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NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL MEETING AGENDA

May 7, 2015
LaSalle Town Hall
128 N. 2nd St.
LaSalle, CO
Council Dinner 5:30 p.m.
MPO Council Meeting – 6:00 to 8:30 p.m.

Pledge of Allegiance/2-Minute Public Comment (accepted on items not for Action)
Anyone in the audience will be given time to speak to any item 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 the item before the Council acts upon it.

1. Acceptance of Meeting Agenda
2. Approval of Minutes-Lead Planning Agency for Air Quality/MPO- March 5, 2015 (Pg. 7)

Lead Planning Agency for Air Quality Agenda

COUNCIL REPORTS:

3. Air Pollution Control Division Report (Pg.18)	(Written Report)	
4. Regional Air Quality Council (Pg.28)	(Written Report)	

Metropolitan Planning Organization (MPO) Agenda

Executive Director Report (Pg. 32)	Terri Blackmore	10 min

COMMITTEE REPORTS:

6. TAC (Pg.42)	(Written Report)	
7. Mobility	(Written Report)	
8. Finance (Pg.44)	Kevin Ross	5 min

ACTION ITEMS:

9. 2014 Audited Financial Statements (Pg.47)	Crystal Hedberg	15 min
10. Planning Council Designation of FTA Authority & Opinion of Counsel (Pg.84)	Mary Warring	5 min
11. Transportation Summit	Sean Conway	15 min
12. TRANS Bonds	Sean Conway	15 min

DISCUSSION:

13. RAQC Memorandum of Agreement (Pg.88)	Terri Blackmore	10 min
14. Executive Director Evaluation Process	Troy Mellon	30 min

COUNCIL REPORTS: 15 min

Transportation Commission Report	Kathy Gilliland
CDOT Region 4 Report	Johnny Olson
STAC Report (Pg.95)	(Written Report)
North I-25	Joan Shaffer
Host Council Member Report	Paula Cochran
Other Council Members Reports	Council Members

MEETING WRAP-UP: 5 min

Final Public Comment (2 minutes each)
Next Month's Agenda Topic Suggestions

Next Council Meeting
June 4, 2015
Milliken Town Hall
1101 Broad Street
Milliken, CO

MPO MEETING
PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the Planning Council Chair.

2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not 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 Chair, come and stand before the Council and state name and address for the record. (All proceedings are taped.)

4. For each Action agenda item, the order of business is as follows:

- MPO staff presentation
- Planning Council discussion
- Public input on the agenda item
- Planning Council questions
- Planning Council action

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

1310	State funds for surface transportation
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)
5316 *(see 5307 or 5311)*	FTA program funding for Job Access Reverse Commute (JARC; a pre-MAP-21 program)
5317 *(see 5310)*	FTA program funding for "New Freedom" (a pre-MAP-21 program)
5326	FTA program funding to define "state of good repair" and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT's Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQC	Congestion Mitigation & Air Quality Improvement Program funds (also CMAQ)
AQCC	Air Quality Control Commission (of Colorado)
AQTC	Air Quality Technical Committee
AWD	Average Weekday Traffic (also see ADT)
CAAA	Clean Air Act Amendments of 1990 (federal)
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (a FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CPG	Consolidated Planning Grant (combination of FHWA & FTA planning funds)
DOT	(United States) Department of Transportation

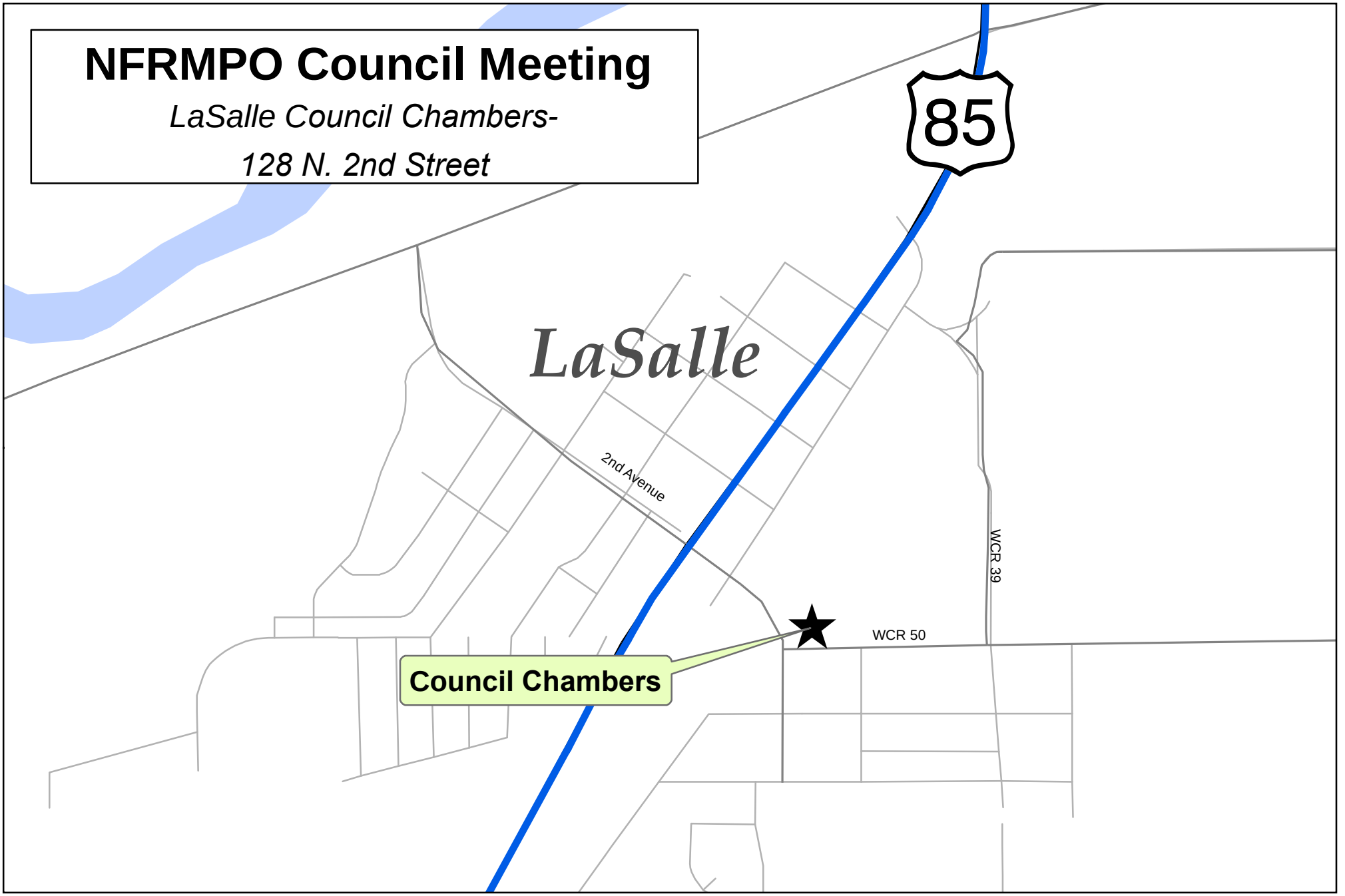
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
FY	Fiscal Year (October – September for federal funds; July to June for state funds)
FFY	Federal Fiscal Year
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)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
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)
MDT	Model Development Team
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
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
NOx	Nitrogen Oxide
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O_3	Ozone
PL	Planning (funds)
PPP (also P3)	Public Private Partnership

R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RPP	Regional Priority Program (a funding program of the Transportation Commission)
RTP	Regional Transportation Plan
RTP *(see TAP)*	Recreational Trails Funds – FHWA Environment funds
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Replaced by MAP-21)
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (funds)
SRP	State Rail Plan
SRTS *(see TAP)*	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	State Transportation Advisory Committee
STE *(see TAP)*	Surface Transportation Program funds (FHWA) for Transportation Enhancement Activities (a pre-MAP-21 FHWA funding program)
STIP	Statewide Transportation Improvement Program
STU	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
STP	Surface Transportation Program (a FHWA funding program)
STP-Metro	Surface Transportation Metro (a FHWA funding program that is a subset of STP)
TAC	Technical Advisory Committee (of the NFRMPO)
TAP	Transportation Alternatives Program (a FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TE	Surface Transportation Program funds for Transportation Enhancement Activities (a pre-MAP-21 FHWA funding program; now see TAP)
TEA-21	Transportation Equity Act for the 21st Century (replaced by MAP-21)
TIP	Transportation Improvement Program
Title VI	Refers to the 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)
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

NFRMPO Council Meeting

LaSalle Council Chambers-

128 N. 2nd Street



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NFRMPO
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

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March 5, 2015 Council Meeting Minutes

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

March 5, 2015
6 p.m.
Riverside Library and Cultural Event Center
3700 Golden Street
Evans, CO

Voting Members

Present

Jan Dowker	-Berthoud
John Morris	-Evans
Tom Norton	-Greeley
Troy Mellon	-Johnstown
Tom Donnelly	-Larimer County
Paula Cochran	-LaSalle
Joan Shaffer	-Loveland
Don Brookshire	-Severance
Kathy Gilliland	-Trans. Commission
Sean Conway	-Weld County
Chris Colclasure	-APCD

Absent

Kevin Ross	-Eaton
Gerry Horak	-Fort Collins
Brian Seifried	-Garden City
Jordan Jemiola	-Milliken
Paul Steinway	-Timnath
John Vazquez	-Windsor

MPO STAFF:
Terri Blackmore, Aaron Buckley, Alex Gordon, Angela Horn, Josh Johnson, Becky Karasko, Renae Steffen,

IN ATTENDANCE:
Eric Bracke, Leah Browder, Lori Cheuvrent, Julie Cozad, Marissa Gaughan, Joel Hemesath, Myron Hora, Will Jones, Dave Klockeman, Ken Lloyd, Janet Lundquist, Suzette Mallette, Steve Moreno, Johnny Olson, Donelle Oster, Raegan Robb, Bob Sakaguchi, Karen Schneiders, Jay Schaffer, Mike Silverstein, Steve Teets, Mike Timlin.

Chair Conway called the MPO Council meeting to order at 6:15 p.m.

PUBLIC COMMENT:

Steve Teets, Citizen's Bus Improvement Committee, Chairman, requested that a representative from the MPO Council read the 34-Xpress information he provided to Chair Conway and respond to him in the near future.

Conway thanked Teets for his comment and agreed to provide the information to Director Blackmore who would distribute the information to the Council and provide a response back to Teets in a timely manner.

1. ACCEPTANCE OF THE MEETING AGENDA:

The agenda was accepted as presented.

2. APPROVAL OF THE MINUTES:

The February 5, 2015 Minutes were approved as submitted.

3. **PUBLIC HEARING:** Air Quality Conformity Determination

Chair Conway opened the Public Hearing for the Air Quality Conformity Determinations for the Denver-North Front Range 8-Hour Ozone Non-Attainment Area and the Fort Collins and Greeley Carbon Monoxide (CO) Maintenance Areas at 6:22 p.m.

Teets asked for an explanation of the Air Quality Conformity Determination.

Angela Horn, Transportation Planner, explained that the MPO is responsible for reporting air quality conformity using total mobile source emissions in the North Front Range. This includes monitoring ozone in Northern Colorado as well as testing for carbon monoxide in Greeley and Fort Collins. The MPO must stay within the federally approved emissions budgets for the State of Colorado. She confirmed that the 2016-2019 TIP and the 2040 Upper Front Range RTP had conformed to the State Implementation Plan, demonstrating positive air quality conformity determinations.

Teets responded that he feels it is important to focus more on air quality and cited transit and alternative modes, such as bicycles, as a way to cut down on pollution.

Conway referred Teets to the March 5, 2014 Council meeting packet for more detailed information on adopting the Air Quality Conformity Determination and thanked him for his comments.

Chair Conway closed the Public Hearing at 6:25 p.m.

Lead Planning Agency for Air Quality Agenda

Chair Conway opened the Air Quality portion of the meeting**.**

4. **Air Pollution Control Division Report –** Mike Silverstein announced it would be his last time attending the meeting as interim Council Representative. Conway and the Council applauded Silverstein for his years of service to the MPO and for being so attentive when listening to the Council's questions, complaints and frustrations. Silverstein thanked the Council for their kind words and said he enjoyed his participation at the meetings and his ability to assist the members by providing appropriate explanations of any issues of concern.

   Silverstein introduced Chris Colclasure, Planning and Policy Program Manager of the Air Pollution Control Division (APCD) as the new Council. Colclasure familiarized the Council with his background and indicated that Garry Kaufman, former Council Representative, was now at Holland and Hart, the law firm where he worked previously. Colclasure then gave the March 2015 APCD Ozone Update Presentation to the Council.

COUNCIL DISCUSSION:

Nonattainment Area
Donnelly asked if it was possible that the Fort Collins West monitoring site was not functioning properly, since the data from the nearby monitor sites was so different.
Colclasure replied he did not know but would check with the technical support team. He added that generally the monitors are evaluated for wind direction, wind speed and flow so they can ensure they have monitors in locations that give representative data for the region.

Donnelly questioned whether a monitor may be purposely placed in an area that would be more likely to trigger readings over the threshold.

Colclasure answered that there is certain criteria from EPA requiring that some monitors are set in areas that are anticipated to have the worst impact in order to get a conservative picture of what the air quality actually is. He also explained the formula for averaging the data.

Donnelly asked if monitors have ever been moved because data was not accurately representative.

Colclasure responded that was a possibility if either the data was not representative or two monitors were duplicating efforts. He added that moving a monitor is a difficult process because the data set is lost when they are moved and it takes three years to gain new historical data that is reliable.

Number of Days Above the NAAQS

Conway questioned if there was any chance the numbers from the 2012 wildfires could be reevaluated to accurately represent the data since the EPA had determined that the adjusted numbers would not change the attainment status, and they did nothing with the data. He believes that the public needs to be reassured that the data collected and reported is accurate.

Colclasure replied that Exceptional Events, like the 2012 wildfires, are flagged by the APCD to demonstrate that the event caused the exceedance for a particular day. The exceedance would then be subtracted out to show what the ozone would have been on that day without the event. The information is shared with the EPA in anticipation of their approval. Flagging the dates are a simple process; developing the documentation to get approval is a difficult and frustrating process which takes hundreds of hours to complete. He also stated that it is very important to APCD that accurate data is recorded.

Conway asked that it be stated for the record that the data from the dates that were flagged and presented to the EPA will not be changed until that year is irrelevant in terms of determining ozone attainment, now that there is a 3-year rolling average in place that must now include that 2012 data.

Colcasure responded that he could not confirm that was correct and he committed to review the data and report back to the Council.

Conway stated that in light of the court ruling for the 2015 ozone standard he feels it is worth going back to EPA Region 8 to point out this issue of poor credibility. He believes it is a case of bad data leading to a bad determination. He also believes that the new redetermination percentage should become the data set, even if it does not change the North Front Range's compliance.

Colclasure said he appreciated Conway's comments.

Actions to Reduce Ozone-Mobile Source Programs

Conway commented that he had received a map from the National Association of Counties that based on the new ozone standard proposal, showed a substantial portion of the eastern Front Range counties, including all of Larimer and Weld Counties, would be out of compliance.

Ken Lloyd, Executive Director of RAQC, commented that the map represented whole counties; therefore it may or may not be an accurate visual of the nonattainment areas. The EPA will need to reevaluate the boundaries as they have in previous years, and it is possible that the nonattainment area will expand.

Silverstein added that it will depend on where the new standard is set and added that if the standard is set at 65 a large portion of Colorado will be in nonattainment; if it is set at 70 the nonattainment map will basically look the same as it does now.

There was a brief discussion regarding the cost of meeting the new standards and the potentially negative effect it could have on Northern Colorado communities.

Colclasure indicated that APCD does attempt to balance cost against benefits but also noted that the Federal Clean Air Act does not address cost, but health and public welfare are always the top priority.

Brookshire asked how there can be areas in downtown Denver with lower levels of ozone than areas with less congestion.

Colclasure explained the complex process of how ozone is made and indicated that if when it is made there is excess NOx, it will scavenge and eat ozone and turn it into something else. This can have a positive impact on areas where there is a lot of NOx.

Brookshire asked what the largest contributor of ozone was.

Colclasure replied that some is natural but they believe the two main contributors are NOx which comes from power plants or vehicles; and VOC's, whose largest source is the oil and gas industry.

Conway noted that the data APCD collects is inconsistent with that theory, citing data from 2008 which reported ozone at a high of .082 ppb when there were less than half as many wells. He also questioned the validity of their reasoning for the lower ozone levels in downtown Denver and compared it to areas in Fort Collins where levels were higher in more congested areas. He suggested that APCD be cautious in drawing their conclusions.

Gilliland commented that overall there have been significant improvements in the ozone levels in the region. She believes that this is a complicated issue and wants to ensure that as new goals of attainment are set that they have a tangible value and are based on credible facts from dependable methods.

Colclasure ensured the Council that APCD is always working to get the most credible and accurate monitoring equipment available.

SIP Development Timeline

Conway questioned if the few months of data outside the new three year timeline would be substituted for some of the 2012 data.

Colclasure replied that it would not be part of the first 3- year rolling average, but will eventually be averaged in. He added that the court had thrown out the plan that would have allowed for that.

Implications for Colorado

Dowker questioned what scientific reasoning the EPA used in considering a lower standard of .065 ppb.

Colclasure explained that it is a requirement that the standard be reviewed every five years but the EPA missed the last deadline and was sued. They were then required by the courts to post the results of several studies on the effects of ozone on public health by October 2015. The court did not require them to lower the standard. The new levels are only what the EPA concluded was needed to protect public health based on those reports.

Silverstein expounded on Colclasure's explanation and said that the EPA relies on research from the Clean Air Scientific Advisory Committee (CASAC), who is responsible for the scientific health research for all air quality matters, to determine what the standards should be. In 2006, CASAC advised the EPA to change the standard to .060-.070 ppb but instead they went with .075 ppb, which was outside of the range advised. Since that time there has been litigation and a change in the Presidential administration and the EPA is now being required to get on the schedule presented by Colclasure (make a recommendation by October 2015).

