regional Travel Demand Model and the Statewide Household Travel Survey</i></p> <p>TA</p> <table border="1"> <tbody> <tr> <td>FY2021 Unprogrammed</td> <td>\$ 116,127.00</td> </tr> <tr> <td>FY2022 Overprogrammed</td> <td>\$ (15,393.00)</td> </tr> <tr> <td>FY2023 Overprogrammed</td> <td>\$ (15,470.00)</td> </tr> <tr> <td>Funding Available for Allocation</td> <td>\$ 85,264.00</td> </tr> </tbody> </table> <p>These funds are eligible to be awarded to projects selected in the applicable Call for Projects which have been partially funded or waitlisted. The applicable Call for Projects for this funding is for FY2020-2021. Projects from the FY2022-2023 Call for Projects are also considered in this proposal, due to the lack of eligible projects from the FY2020-2021 Call. Projects are considered eligible if they are partially funded or waitlisted, have not yet been completed, and are not delayed due to the suspension of the Buy America waiver process.</p> <p>STBG: All selected projects from the FY2020-2021 Call for Projects are fully funded. There is currently one project which was awarded partial funding in October 2020 and one project which remains waitlisted from the FY2022-2023 Call for Projects. Projects are outlined in the attached worksheet.</p> <p>TA: There were no unfunded or partially funded projects for TA in the FY2020-2021 Call for Projects or the FY2022-2023 Call for Projects.</p>			FY 2021 Unprogrammed	\$ 4,422,494.00	FY 2022 Overprogrammed	\$ (124,834.00)	FY 2022 UPWP Budget *	\$ (322,918.00)	Funding Available for Allocation	\$ 3,974,742.00	FY2021 Unprogrammed	\$ 116,127.00	FY2022 Overprogrammed	\$ (15,393.00)	FY2023 Overprogrammed	\$ (15,470.00)	Funding Available for Allocation	\$ 85,264.00
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FY2023 Overprogrammed	\$ (15,470.00)																	
Funding Available for Allocation	\$ 85,264.00																	
Committee Discussion																		
<ul style="list-style-type: none"> Planning Council approved the swap of stimulus funding for STBG and TA funds in January 2021 with the understanding that Staff would consult TAC on how to allocate the now available STBG and TA funds at a later date. 																		

Committee Discussion Continued
<ul style="list-style-type: none"> TAC discussed the additional allocations at the May 19, 2021 meeting. During the discussion, TAC indicated support for funding the partially funded and waitlisted STBG projects and expressed the desire the remaining STBG funds be allocated equitably either during or prior to the upcoming call for projects. TAC will continue the discussion on how to allocate the remaining funds.
Supporting Information
<p>The most recent additional allocation was completed in October 2020 for FY2021 STBG funds and FY2019-2021 CMAQ funds.</p> <p>The TIP Narrative identifies how additional funds are awarded for each Call for Projects.</p> <p>FY2022-2023 Call for Projects - STBG program: A process will be identified in a future TIP; however, the TIP notes two STBG projects are waitlisted and are eligible to receive an award if additional STBG funding becomes available.</p> <p>FY2020-2021 and FY2022-2023 Calls for Projects - TA Program: As there are no partially funded projects, TAC will determine how to allocate additional funding. <i>Source: FY2020-2023 TIP</i></p> <p>Staff anticipates additional CMAQ funding will become available at the close of State FY2021. TAC will be consulted on how to allocate that funding when it becomes available.</p> <p>The NFRMPO will be holding a Call for Projects for STBG, CMAQ, and TA funding in late 2021 for FY2024 and FY2025. The remaining additional funds for both STBG and TA funding programs may be allocated during the Call for Projects, either for programming in FY2024 or for an earlier year, or TAC may decide to allocate the additional funding through a separate process.</p>
Advantages
<ul style="list-style-type: none"> The attached proposal allocates funding to eligible projects per the applicable TIP policies.
Disadvantages
<ul style="list-style-type: none"> The proposed allocation awards FY2021 STBG funding to a project programmed in FY2023.
Analysis/Recommendation
<ul style="list-style-type: none"> TAC requests Planning Council discuss allocating additional STBG funding to the partially funded and waitlisted project from the FY2022-2023 Call for Projects and rolling the additional available funding for both STBG and TA programs into the upcoming Call for Projects.
Attachment
<ul style="list-style-type: none"> Proposed Additional Allocations based on CDOT's March 30, 2021 Reconciliation