Morris asked what the ultimate consequences are of not meeting the new standards.

Colclasure responded that there would be additional regulatory requirements put on Colorado, the State's number would be lowered and a strategy developed to meet that number.

Blackmore replied that transportation and Federal Highway funding may be denied.

Brookshire criticized that the EPA is setting unreasonable goals that have become roadblocks instead of solutions to achieve the desired goals.

Cochran asked what nearby states levels are.

Colclasure answered that some were in attainment and some were not.

There was a brief discussion regarding who has been sued in the past and who could be sued if the EPA standards are not met.

Brookshire questioned what percentages of vehicles fail emissions testing.

Colclasure responded that it has been below 5% and surprisingly had not spiked with the new standards in place.

Silverstein clarified that the consequence of the Inspection and Maintenance (I&M) program getting bumped to higher classification of moderate is that more federal mandates will be required, meaning the State will lose its flexibility to design a plan to meet its own individual needs. Currently the North Front Range program is a state only program but it is likely that it will become part of the Denver-metro program and the EPA's Federal approval of the SIP. If they maintain their own system there are no EPA standards but there are certain requirements from the State Clean Air Act. The EPA may take over the State's control.

Norton added that another consequence is that the Colorado Clean Air act will also lose its flexibility and be controlled by federal mandates. It is preferred that Colorado have the ability to control both of these programs to meet the State's specific needs.

Conway thanked Colclasure and Silverstein for their report.

5. **Regional Air Quality Council:** A written report was provided.

Metropolitan Planning Organization (MPO) Agenda

Chair Conway opened the MPO portion of the meeting**.**

6. **Executive Director Report:** Terri Blackmore, Executive Director, briefly reviewed the addendum to her March 2015 Director's Report and highlighted the new public involvement online-based mapping tool, *Community Remarks* and the North I-25 Commuter Rail Update, citing it was a written report as there was not time on the agenda for a presentation. She introduced Aaron Buckley, Transportation Planner and Ken Lloyd, Executive Director, RAQC, who will be working with the MPO on the new State Implementation Plan (SIP). There is an MOA in process to possibly bring one of the RAQC staff members onto the TAC as a non-voting member. The MOA will be brought to the Council at a future meeting. She thanked Lloyd for attending the meeting.

COUNCIL DISCUSSION:

Morris questioned if online remarks for the public outreach are protected.

Blackmore replied that remarks are monitored to ensure that no inappropriate comments are posted.

Alex Gordon, Transportation Planner, added that each IP address is allowed a single log in which prevents repeat voting and comments.

COMMITTEE REPORTS:

7. **Transportation Advisory Committee (TAC) -** A written report was provided.

8. **Mobility –** A written report was provided.

9. **Finance-** Paula Cochran, Finance Committee member, briefly reviewed the Finance Committee Report and Finance Committee Minutes from February 21st.

ACTION ITEMS:

10. **Executive Session (February 5, 2015) Report-** Sean Conway

Conway directed all of the Council members to briefly review the confidential follow up documents from the February 5 Executive Session that were in a sealed envelope at their place on the Council table. He then stated that Terri Blackmore had served as the North Front Range Metropolitan Planning Organization's Executive Director since January 2013. Pursuant to the terms of her original employment contract with the MPO, the Council is to conduct an annual performance evaluation of Blackmore's job, consider whether the goals and performance objectives for her position have been met, and give her an opportunity to respond. On January 8, 2015, and again on February 5, 2015, the Council met in Executive Session to consider matters involving Blackmore's employment, to discuss the independent report prepared regarding her job performance, and to deliberate those and other sensitive personnel matters. While the report and contents of the Executive Session are not public record, he said that the overall tone was favorable. After considering the comments and discussion, it was his recommendation as Chair that Blackmore's contract be extended through January 14, 2016, and that she receive a 3% raise for the 2015 year, a one week increase in allowed vacation for 2015, and a one-time bonus in the amount of $2,500.00.

Mellon made a motion to adopt the Second Amendment to the Employment Agreement for Executive Director, Terri Blackmore. The motion was seconded and it passed unanimously.

COUNCIL DISCUSSION:

Conway commented that Blackmore has met the Council's expectation and the Council is pleased with the work Blackmore is doing for the MPO.

Norton noted for the public that Blackmore's job performance had had been completely vetted during the two Executive Sessions and thanked her for the formatted goals she had provided and applauded her for her accomplishments during a very challenging time at the organization.

Dowker said it was a pleasure to work with Blackmore and complimented her for being an astute, knowledgeable and professional advocate for the region.

Gilliland recognized the improvements that Blackmore has made at the MPO over the past two years and indicated her full confidence in Blackmore's ability to keep the organization in compliance. She apologized that the evaluation process had taken so long and assured her there would be a new streamlined process in place for next year's evaluation.

Shaffer stated her appreciation to Blackmore for her professionalism and her ability to educate the Council on important issues that needed their attention.

Conway announced that Blackmore had provided her 2015 goals which included outreach to the MPO communities, transportation coalition involvement, staff development, federal certification and certain financial objectives. He applauded Blackmore for developing what he phrased "Team MPO" and stated the Council's desire for the MPO staff to have the tools needed for them to grow professionally and continue their individual careers.

Blackmore requested that the Council take note that all of her goals for 2015 were made measurable, as they had requested and she thanked them for approving her contract amendment.

11. Conformity Determination- Angela Horn

Mellon made a motion to approve Resolution 2015-05 making a Positive Air Quality Conformity Determination for the North Front Range MPO Transportation Improvement Program (TIP) for Fiscal Years 2016 – 2019 and the Upper Front Range 2040 Regional Transportation Plan. The motion was seconded and passed unanimously.

12. FY 2016-2019 TIP- Josh Johnson

Josh Johnson, Transportation Planner briefly reviewed information from the FY 2016-2019 TIP AIS with the Council.

Gilliland moved to approve Resolution No. 2015-06 adopting the 2016-2019 Transportation Improvement Program (TIP). The motion was seconded and passed unanimously.

13. 4th Quarter Unaudited Financials – Crystal Hedberg

Hedberg directed the Council to the 4th Quarter Financial documents in the Council packet and noted that explanations had been provided for any variances.

Gilliland made a motion to accept the 4th Quarter Unaudited Financials as presented. The motion was seconded and passed unanimously.

COUNCIL DISCUSSION:

Shaffer thanked the Finance Committee for the work they had done completing the report, specifically the addition of footnotes.

14. Procurement Policies and Procedures – Crystal Hedberg
Hedberg stated that she appreciated the feedback she had received from Greeley, Fort Collins and Loveland on the Procurement Policy Draft and that they had been incorporated into the draft found in the meeting packet. She added that the policies ensure the MPO is complying with the federal rules for purchasing.

Shaffer moved to approve the Procurement Policies and Procedures as presented. The motion was seconded and passed unanimously.

COUNCIL DISCUSSION:
Dowker expressed her appreciation to Hedberg for compiling the communities' feedback and streamlining the process.

15. Bustang- Colorado's Interregional Express Bus System- Mike Timlin

Mike Timlin, CDOT Transit and Rail Bus Operations Manager gave the Colorado's New Interregional Express Bus System presentation to the Council.

COUNCIL DISCUSSION:

Conway questioned the availability of parking at the Harmony Road station.

Timlin replied that CDOT R4 was working with City of Fort Collins staff on a parking management plan and stated that 200 parking spaces were needed at that location.

There was a lengthy, comprehensive discussion regarding the obvious issues and potential solutions with the Harmony Road station.

Timlin indicated that many options were currently being reviewed and noted that parking was the key issue they were addressing.

There was a brief discussion regarding the cost of riding Bustang and who may benefit the most.

Timlin concluded that a large number of people in the region will find Bustang to be more advantageous for their needs than other available transit options.

Shaffer asked how the buses will be routed at the Centerra Park-n-Ride at US 34 and requested that a map be provided to the Loveland City Council that shows how the buses will be maneuvered through Loveland so they can pass that information on to their residents as needed.

There was a brief discussion regarding the issues surrounding the use of the Centerra Park-n-Ride and the nearby roundabout.

Olson confirmed that CDOT had been testing the routes recently and they will keep Shaffer updated.

Shaffer suggested that CDOT include public service announcements in their marketing and reiterated her desire for the implementation of weekend service.
Timlin concluded the discussions by saying many options are still being reviewed.
Dowker applauded the design of the buses and the service they will provide when the program begins.

Gilliland added that the fees are reasonable considering the connectivity they provide and said she is looking forward to having the service available to the public soon.

DISCUSSION ITEMS:

16. Executive Director Evaluation Process- Sean Conway
Conway reviewed the Executive Director Evaluation Process Draft with the Council.

COUNCIL DISCUSSION:
Mellon, Articles of Association Chair, agreed to review the draft with the rest of the Articles of Association Committee and asked that Council members email comments to him and Shaffer, Vice-chair of the committee. He stated that the item could tentatively be up for discussion at the April meeting.

Gilliland expressed her desire to establish a policy that requires the process of a 360 evaluation at least every five years. She also suggested the Council review the tax concerns when giving a bonus versus an increase in salary.

Mellon inquired about the cost of a 360 evaluation with Mountain States Employers Council.

Renae Steffen, Administrative Director, replied that the cost of administering the 360 evaluation survey was $500 and did not include any follow-up services.

Conway confirmed that the process would be discussed first with Melon and the committee and then brought back to the Council for discussion in April or May. Council will take action in May or June.

COUNCIL REPORTS:

Transportation Commission: Kathy Gilliland, Transportation Commissioner, District 5, corrected an item on the STAC report for I-70 East and said that the decision was made for a design-finance-operate-maintain (DFOM) method not design-build-operate-maintain (DBOM). She also said that a launch date for Bustang should be secured later in the month.

CDOT Region 4: Johnny Olson, CDOT R4, passed out the CDOT Project Status Updates (March 5, 2015) handout and reviewed it with the Council and updated the following projects:

- US 85- Ault to Wyoming- Has been delayed for two weeks.
- SH 257 at Crossroads- signals are up, poles and lights are installed and waiting for power, should be fully functional in three weeks. This project will support a much safer intersection and CDOT staff was commended by Conway for the progress that has been made.
- Under the proposed "Revised Guidelines for Implementing Executive Order 11988, Floodplain Management", Federal agencies are no longer required to look only at the 100-year floodplain, but a 500-year floodplain, as defined by FEMA, when applying for Federal funding, or Federal permit issuance. This new standard will cost several million dollars additional per structure. CDOT will continue to accept designs at the current standard. Public comments are being accepted through April 6, 2015. Comments must be identified by docket ID FEMA-2015-0006 and sent via mail, hand delivery or Courier to*:* Regulatory Affairs Division, Office of Chief Counsel, Federal Emergency Management Agency, 8NE, 500 C Street SW., Washington, DC 20472-3100.

  Conway commented that this order will have a huge impact on communities and suggested that each community representative draft letters to FEMA opposing the order. He added that this amendment takes away the local municipalities' and County governments' ability to effectively manage their infrastructure as it adds more rules and regulations and allows for less funding. It could potentially devastate CDOT financially.
- CDOT's Delegation received a lot of positive feedback from both the House and Senate regarding their discussion on the long-term transportation bill when they met with them recently in Washington D.C Senator Bennet expressed his embarrassment that the United States is no longer a model for transportation systems or infrastructure and moreover, there is nothing valuable to pass on to our future generations.
- The Risk and Resiliency platform for HUD could bring $100- $500M to the table for I-25's infrastructure.
- The congressional delegation had been told the importance of CDOT maintaining their trust fund so they do not have to pull money from the general fund.

Statewide Transportation Advisory Committee (STAC) Report: Jan Dowker, STAC Representative, briefly reviewed information from the February STAC Report with the Council and highlighted that the $3M being requested for the Safe Routes to School program was additional funding the State wants CDOT to

provide. She recognized Blackmore's work on the shorter Statewide Plan and thanked Becky Karasko, Regional Transportation Planning Director, for attending the meeting and assisting her with the notes.

North I-25: Shaffer and Conway reported on the following:

- Olson gave an engaging presentation on the update of a 5-year Reauthorization Plan, which is 5 years overdue. The repatriation will probably occur in May and will bring approximately $784B back into the US and most, if not all, should go to transportation to help with the Reauthorization Act. It is imperative that Colorado and the North Front Range communities have a prioritized list of shovel-ready projects prepared.
- The North I-25 Brochure is being updated.
- Jared Polis has been invited to attend the April 1 Coalition meeting.

Host Council Member Report: Morris welcomed everyone to Evans. He proudly announced that the new Riverside Library and Cultural Event Center housed museum of Evans artifacts as well as a boardroom and banquet room, which features state-of-the-art projection and audio systems. He thanked Palomino's for the delicious Mexican food.

Other Council Reports:

Berthoud- Dowker proudly announced that Berthoud had been chosen as "Community of the Year for Economic Development" by Upstate Colorado Economic Development. She thanked Larimer County, particularly Suzette Mallette, Transportation Program Manager, and Stephanie Brothers, Berthoud staff, for their coordinated work on the Call for Projects CR 17 project.

Loveland- Shaffer reported that the City of Loveland had submitted its Regional Tourism Authority (RTA), which supports projects in Loveland, Windsor, Estes Park and Larimer County. This authority designation allows the State to return sales taxes collected in the identified project areas to be returned. The projects involved must bring in out-of-state dollars and meet a "but for" criteria, which essentially means they would not occur without this tax long-term sales tax return program.

Final Public Comment: Steve Teets commented that there is a development in Greeley called Hill 'N Park that is in serious need of a route system, currently the closest one is at 35th Avenue. He suggested a 3 year pilot program which would require support from the City of Evans, City of Greeley and the Weld County Commissioners.
Conway thanked Teets for his comments and informed him that there was going to be a meeting Monday, March 9th to address the Hill 'N Park issue.

FINAL WRAP-UP:

Next Month's Agenda Topic Suggestions: There were no suggestions.
The meeting was adjourned at 9:11 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Air Pollution Control Division Report: April 2015

Monthly Report from CDPHE to the
North Front Range Transportation and Air Quality Planning Council

April 2015

The Air Quality Control Commission:

- The AQCC conducted a joint meeting with the Southern Ute Indian Tribe/State of Colorado Environmental Commission on April 16th in Ignacio, CO. Agenda items included:
  - Introductions and the roles/responsibilities of each Commission their respective staff.
  - A briefing on ozone issues.
  - A briefing on the Colorado's oil and gas emission control efforts.
  - A briefing on EPA's proposed carbon dioxide standards for power plants.
- The Commission attended a methane science forum on April 16th in Farmington NM.
- The Commission's next meeting is scheduled for May 21st.
  - A discussion on developing an updated ozone action plan is on the agenda.
- Information on the Commission's past and planned activities can be found on their website at: https://www.colorado.gov/pacific/cdphe/aqcc

The Air Pollution Control Division:

- Received legislative approval and funding for:
  - 13 additional FTE employees to conduct infrared camera leak inspections of oil and gas facilities and prepare Title V operating permits for major sources of emissions.
  - A mobile air quality monitoring unit.
  - A hotline and website with information about the oil and gas industry.
  - A contract to analyze data collected during the Front Range Air Pollution and Photochemistry Experiment (FRAPPE).
- Toured an operating well production facility near Fort Lupton.
- Briefed the Air Quality Control Commission on ozone matters.
- Submitted comments to EPA on their proposal to revise the ozone National Ambient Air Quality Standard.

March 17, 2015

U.S. Environmental Protection Agency
EPA Docket Center (EPA/DC)
Mail Code: 28221T
1200 Pennsylvania Avenue N.W.
Washington, D.C. 20460

Re: ***State of Colorado Comments, Docket ID EPA-HQ-OAR-2008-0699; FRL-9918-43-OAR***

To Whom It May Concern:

The Colorado Department of Public Health and Environment (CDPHE) submits the following comments on the U.S. Environmental Protection Agency's proposed National Ambient Air Quality Standards for Ozone, published in the Federal Register on December 17, 2014. We want to thank EPA for soliciting comments on a variety of different potential components to its proposed, revised ozone standard. We welcome the opportunity to submit these comments.

Background of Ozone Regulation in Colorado

EPA's promulgation of the 1997 National Ambient Air Quality Standard (NAAQS) for ozone of 0.08 parts per million (ppm), or 84 parts per billion (ppb), marked the first occasion in recent decades in which Colorado faced designation of a nonattainment area. State and regional agencies in the Denver metropolitan area entered into a voluntary Early Action Compact (EAC) with EPA in December 2002. That agreement laid out a process for achieving attainment with EPA's 1997 ozone NAAQS in an expeditious manner. The agreement set forth a schedule for the development, adoption and implementation of control measures into the state implementation plan (SIP), in order to meet and maintain compliance with the 84 ppb standard by December 31, 2007. The EAC Ozone Action Plan (SIP) was submitted to EPA in the summer of 2004. EPA promulgated approval of the Ozone Action Plan in the Federal Register (Vol. 70, Number 94, May 17, 2005). A revision to the Ozone Action Plan to preserve the reductions estimated in the original plan was approved by Colorado's Air Quality Control Commission (Commission) on December 17, 2006 and the Colorado Legislature in spring 2007, and submitted to EPA in February 2008.

In April 2004, EPA designated and classified areas of the country that violated the 1997 standard. At that time, based on the EAC, the EPA deferred a Denver-metropolitan and North Front Range (DMA/NFR) non-attainment area designation. The DMA/NFR area subsequently did not achieve the standard, due to high readings in July 2007 that resulted in a 3 year (2005-2007) Design Value of 85 ppb at one monitor (Rocky Flats North). The EPA's deferral of a nonattainment designation for the DMA/NFR area expired on November 20, 2007. EPA subsequently designated the DMA/NFR area as a

marginal ozone nonattainment area for EPA's 2008 8-hour ozone NAQQS (75 ppb), effective July 20, 2012. The marginal nonattainment designation did not impose any new planning requirements on Colorado; however, the area must meet the standard by 2015 or new requirements may be imposed. The rest of Colorado presently attains the 1997 and 2008 ozone standards.

Colorado is continuing to implement numerous strategies to reduce ozone. In 2008, the Commission adopted the Ozone Action Plan, imposing significant controls and other requirements in order to reduce ozone precursor emissions from the oil and gas industry. New federal motor vehicle emissions standards and Colorado's motor vehicle inspection and maintenance programs are also reducing ozone precursors. In November 2010, the motor vehicle inspection and maintenance program expanded from metropolitan Denver into parts of Larimer and Weld Counties to include Fort Collins, Greeley and nearby areas. The Commission approved a regional haze plan in 2011 that includes substantial oxides of nitrogen (NOx) emission reductions that will decrease ozone concentrations throughout the state. More than 35,000 tons per year of NOx reductions throughout Colorado will occur by the year 2018 through these actions. In addition, in early 2014 the Commission adopted regulatory changes to significantly reduce volatile organic compound (VOC) emissions from the oil and gas production sector. The regulatory revisions will reduce VOC emissions by approximately 93,000 tons per year in Colorado. Colorado has demonstrated time and again that it is a nationwide leader in reducing ozone precursor emissions.

The Proposed Range for the Ozone NAAQS

CDPHE supports the establishment of an ozone standard at a level requisite to protect the public health with an adequate margin of safety. CDPHE recognizes that the proposed range of 65-70 ppb is reflective of the results of the standard review process, including recommendations from EPA's Clean Air Scientific Advisory Committee, on a standard that would be adequate to protect public health. Colorado will need to devote substantial time and resources to implementing any revised standard, the burden of which will increase as the standard is lowered. EPA should also take into consideration how implementation becomes more difficult as the standard approaches background levels, and whether the scientific basis and cost-effectiveness of the NAAQS decreases as the standard is lowered.

EPA's modeling currently predicts that Colorado's statewide ambient ozone concentrations will fall below a 70 ppb threshold by the year 2025, based on the reductions already achieved by Colorado. If EPA selects an ozone standard of 70 ppb, additional areas of Colorado will be designated nonattainment, at least until statewide ambient concentrations fall as low as EPA predicts. At a 65 ppb threshold, substantial portions of Colorado would be designated as nonattainment, likely triggering a requirement to prepare a complex (and perhaps multi-state) control plan. Development of such a plan may not be possible in EPA's suggested planning and implementation cycles, without substantial assistance from EPA. This plan would have significant implications for upwind sources on federal, tribal, private and state lands. Further, no such plan could prove to be feasible without significant state and federal resources. For example, Colorado dedicated significant resources over a period of six years, including both employee time and modeling costs, towards the development of its Regional Haze SIP.

Colorado's experience has revealed that the planning process to put together these complex plans with multi-state impacts requires significant resources that often exceed the resources available to states and EPA. A complex plan to ensure attainment with the ozone standard is likely to involve even more resources than did the preparation of the Regional Haze SIP. Without the significant involvement of neighboring states and EPA, development of comprehensive ozone SIPs becomes a daunting effort, compounded by the fact that Colorado may have no legal authority for implementing regional controls necessary to meet more stringent standards.

Lastly, at the 60 ppb concentration, a level considered in the proposal and upon which comments are being requested, Colorado could find the entire state in nonattainment status. A primary ozone standard at this low level would raise additional questions about scientific basis and Colorado's ability to craft an attainment plan. This is particularly the case when considering background levels, interstate transport, and Colorado's inability to impose controls on sources outside of its jurisdiction.

The Secondary Standard Should Not Be More Stringent than the Primary Standard

CDPHE submits that the secondary standard should not be set at a level more stringent than the primary standard. This would be consistent with EPA's historical practice, insofar as EPA has historically set the secondary standard at a level equal to or higher than the primary standard.

CDPHE recognizes the importance of protecting Colorado's plants and wildlife. Protection of forest health and other agricultural resources is a priority for Colorado. Colorado is concerned that if the secondary standard is set at a level lower than the primary standard, or is set in a form different than the primary standard, Colorado could have rural areas designated nonattainment for the secondary standard, despite compliance with the primary standard. It would also increase the complexity of implementing an already complicated proposal. Moreover, EPA does not appear to have set forth any justification for requiring states to prepare nonattainment plans solely directed at the protection of plants and wildlife, which plans would impose more stringent controls than would be required of populated areas. While CDPHE agrees that it is important to protect its agriculture industry and other plant life, the primary focus of federal NAAQS should be, and has always been, the protection of human health.

For these reasons, CDPHE submits that the secondary standard should be set at a level no more stringent than the primary standard, and that the form of both standards should be the same. CDPHE supports the secondary standard as proposed by EPA – equal to the primary standard in both substance and form.

EPA's Proposal Does Not Address Elevated Background and Transport Issues in the West

EPA data shows substantially higher background ozone is present in the western U.S., including Colorado. The Integrated Science Assessment (2013) demonstrates that spring and summer western background levels of ozone are substantially higher than those found in the east. In its proposal, EPA states that as of 2007, background levels range between 25-50 ppb, noting that the largest seasonal

averages occur in the western states. CDPHE submits that this data is outdated, and notes that Colorado's background levels are often higher than 50 ppb, reaching levels as high as 65-74 ppb. Such levels are well within, and even above, the proposed range. For example, between 2003 and 2014, the Gothic site near Crusted Butte has had an average design value of between 65 and 69 ppb. The United States Forest Service's Shamrock site has an average design value for the same time period of between 68 and 74 ppb. Both of these sites are in remote areas with few, if any, anthropogenic sources of ozone precursor emissions. The elevation of certain sites is just one contributing factor to the higher background levels. Colorado's elevated background levels have four primary sources: 1) stratospheric intrusions; 2) interstate transport; 3) international transport, primarily from Asia; and 4) wildfires and other smoke events. In its proposal, EPA states that western states' background issues are addressed by existing EPA policies for wildfire exceptions and exceptional events. However, the exceptional events policy does not, and cannot, fully address the elevated background levels in Colorado, and the difficulty these background levels create for complying with a revised ozone NAAQS, particularly at the low end of the proposed range.

The process of stratospheric intrusion can result in high ozone levels, mostly in the winter and spring. These stratospheric intrusions have led to exceedances of the existing 75 ppb standard, and will certainly lead to additional exceedances if the standard is lowered. If Colorado experiences a major stratospheric intrusion event, Colorado must prepare an exceptional events application. Colorado's last submission for a stratospheric intrusion exceptional event took the equivalent of three to four months of one staffer's time. This is a significant dedication of time and resources for the preparation of an application for which EPA has given little guidance as to the criteria by which it will be evaluated. As the standard is lowered, exceptional events will cause and contribute to exceedances on a more frequent basis, and the burden of submitting exceptional event applications will also increase.

Evidence from rural Colorado, Wyoming, and Utah monitoring shows that ozone can also regularly exceed existing standards due to emissions transported into Colorado from upwind sources. For example, at the Rangely monitor in the Uinta Basin, higher monitored values have been observed in recent years. While there are a few Colorado-based sources that impact the readings at the Rangely monitor in Northwest Colorado, the vast majority of the impact derives from sources located out of state. As another example, EPA's own figures show a contribution to Colorado's background levels (at the Chatfield monitor) of 3.88 ppb from Utah, Wyoming and California alone. Taking into consideration other states, EPA's data shows a total contribution to Colorado's background levels of 6.42 ppb from interstate transport. Proposed expansion of well development on federal lands has the potential to significantly increase emissions in the future in these upwind areas. Likewise, there is a real and significant impact on Colorado's background levels from international transport of emissions, particularly from Asia. Due to Colorado's unique geography and climate, and a phenomenon known as "deep-mixing," international emissions have a greater impact on Colorado's background levels than the same emissions have on other jurisdictions, such as California. While Colorado has taken significant steps to minimize emissions from sources in the state, upwind and international sources may not have equivalent controls or standards; further, Colorado has no ability to impose controls on sources outside of its jurisdiction.

Wildfires and other smoke events also contribute to Colorado's background levels, particularly in dryer seasons and years in which Colorado experiences higher than average numbers of such events. The contribution of wildfires and other events to Colorado's background levels is not currently addressed by EPA's exceptional events policy. The contribution remains significant even on days when fires and other events are not considered exceptional events. This contribution should be addressed by EPA in the final rule or implementation policies.

CDPHE reiterates that as a revised ozone standard approaches background levels – as the values discussed in the proposal quickly do in Colorado – attainment is made exceedingly difficult, unless EPA takes steps to specifically deal with this issue. Colorado strives to protect public health and welfare through targeted, cost-effective regulations. EPA should follow the same principles, and should not adopt a standard that imposes an undue burden on the state and its sources. Nor should EPA adopt a standard that could be unattainable due to background levels and transport issues.

CDPHE believes that the final rule – or, at a minimum, the implementation policy – should reinforce the requirement for upwind states, tribes and federal agencies to avoid causing or contributing to nonattainment in downwind states. CDPHE would also encourage EPA to evaluate whether the elevated background levels in the western U.S. warrants consideration of implementation measures distinct from those of the eastern states, where background is not as much of an issue. Further, a NAAQS at or approaching western states' background levels cannot properly be implemented without simultaneous revisions to the exceptional events rule, in order to streamline the processing of exceptional events requests.

EPA Must Revise its Exceptional Events Policy to Address Background Issues

Repeatedly throughout the proposal, EPA recognizes that western states are faced with higher background concentrations of ozone, and more frequent events causing higher background levels. EPA points to its exceptional events rule as the primary means of addressing this issue. However, under EPA's existing procedures, submitting exceptional events is a huge administrative burden without a corresponding public health and environmental benefit. Further, a lower primary standard will mean more exceptional events in the west. CDPHE welcomes EPA's proposal to streamline the exceptional events rule, but notes that even a revised exceptional events rule likely would not completely address concerns about a NAAQS set at a level that might be unachievable due to elevated background levels.

Colorado has considerable experience with the current exceptional events policy. The burden of documenting an exceptional event is considerable. Such a demonstration amounts to a technical exercise akin to developing a SIP for a small area. Furthermore, the resources involved in preparing an exceptional events request are significant. Substantiating an exceptional events application can easily overburden a state's resources of time, staff and modeling capabilities. Obtaining EPA approval is a lengthy process that usually involves multiple rounds of review, challenges, added analysis, and new data retrieval and processing. EPA does not always act on exceptional events requests in a timely fashion. Colorado has numerous exceptional event evaluations being developed, and others already

submitted to the EPA that remain in limbo. A lower standard would likely result in more exceptional event submittals, burdening both the states and EPA.

The exceptional events rule should be revised to allow for a simplified and streamlined process for submittal and EPA review of exceptional event submittals. This revision should be simultaneous with the finalization of the NAAQS.

EPA Should Revise its Designation Criteria for Rural Transport Areas

A major concern of CDPHE is EPA's current designation of rural transport areas. In Colorado, as in many western states, counties can be much larger than in the east. As a result, rural counties that are located adjacent to a county with a Metropolitan Statistical Area (MSA) are excluded from designation as a rural transport area. However, many of these rural counties have few sources and low population figures, considerations that actually support their designation as rural transport areas. For example, because the town of Durango (in La Plata County) is a MSA, the counties of Archuleta, Montezuma, San Juan and Hinsdale would be excluded from designation as a rural transport area.

In Colorado, many remote monitoring sites have design values between 63 and 69 ppb, well below the current standard, but within EPA's proposed range. These sites are located in counties adjacent to counties containing a MSA, which could result in their potential inclusion in a nonattainment area. This is an illogical result, achieving little if any public health and environmental benefits. This result also causes significant regulatory confusion, as these remote locations have few, if any, sources of anthropogenic ozone precursors. CDPHE submits that there is no practical way to obtain reduction in precursor emissions if there are no sources to reasonably control.

In its proposal, EPA also points to its rural transport area designation as a primary method of addressing concerns about background ozone, which EPA recognizes is a major concern in western states. For the reasons discussed above, EPA should revise its rural transport area designation process as part of the current rulemaking if EPA seeks to adequately address background issues. CDPHE recommends that EPA consider other measures, such as or distance or delineation of geographic basins, for purposes of designating rural transport areas, instead of simply looking to whether a county is adjacent to a county with a MSA.

EPA Should Issue Implementation Guidance Simultaneously With Any New Standard

In its proposal, EPA acknowledges the need for implementation guidance to allow states to fully and adequately address the new standard. However, EPA only promises issuance of this guidance at some future date. Previous instances of delayed guidance have led to implementation challenges for states. For example, EPA only just finalized implementation guidance for the 2008 standard, in 2015. EPA indicates that it is not required to issue implementation guidance, and thus argues that states have no recourse should EPA delay or even entirely fail to issue such guidance for its proposal. However, timely guidance is necessary for implementation of a revised standard. By delaying such guidance, EPA

is truncating the available time states have to prepare SIPs, in contravention of the Clean Air Act, which provides states with three years from the date of promulgation of a revised NAAQS to submit a SIP.

Delays in the promulgation of implementation guidance waste state resources. EPA will not approve a SIP that does not comply with its guidance. However, if EPA doesn't issue the guidance simultaneously with the promulgation of the revised standard, EPA has essentially shortened the time in which states have to prepare their SIPs. As a result, states will spend months, if not years, preparing a SIP that EPA might ultimately disapprove because it does not comply with EPA guidance. The states have previously requested timely implementation guidance. CDPHE respectfully urges EPA to act on these requests. For all these reasons, CDPHE submits that EPA should issue guidance simultaneously with the revised standard.

EPA Should Revoke the Existing Standard of 75 ppb

In its proposal, EPA has not clarified what steps it intends to take with respect to the existing 75 ppb ozone standard. EPA should provide clear, pragmatic pathways for states without creating administrative burdens that detract from actually doing the work of lowering emissions. EPA should streamline the SIP development process for states, leveraging efficiencies for modeling and rule drafting. For these reasons, CDPHE recommends that EPA revoke the existing standard to avoid the confusion and inefficiencies wrought by dueling standards, which has been a significant challenge with previous and existing ozone standards.

CDPHE Supports the Revision of the Air Quality Index

In its proposal, EPA intends to revise the Air Quality Index (AQI) at the same time it finalizes the revised NAAQS. CDPHE supports the revision of the AQI to reflect the revised NAAQS in order to support the continued use of the AQI as a public health tool.

Conclusion

CDPHE reiterates its appreciation to EPA for soliciting input on a wide range of issues relating to its proposal to lower the ozone NAAQS. CDPHE supports primary and secondary ozone standards that are based on sound science, and that can properly protect the public health and welfare through the implementation of reasonable, cost-effective measures. EPA should carefully consider the impact of a revised standard on Colorado and other states given elevated background levels in the Rocky Mountain west. CDPHE believes the proposal could benefit from additional consideration of background issues, as well as concurrent revisions of the exceptional events rule and simultaneous issuance of

implementation guidance, in order to ensure states' ability to prepare SIPs in compliance with the proposal and the Clean Air Act.

Thank you for your consideration of these comments.

Sincerely,

William C. Allison V
Director, Air Pollution Control Division

Regional Air Quality Control Report: April 2015

Legislation of Interest

Bills RAQC is Currently Tracking

- SB 044 – Died in House committee
- SB 092 – Died in Senate committee
- HB 1134 – In Senate Appropriations Committee
- HB 1210 – Postponed indefinitely by House Committee
- SB 258 (a version of SB 92) – referred to Senate Appropriations Committee unlikely to pass

RAQC Subcommittee to Develop Performance Metrics for Annual RAQC Work Program

- Ken Lloyd asked for volunteers beyond Gerry Horak to develop Performance Metrics for the RAQC Work Program

Conversation with Shailen Bhatt

- Director Bhatt outlined his priorities for the Colorado Department of Transportation
- RAQC members shared suggestions such as using congestion pricing for all lanes to raise funds for maintenance and continuing with construction of managed lanes such as US36

Overview of 2015 OzoneAware Summer Program

- $132,100 Advertising Program
    1. 10 Weeks of Television KMGH Partnership (digital, social media)
        - Will receive $209,000 bonus media including Azteca Spanish language TV 100 Bonus spots
    2. 7 Weeks of Radio Total Traffic Sponsorships using 10 and 15 second spots
        - Reaching people in cars and able to change messages on ozone action days
    3. B-Cycle Sponsorship
        - 20 branded bikes
        - 50 passes for public giveaways
        - Bikes available for community events
- Continuing
    1. Ozone Action Alerts
    2. Community Events
    3. Clean Air Kids
    4. Local Government Outreach
- Electric Vehicle Outreach
    1. Denver Auto Show
    2. Ozone Season Kick-Off Event
    3. Ongoing EV Outreach

EPA SIP Requirements Rule for 2008 Ozone Standard and Overview of RAQC's SIP Planning Process and Schedule

- SIP Requirements

- Attainment Demonstration
- 15% Reasonable Further Progress (RFP) Plan
- Reasonably Available Control Technology (RACT) SIP
- Reasonably Available Control Measures (RACM)
- Inspection/Maintenance (I/M) SIP
- New Source Review (NSR) SIP
- Contingency Measures
- Baseline (2011) Emissions Inventory (completed)

- Reclassified to Moderate Nonattainment classification by January 2016
- New attainment deadline of July 20, 2018 (based on 2015-2017 data)
- State Implementation Plan (SIP) likely due 12-24 months after EPA determination
- RAQC and APCD anticipate submitting all SIP elements by July 2017 (including legislative review).