Proposed Additional Allocations FY2020-2021 Surface Transportation Block Grant (STBG)

Projects approved by Planning Council on November 3, 2016; Funding identified in CDOT's March 30, 2021 Reconciliation

Additional FY2021 funding:	\$ 3,974,742.00
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Project Sponsor	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank*	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Evans	37th Street Overlay	\$982,141	\$982,141	\$0	-	\$982,141	-	-	\$0	-
Fort Collins	Timberline Road Corridor Improvements	\$2,694,602	\$2,694,602	\$0	-	-	\$2,694,062	-	\$0	Stimulus Funding Swap
Greeley	59th Avenue and O Street Roundabout**	\$1,329,008	\$1,329,008	\$0	-	\$1,329,008	-	-	\$0	-
Larimer County	North LCR 17 Expansion***	\$760,000	\$760,000	\$0	-	-	\$760,000	-	\$0	Stimulus Funding Swap
Loveland	US 34 Widening - Boise Avenue to I-25	\$1,260,925	\$1,260,925	\$0	-	\$335,000	\$750,418	-	\$0	-
Windsor	Intersection Improvements at SH 257 & Eastman Park Drive	\$1,000,000	\$1,000,000	\$0	-	\$1,000,000	-	-	\$0	Stimulus Funding Swap
Total		\$8,026,676	\$8,026,676	\$0	-	\$3,646,149	\$4,204,480	\$0	\$0	-

Remaining STBG Funds

\$3,974,742

Note: Projects in gray are ineligible for additional funding.

*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.

Proposed Additional Allocations
FY2022-2023 Surface Transportation Block Grant (STBG)

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's March 30, 2021 Reconciliation

Additional FY2021 funding:	\$ 3,974,742.00
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Project Sponsor (Partner)	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2022	2023			
Fort Collins (Larimer Co.)	CR 19 (Taft Hill Rd) Improvements - Horsetooth Rd to Harmony Rd	\$3,834,025	\$3,834,025	\$0	1	\$3,834,025	-	-	\$0	-
Weld Co. (Eaton)	Roundabout at WCR 74 and WCR 33	\$1,091,818	\$1,091,818	\$0	2	-	\$1,091,818	-	\$0	-
Evans (Weld Co.)	37th St Widening	\$1,118,565	\$1,118,565	\$0	3	-	\$1,118,565	-	\$0	-
Loveland	US 34 Widening - Boise to Rocky Mountain Ave	\$1,361,496	\$1,361,496	\$0	4	-	\$1,361,496	-	\$0	-
Greeley	83rd Avenue Roadway Improvements	\$1,873,374	\$1,362,000	\$511,374	5	-	\$1,362,000	\$511,374	\$0	-
Windsor	WCR 13 Alignment Improvements	\$1,187,311	Waitlist	\$1,187,311	6	-	-	\$1,187,311	\$0	-
Total		\$10,466,589	\$8,767,904	\$1,698,685	-	\$3,834,025	\$4,933,879	\$1,698,685	\$0	-

Note: Projects in gray are ineligible for additional funding.

Remaining STBG Funds	\$2,276,057
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Proposed Additional Allocations
FY2020-2021 Transportation Alternatives (TA)

Projects approved by Planning Council on November 3, 2016; Funding identified in CDOT's March 30, 2021 Reconciliation

Additional FY2021 funding :	\$ 85,264.00
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Project Sponsor (Partner)	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank	Federal Funding by Fiscal Year		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2020	2021			
Johnstown	Little Thompson River Corridor Trail - 1a	\$113,920	\$250,000	\$0	-	\$250	\$0	-	\$0	-
Larimer County	North LCR 17 Expansion*	\$264,000	\$264	\$0	-	\$0	\$264	-	\$0	Stimulus Funding Swap
Total		\$113,920	\$250,000	\$0	-	\$250	\$0	\$0	\$0	-

Note: Projects in gray are ineligible for additional funding.

*Originally amount awarded was \$307,581. In 2017 \$44,000 TA funds were replaced with STBG funds.

Remaining TA Funds	\$ 85,264.00
---------------------------	---------------------

Proposed Additional Allocations
FY2022-2023 Transportation Alternatives (TA)

Projects approved by Planning Council on March 7, 2019; Funding identified in CDOT's March 30, 2021 Reconciliation

Additional FY2021 funding :	\$ 85,264.00
------------------------------------	---------------------

Project Sponsor (Partner)	Project Name	Federal Request	Federal Award	Unfunded Requests	Rank	Federal Funding by		Proposed Additional Allocation	Proposed Remaining Unfunded	Notes
						2022	2023			
Windsor	Poudre River Trail Realignemnt	\$544,075	\$544,075	\$0	1	\$271	\$273	-	\$0	-
Total		\$544,075	\$544,075	\$0	-	\$271	\$273	\$0	\$0	-

Note: Projects in gray are ineligible for additional funding.

Remaining TA Funds	\$ 85,264.00
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MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: June 3, 2021

Re: 2021 Call for Projects Discussion

Background

The most recent NFRMPO Call for Projects to award Congestion Mitigation and Air Quality Improvements (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) funding was held in 2018-2019 for funding in FY2022 and FY2023. Since that Call, a Work Session on the Call for Projects Process was held by Planning Council in August 2019, the TAC held a follow-up Discussion on Council's Work Session in August 2019, and the NoCo Bike and Ped Collaborative presented a memo at the July 15, 2020 TAC meeting recommending changes to the CMAQ and STBG programs. Three themes emerged from this feedback, each of which identifies an area in need of improvement for the next Call for Projects:

- improving the connection between the Call and regional priorities,
- promoting regional equity, and
- increasing the accuracy of CMAQ emissions benefits estimates and maximizing the amount of emissions benefits from the CMAQ program.

At several meetings through the fall of 2020 the TAC discussed previous calls for projects, scoring criteria, and changes which can be made to the upcoming Call for Projects. TAC completed a survey on Call for Project improvements, the outcomes of which are listed in the attached presentation.

The next Call for Projects is scheduled to open in fall of this year, with funding for FY2024 and FY2025.

In the upcoming months, NFRMPO Staff will work on revising the Call for Projects guidebook and refining the processes. Prior to moving forward with revisions, Staff and TAC need Planning Council to weigh in on policy issues, including set-asides and request limits.

In the last Call for Projects, the NFRMPO committed to setting aside \$50K STBG to the RAQC for ozone modeling (\$25K in both FY2024 and FY2025). There are two additional proposals for set asides or percentage allocations for the Planning Council to consider:

I-25 Set Aside:

The Executive Committee proposed a set-aside of \$10M STBG and/or CMAQ to I-25 Segment 5. This set aside would either be the full amount of STBG funds the NFRMPO has to award plus approximately 20 percent of the available CMAQ funds, or approximately 100 percent of the available CMAQ funds.

**Bike & Ped project Percentage Allocation:**

The NoCo Bike and Ped Collaborative has recommended a percentage allocation of five percent STBG and/or 5-12 percent CMAQ to bicycle and pedestrian projects (which equals approximately \$400K STBG and \$500K to \$1.2M CMAQ based on current funding estimates).

TAC provided feedback on the two proposals through the survey. The advantages and disadvantages TAC identified are detailed in the attached presentation.

Lastly, TAC requested Planning Council input on request limits for STBG funds. In recent calls the STBG pool used population-based request limits to promote regional equity; however, there have been concerns that this approach is not equitable for smaller communities. Three proposals for STBG request limits have been identified and are detailed in the presentation.

Action

Staff requests Planning Council members provide direction on changes for the next Call for Projects.



1

NFRMPO Call for Projects

Congestion Mitigation and Air Quality Improvements (CMAQ)

- Funding for transportation projects that reduce ozone precursors

Surface Transportation Block Grant (STBG)

- Flexible funding for transportation, including bridges, major roadways, non-motorized infrastructure, and transit

Transportation Alternatives (TA)

- Funding for non-motorized infrastructure

[Call for Projects](#)

2

FY2024-2025 Funding Estimates*



Program	2024	2025	Total
CMAQ	\$5.0M	\$5.1M	\$10.1M
STBG	\$3.9M	\$3.9M	\$7.8M
TA	\$0.2M	\$0.2M	\$0.5M

*Exact funding amounts will be available closer to Call for Projects opening

3

[Call for Projects](#)

3

TAC Discussions



- Call for Projects Preliminary Discussion: August 2019
- NoCo Presentation to TAC: July 2020
- TAC Discussion on Process: September-November 2020
- Survey on Call for Projects Improvements
 - Open October 22 – November 6
 - Sent to TAC members and applicants from 2018 Call for Projects
 - 23 Survey Responses

Themes

- Regional Priorities
- Regional Equity
- CMAQ Emissions benefits

4

[Call for Projects](#)