SIP SCHEDULE

EVENT	D AT E S
Ozone Modeling/SIP Development	Thru Summer 2016
2011 Base Year Modeling	Spring 2015
2017 Attainment Year Baseline Modeling	Fall 2015
RACM/RACT Evaluation and Selection (if nec.)	Thru Summer 2016
RAQC Control Strategy Subcommittees	
2017 Attainment Demonstration Modeling	Winter- Spring 2016
Formal "Bump Up" to Moderate Nonattainment	By January 20, 2016
Proposed SIP Elements - RAQC	Summer 2016
SIP Adoption – Air Quality Control Commission (AQCC)	Fall 2016
Legislative Review	Winter 2017
Control measure implementation	Prior to 2017 ozone season
Submit to EPA	– Winter/Spring 2017
Moderate Attainment Deadline (based on 2015-2017 data)	July 20, 2018

CONTROL STRATEGY SUBCOMMITTEES

A) Stationary/Area Sources (Staff lead: Amanda Brimmer)
♣ Oil and Gas
♣ Industrial Sources
♣ Consumer Products
♣ Renewable Energy/ Energy Efficiency

B) Mobile Sources/Fuel (Staff lead: Steve McCannon)
♣ Gasoline Fuel Strategies
♣ Alternative Fueled Vehicles (Electric, Natural Gas, etc.)
♣In Use Vehicles
♣ Non - road Vehicles/Equipment and Fuels

C) Transportation/Land Use/Pricing/Outreach (Staff lead: Kate Cooke)

- ♣ Travel Demand Management
- ♣ Land Use Strategies
- ♣ Transportation Pricing
- ♣ Public Education/Outreach

SCHEDULE OF SUBCOMMITTEES

EVENT	D AT E S
1 st Meeting of Each Subcommittee	May 2015
Subsequent Meetings	Through Summer/Early Fall 2015
Report Out to RAQC Board	Fall
Future Year (2017) Baseline Modeling	Fall

Executive Director Report: May 2015

March 2015 Director's Report

MOAs

- The NFRMPO is updating the join MOA with DRCOG, APCD, RAQC and NFRMPO for Air Quality and it is attached.
- The MOA that was updated in the spring of 2013 with CDOT will need to be updated again this fall to be MAP21 compliant and similar to other MPOs in the state. CDOT will template the MOA this spring and summer with DRCOG and will work with the other MPOs this fall.
- The draft MOA with RAQC is on the Planning Council agenda for discussion at the May meeting and June approval. It has been reviewed by NFRMPO legal Counsel.

Regional Transit Element

- Staff is working with the Transit providers to develop a transit recommendation for TAC to provide for Planning Council's consideration as part of the RTE.

FY2016-2019 STIP Schedule

- CDOT provided a copy of the draft STIP to the NFRMPO and it is available at the MPO offices and the CDOT Region 4 offices for review until May 8. Although the draft does not have a link to the individual MPO TIPs, the links will be included in the final STIO. Comments map may be sent to Jamie.d.collins@state.co.us or calling Jamie at 303.757.9092.

Severance Transportation Plan

- The Severance Town Board approved their Transportation Plan at their April 6 Board meeting.
- Anyone interested in reviewing the plan can contact Josh Johnson at jjohnson@nfrmpo.org or 970-416-2293.

VanGo

- The VanGo™ program sold 8 vans at the Roller Auction on February earned $ 56,120 minus transportation costs and three vans at the April Roller Auction $23,690 minus transportation costs.

FTA Triennial Review

- FTA completed the in-office portion of the review on April 16 and 17
- There were six items that will need to be corrected by December 2015
    - *The DBE Officer assigned when I arrived was not an appropriate staff level* – this already has been reassigned
    - *The NFRMPO missed a DBE report due in December* – NFRMPO is in the process of obtaining proper access for the appropriate staff person to access the FTA system to complete the reports
    - *The FTA requires an inventory of all vehicles every two years* – FTA worked with VanGo to develop a process to inventory the vans during the annual Safety meetings and during scheduled maintenance
    - *Sub Recipient Procurement did not follow FTA procedures* – NFRMPO will provide copy of NFRMPO check list
    - *Sub Recipient Inventory* – NFRMPO will add Sub Recipient vehicles to

inventory and inventory them at least every two years
- *NFRMPO did not PIN Certifications and Assurances to Triennial Review* – NFRMPO Planning Council designation and legal Counsel opinion on Agenda

Response to Mr. Teets Letter and Surveys

- A summary is attached along with the letter sent in response to Mr. Teets

2015
MEMORANDUM OF AGREEMENT
FOR
TRANSPORTATION CONFORMITY EVALUATIONS

BY AND BETWEEN
THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT
AND
THE REGIONAL AIR QUALITY COUNCIL
AND
THE DENVER REGIONAL COUNCIL OF GOVERNMENTS
AND
THE NORTH FRONT RANGE TRANSPORTATION AND
AIR QUALITY PLANNING COUNCIL

PURPOSE

This Memorandum of Agreement (MOA) is established for the purpose of defining the specific roles and responsibilities of the Air Pollution Control Division (APCD) of the Colorado Department of Health and Environment (CDPHE), the Regional Air Quality Council (RAQC), the Denver Regional Council of Governments (DRCOG), and the North Front Range Transportation and Air Quality Planning Council (NFRMPO) for transportation conformity evaluations and modeling for the Denver and North Front Range regions. Hereafter, the above are referenced as "parties," and DRCOG and NFRMPO are referenced to as the "MPO(s)" (Metropolitan Planning Organization(s)).

Section 176(c) of the Clean Air Act Amendments of 1990 calls for conformity evaluations to be made for transportation plans, programs, and projects, and for these conformity determinations to be developed through an interagency consultation process. Title 23, Part 450 of the Code of Federal Regulations calls for a continuing, cooperative and comprehensive transportation planning process, including provision of complete information, opportunity for early and continuing public involvement, and access to technical and policy information used in developing transportation documents. These federal mandates are best carried out with the explicit understanding of how the state air quality agency and the MPOs will coordinate efforts, especially with regard to transmitting and analyzing data, and identifying key assumptions used in planning documents.

This MOA augments interagency consultation requirements set forth in federal law and Colorado Air Quality Control Commission (AQCC) Regulation Number 10, Section III. The MOA is to be used in conjunction with these federal and state requirements for transportation conformity determinations required under the Clean Air Act. Specifically, this MOA identifies the roles and responsibilities of RAQC, DRCOG, NFRMPO and APCD in conducting conformity evaluations and sets forth a procedural framework to ensure appropriate consultation and coordination between RAQC, DRCOG, NFRMPO and APCD in carrying out these responsibilities. It also clarifies what key assumptions and data are expected in draft documents and materials used in the interagency consultation process.

This MOA supersedes the prior agreements between the parties dated November 19, 1998 (DRCOG and APCD) and November 24, 1998 (NFRMPO and APCD).

CONFORMITY EVALUATIONS RESPONSIBILITIES

Conformity evaluations are conducted in association with new conformity determinations. The evaluations require the modeling and calculation of pollutant emissions.

MPO RESPONSIBILITIES

As defined in Regulation 10, Section III, MPOs are responsible for the development, maintenance, accuracy, and operation of the regional travel demand models which provide input data to the official emissions model. MPOs will notify APCD and RAQC staff once a need for a new conformity determination is identified and a schedule for conformity modeling has been established. The estimated time period over which APCD modeling work would be required will be defined. Any changes in the schedule will be discussed with APCD staff as soon as such changes are known by the MPO. When requesting APCD to model emissions, MPO staff will forward all necessary travel model data, for each staging year that will be modeled. The NFRMPO is responsible for travel modeling in the Ozone Northern Subarea and DRCOG is responsible in the Ozone Southern Subarea, as defined in the March 14, 2008 Memorandum of Agreement.

APCD RESPONSIBILITIES

The APCD is responsible for the development, maintenance, accuracy, and operation of the official emissions model. After receiving travel model inputs to the emissions model, the APCD will inform the parties regarding an estimated schedule for completion of the emissions results. After the APCD performs emissions modeling, it will provide the parties with the emission model output results as soon as possible.

RAQC RESPONSIBILITIES

The RAQC shall review travel and emissions modeling inputs and outputs and provide comments to the parties. The RAQC will provide technical support and advice regarding model modifications.

MODEL MODIFICATIONS AND CORRECTIONS

Once travel and emission models have been established, modifications and updates to those models by the APCD or MPO may occur for some of the following reasons: updated models, updated input information, such as fleet mix or travel demand model changes, or other issues that are discovered.

If a modification or correction is required in the travel or emissions model, the following steps should be led by the agency making the identification:

- Identify all affected parties and potential work items
- Notify the affected parties and provide an initial explanation
- If needed, call a meeting to review and explain the issue to all parties
- Establish timeline and assigned duties for implementing the modification or correction
- Obtain concurrence and approval for the process for implementation from all parties
- Ensure that the APCD or MPO updates the model with the new information for use with the next applicable conformity cycle
- Share and/or discuss model results with all parties

Changes to the models will be documented and provided to the affected parties and, if needed, may be incorporated into the applicable conformity determination report.

INTERAGENCY CONSULTATION PROCESS (OR GROUP)

An Interagency Consultation Group (ICG) has been established for consultation purposes as identified in Regulation 10. The APCD, DRCOG, and NFRMPO staff will submit technical data for review and recommendation by the ICG that is comprised of representatives from Federal Highway Administration (FHWA), Colorado Department of Transportation (CDOT), Environmental Protection Agency (EPA), Regional Air Quality Council (RAQC), Air Pollution Control Division (APCD), Upper Front Range Transportation Planning Region (UFR), Denver Regional Council of Governments (DRCOG), and North Front Range MPO (NFRMPO).

The ICG will meet as needed to review data pertaining to conformity determinations and advise in a timely fashion. In this way, the assumptions and procedures used in transportation and air quality modeling can be reviewed by staff before the final modeling is performed. Data to be submitted to the ICG for review as part of the regular transportation planning process should be sufficient for making decisions and may include transportation network and land use assumptions, descriptions of any calibrations or updates to the travel model, and updates or changes to the air quality model. If changes which could affect air emissions modeling or evaluations are made after the above data have been reviewed by the ICG, these differences will be disclosed to the ICG and to the other parties to this MOA prior to initiating the final air quality modeling.

Per Regulation 10 section III.H.2, the APCD, shall decide if the conformity determination needs to be reviewed by the AQCC (non-routine) or solely by APCD (routine).

AQCC CONFORMITY REVIEW

The MPO will follow the procedures identified in the AQCC Procedural Rules calling for a public meeting by the AQCC for purposes of commenting on the MPO's non-routine conformity determinations. The parties acknowledge the initial conformity determination document must be available to the Commission office at least 15 days prior to requesting that the AQCC schedule a public meeting, and the final conformity determination document must be available to the Commission office at least 30 days prior to the AQCC's public meeting at which the conformity determination is scheduled to be discussed. The initial document should contain all modeling results and the appropriate supporting materials, and the final documents should contain any updates, revisions or corrections. The Commission can entertain deviations from this schedule on a case-by-case basis.

The Division will provide the MPO with a copy of its written comments, if any, on the conformity determination at the same time it provides them to the AQCC. All AQCC comments on determinations of conformity shall be forwarded to the MPO by APCD. Any AQCC appeal of such conformity determination will follow the procedure outlined in Regulation 10. After review, the APCD will send the MPO a letter of concurrence of a positive conformity determination. If the AQCC does not concur on the conformity determination made by the MPO, this disagreement is forwarded to the Governor's Office unless the parties revise the conformity determination.

LIMITATIONS

1. Nothing in this MOA impairs or otherwise affects the authority of the heads of the signatory party over their organizations.
2. This MOA is intended to outline an agreement among the parties and does not create or confer any right or benefit on any person or party, private or public. Nothing in this MOA is intended to

restrict the authority of any signatory to act as provided by law or regulation, or to restrict any agency from enforcing any laws within its authority and jurisdiction.

3. This MOA in no way restricts signatory parties from participating in similar activities with other public or private agencies, organizations, and individuals.
4. Nothing in this MOA shall obligate any signatory party to obligate or transfer any funds, nor does it supplement existing statutory authorities of the signatory party agencies.
5. This MOA, consisting of five (5) pages, represents the entire and integrated agreement between the parties and supersedes all prior negotiations, representations, and agreements concerning this MOA, whether written or oral.

EXECUTION, MODIFICATION AND TERMINATION OF AGREEMENT

It is mutually agreed and understood by all signatory parties that:

1. Any party to this agreement may suspend it by a 60-day written notice to the other parties. If this occurs, the parties agree to consult further to determine whether the issues can be resolved and the agreement re-implemented in an amended form.
2. Changes to the scope of this MOA shall be made by the issuance of a multilaterally executed modification. These changes are to be mutually agreed upon between the parties to this MOA, shall be incorporated by written instrument, executed and signed by all parties to this MOA and are effective as of the date of the last signature obtained.
3. This MOA may be executed in counterparts. A copy with the original signature pages affixed will constitute the original MOA. The effective date shall be the date of the final signatory party agency's signature, and the MOA shall remain in effect until modified or dissolved.
4. This MOA may not serve as the basis for any challenges or appeals.
5. Colorado Open Records Act (CORA). Any information furnished by any parties under this Memorandum is subject to the Colorado Open Records Act (24-72-201 to 24-72-309, C.R.S.).
6. RESPONSIBILITIES OF PARTIES. The subject parties intend to handle their own activities and utilize their own resources, including the expenditure of their own funds, in pursuing these objectives. Each party intends to carry out its separate activities in a coordinated and mutually beneficial manner.
7. NON-FUND OBLIGATING DOCUMENT. Nothing in this MOA shall obligate the subject parties to obligate or transfer any funds. Specific work projects or activities that involve the transfer of funds, services, or property among the various agencies and offices of the parties will require execution of separate agreements and be contingent upon the availability of appropriated funds. This MOA does not provide such authority. Negotiation, execution, and administration of each such agreement must comply with all applicable statutes and regulations.
8. ESTABLISHMENT OF RESPONSIBILITY. This MOA is not intended to, and does not create, any right, benefit, or trust responsibility, substantive or procedural, enforceable at law or equity, by a party against any of the signatory parties, including but not limited to, their agencies, their officers, or any other person.
9. AUTHORIZED REPRESENTATIVES. By signature below, the signatory party certifies that the individuals listed in this document as representatives of the signatory party are authorized to act in their respective areas for matters related to this agreement.
10. GOVERNMENTAL IMMUNITY: The parties do not waive their governmental immunity by entering into this MOA and retain all immunities and defenses provided by law with respect to any action based on or occurring as a result of this MOA.

11. The parties agree that exclusive venue for any action related to performance of this agreement shall be in the City and County of Denver, Colorado.

The undersigned parties hereby agree to the responsibilities and procedures described above.

Larry Wolk, Executive Director &
Chief Medical Officer
Colorado Department of Public Health and Environment

Date

Kenneth H. Lloyd

March 31, 2015

Ken Lloyd, Executive Director
Regional Air Quality Council

Date

Jennifer Schaufele

March 25, 2015

Jennifer Schaufele, Executive Director
Denver Regional Council of Governments

Date

Terri Blackmore, Executive Director
North Front Range MPO

Date

Summary of Steve Teets' Letter to Chair Conway and MPO Council Members

Requesting consideration of return of 34 Express Bus Route connecting Greeley/Evans and Loveland for following reasons:

1. Congestion on Highway 34
2. Residents of Greeley still talk of needing the 34 express
3. Residents need to travel locally as well as outside of their communities
4. 34 express would reduce traffic on Highway 34
5. Would reduce maintenance on Highway 34
6. Would reduce pollution
7. Would provide connectivity to other transit routes inside and outside (of the region) such as I-25 Express (Bustang) along with FLEX, Greeley and Loveland

Need to have efficient, effective and reliable bus system

Why is the FLEX service succeeding while the 34X failed?

Why does west of I-25 have better transit (transportation) than east of I-25?

Why does west I-25 have fair to good bus system while the area east of I-25 has none to horrible?

The Citizens Bus Improvement Committee feels that the 34 Express could be successful if the connectivity, routing, and timing were well planned and were supported by the government entities (especially Greeley, Evans, Loveland, Weld and Larimer Counties).

The northern region is growing and the I-25 Route (Bustang) and FLEX would benefit from 34X and vice versa. Transit needs to catch up with the growth and then keep up with the growth.

The Committee provided three proposals for returning 34 Express Bus Route and a Supportive Proposal

All three proposals recommend service between downtown Greeley and Orchard Square in Loveland with varying stops and hours of operations.

NFRMPO
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 221-6243
(800) 332-0950 (Colorado only)
FAX: (970) 416-2406
www.nfrmpo.org
www.smarttrips.org

April 27, 2015

Mr. Steve Teets
Citizen's Bus Improvement Committee
P.O. Box 92
Greeley, CO 80632

Dear Mr. Teets:

Thank you for your letter and the supporting documentation provided, including surveys. As you may be aware, the North Front Range Metropolitan Planning Organization (NFRMPO) is in the process of updating its Regional Transit Element (RTE) and its Regional Transportation Plan (RTP) which will be approved by the Planning Council later this summer and fall, respectively.

The Technical Advisory Committee (TAC) will make a recommendation to the Planning Council for their consideration prior to their adoption of both the RTE and the RTP. The public comment provided will be incorporated into the document and will be considered by the staff, the TAC, and Planning Council prior to adoption of the both planning documents. These documents provided by you will be included as part of the public comment received.

With the initiation of the Bustang service from Fort Collins to Denver, there is a recommendation to provide service from both Greeley and Loveland to the Bustang stop at the Centerra Park-N-Ride. The combination of these two services may provide the beginnings of the service you are requesting. To restart this service will require considerable analysis to ensure it is successful.

Thank you for your efforts in bringing this to the Planning Council's attention.

Sincerely,

Terri Blackmore
Executive Director

COMMITTEE REPORT: TAC – April 15, 2015

TECHNICAL ADVISORY COMMITTEE (TAC) EXECUTIVE SUMMARY
April 15, 2015

APPROVAL OF THE MARCH 18, 2015 TAC MINUTES:

The March 18, 2015 TAC meeting minutes were approved unanimously.

ACTION ITEMS:

2040 Regional Transit Element Chapters 1 and 2 and Appendix A- Karasko presented updates to the 2040 RTE Chapters 1 and 2, and Appendix A. Klockeman requested consistent terminology in 2040 RTE, addition of full transit provider titles, and an explanation of planning phase 2 in the planning process section of Chapter 1.

Klockeman motioned to approve the 2040 RTE Chapters 1 and 2, and Appendix A with the suggested corrections. It was approved unanimously.