4

Survey Outcomes: Regional Priorities



- **Revise scoring criteria based on NFR plans**
- **Using sub criteria during scoring**
- **Leveraging performance measures and targets**
- **Utilizing set-asides/target allocations**

5

[Call for Projects](#)

5

Survey Outcomes: Regional Equity



- **Increasing the STBG small community set-aside or setting uniform STBG request limits of 50% of the pool**
- **Adjusting STBG scoring for small and large communities**

6

[Call for Projects](#)

6

Survey Outcomes: CMAQ Emissions benefits



- Using separate inputs for short- and long-term emissions benefits
- Accounting for varying project lifetimes when analyzing CMAQ emissions benefits
- Increasing points for emissions benefit cost effectiveness and reducing or eliminating points for amount of benefits

7

[Call for Projects](#)

7

Survey Outcomes: \$10M I-25 Segment 5 Set-aside



Disadvantages

- \$10M is a fraction of funding needed for I-25
- Requires half of available funds
- Fewer projects funded
- Other needs around region not met
- Other projects could have more impact per \$
- Could induce congestion

Advantages

- Crucial
- Regional need
- Regional connectivity
- High priority project
- Continued momentum

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[Call for Projects](#)

8

Survey Outcomes: \$1M-\$2M Bike/Ped Percentage Allocation Program



Disadvantages

- Biases one type of project; all modes are underfunded
- Other funding sources are available for bike/ped (e.g. GOCO, SRTS, and CDOT TAP)
- Scoring criteria should be revised instead of allocation program
- May delay funding for other critical needs such as safety

Advantages

- Increases funding for important goal
- Promotes regional equity
- Promotes regional connectivity
- Enormous opportunities for bike/ped at minimal cost to traditional project types
- Increases funding for regional trails
- Bike/ped projects have longer lifetime of benefits

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Call for Projects

9

STBG Request Limit Proposals



Proposals	Advantages	Disadvantages
A: Retain population-based STBG request limits; set floor of \$1M	<ul style="list-style-type: none"> • Ensures each community can apply for a worthwhile amount of federal funds • Limits the number of unfunded applications 	<ul style="list-style-type: none"> • Does not account for level of regional connectivity provided in smaller communities
B: Set STBG request limits to 50% of pool (~\$4M)	<ul style="list-style-type: none"> • Reflects fact that larger projects could be regionally beneficial even if located in smaller communities • Increases Call competitiveness and ensures only the highest performing projects receive funds 	<ul style="list-style-type: none"> • Increases the number of unfunded applications
C: Set community-specific limits based on multiple factors such as RSC VMT and population	<ul style="list-style-type: none"> • Accounts for level of regional connectivity provided in each community • Limits the number of unfunded applications 	<ul style="list-style-type: none"> • Time and effort to develop appropriate formulas

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Call for Projects

10

Tentative Timeline



- **Call for Projects Opens: October 2021**
- **Applications Due: November 2021**
- **Scoring Committee: December 2021**
- **Council Discussion on Recommended Projects: January 2022**
- **Council Action on Recommended Projects: February 2022**

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[Call for Projects](#)

11

Questions?



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[Call for Projects](#)

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AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 3, 2021	Draft <i>Regional Active Transportation Plan</i> (ATP)	Ryan Dusil
Objective/Request Action		
To provide feedback on the <i>Draft ATP</i> .		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> The Draft <i>ATP</i> was released for public comment on Wednesday, May 12. The public comment period will close Friday, June 11. The NFRMPO is federally required to address bicycle and pedestrian (active transportation) planning as a component of the <i>Regional Transportation Plan</i> (RTP). The <i>ATP</i> will serve as an update to the NFRMPO's <i>2013 Regional Bicycle Plan</i> and the <i>2016 Non-Motorized Plan</i>. 		
Committee Discussion		
The TAC discussed the Draft <i>ATP</i> at their May 19, 2021 meeting. The Planning Council discussed the <i>ATP</i> in August 2020 when the <i>ATP</i> was early in its development. This is the first time the Planning Council is discussing a completed draft of the <i>ATP</i> .		
Supporting Information		
<ul style="list-style-type: none"> The goals of the <i>ATP</i> are to: <ul style="list-style-type: none"> Update our shared regional vision for active transportation; Provide guidance for consistent active transportation planning across the region; and, Serve as a toolkit for NFRMPO member communities and other partners. The <i>Draft ATP</i> includes an introduction with regional context, a summary of the benefits of investing in active transportation, and an inventory and assessment of existing conditions (Chapters 1 and 2); a summary of strategies, approaches, and emerging trends in active transportation, with best practices and other considerations for the reference of the NFRMPO and its planning partners (Chapter 3); detailed updates to the visions for the Regional Active Transportation Corridors (RATCs) for the first time since the adoption of the <i>2013 Regional Bicycle Plan</i> (Chapter 4); various action steps the NFRMPO, its member agencies, and other planning partners can take over the next four years to improve and expand active transportation across the region (Chapter 5). The <i>ATP</i> Appendices consists of additional resources and detailed guidance for planning partners on specific topics identified as priorities during the development of the Plan. 		
Advantages		
<ul style="list-style-type: none"> Approval of the <i>ATP</i> helps the NFRMPO meet federal requirements, improve active transportation planning across the region, and become more competitive for grant opportunities 		
Disadvantages		
<ul style="list-style-type: none"> None. 		
Analysis/Recommendation		
NFRMPO Staff requests Planning Council discuss the <i>Draft ATP</i> and consider changes to be incorporated prior to the close of the public comment period on June 11, 2021.		
Attachments		
<ul style="list-style-type: none"> <i>Draft ATP</i> presentation <i>Draft ATP</i> link: https://nfrmpo.org/wp-content/uploads/2021-regional-active-transportation-plan.pdf 		

Regional Active Transportation Plan (ATP)

NFRMPO Planning Council



North Front Range
Metropolitan
Planning
Organization



June 3, 2021

What is Active Transportation?



North Front Range
Metropolitan
Planning
Organization

Human-powered* and human-scaled modes of transportation
pedestrian (walk or roll), bicycle, scooter, skateboard, etc.

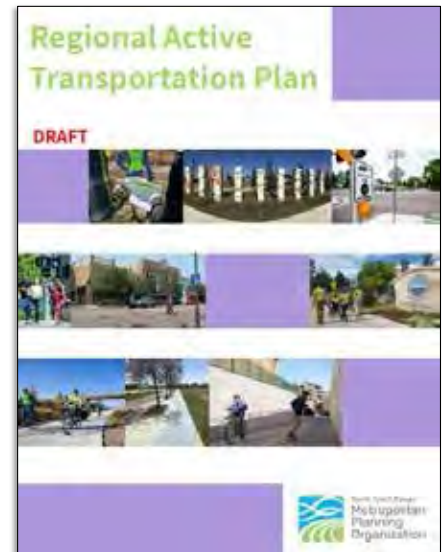
*includes electric assist



What is the Active Transportation Plan (ATP)?



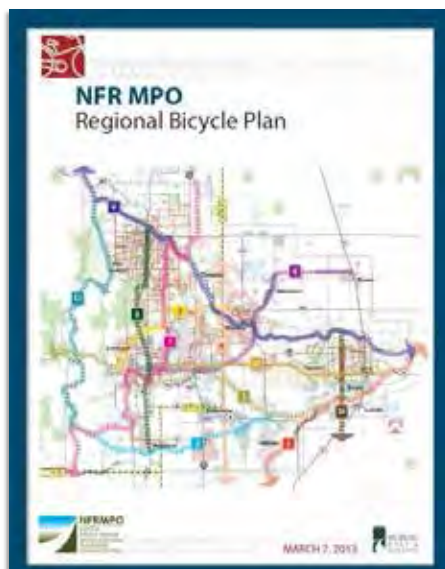
- An update to our shared regional vision for active transportation
- Guidance for consistent active transportation planning across the region
- Toolkit for NFRMPO member communities and other partners



Regional Active Transportation Plan

3

Background



Regional Active Transportation Plan

4

Outreach and Engagement



- **NoCo Bike & Ped Collaborative**
 - ATP Steering Committee
- **General Public**
 - Two in-person events (early 2020)
 - Community Remarks Interactive Webpage
 - Newsletter Articles
 - Social Media Engagement
 - Fall 2020 Survey
- **Other Stakeholders (Resident boards, committees, orgs, etc.)**
 - 10 formal meetings
 - Other conversations
- **NFRMPO Member Agencies**
 - Local plan review
 - 17 formal meetings
 - Other conversations

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Regional Active Transportation Plan

Regional Active Transportation Corridors (RATCs)