OUTSIDE PARTNERS REPORTS (verbal):

NoCo Bike/Ped Collaborative – Sarah Boyd discussed presentations provided at the April NoCo meeting and gave status updates on regional trail construction. She also discussed the November 5, 2015 conference at UNC.

Regional Transit Items – Ravenschlag reported Transfort received a clean FTA Triennial review.

Jones reported the final approval for GET's proposed route changes is moving forward. Ridership for the month of March increased 17 percent compared to 2014.

PRESENTATIONS:

CDOT 2015 Permanent Water Quality Call for Projects – Drew Beck presented the Statewide Water Quality Plan. He also stated the CDOT Permanent Water Quality Call for Projects closes May 1. Awards will be announced in June.

2040 Travel Demand Model Results – Horn presented the results from the MPO's 2040 Regional Travel Demand Model.

DISCUSSION ITEMS:

2040 Regional Transit Element Chapters 4-8 and Appendices C-E – TAC discussed the 2040 RTE chapters and provided comments and suggestions regarding edits to the document.

2040 Regional Transportation Plan Chapters 2, 3, and 5 – TAC discussed the 2040 RTP chapters and provided comments and suggestions regarding edits to the chapters.

REPORTS:

Public Outreach Updates – Gordon reported Phase II of public outreach for the 2040 RTP will begin summer 2015.

TIP Administrative Modification Updates – Johnson reported on TIP modifications requested by GET and Elderhaus for the month of April. He also stated the Draft FY 2016 – 2019 STIP is available for public comment.

COMMITTEE REPORT: Finance – April 15, 2015

Finance Committee Report

- Finance Committee met on April 15, 2015
- The auditors presented the draft audited financial statements for 2014
- It was noted the 2014 VanGo™ financials were reported separately as a special revenue fund.
- This is a change from 2013
- The audits are issuing an unmodified report.
- There were no significant deficiencies reported in 2014
- The three deficiencies that were reported in 2013 have been resolved.
- The Finance Committee recommends that Council approve the 2014 Audited Financial Statements.

FINANCE COMMITTEE | Minutes

Meeting date | time *4/15/2015 7:30 AM* | Meeting location *Mimis Café, 1450 Fall Rive Dr., Loveland*

Meeting called by	Terri Blackmore, Crystal Hedberg
Type of meeting	NFRMPO Financial Update

Members:

Jan Dowker Gerry Horak

Kevin Ross

Guests present:

Tyra Litzau Randy Watkins

1. Approval of Minutes
   Minutes of the February Finance Committee meeting were approved.

AGENDA TOPICS

Time allotted | *7:30-8:00am* | Agenda topic *2014 Audit* | Presenters *Tyra Litzau*/Randy Watkins

2. Discussion: The auditors presented the draft audit report

Conclusion: Tyra Litzau, Audit Director, with Anton Collins Mitchell, LLP presented the draft financial statements to the committee. She reviewed both management's responsibility and the auditor's responsibility during the audit. She reported that the auditors are issuing and unmodified opinion. The basic financial statements were reviewed. It was noted in 2014, VanGo™ financials were reported separately as a special revenue fund, a change from 2013. Due to this change, an additional note was added to the financial statements to explain the change. The auditor's highlighted the information in the notes regarding capital assets, long-term liabilities and operating leases. It was discussed that there should be an additional comment under subsequent events to explain that the VanGo™ fund will become an enterprise fund for the 2015 audit. It was noted that the Council had expended a total of $1,896,880 of federal funds in 2014. There were two groups of grants in 2014 that expended over $300.000 and required additional testing due to the requirements of OMB Circular A-133. They were the FHWA grants, which include CPG and STP metro and the FTA capital grants, which were used for capital purchases in the VanGo™ program. It was reported that no significant deficiencies were reported for 2014. It was noted that the three significant deficiencies reported in 2013 have been resolved. Horak made a motion to recommend Council approve the 2014 Audited Financial Statements. Dowker seconded the motion. The motion passed.

Action items	Person responsible
Finance Committee recommends Planning Council approve the 2014 Audited Financial Statements	Kevin Ross

ACTION ITEM: 2014 Audited Financial Statements

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 221-6243
(800) 332-0950 (Colorado only)
FAX: (970) 416-2406
www.nfrmpo.org
www.smarttrips.org

Memorandum

To: NFRMPO Council

From: Crystal Hedberg

Date: May 7, 2015

Re: 2014 Audited Financial Statements

Background

Per the MPO's funding contracts, the Agency is required to have an annual independent audit of its financial statemens and the Schedule of Expenditures of Federal Awards. Per an opinion from the State of Colorado Auditor's Office, the organization meets the defination of "local government" and therefore has to prepare and have audited calendar year (January 1-December 31) financial statements.

Anton Collins, Mitchell, LLP performed the 2014 indepemdent audit. Tyra Litzau, Audit Director and Randy Watkins, Partner, of Anton Collins Mitchell, LLP met with the finance committee on April 15, 2015 to review the draft financial statement package, the audit opinions and the auditor wrap up. The audit opionion stated the information is fairly stated in all material respect in relation to the financial statements as a whole.

Upon approval the Audited financial statements will be submited 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 approve the 2014 Audited Financial Statements.

NORTH FRONT RANGE TRANSPORTATION
& AIR QUALITY PLANNING COUNCIL

FINANCIAL STATEMENTS
&
INDEPENDENT AUDITOR'S REPORT

For Year Ended
December 31, 2014

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

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NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

Listing of Council Members
As of April 6, 2015

Representative	Member Entity Represented
Sean Conway – Chair	Weld County
Joan Shaffer – Vice Chair	City of Loveland
Jan Dowker - Past Chair	Town of Berthoud
Tom Donnelly	Larimer County
Kevin Ross	Town of Eaton
John Morris	City of Evans
Gerry Horak	City of Fort Collins
Brian Seifried	Town of Garden City
Tom Norton	City of Greeley
Troy Mellon	Town of Johnstown
Paula Cochran	Town of LaSalle
Jordan Jemiola	Town of Milliken
Don Brookshire	Town of Severance
Paul Steinway	Town of Timnath
John Vasquez	Town of Windsor
Chris Colclasure	Air Quality Control Commission
Kathy Gilliland	Transportation Commission

Listing of Staff Members
As of April 6, 2015

Name	Position
Terri Blackmore	Executive Director
Anne Blair	VanGo™ Vanpool Services Manager
Mary Finn-Warring	Mobility Coordinator
Crystal Hedberg	Finance Manager
Merideth Kimsey	Accounting Clerk
Aaron Buckley	Transportation Planner
Alex Gordon	Transportation Planner
Angela Horn	Transportation Planner
Josh Johnson	Transportation Planner
Merry Anne Hood	Financial and Administrative Specialist
Becky Karasko	Regional Transportation Planning Director
Jeff McVay	Customer & Business Relations Representative
Renae Steffen	Administrative Director

ACM
Anton Collins Mitchell LLP
Accountants & Consultants

Independent Auditor's Report

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 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, 2014, 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 of 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 entity'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 entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of the 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 and each major fund of the Council as of December 31, 2014, and the respective changes in financial position and the respective budgetary comparison for the governmental funds for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As noted in Note 1k, management elected to report the activity of the VanGo™ fund as a special revenue fund instead of being reported within the General fund. Accordingly, the fund balance as of December 31, 2013 for the General fund was reduced by $601,007 and the fund balance for the VanGo™ fund was increased by the same amount to reflect this change in reporting. Our opinion is not modified with respect to this matter.

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 9 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental 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.

Other 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 schedule of expenditures of federal awards, as required by Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations,* is presented for purposes of additional analysis and are not a required part of the basic financial statements.

The schedule of expenditures of federal awards 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, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Governmental Auditing Standards*, we have also issued our report dated May 7, 2015 on our consideration of the North Front Range Transportation & Air Quality Planning 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 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 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.

Greeley, Colorado
May 7, 2015

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, 2014. The management's discussion and analysis is intended to be read in conjunction with the Council's financial statements beginning on page 10.

Financial Highlights

Our primary sources of transportation planning and program operating revenues were as follows for calendar year 2014:

Consolidated Planning Grant (CPG)	$ 680,721
Surface Transportation Program (STP Metro)	155,274
Surface Transportation Program (STP Metro)-Unmatched	399,500
State Planning and Research Funds	80,428
Section 5310 Federal Funding	78,725
Section 5317 Federal Funding	190,350
Section 5307 Federal Funding	306,039
EPA Funding	19,376
State FASTER Funding	61,159
Local Match - Member Entities	211,694
VanGo™ Operating Fares	994,782
RTD Program Revenue & Match	652,324
Fort Collins Program Revenue	224,310

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 two components: 1) government-wide financial statements and fund financial statements, and 2) notes to the financial statements.

Combined Government-Wide and Fund Financial Statements

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

The statement of net position presents information on all of the Council's assets, deferred outflows of resources, liabilities, and deferred inflows of resources, with the difference between these categories 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 position is primarily comprised of the total value in our capital assets and non-federal programs, as opposed to being reflective of whether the financial position of the Council is improving or deteriorating.

The statement of activities presents information reflecting how the Council's net position have 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 are combined with the fund financial statements and can be found beginning on page 10 of this report.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Council, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. The Council is comprised of two governmental funds, the General fund and VanGo™, a special revenue fund. A special revenue fund is required to account for the use of revenue earmarked for a particular purpose.

Governmental Funds

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

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balance provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The basic governmental fund financial statements are combined with the government-wide financial statements and can be found beginning on page 10 of this report.

Notes to the Financial Statements

The notes to the financial statements are considered an integral part of the basic financial statements and provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found beginning on page 15 of this report.

Government-Wide Financial Analysis

Assets exceed liabilities by $2,862,601 at the close of the year. Of this figure, $1,176,471 represents our 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:

	2014	2013
Current and Other Assets	$ 1,951,642	$ 1,273,306
Grant Receivables for Long-Term Liabilities	23,367	34,522
Capital Assets, net	1,183,966	325,331
Total Assets	3,158,975	1,633,159
Current and Other Liabilities	265,512	200,885
Long-term Liabilities	30,862	45,220
Total Liabilities	296,374	246,105
Net Position		
Invested in Capital Assets, net	1,176,471	314,633
Unrestricted	1,686,130	1,072,421
Total Net Position	$ 2,862,601	$ 1,387,054

Governmental Activities

During 2014, the Council's net position increased by $1,475,547. Key elements contributing to this Increase are as follows:

	2014	2013
Revenues:		
Grant Revenue - Federal	$ 1,909,021	$ 1,053,882
Grant Revenue - State	61,159	-
Grant Revenue - Local Match	209,773	189,663
VanGo™ Vanpool Fares	994,782	808,473
Other Program Revenues	878,316	525,375
Miscellaneous Revenues	2,370	1,483
Gain on Sale of Capital Assets	230,495	32,310
Total Revenues	4,285,916	2,611,186
Expenditures:		
Payroll Expense	927,453	1,068,531
Fleet Expense	1,035,952	987,726
Office Expense	201,360	204,121
Consultant & Professional Services	543,310	360,111
Other Program Expense	92,624	60,640
Travel/Conference/Training	7,186	10,302
Interest Expense	2,484	7,366
Total Expenditures	2,810,369	2,698,797
Increase (Decrease) in Net Position	1,475,547	(87,611)
Net Position - Beginning of Year	1,387,054	1,474,665
Net Position - End of Year	$ 2,862,601	$ 1,387,054

Budgetary Highlights

The Council's budget presented in the financial statements is for its calendar year (January through December). (January through September is from the 2014 United Planning Work Program (UPWP) budget and October through December is from the 2015 UPWP budget) It should be noted that a federal fiscal year budget (October through 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.

Budgetary highlights for 2014 included the disposition of 35 vans and the addition of 47 vans. The Section 5317 funds pass-through funds were booked to consultant expenditures in both 2013 and 2014. Consultant expenditures associated with these programs in 2014 were $190,059. During 2014, the VanGo™ vanpool program added 5 new routes and cancelled 10 routes resulting in a decrease of 5 routes. The program maintained a 91% occupancy rate for the routes. When compared with the prior year, operating revenue increased by 23% during 2014. This increase is due to a multiple of factors including replacing short distance routes, which produce less income, with long distance routes, fare increases, and new routes having more participants.

Capital Asset and Debt Administration

Capital Assets

The Council's investment in capital assets at December 31, 2014 amounts to $1,183,996 (net of accumulated depreciation). This investment in capital assets includes motor vehicles (owned and leased) and office equipment.

The capital assets purchased or obtained by capital lease during the year were as follows:

• Purchased (47) Vans for VanGo™ vanpooling program	$ 1,206,914
• Purchase of Server	18,183
	$ 1,225,097

Capital assets are classified as follows (net of depreciation)

	2014	2013
Motor Vehicles	$ 1,138,348	$ 280,724
Motor Vehicles under Lease	-	2,050
Office Equipment & Software	41,379	34,564
Office Equipment under Lease	4,239	7,993
	$ 1,183,966	$ 325,331

Additional information on the Council's capital assets can be found in Note 1 on page 17 and Notes 7 & 8 on pages 21-22 of this report.

Long-term Debt

At December 31, 2014, the Council had $30,862 of long term debt outstanding. The long-term liabilities of the Council represent accrued compensated absences of $23,367, and a capital lease liability of $7,495.

Economic Factors and Next Year's Tasks (Budget)

Over the past few years, funding for transportation in Colorado has decreased. Coupled with steady growth in population and employment along the Front Range, declining resources have led to a transportation funding crisis. The Council continues to rely primarily on federal transportation-related grants and CDOT's FY2015 budget indicates that federal funding is being reduced, both for projects and for planning.

Many communities are having difficulty keeping up with road maintenance. Bridges and other transportation facilities are in a state of disrepair, and transit services are incapable of meeting current needs. Traffic congestion continues to increase, and significant efforts need to be made to address these problems

The VanGo™ Program offers the region's residents a safe, clean, reliable, cost efficient means of commuting outside the region, while removing single occupancy vehicles from congested corridors improving the region's air quality.

Accomplishments expected during FY2015 include:

- Ongoing implementation of Public Transit/Human Services Transportation Plan
- Maintain Transportation Improvement Plan database
- Maintain and expand the VanGo™ vanpooling program with possible expansion to Estes Park and Wyoming
- Replace 20 percent of the VanGo fleet to maintain the average vehicle age and expenses
- Work on air quality issues, particularly ozone, through partnerships with the Regional Air Quality Council and the Colorado Department of Public Health Air Pollution Control Division
- Perform data, collection and analysis in support of planning functions
- Complete Regional Transit Element Update and the Regional Transportation Plan
- Complete the update of the Land Use and Travel models
- Update the Congestion Management Process and purchase equipment to allow data collection to supplement the HERES data to allow the improvement of the annual Congestion Management Plan Performance Report
- Realign the Annual Congestion Management Plan Performance Report with the other data collected
- Include the Certification recommendation in the FY 2006 and 2007 UPWP along with MAP-21 requirements

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: Crystal Hedberg, Finance Manager, North Front Range Transportation & Air Quality Planning Council, 419 Canyon Avenue, Suite 300, Fort Collins, Colorado 80521, or by phone at (970) 416-2638, or by e-mail at chedberg@nfrmpo.org.

BASIC FINANCIAL STATEMENTS

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

GOVERNMENTAL FUNDS BALANCE SHEET / STATEMENT OF NET POSITION

December 31, 2014

	General Fund	VanGo™	Total Governmental Funds	Adjustments (see page 11)	Statement of Net Position
ASSETS					
Cash and Cash Equivalents (Note 2)	$ 263,482	$ 636,085	$ 899,567	$ -	$ 899,567
Investments (Note 2)	120,477	262,394	382,871	-	382,871
Receivables	221,170	265,552	486,722	-	486,722
Grants Receivable	173,753	-	173,753	-	173,753
Prepaid Items	8,729	-	8,729	-	8,729
Prepaid Items	-	-	-	1,183,966	1,183,966
Prepaid Items	-	-	-	23,367	23,367
Total Assets	$ 787,611	$ 1,164,031	$ 1,951,642	1,207,333	3,158,975
LIABILITIES AND NET POSITION					
LIABILITIES					
Accounts Payable and Accrued Liabilities	$ 190,701	$ 27,629	$ 218,330	-	218,330
Unearned Revenue	47,182	-	47,182	-	47,182
Long-Term Liabilities					
Capital Leases: (Note 7)	-	-	-	-	-
Due Within One Year	-	-	-	3,465	3,465
Due In More Than One Year	-	-	-	4,030	4,030
Accumulated Leave	-	-	-	23,367	23,367
Total Liabilities	237,883	27,629	265,512	30,862	296,374
FUND BALANCE					
Nonspendable for Prepaid Items	8,729	-		(8,729)	-
Assigned for Operations and Lease Liabilities	540,999	1,136,402		(1,677,401)	-
Total Fund Balance	549,728	1,136,402		(1,686,130)	-
Total Liabilities and Fund Balance	$ 787,611	$ 1,164,031		(1,655,268)	296,374
NET POSITION					
Net Investment in Capital Assets				1,176,471	1,176,471
Unrestricted				1,686,130	1,686,130
Total Net Position				$ 2,862,601	$ 2,862,601

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

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

RECONCILIATION OF THE GOVERNMENTAL FUNDS BALANCE SHEET TO THE STATEMENT OF NET POSITION

December 31, 2014

Adjustments to reconcile the governmental fund balance sheet to the statement of net position are as follows:	
Fund Balance per Governmental Funds (see page 10)	$ 1,686,130
Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the fund balance sheet:	
Total Capital Assets, net	1,183,966
Long-term liabilities, including capital lease obligations, are not due and payable from current financial resources, and therefore, are not recorded as liabilities in the fund balance sheet:	
Capital Lease Obligations	(7,495)
Some liabilities are not due and payable in the current period and, therefore, are not reported in the fund balance sheet:	
Accumulated Leave	(23,367)
Some receivables, including those which will pay off accumulated leave, are not measurable and available in the current period and, therefore, are not recorded in the fund balance sheet:	
Grants Receivable for Long Term Liabilities	23,367
Net Position (see page 10)	$ 2,862,601