- Originally conceived in the *2013 Regional Bicycle Plan* to one day serve as **the network for bicycle travel between and through the local communities.**
- Updated and adopted in the *2016 Non-Motorized Plan*
- Reaffirmed within the *2045 Regional Transportation Plan* (Adopted in 2019)
- The name has been changed to better align with the more accurate and inclusive category of 'active transportation'



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Regional Active Transportation Plan

Updates to the 12 RATCs

- Realignment and Extension
- Clarification of Facility Type
- Identification of Alternatives
- Current and Projected Conditions within ½ Mile
 - Population
 - Jobs
 - Schools
 - Transit Stops
- Segment-Level Details
 - Planning References
 - Crossing Needs
 - Local Connection Needs
- 10-Year Project Pipeline



Guidance, Best Practices, and Assistance



- **Micromobility Solutions** (E-Bikes, E-Scooters, E-Boards, etc.)
- **General Design Standards** (LCUASS, FHWA, NCHRP)
- **Quick-Win Projects**
- **Pilot Projects**
- **Walk Audits and Infrastructure Assessment**
- **Local Policy** (Developer Requirements, Bicycle Safety Stop Law, Speed Limits Reductions, etc.)
- **Wayfinding and Signage**
- **Bicycle Parking**
- **Educational and Encouragement Programs** (Safe Routes to School, Bicycle Friendly Driver, etc.)
- **Count Programs**



Additional Recommendations



- Creation of a Near Miss Reporting Tool
- A more formalized local assistance program
- Improve inventory of low-stress bike and pedestrian infrastructure across the region and create an interactive map
- Use existing tools and datasets to better understand and address disparities in access to active transportation infrastructure (Crash Data, Multimodal Index, Regional Travel Demand Model, Larimer and Weld County Community Health Assessments, etc.)
- Better integrate equity, alternative transportation modes, and target achievement into the NFRMPO Call for Projects (in tandem with EJ Plan, NoCo Bike & Ped Recommendations, etc.)

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Regional Active Transportation Plan

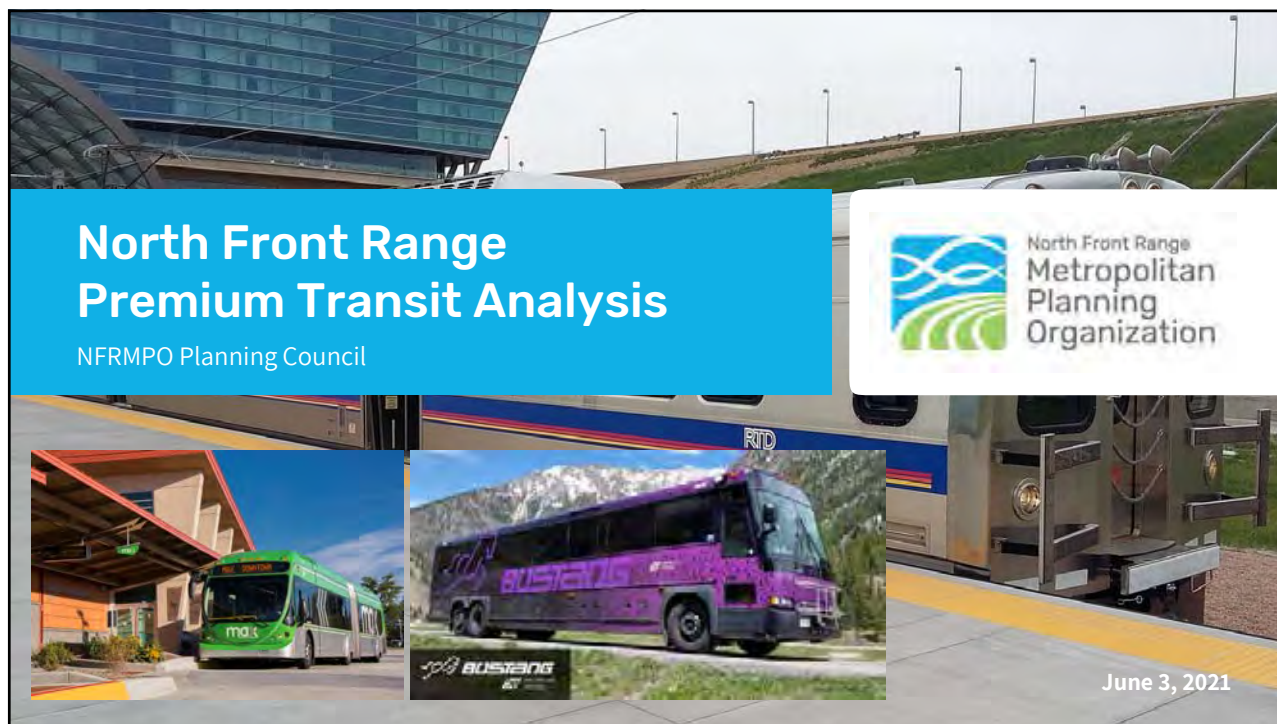
What's Next?



- **30-Day Public Comment Period** → May 12 – June 11
- **Action** → June 16 TAC, July 1 Planning Council

CONTACT INFORMATION:

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Tasks

3

- Bilingual community engagement**
 Reach out to the community and identify needs and concerns
- Corridor Evaluations**
 What corridors makes sense? What mode makes sense? What will be competitive for FTA and other funds?
- Finance and Governance Plan**
 Who runs potential service? How do we pay for service?
- Final recommendations**
 Final recommendation for approval by Planning Council

Timeline: 18 months

3

Goals and Expectations

4

- Ease of use and safety that focuses on all users and potential users alike
- Offer a competitive alternative to driving that will help reduce regional traffic congestion and reduce emissions
- Provide an inclusive, accessible, and collaborative community engagement approach throughout the development of plan

4

TAC & Council Input



- **Policy Advisory Group**: the Policy Advisory Group will provide guidance and direction toward the formation of project recommendations to be approved by Planning Council
- Up to five (5) meetings throughout the Plan timeline
- High-level oriented group providing input and helping guide overall process

5

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TAC & Council Input



- **Guidance Committee**: composed of technical staff from the NFRMPO and jurisdictions to oversee the Transit Analysis work on a regular basis.
- Up to nine (9) meetings throughout Plan timeline
- Detail-oriented group

6

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Questions



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STAC Summary – May 14, 2021

1) Welcome & Introductions – Vince Rogalski (STAC Chair)

- April 9, 2021 STAC Minutes were approved without changes.
- CDOT staff are returning to the office in June with flexible work arrangements to continue some remote work.
- STAC and TC meetings will return to in-person in June, with continued support for remote participation.
- We will see three of the Commissioners in person just once more in June, as they are termed out. This includes Commissioners Zink, Thiebaut and Gifford. STAC was encouraged to recommend candidates apply to the vacated seats in Commissioner Regions 1, 8 and 10.

2) State Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR)

- The Senate is currently debating numerous amendments to SB260, which proposes a number of new mechanisms to generate additional transportation funding for CDOT, municipalities and counties. The Bill also directs funds to alternative multimodal investments and includes a provision that would require governments to do an enhanced level of planning, analysis, community engagement, and monitoring for road expansion projects, including consideration of Greenhouse Gas (GHG) emissions in construction activities. CDOT specifically sought input from the STAC on this Bill.
- Senate Bill 1303 was also introduced this week, which seeks to direct CDOT work with suppliers and construction industry to quantify GHG emissions from construction materials and activities. Proposal is to implement this over a 3-year period to allow CDOT to build that collaborative capacity.

SB260 Discussion Summary:

- STAC debated the inclusion of funding for GHG emission mitigation and long range planning requirements to consider its reduction. Some feel it threatens to infringe upon air quality regulations that currently exist at the Federal level. Local control was also particular hot point of descent, with a lot of concern over what is seen as possible infringement on local Land Use decisions and authority and whether this will usurp local project priority selections. CDOT is expressly in favor of the inclusion of Land Use in the Bill and believes it is lacking in prior long range planning efforts but is critically necessary to effectively address the state's transportation needs. CDOT has expressly affirmed in its legislative testimony for the Bill's intent to facilitate cooperative conversations so that neighboring locals can make Land Use plans that work together and that it is not intended to implement an overarching statewide Land Use policy or to supersede local authority in any way.
- CDOT affirmed that SB260 would not affect projects that are already selected in Regional Transportation Authority (RTA) plans.
- The Multimodal Options Fund (MMOF) would receive an early lump sum distribution followed by annual appropriations and maintain the existing 85/15 split between local and state programs. Also being considered are the match requirements and improvements to the upfront planning with CDOT on selection of projects.
- Regarding the GHG emission levels, CDOT cannot answer definitively now, but believes that the Bill will not affect whether capacity improvements can be completed in rural areas, nor will capacity improvements in rural areas affect projects in the urban areas.
- CDOT expects, if the Bill passes, that there will be follow up legislation in future years that continue to clarify and clean up questions and issues that remain.