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

STATEMENT OF GOVERNMENTAL FUND REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE/ STATEMENT OF ACTIVITIES

Year Ended December 31, 2014

	General Fund	VanGo™	Total Governmental Funds	Adjustments (see page 13)	Statement of Activities
REVENUE					
Operating Grants and Contributions					
Grant Revenue - Federal	$ 1,212,717	$ -	$ 1,212,717	$ (9,235)	$ 1,203,482
Grant Revenue - Local Match	196,342	-	196,342	(1,920)	194,422
Capital grants and contributions					
Grant Revenue - Federal	-	705,539	705,539	-	705,539
Grant Revenue - State	-	61,159	61,159	-	61,159
Grant Revenue - Local Match	-	15,351	15,351	-	15,351
Charges for Services					
VanGo™ Vanpooling Fares	-	994,782	994,782	-	994,782
Other Program Revenues	-	878,316	878,316	-	878,316
General Revenues					
Earnings on investments	584	1,009	1,593	-	1,593
Miscellaneous	777	-	777	-	777
Total Revenues	1,410,420	2,656,156	4,066,576	(11,155)	4,055,421
EXPENDITURES/EXPENSES					
General Government					
Payroll Expense	710,483	228,125	938,608	(11,155)	927,453
Fleet Expense	4,245	674,995	679,240	356,712	1,035,952
Office Expense	5,066	186,544	191,610	9,750	201,360
Consultant and Professional Services	543,042	268	543,310	-	543,310
Other Program Expense	41,620	51,004	92,624	-	92,624
Travel / Conference / Training	4,657	2,529	7,186	-	7,186
Capital Outlay - Purchases	18,183	1,206,914	1,225,097	(1,225,097)	-
Debt Service					
Principal Repayment of Capital Lease Obligations	2,336	867	3,203	(3,203)	-
Interest Payments - Capital Lease	2,474	10	2,484	-	2,484
Total Expenditures/ Expenses	1,332,106	2,351,256	3,683,362	(872,993)	2,810,369
Excess of Revenue over Expenditures/ Net Revenue (Expense)	78,314	304,900	383,214	861,838	1,245,052
Other Financing Sources					
Proceeds from Sale of Capital Assets/ Gain on Sale of Capital Assets	-	230,495	230,495	-	230,495
Total Other Financing Sources	-	230,495	230,495	-	230,495
Change in Fund Balance/Net Position	78,314	535,395	613,709	861,838	1,475,547
FUND BALANCE/ NET POSITION					
Beginning of the Year (Restated)	471,414	601,007	1,072,421	314,633	1,387,054
End of the Year	549,728	1,136,402	1,686,130	1,176,471	2,862,601

The accompanying notes 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, 2014

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

Changes in Fund Balance - Governmental Funds (see page 12)		$ 613,709
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:		
Change in Accumulated Leave-Governmental Funds		(11,155)
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:		
Capital Outlay - Purchased Assets	1,225,097	
Depreciation	(366,462)	
Total		858,635
Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the governmental fund:		
Change in Grants Receivable for Long Term Liabilities-Governmental Funds		11,155
Capital lease payments are expenditures in governmental funds but are shown as reductions in long-term liabilities in the statement of net position and do not affect the statement of activities.		
Repayment of Capital Leases Principal		3,203
Change in Net Position (see page 12)		$ 1,475,547

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

BUDGETARY COMPARISON STATEMENT - GOVERNMENTAL FUNDS

Year Ended December 31, 2014

	Original Budget	Budget Amendments	Final Budget	Actual	Variance with Final Budget
REVENUES					
Grant Revenue - Federal	$ 1,970,440	$ 271,404	$ 2,241,844	$ 1,918,256	$ (323,588)
Grant Revenue - State	64,000	-	64,000	61,159	(2,841)
Grant Revenue - Local Match	428,039	(74,234)	353,805	211,693	(142,112)
VanGo™ Vanpooling Fares	920,661	(10,977)	909,684	994,782	85,098
Other Program Revenues	535,196	332,608	867,804	878,316	10,512
Earnings on Investments	-	-	-	1,593	1,593
Miscellaneous	-	-	-	777	777
Total Revenues	3,918,336	518,801	4,437,137	4,066,576	(370,561)
EXPENDITURES					
Payroll Expense	1,441,218	434,213	1,875,431	938,608	936,823
Fleet Expense	852,433	(192,761)	659,672	679,240	(19,568)
Office Expense	220,463	32,921	253,384	191,610	61,774
Consultant and Professional Services	564,011	(236,210)	327,801	543,310	(215,509)
Other Program Expense	81,863	(471)	81,392	92,624	(11,232)
Travel/Conf/Training	15,522	154	15,676	7,186	8,490
Capital Outlay - Purchases	742,826	480,955	1,223,781	1,225,097	(1,316)
Debt Service	-	-	-	5,687	(5,687)
Total Expenditures	3,918,336	518,801	4,437,137	3,683,362	753,775
Excess (Deficiency) of Revenue over Expenditures	-	-	-	383,214	(1,124,336)
OTHER FINANCING SOURCES					
Proceeds from Sale of Capital Assets	-	-	-	230,495	230,495
Total Other Financing Sources	-	-	-	230,495	230,495
NET CHANGE IN FUND BALANCE	$ -	$ -	-	613,709	613,709
FUND BALANCE, Beginning of the Year			1,072,421	1,072,421	-
FUND BALANCE, End of the Year			$ 1,072,421	$ 1,686,130	$ 613,709

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

NOTES TO THE FINANCIAL STATEMENTS

NOTE 1: SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

A. 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 recognized by the Governor as this region's MPO. The MPO's Council representatives are appointed by municipal and county legislative bodies which form the metropolitan area. Member entities include Fort Collins, Greeley, Loveland, Evans, Eaton, Severance, Windsor, Garden City, LaSalle, Berthoud, Johnstown, Milliken, Timnath, Larimer County, and Weld County. The Colorado Transportation Commission's and the Colorado Air Quality Control Commission's representatives are also voting members of the Council.

The Council follows GASB accounting pronouncements which provide guidance for determining which governmental activities, organizations and functions should be included within the financial reporting entity. GASB pronouncements set forth the financial accountability of a governmental organization's elected governing body as the basic criterion for including a possible component governmental organization in a primary government's legal entity. Financial accountability includes, but is not limited to, appointment of a voting majority of the organization's governing body, ability to impose its will on the organization, a potential for the organization to provide specific financial benefits or burdens and fiscal dependency.

These financial statements include those of the Council (primary government), and should also include organizations for which the Council is financially accountable (component units). Together, these organizations would comprise the Council's reporting entity.

The Council has one component unit, the North Front Range Mobility Alternatives (NFRMA), which is a blended component unit. NFRMA, a non-profit corporation, was formed in 2003 and received its 501(c)(3) determination from the Internal Revenue Service on April 27, 2004. Its board of directors is made up of the same individuals who sit on the MPO Council. NFRMA was created to help position the MPO to compete for a wide variety of non-governmental grants. Its overarching objective is to increase transportation alternatives for all residents of Colorado's North Front Range in an effort to better address mobility, congestion, and air quality issues. During 2014, there were no financial transactions for NFRMA; therefore, no balances are reported within the financial statements.

B. Government-wide and Fund Financial Statements

Because the North Front Range Transportation & Air Quality Planning Council only has governmental funds, the General fund and the VanGo™ fund, it has presented its government-wide financial statements and fund financial statements together with an adjustment column to show the reconciliation between the two required basic statements.

Since the Council does not operate any enterprise fund or internal service fund activities, there are no proprietary funds to include in this report.

C. 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. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows.

Under the modified accrual basis of accounting, as used in governmental fund financial statements, revenues are recognized when they are both measurable and available. Grants and similar items are recognized when eligibility requirements are met and 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. Expenditures are recognized when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to accumulated leave 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 presents the following major governmental funds:

The General fund is the primary operating fund. It accounts for all general operating financial resources of the Council, except those that are accounted for in another fund.

The VanGo™ fund accounts for all operating financial resources for the commuter transportation program. This program provides vans for use for commuter services. Each van is required to maintain at least five riders. The participants are charged a monthly fee for the service.

D. Budget and Budgetary Accounting

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

1. During the months of May through July, a proposed budget, referred to as the Unified Planning Work Program (UPWP), for the fiscal year commencing the following October 1 is prepared with coordination from the Technical Advisory Committee, the Finance Committee, and MPO staff, along with input from Colorado Department of Transportation’s Division of Transportation Development and Region 4 representatives. The budget includes task scopes of work, proposed expenditures and the means of financing them.
2. Notice of the budget agenda item is published in three regional newspapers designating the meetings in which the budget will be discussed and then adopted.
3. Prior to October 1, the UPWP is adopted by formal resolution. The UPWP is generally adopted by Council action at its August 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. Any increase or decrease in the total budget must also be approved by the CDOT and FHWA.

The Council's annual fiscal year budget is based on two fiscal year budgets. January through September is based on the 2014 UPWP fiscal budget and October through December is based on the 2015 UPWP fiscal budget.

E. Receivables and Prepaid Items

Accounts receivable are expressed net of any allowances for doubtful accounts. Unbilled expenditure reimbursement revenues are accrued as of year-end and included with accounts receivable. All receivables are expected to be paid within 60 days.

Grant Receivables for Long Term Liabilities represents pending revenue that would be received as reimbursement for future expenditure payments of the accumulated leave liability.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in the Governmental Funds Balance Sheet / Statement of Net Position.

F. Capital Assets

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

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

Office Furniture & Equipment……..	3-5 years
Motor Vehicles……..	3-5 years
Leased Vehicles……..	3-5 years

G. Accumulated Leave

The Council allows employees to accumulate unused vacation pay by accumulating compensatory leave up to maximum limits. Starting in 2014, a percentage, based on years of service, of accumulated sick pay is allowed to be paid into a retirement health savings plan. The liability associated with these benefits is reported in the Statement of Net Position, along with a corresponding Grant Receivable for Long Term Liabilities.

H. Revenue Recognition

Generally, most of the expenditure activity incurred by the Council in the General fund is on a cost reimbursement basis through federal grant and local match funding streams. Reimbursement invoices are submitted to Colorado Department of Transportation, Colorado Department of Public Health and Education and the local member entities on a monthly basis for the prior month's net expenditures and recorded as revenue on the date invoiced.

Operating revenues for the VanGo program are billed monthly to the participants. The majority of the capital expenditures incurred is on a cost reimbursement basis through federal grants. Reimbursement invoices are submitted as expenses occur and recorded as revenue on the date invoiced.

I. Estimates

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

J. Fund Balance and Net Position

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

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

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

Unrestricted Net Position - This category represents the net position of the Council, 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 net position is available.

In the fund financial statements, governmental funds report fund classifications that comprise a hierarchy based primarily on the extent to which the Council is bound to honor constraints on the specific purposes for which amounts in those funds can be spent. In accordance with GASB Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*, 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 Planning Council. The Planning Council is the highest level of decision making authority. Commitments may be established, modified, or rescinded only through resolutions approved by the Planning 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 Planning Council has the authority to assign amounts for specific purposes.

Unassigned - all other spendable amounts.

Restricted funds are considered to be spent first, followed by committed, assigned and unassigned, for an expenditure for which any could be used.

K. Change in Fund Reporting and Restatement

During the current year, management of the Council deemed that the activity for the VanGo™ program should be reported separately as a special revenue fund instead of being reported within the General fund. The beginning fund balance for the General fund was reduced by $601,007 and the fund balance for the VanGo™ fund was increased by the same amount to reflect this change in reporting.

The budget for the Council was adopted prior to the decision by the Council to separately report the VanGo™ fund. Therefore, the budget to actual statement included within the financial statements reports the activity of the General and VanGo™ funds together.

NOTE 2: CASH AND INVESTMENTS

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

The Colorado Public Deposit Protection Act requires financial institutions to pledge collateral having a market value of at least 102% of the aggregate public deposits not insured by federal depository insurance. Eligible collateral includes municipal bonds, U.S. government securities, mortgages and deeds of trust. At December 31, 2014, the Council had deposits with financial institutions with a carrying amount of $899,492. The bank balances with the financial institutions were $895,440, of which $728,623 was covered by federal depository insurance. The remaining balance of $166,817 was collateralized with securities held by the financial institutions' agents but not in the Council's name.

Colorado Revised 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.

Colorado Revised Statutes limit investment maturities to five years or less from the date of purchase. This limit on investment maturities is a means of limiting exposure to fair value losses arising from increasing interest rates.

At December 31, 2014 the Council had $382,871 invested in the Colorado Local Government Liquid Asset Trust ("COLO Trust"), a Colorado local government investment pool trust. The investment pools are routinely monitored by the Colorado Division of Securities with regard to operations and investments. Total interest earned on the investments in COLO Trust during 2014 was $1,571. As of December 31, 2014, COLO Trust 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.

At December 31, 2014 the Council had cash and cash equivalent balances as follows:

	Amount
Cash on hand	$ 75
Bank deposits	899,492
Local government investment pool	382,871
Total cash and cash equivalents	$1,282,438

NOTE 3: TABOR AMENDMENT

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

NOTE 4: RISK MANAGEMENT

Property, Liability, and Workers Compensation

The Council is a member of the Colorado Intergovernmental Risk Sharing Agency (CIRSA), a public entity risk pool operating as a common risk management and insurance program for member entities. As a member, an annual contribution is paid to CIRSA for property, casualty, and Workers' Compensation insurance coverage. The intergovernmental agreements for the formation of CIRSA provides that the pool will be self-sustaining through member contributions and additional assessments, if necessary, and the pool will purchase excess insurance through commercial companies for members' claims in excess of a specified self-insurance retention, which is determined each policy year.

Coverage under this membership includes property, liability, crime, public officials errors and omissions liability, and workers' compensation. Settled claims resulting from these risks have not exceeded insurance coverage since inception

Employee Health and Illness

Under an Intergovernmental Services Agreement with the City of Fort Collins (City), the Council provides its permanent employees with comprehensive major medical benefits under two health plan options, up to an aggregate lifetime benefit maximum of $2 million per participant. Both options are Preferred Provider Options (PPO City Plans). The City's Benefits Fund is utilized to finance and account for medical risks of loss. Stop-loss coverage of $120,000 per occurrence is retained by the City as excess risk coverage. To date, there have been no claims on behalf of Council employees that have exceeded the stop-loss limit. The Council and employee contributions to these plans were $74,162 and $18,844, respectively, during 2014 and $55,403 and $25,073, respectively, during 2013.

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 six months from the date of employment. The 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. 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 Council. The Plan is administered by ICMA Retirement Corporation. Council and employee contributions to the plan were $51,875 and $26,792 respectively during 2014.

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.

NOTE 6: CONCENTRATION

Approximately 86% of the organization's total revenue of its general fund is from FHWA and FTA grants administered through Colorado Department of Transportation. Approximately 14% of the organization's total revenue of its general fund is from FTA grants administered through the Council.

Approximately 71% of the organizations total revenue of the VanGo™ fund is from charges for services. Approximately 27% of the organization's total revenue of the VanGo™ fund is from FTA grants.

NOTE 7: CAPITAL LEASES

The organization currently has one copier under capital lease. This lease was entered into during 2011 and requires a monthly lease payment of $424, with a monthly interest rate of 2.377%. The last payment required in October 2016

The carrying value of the assets under this lease is $4,239 at December 31, 2014.

The following schedule reflects the future minimum lease payments under this capital lease, and the present value of the net minimum lease payments at December 31, 2014.

Year Ending December 31	Amount
2015	$ 5,087
2016	4,238
Total Minimum Lease Payments	9,325
Less: Amount representing Interest	(1,830)
Present Value of Future Minimum Lease Payments	$ 7,495

NOTE 8: CAPITAL ASSETS

A summary of changes to capital assets for the year ended December 31, 2014 follows:

	1/1/2014 Balance	Additions	Deletions	Transfer	12/31/2014 Balance
Capital Assets Being Depreciated					
Fleet Equipment	$1,883,715	$1,206,914	$ 707,586	$ 23,506	$2,406,549
Office Equipment	189,967	18,183	-	-	208,150
Leased Assets	37,636	-	-	(23,506)	14,130
Total Capital Assets, Being Depreciated	2,111,318	1,225,097	707,586	-	2,628,829
Accumulated Depreciation					
Fleet Equipment	1,602,991	351,340	707,586	21,456	1,268,201
Office Equipment	155,403	11,368	-	-	166,771
Leased Assets	27,593	3,754	-	(21,456)	9,891
Total Accumulated Depreciation	1,785,987	366,462	707,586	-	1,444,863
Total Capital Assets, Net	$ 325,331	$ 858,635	$ -	$ -	$1,183,966

NOTE 9: LONG-TERM LIABILITIES

A summary of changes in long term liabilities for the year ended December 31, 2014 follows:

	1/1/2014 Balance	Additions	Reductions	12/31/2014 Balance	Due Within One Year
Accumulated Leave	$ 34,522	$ 8,087	$ 19,242	$ 23,367	$ -
Lease Liability	10,698	-	3,203	7,495	3,465
Total Long-Term Liabilities	$ 45,220	$ 8,087	$ 22,445	$ 30,862	$ 3,465

NOTE 10: OPERATING LEASES

The Council leases office facilities and certain vanpool vans under non-cancelable operating leases. The office facility lease expires February 28, 2017.

The vans are leased for 2-3 year periods of time. Lease payments to Marple Leasing are made on a monthly basis. Total costs for the office space and van operating leases were $104,397 and $27,343, respectively for the year ended December 31, 2014

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

Year Ending December 31:	Office	Vans
2015	$107,125	$25,200
2016	$109,971	$16,800
2017	$20,452	

Note 11. SUBSEQUENT EVENTS

Management of the Council has evaluated subsequent events through May 7, 2015, the date that the financial statements were available to be issued. Effective January 1, 2015, the activities of the VanGo™ fund will be reported as an enterprise fund by the Council. No other transactions or events that would require adjustment to or disclosures in the financial statements were identified.