3) 2045 Statewide Plan Debrief Summary – Marissa Gaughan, Multimodal Planning Branch Manager

- Staff provided an overview of the survey, assessment and feedback received on the 2045 Plan development process, detailing key recommendations for consideration in the next plan cycle.

Discussion Summary:

- A desire was expressed to have earlier coordination in identifying candidate projects for prioritization in order to bridge the difference between CDOT priorities and local priorities.

4) Update on GHG Proposed Rulemaking and Policy Directive –Theresa Takushi, Greenhouse Gas Climate Action Specialist

- Staff reviewed recent stakeholder engagement and announced a delay of several weeks expected in the GHG Rulemaking schedule resulting from elements being considered in SB260 that would affect the rule.

Discussion Summary:

- Interest was expressed to know more about the potential impact of the use of 100-year Climate Forcing Calculations for methane equivalent by the Colorado Department of Public Health and Environment (CDPHE) versus the 20 or 25-year baseline used by the Intergovernmental Panel on Climate Change (IPCC), as noted in the TC Notes for April 2021. Staff agreed to come back with information on how or whether this might affect the numbers for Colorado's GHG Budgets.

5) **Historic Bridges and Colorado's Most Endangered Places List – Lisa Schoch, CDOT Senior Historian, DTD**

- Staff provided an overview of CDOT's Historic Bridge Program, its approach to historic preservation and some of the major historic bridge structures in the state.

Discussion Summary: None

6) **Central 70 Project Update (Informational Update) – Bob Hays, Central 70 Project Director**

- Crews are testing fire suppression and water control systems in the now-complete, future, west-bound lanes in preparation for the "Mile High Shift" when all existing west and east-bound lanes will shift from the existing viaduct into this new lowered section on the north portion of the corridor on May 5, 5:00am.
- Once traffic is shifted, it will remain there for approximately 14 months while the remaining south portion of the viaduct is demolished and the future east-bound lowered section is constructed.

Discussion Summary: None

7) **Other Business – Vince Rogalski, Statewide Transportation Advisory Committee (STAC) Chair**

- a) STAC members can expect to receive an email from staff seeking confirmation on how many members will attend the June STAC meeting in-person at CDOT Headquarters.
- b) A request was made of staff to present and discuss at a future STAC meeting the topic of "induced demand", which is the result of increased traffic volume due to roadway improvements. Some question whether the concept is used correctly, sometimes implying that if we don't improve roadway capacity, demand will also dissipate.

US85 CDOT Project Updates:

April 5, 2021

CONSTRUCTION

There are currently no active CDOT Engineering Unit Construction projects on US85.

22845 – US85 Platteville South NB & SB Overlay. Project Awarded to Coulson Excavating. Work to begin in April and continuing throughout the summer and into the winter of 2021-2022 (to replace siphon)

DESIGN

19164 - US34/85 Interchange Reconstruction (“Spaghetti Junction”) – As reported out before and presented we have determined the final preferred alternative. Efforts presently are focused on the best phasing of the improvements based upon the earliest need (i.e. failing bridges – we continue discussions with the Bridge Enterprise Committee) and construction funding as it comes available. We are also considering coordinating with the local agencies regarding drainage efforts (regional water quality/detention ponds) tied in with the Evans Ditch (Local Agencies be on the lookout for further details regarding this coming specifically to you).

21907 - Peckham Grade Separated Intersection Project. Acquiring ROW. Plans are complete. UPRR has approved the final plans. Critical Path runs through utility relocations. Current AD June 2021.

22370 – Weld County Road Closures – Next WCR closure will be O Street when the new O Street access project is complete. Approx. fall 2021.

23186 - O Street Intersection Improvements – CDOT project for local access improvement. AD April 8 2021. Work should begin in May/June.

24032 - US85 & CR66 Improvements – provides for the addition of left turn auxiliary lanes from east and west CR66. Project scoping 3/25/21. Next step, the project team will be reaching out to local agencies. AD 12/22.

23261 - ADA Improvements in Platteville, LaSalle and Fort Lupton. Team has completed FIR and is in the process of meeting with Local agencies to discuss our project. AD Summer 2022.

New projects coming:

23971 - US85 & CR14.5 Intersection Improvements – geometry fix to improve sight distance for turning movement.

24200 - US85 North of Platteville Resurfacing – 5 years out just came on the resurfacing list. MP 250.5 to 254.