SUPPLEMENTARY INFORMATION

North Front Range Transportation & Air Quality Planning Council
Schedule of Expenditures of Federal Awards
Year Ended December 31, 2014

	CFDA #	GRANT #	Pass-through Entity	Start Date	End Date	Federal Award Amount	+/- Change Orders	Prior Years Expenditures	Current Year Federal Expenditures	Federal Balance Remaining	
FEDERAL HIGHWAY ADMINISTRATION											
Passed through CDOT:											
FY14 & FY 15 CPG	20.205	14HTD62424	Colorado Dept of Transp	11/29/13	12/31/15	$ 776,227	$ 213,301	$ 41,078	$ 686,563	$ 261,887	(a)
FY12 & 13 STP-Metro (matched)	20.205	12HTD44470	Colorado Dept of Transp	06/01/12	09/30/15	365,185	669,136	216,886	80,147	737,288	(b)
FY14 & FY 15 STP-Metro (matched)	20.205	14-HTD68969	Colorado Dept of Transp	05/24/14	07/01/16	412,013	-	-	75,127	336,886	(a)
FY10 & 11 STP-Metro (unmatched)	20.205	13HTD54648	Colorado Dept of Transp	0429/13	09/30/14	180,000	-	-	180,000	-	
FY 13 STP Metro (unmatched)	20.205	14-HTD65425	Colorado Dept of Transp	03/12/14	05/01/16	144,500	-	-	144,500	-	
FY 14 STP-Metro (unmatched)	20.205	14-HTD68970	Colorado Dept of Transp	05/27/14	07/01/16	75,000	-	-	75,000	-	
FY14 State Planning Funds	20.205	14HTD62219	Colorado Dept of Transp	11/29/13	06/30/15	100,000	-	8,807	80,429	10,764	(a)
Sub-total Federal Highway Administration						**2,052,925**	**882,437**	**266,771**	**1,321,766**	**1,346,825**	
FEDERAL TRANSIT ADMINISTRATION											
FY 13 5310	20.513		City of Fort Collins	10/21/13	09/30/17	46,250	-	23,796	22,454	-	
FY 14 5310	20.513		City of Fort Collins	11/18/14	12/31/15	32,174	-	-	6,291	25,883	(a)
FY 14 5310	20.513	14-HRD64434	Colorado Dept of Transp	01/23/14	12/31/14	49,980	-	-	49,980	-	
Sub-total Federal Transit Administration						**128,404**	**-**	**23,796**	**78,725**	**25,883**	
FEDERAL TRANSIT ADMINISTRATION											
FY10 5307	20.507	CO-90-X189-00	Federal Transit Administration	04/27/11	06/30/14	166,153	-	162,087	4,066	-	
FY11 5307	20.507	CO-90-X197-00	Federal Transit Administration	3/13/2012	9/30/2014	301,973	-		301,973	-	
Sub-total Federal Transit Administration						**468,126**	**-**	**162,087**	**306,039**	**-**	
FUNDS PASSED THROUGH FROM FEDERAL TRANSIT ADMINISTRATION											
Section 5317 (New Freedom)	20.521	CO-57-X0005-00	Federal Transit Administration			76,504	-	42,543	7,874	26,087	(c)
Section 5317 (New Freedom)	20.521	CO-57-X0007-00	Federal Transit Administration			90,645	123,057	10,387	172,816	30,499	(c)
Section 5317 (New Freedom)	20.521	CO-57-X0015-00	Federal Transit Administration			45,660	-	-	9,660	36,000	(c)
Sub-total Passed through Federal Transit Administration						**212,809**	**123,057**	**52,930**	**190,350**	**92,586**	
TOTAL FEDERAL AWARDS						**$ 2,862,264**	**$ 1,005,494**	**$ 505,584**	**$ 1,896,880**	**$ 1,465,294**	

NOTES TO SCHEDULE OF FEDERAL EXPENDITURES:

(a) Balance to be used in CY 2015 for 2015 UPWP Activities
(b) Balance to be returned for MPO pool
(c) Balance to be passed through in CY 2015

NOTE 1: BASIS OF PRESENTATION

This Schedule of Expenditures of Federal Awards includes the federal grant activity of the Council, and is presented on the accrual basis of accounting. The information in this schedule is presented in accordance with the requirements of OMB Circular A-133, "Audits of States, Local Governments and Non-Profit Organizations." Therefore, some amounts presented in this schedule may differ from amounts reported in, or used in the preparation of the basic financial statements.

ACM
Anton Collins Mitchell LLP
Accountants & Consultants

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*

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 and each major fund of North Front Range Transportation & Air Quality Planning Council (the "Council"), as of and for the year ended December 31, 2014, and the related notes to the financial statements, which collectively comprise the Council's basic financial statements, and have issued our report thereon dated May 7, 2015.

Internal Control Over Financial Reporting

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

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

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

Compliance and Other Matters

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

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity'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 entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Greeley, Colorado
May 7, 2015

ACM
Anton Collins Mitchell LLP
Accountants & Consultants

Independent Auditor's Report on Compliance For Each Major Federal Program and Report on Internal Control Over Compliance Required by OMB Circular A-133

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

Report on Compliance for Each Major Federal Program

We have audited Front Range Transportation & Air Quality Planning Council's (the "Council") compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on each of Council's major federal programs for the year ended December 31, 2014.The Council's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Council's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Council's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

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

Opinion on Each Major Federal Program

In our opinion, the Council complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2014

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 a major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with OMB Circular A-133, 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 requirements of OMB Circular A-133. Accordingly, this report is not suitable for any other purpose.

Greeley, Colorado
May 7, 2015

Section I - Summary of Auditor's Results

Financial Statements

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? ____ yes __X__ no
- Significant deficiency(ies) identified? ____ yes __X__ none reported
- Noncompliance material to financial statements noted? ____ yes __X__ no

Federal Awards

Internal control over major programs:

- Material weakness(es) identified? ____ yes __X__ no
- Significant deficiency(ies) identified? ____ yes __X__ none reported

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

Any audit findings disclosed that are required to be reported in accordance with Section 510(a) of OMB Circular A-133? ____ yes __X__ no

Identification of major programs:

CFDA/Contract Number	Name of Federal Program or Cluster
20.205	Highway Planning and Construction
20.507	Federal Transit_Formula Grants

Dollar threshold used to distinguish between Type A and Type B programs: $300,000

Auditee qualified as low-risk auditee? __X__ yes ____ no

2013-001: Segregation of Duties and Internal Controls (Significant Deficiency)
During our walkthrough procedures over internal controls at the Council, the following was identified:

- The Finance Manager was responsible for reconciling the bank accounts and is also an authorized signer on the Council bank accounts. In addition, there was not a secondary review over the bank reconciliations after they had been completed. The Executive Director received the bank statement and reviewed the transactions prior to the reconciliations being performed, but a secondary review was not done once the reconciliation is completed. We recommended that the person responsible for bank reconciliations is not an authorized signer of the Council and that the bank reconciliations are reviewed and approved by someone other than the preparer.
- The employee responsible for processing billing for accounts receivable also opens and processes check payments when they are received and inputs the information to the customer's account. We recommend that the processing of check payments be done by someone other than the person responsible for billing.
- The employee responsible for setting up new vendors in the accounting system also processes accounts payable and issues checks. A vendor Request Form is completed for new vendors and changes to existing vendors, which are approved by the Finance Manager prior to setup in the system, but a separate review of vendor changes in the system is not performed on a periodic basis. We recommend that new vendors are either set up by someone outside of the accounts payable process or that the Executive Director review a vendor change report on a regular basis.
- A separate review and approval over journal entries is not performed by an employee other than the preparer. We recommended that a separate review and approval be completed for all manual journal entries processed by the Council.

Status: This finding is resolved.

2013-002: Accounts Payable (Significant Deficiency)
During our search for unrecorded liabilities, we noted several exceptions in which invoices relating to goods received or services performed prior to the year-end date were not recorded as payables in the proper period. Based on discussion with management, there were a few invoices that were held by another department at year-end and were not forwarded to accounting for payment in a timely manner. Proper cutoffs are critical for the accuracy of the accrual basis of accounting. We suggested that procedures over accounts payable be strengthened to ensure that accounting is aware of outstanding invoices to ensure that cutoff is proper.

Status: This finding is resolved.

2013-003 (Significant Deficiency)
Federal Programs - CFDA 20.205 – Highway Planning and Construction
Compliance Requirements: **Allowable Costs**

The Council requires all time sheets to be signed by the employee and the employee's supervisor. Through testing of a sample of payroll allowable costs, we noted that timesheets for two individuals charged to the grant were not approved by the employee's supervisor. We recommended that the Council follow its policies and procedures and obtain supervisor approval for timesheets prior to processing of payroll.

Status: This finding is resolved.

ACTION ITEM: Planning Council Designation of FTA Authority & Opinion of Counsel

NFRMPO
NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 221-6243
(800) 332-0950 (Colorado only)
FAX: (970) 416-2406
www.nfrmpo.org
www.smarttrips.org

Memorandum

To: NFRMPO Council

From: Mary Warring

Date: May 7, 2015

Re: Designation of Signature Authority

Background

The NFRMPO is required to follow federal guidelines in the award and execution of Federal Transit Administration (FTA) funds. This includes submittal of annual certificates and assurances as well as quarterly and/or annual reports to the FTA.

As such, three documents have been presented for council review to comply with FTA guidelines including:

- Designation of Signature Authority – Assigns specific NFRMPO staff and legal counsel to execute quarterly and annual documents and reporting in the FTA's Transportation Electronic Award and Management System (TEAM).
- Resolution 2015-07 – Authorizes the NFRMPO Executive Director, Terri Blackmore, to oversee the execution and filing of applications, awards and documents required to comply with FTA financial assitance rules and regulations.
- Opinion of Counsel – NFRMPO legal counsel opinion regarding the lack of adversity or legal impediment to the NFRT&AQPC seeking application for FTA financial assistance.

The three documents combined allow the NFRMPO Executive Director, legal counsel and staff to comply with FTA rules and regulations for the execution, application and award of FTA funds on behalf of the NFRT&AQPC.

Action

NFRMPO staff recommends approval of the Administrative Director, the Mobility Coordinator and legal counsel to be authorized to execute FTA certificates, assurances, applications and awards in TEAM on behalf of the NFRT&AQPC .

NFRMPO
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May 7, 2015

DESIGNATION OF SIGNATURE AUTHORITY
For the
TRANSPORTATION ELECTRONIC AWARD & MANAGEMENT PROCESS (TEAM)

The North Front Range Transportation & Air Quality Planning Council hereby authorizes the Administrative Director, the Mobility Coordinator, and the NFRT&AQPC legal counsel to be assigned and use of a Personal Identification Number (PIN), for the execution of annual Certification and Assurances issued by the federal transit Admininstration (FTA), submission of all FTA grant applications, and the execution of all FTA grant awards, on behalf of the officials below, for the FTA's Transportation Electronic Award and Management System (TEAM).

_____

Terri Blackmore, Executive Director
North Front Range Transportation & Air QualityPlanning Council

_____

Jeremy E. Scott
Bell, Gould, Linder & Scott, P.C.

RESOLUTION NO. 2015-07
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL AUTHORIZING THE EXECUTION AND FILING OF AN APPLICATION FOR FEDERAL TRANSIT ADMINISTRATION FUNDS

WHEREAS, the Federal Transit Administration (FTA) provides financial assistance authorized by 49 U.S.C. chapter 53, title 23; and

WHEREAS**,** the US DOT has delegated authority to Federal Transit Administrator to award federal financial assistance for a transportation project; and

WHEREAS**,** the grant or cooperative agreement for this assistance will impose certain obligations upon the North Front Range Transportation & Air Quality Planning Council, and may require the provision of the local share of the project cost; and

WHEREAS**,** the North Front Range Transportation & Air Quality Planning Council has or will provide required annual certifications and assurances to the FTA;

SECTION 1. The Executive Director is authorized to execute and file an application on behalf of the North Front Range Transportation & Air Quality Planning Council with the FTA for Federal assistance authorized by 49 U.S.C. Chapter 53, Title 23, or other Federal statues authorizing a project administered by the FTA.

SECTION 2. The Executive Director is authorized to execute and file with the applications the annual certifications and assurances and other documents the FTA requires before awarding a grant or cooperative agreement.

SECTION 3. The Executive Director is authorized to execute grants and cooperative agreements with the FTA on behalf of the North Front Range Transportation & Air Quality Planning Council.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of May, 2015.

_____
Sean Conway, Chair

ATTEST:

_____
Terri Blackmore, Executive Director

DISCUSSION ITEM: RAQC Memorandum of Agreement

NFRMPO
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www.smarttrips.org

Memorandum

To: NFRMPO Council

From: Terri Blackmore

Date: May 7, 2015

Re: Draft MOA NFRMPO and Regional Air Quality Council (RAQC)

Background

The NFRMPO receives funding from the Colorado Department of Public Health and Environment for assisting the RAQC with education and outreach for Ozone Aware during the summer and for the Air Quality Conformity modeling. This MOA outlines the MPO's and RAQC's responsibilities for outreach and coordination. The MOA also identifies that both agencies will be afforded representation on the other agencies technical committees that deal with transportation and air quality- specifically that RACQ shall have a non-voting seat on the NFRMPO TAC and NFRMPO shall have a seat on any technical RAQC committees that deal with transportation.

This MOA has been reviewed and approved by the NFRMPO legal counsel.

Action

It is requested that Planning Council review the draft MOA for discussion in May and approval in June for coordination with RAQC during the Ozone aware outreach season this summer.

MEMORANDUM OF AGREEMENT

FOR

COORDINATING AIR QUALITY AND TRANSPORTATION PLANNING

BY AND BETWEEN

THE REGIONAL AIR QUALITY COUNCIL

AND THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

THIS MEMORANDUM OF AGREEMENT ("Agreement") is made this ___ day of March, 2015, effective ____, 2015, by and between the executive directors of the Regional Air Quality Council ("RAQC") and the North Front Range Transportation & Air Quality Planning Council (aka "NFRMPO").

WITNESSETH:

WHEREAS, the improvement of air quality and provision of an efficient transportation system in the North Front Range region are matters of substantial regional and state concern;

WHEREAS, improvements in air quality and to the transportation system will require cooperation among public and private sectors and all sectors and all levels of government (local, regional, state and federal);

WHEREAS, the Clean Air Act, 42 U.S.C. §§ 7401 – 7671q (2015), and its implementing rules and regulations require the U.S. Environmental Protection Agency (EPA) to develop National Ambient Air Quality Standards (NAAQS) to identify air pollutants from numerous or diverse sources that contribute to air pollution and which may endanger the public health or welfare;

WHEREAS, in order to meet the Clean Air Act's directive, the EPA sets primary and secondary NAAQS air quality standards that must be met nationwide;

WHEREAS, through the oversight of the EPA, each state must adopt state implementation plans (SIPs) for meeting air quality standards in any NAAQS "nonattainment" area;

WHEREAS, federal law authorizes the Governor of the State of Colorado ("Governor"), after consultation with elected officials of affected local governments to designate an entity to prepare state implementation plans for meeting air quality standards in any nonattainment area; and

WHEREAS, the Governor has designated the RAQC, by Executive Order, as the lead agency for air quality planning for the Denver metropolitan area and the Denver Metro/North Front Range Ozone Nonattainment Area and has empowered the RAQC to prepare SIPs and to coordinate and advocate other measures to enhance regional air quality;

WHEREAS, NFRMPO is an established organization of local government elected officials which performs planning functions for the North Front Range including transportation planning as the designated Metropolitan Planning Organization (MPO) for the region, and land use analysis;

WHEREAS, Colorado Air Quality Control Commission Regulation No. 10 establishes the minimum requirements for interagency consultation in the air quality and transportation planning processes and resolution of conflicts;

WHEREAS, a Memorandum of Agreement (MOA) defining coordination protocols for ozone transportation conformity was signed in March 2008 by the Colorado Department of Public Health and Environment (CDPHE), Colorado Department of Transportation (CDOT), RAQC, NFRMPO, Upper Front Range Transportation Planning Region (URF TPR), Denver Regional Council of Governments (DRCOG) under the requirements of Federal Transportation Regulations at 23 C.F.R. § 450.314 (b) and EPA regulations 40 C.F.R. § 93.105;

WHEREAS, Federal Transportation Regulations at 23 C.F.R. § 450.314 require a written agreement between the MPO and the designated air quality planning agency identifying their mutual responsibilities in carrying out air quality related transportation planning; and

WHEREAS, coordinating the planning and other functions of RAQC and NFRMPO staffs will enhance the air quality and transportation planning processes by improving the integration of air quality planning and transportation planning; facilitating coordination among the various local, regional, state, and federal agencies with air quality and transportation planning responsibilities; increasing the involvement and commitment of local elected officials in the air quality planning process; and providing a sound technical basis for recommendation of air quality and transportation strategies.

NOW, THEREFORE, in consideration of the foregoing and the mutual covenants contained herein, the executive directors of RAQC and the NFRMPO agree to the following terms, and conditions:

1.0 Purposes and Declaration

1.1 To integrate the work of RAQC with NFRMPO's transportation and comprehensive regional planning for the efficient growth and development of the North Front Range region, ensure that air quality factors are addressed in such regional planning, and provide region-wide representation, it is deemed desirable that the work of RAQC and NFRMPO staff be accomplished in a partnership and with the involvement of the state transportation and air quality agencies.

1.2 This Agreement is established between RAQC, the lead agency for air quality planning in the Denver Metro/North Front Range Ozone Nonattainment Area, and NFRMPO, an organization of elected officials of local governments and the lead agency for regional transportation planning, for the purpose of accomplishing air quality planning pursuant to 42 U.S.C.§ 7504, and to address ozone pollution and other relevant regional air quality issues. This Agreement specifies the relationship between RAQC and NFRMPO staffs, as well as other relationships important to the air quality and transportation planning processes. This Agreement is intended to facilitate work of the respective organizations that will provide a sound technical basis for the recommendation and implementation of air quality plans and strategies, regional transportation plans and programs, and to ensure coordination of air quality planning with other regional planning efforts, particularly transportation planning.

2.0 Responsibilities

2.1 RAQC is responsible for the direction and implementation of the continuing, comprehensive air quality planning process in the Denver Metro/North Front Range Ozone Nonattainment Area, in accordance with the terms of its Executive Order. RAQC shall prepare ozone SIP recommendations; work with NFRMPO, CDPHE and other agencies and organizations to implement ozone SIP measures as appropriate; and prepare plans and implement programs for improving air quality in general.

2.2 NFRMPO shall provide technical support in areas of transportation and regional planning and prepare plans and programs associated with improving air quality. NFRMPO may commit funding for a portion of the transportation work associated with air quality through its Unified Planning Work Program (UPWP) process. The NFRMPO may also through an agreement with the RAQC and CDPHE extend RAQC's educational outreach in the North Front Range area as mutually agreed upon annually through the UPWP.

3.0 RAQC/NFRMPO Staff Coordination

3.1 RAQC staff and NFRMPO staff shall provide for coordination between the work of RAQC and NFRMPO's regional and transportation planning activities. To this end, RAQC and NFRMPO staffs shall communicate regularly with each other on relevant planning issues and activities.

3.2 In addition, NFRMPO staff shall be given the opportunity to review and comment on the SIPs, motor vehicle emission budgets, and any other products prepared by RAQC. Likewise, RAQC staff shall be given the opportunity to review and comment of

transportation plans and programs, conformity determinations, and other air quality related products prepared by NFRMPO.

3.3 NFRMPO and RAQC, through their staff and board representatives, shall also cooperate in establishing effective coalitions to encourage public support of appropriate transportation and air quality activities, programs, regulations and legislation.

3.4 The NFRMPO shall participate in an Air Quality Interagency Consultation Group (ICG) established by RAQC and DRCOG to oversee the execution of the work programs and to clarify responsibilities of relevant agencies thereto. The ICG shall be composed of appropriate staff of the key governmental agencies with air quality and transportation related responsibilities, including RAQC, DRCOG, NRFMPO, the Air Pollution Control Division (APCD) of the CDPHE, the Colorado Department of Transportation (CDOT), the EPA, and the U.S. Department of Transportation (USDOT). Additional members may be added or participate as necessary. The ICG shall coordinate the interagency components of the air quality work program, ensure maintenance of the established work schedules, review sufficiency of funding for necessary activities, and provide for effective staff communication and coordination.

3.5 The respective staffs of RAQC and NFRMPO will meet on a regular, scheduled basis with the ICG to coordinate transportation and air quality planning.

3.6 To facilitate the technical work required by RAQC, technical review groups shall be established by RAQC as necessary. Such technical groups shall be composed of technical staff of DRCOG, NFRMPO, APCD, EPA, CDOT, USDOT, and other agencies and organizations as necessary. Technical groups shall provide peer review of all technical work, and provide a forum for interagency and stakeholder input on the necessary work activities.

3.7 RAQC staff shall be afforded representation on all appropriate NFRMPO technical advisory committees, task forces, or work groups that deal with transportation and air quality. Likewise, NFRMPO staff shall be afforded representation on all appropriate RAQC technical advisory committees, task forces, or work groups that deal with transportation and air quality.

4.0 Termination

4.1 This Agreement may be terminated upon the mutual written agreement of all parties hereto. Any such termination shall become effective upon the latest date that a party hereto has executed its written agreement regarding such termination.

4.2 Additionally, either party may terminate the Agreement at any time and for any reason by giving written notice as specified herein to the other party, which notice shall be given at least thirty (30) days prior to the effective date of the termination.

5.0 Miscellaneous Provisions

5.1 Colorado Law to Govern. This Agreement shall be governed by and construed in accordance with the substantive and procedural laws of the State of Colorado.

5.2 Modifications. This Agreement may not be amended or modified except by means of a written copy executed by all parties and expressly stating that it is an amendment or modification to this Agreement.

5.3 No Third Party Beneficiary. This Agreement is for the benefit of the parties only, and conveys no rights upon persons not a party to it.

5.4 Appropriation. The obligations hereof regarding the expenditure of funds are subject to annual appropriation and budgeting of the governing bodies of the parties, and nothing herein is intended to confer any multiple fiscal year obligations beyond what each respective governing body allows.

The undersigned parties hereby agree to the responsibilities and procedures described above.

_____ _____

Kenneth H. Lloyd Date
Executive Director
Regional Air Quality Council

_____ _____

Terri L Blackmore Date
Executive Director
North Front Range Metropolitan Planning Council

STAC REPORT: March 2015

DRAFT STAC Meeting Minutes
March 27, 2015

Location: CDOT Headquarters Auditorium
Date/Time: March 27, 9:00 a.m.-12:00p.m.
Chairman: Vince Rogalski
Attendance:
In Person – Vince Rogalski (GV), Scott Hobson (PACOG), Mark Dowaliby (CFR), Bentley Henderson (SW), Peter Baier (GVMPO), Todd Hollenbeck (GVMPO), Edward Box III (SUIT), Doug Rex (DRCOG), Elise Jones (DRCOG), George Wilkinson (SLV), Norm Steen (PPACG), Andy Pico (PPACG), Terri Blackmore (NFRMPO), Jan Dowker (NFRMPO), Chuck Grobe (NW), Jim Baldwin (SE), Stephanie Gonzales (SE), Pete Frasier (SC), Mack Louden (SC), Barbara Kirkmeyer (UFR), Thad Noll (IM).

By Phone – Buffie McFadyen (Pueblo)

Agenda Items/ Presenters/Affiliations	Presentation Highlights	Actions
Introductions / February Minutes / Vince Rogalski	• Review of February STAC Minutes	**Minutes approved.**

Transportation Commission Report / Vince Rogalski	• Vince Rogalski discussed the most recent TC meeting
	• I-25 Tolling Lanes will open to 120th Ave. later this year
	• PPSL scheduled for tolling equipment installation – will open in November
	• C-470 starting Level 3 study
	• Bridge Enterprise will be the lead for I-70 viaduct
	  • RFQ for contractors due in June, meeting held with interested parties went very well
	• US 36 Express Lanes / US 36 congestion mitigation program
	  • Letter to editor / ad campaign to alleviate confusion
	• P3 discussion for I-70 east including discussion of possible TIFIA loan
	• Discussed the new STIP and how it will work (will cover in today's STAC meeting)
	• Safety Committee – overall decrease in accidents among CDOT staff and workers, continuing efforts to reduce these and keep people working
	• Approved Budget (will cover in today's STAC meeting)
		No action taken.

	• Approved 2040 SWP (will cover in today's STAC meeting)	
TPR Reports/ STAC Members	• Pueblo: Groundbreaking on 4/14 for new interchange; work leading up to ILEX project, still working on getting ready for construction with groundbreaking planned for June; US 50 eastbound third lane addition between Pueblo west and Pueblo entering 3rd month of construction and things are going well so far. • Central Front Range: Completed the TPR plan and are beginning implementation. • Southwest: Construction season is starting; a significant resurfacing project between Pagosa Springs and Bayfield will snarl traffic for the summer. • Grand Valley: Attended the Governor's Toward Zero Death kick-off, a mix of approaches; major guard rail and resurfacing project in Grand Valley; held a very successful bike/pedestrian summit in Grand Junction featuring the Mayor of Salt Lake City; new transit facility opening postponed to 4/8 in conjunction with Stand Up 4 Transportation Day; expect to adopt TIP on 4/27. • Southern Ute Indian Tribe: Finalizing preparations for the Long Range Transportation Plan update, got a consultant onboard and will move forward soon; also working with CDOT on CR 517 project. • Denver: Public hearing on 2016-2021 TIP on 3/18, anticipating adoption on 4/15; updating MetroVision 2040 to be completed by the summer, fairly time-intensive; US 36 mayors and Elise Jones traveled to Washington, DC to discuss managed lanes project, Secretary Foxx may attend Phase 1 project opening. • San Luis Valley: Adopted the RTP and reviewed summer projects, Trout Creek Pass will tie up traffic; drainage projects in the Valley also on the horizon. • Pikes Peak: MPO boundary change with Central Front Range TPR, the MPO expanding southwest into the Fort Carson area, potential Defense Access Roads Program funding; I-25 / US 24 Cimarron interchange moving along nicely, working on landscaping issues but a few million dollars short; MPO sent a letter to the EPA to discuss the ozone standard change, higher elevation creates background ozone and a change in the standard would be a burden. • North Front Range: Approved the TIP and passed conformity (UFR as well);	**No action taken.**

watched a Bustang presentation; had a conversation on the new air quality standards, concerns among many members; NFR is likely to be bumped up to moderate.

- Intermountain: The TPR has been in hibernation based on the weather; finalizing plans for the SH 9 Simba Run (under I-70); final comments on the IM RTP 3/28.
- Upper Front Range: Passed air conformity for DRCOG and NFR; approved the RTP "conceptually" pending changes to the freight section and mapping, will probably adopt at the next meeting; approved devolution of US 34 Frontage Road to the Town of Kersey using RPP funds; viewed a presentation on the State Highway Freight Plan and had a good conversation.
- South Central: Region 2 TPRs will plan to meet on quarterly basis; attended a regional transit meeting and were pleased to see some changes such as electronic submittal system, South Central has received most of their money at this point, which is a big relief; multimodal station has NSF and city's purchase sale agreement, which were holding things up, now meeting with an architect and CDOT on the edited SOW, the next stage is getting close to getting construction documents (RPA), actual building should be fairly rapid; CNG station is coming along, an energy coach is working with the COG to guide the process
- Southeast: Adopted the RTP 2 months ago, forgot to report at the last STAC meeting.
- Northwest: Will approve the RTP at the next TPR meeting; SH 9 construction release came out last week, hoping to collaborate on a way to prevent construction delays between SH 9, US 40 Berthoud Pass west side resurfacing, and SH 131 Oak Creek projects during the summer.

STAC COMMENTS

- Vince Rogalski: Bustang was going along well and then the bus operator was sold to a different company – Mark Imhoff will discuss.
- Mark Imhoff: First, thanks to Tom Mauser for his 28 years of service. He's retiring next Tuesday.
    - Two weeks ago, DTR got final approval from OIT. We thought this was the big hurdle.
    - Found out on the following Monday that Horizon Coach Lines (the

	Bustang operator) is selling off their Colorado operations, they already have a buyer - All Aboard America. They already have a big contract with RTD for paratransit and run a service similar to Bustang in New Mexico (called Park & Ride). They've received high marks from NMDOT and were recently awarded a second 8-year contract. Overall we consider this a hiccup but we think that it will be fine. • Thad Noll: Will this create a timeline change? • Mark Imhoff: We hope not, but we're still assessing the impact. • Terri Blackmore: Are there still problems with the Harmony Park & Ride in terms of not having enough spaces to start service? • Mark Imhoff: That's true, there's a shortage in part because there are two airport shuttle companies that pick up there. We are working to resolve this issue but it's not settled yet. The Ft. Collins-Loveland Municipal AP has 350 spaces available and is in talks with the companies to use their facilities for airport shuttle parking. This wouldn't affect the City of Ft. Collins' use of the facility given that we're focused on long-term parking, not daily use.	

Federal and State Legislative Update / Andy Karsian	• Temporary Tag License Plate (SB 90) bill to support both law enforcement and tolling
	  • More efficient for county clerks as well.
	  • Made it through the Senate and now in the House, currently no problems.
	• Safe Routes to School bill has been introduced and calendared
	  • Looking at how to fund infrastructure costs and non-infrastructure costs
	• Budget Bill to continue SB 228 funding in perpetuity if TABOR prevents a transfer in a given year
	  • Currently bumping right up to the TABOR limit (.1% away from hitting it).
	• SB228 Update: Economic forecasts came out last week and were similar to those from December. They anticipate a ½ transfer this year and nothing the following year (or ½ this year and ½ next year, depending on which forecast you use).
	  • A 1% TABOR refund translates to a ½ SB 228 transfer to CDOT.
	  • A 2% TABOR refund translates to no SB 228 transfer to CDOT.
		No action taken.

	STAC COMMENTS • John Cater: Does the Safe Routes bill still take the money for the program out of CDOT's existing budget? • Andy Karsian: Yes, it would be $3M out of CDOT's existing budget. • Jan Dowker: Has CDOT taken a stand on this? We should be putting out more public information about money coming from other sources, since this program is not just transportation-related (also education, communities, etc.) • Andy Karsian: We are continuing the conversation with the bill's sponsor about other funding sources. • Barbara Kirkmeyer: Can you provide an update on HB15-1209, which is related to the CDOT Maintenance Division. • Andy Karsian: It has passed through both houses and was sent to the Governor. • Barbara Kirkmeyer: Why did we think it was a good idea to take highway operations and maintenance out from under Chief Engineer? • Herman Stockinger: Previously, the head maintenance person at CDOT was not at equal level as senior management, and we felt they should be. Most state DOTs don't have the Chief Engineer in charge of maintenance. Maintenance, Engineering, and Operations are the 3 key functions of a DOT and it's felt that each one should be headed up by a separate person – in our case Kyle Lester, Joshua Laipply, and Ryan. The only structural change created by the bill is that Maintenance is no longer under the jurisdiction of the Chief Engineer, it now has its own new division. There is no change in the reporting hierarchy. • Barbara Kirkmeyer: What does this do to the regions? It seems more centralized than before. How will this affect the role of the RTDs? • Herman Stockinger: We shouldn't see any change in the regions, everyone still reports to the RTD. • George Wilkinson: Do the leaders of Maintenance, Operations, and Engineering all have engineering backgrounds? • Herman Stockinger: The Chief Engineer (Josh Laipply) does, but the other two do not. • Barbara Kirkmeyer: Who do the RTDs report to? • Herman Stockinger: The Chief Operating Officer (aka Deputy Director). This person has a broader focus than the Chief Engineer does so it's more	

	appropriate. It was unrealistic that the Chief Engineer could manage all the engineering, maintenance, operations, finance, etc. for all the regions. • Barbara Kirkmeyer: Can we get an updated Organizational Chart for next STAC meeting as a refresher? • Debra Perkins-Smith: Certainly.	

TIGER VII Grants / Ron Papsdorf	• Primary focus is to position CDOT and state to be as successful as possible – results were not as good as they could have been in the past.
	  • State DOTs haven't done as well as local agencies, traditional projects not as successful as multimodal ones, under $10M does better than over $10M, etc.
	  • The only project that advanced in TIGER VI was the Peak Period Shoulder Lanes, but in the end it didn't make the final cut.
	  • We expect a continued focus on quality of life, multimodal projects in the future
	• The Notice of Funding Availability is not yet issued, but we know that $500m will be available, no planning category this time, criteria for projects will be similar to last round.
	• CDOT has worked with the regions, TSMO, HPTE, DTD, DTR, and external partners (such as RTD) to identify most competitive projects based on prior analysis.
	  • Those that can be advanced quickly and have strong non-state partnerships/financial commitments.
	• CDOT has identified 3 potential projects for TC consideration in April:
	  • I-25 Bus on Shoulder from US 36 to Denver.
	  • I-70 West operational improvements for freight, safety, mobility.
	  • I-70 West Simba Run in Vail.
	• All 3 may not move forward, but we think these are the most competitive at this point.
	
	STAC COMMENTS:
	• Vince Rogalski: Why is Southwest Chief listed, but with no money?
	• Ron Papsdorf: That would not be a CDOT application. The SW Chief Commission may submit one and we could potentially partner with, or contribute, to that application, since we have a $3M placeholder in CDOT's
		No action taken.

	budget for that. This is a placeholder depending on what the Commission does. • Mark Imhoff: The legislature passed bill to create the SWC Commission. A local group in Kansas did get a TIGER grant for track repairs last time so there's talk that it could work again. The capital cost in Colorado is $24M – there is a Senate bill for $8.9M in general funds to go toward this, but that's currently in the Appropriations Committee. • Vince Rogalski: The need is to improve the track so that speeds can be maintained. • Barbara Kirkmeyer: Are these three projects currently included in the TIPs, STIP, or SWP? • Ron Papsdorf: Yes, they are. Simba Run is included, but has a $5M gap. I-70 west is included as a set of projects from I-70 Mountain Corridor record of decision and the Operations Plan, and the I-25 Bus on Shoulder "reversible lane" is recommended by US 36 Mayors and Commissioners Coalition and RTD plans. • Barbara Kirkmeyer: Are these listed by priority? • Ron Papsdorf: No, we are still doing more research to determine that. US DOT prefers that we prioritize them. • Elise Jones: Based on recent visit, there is lots of support for the I-25 Bus on Shoulder project in Washington. • Bentley Henderson: Are there no state funds in these projects currently? • Ron Papsdorf: There would be CDOT money in all of them, but potentially more outside money on I-25. Simba Pass is already in RAMP and I-70 West would likely come from Operations funds. • Herman Stockinger: We're ahead of the game, but still waiting for the NOFA to know for sure what we need to submit the best apps. As STAC requested, we're ahead of it this year. Once we have all the details the list will be finalized and prioritization set by internal group with expertise. • Barbara Kirkmeyer: I-25 N Coalition would probably support this if it included the I-25 "missing miles". • Johnny Olson: We are working on this currently with previous TIGER and RAMP funds and our estimates are that they will get us to 136th Ave., so there will be a gap • Herman Stockinger: Filling that gap would be very similar to the past funded TIGER project, so I don't think that the Feds would fund such a similar	

	project in the same place twice. I feel the same about the Southwest Chief application.	
Statewide Plan Executive Summary Video / Michelle Scheuerman	• Michelle Scheuerman presented the final Statewide Transportation Plan Executive Summary video to the STAC. **STAC COMMENTS** • Norm Steen: We never talk about the "information" piece of the CDOT mission – is that new? • Michelle Scheuerman: One of the components of our Futures Forward Initiative includes new data and technology, and this will be included. • Norm Steen: Does this include Dark Fiber projects not directly related to transportation? • Debra Perkins-Smith: The TSMO Division would know more about that, we can get you more information.	**No action taken.**
State Highway Freight Plan / Jason Wallis	• Jason Wallis came before STAC to give a presentation on the State Highway Freight Plan. • Taking a Phase I / Phase II approach – trying to get our heads around what Phase II will look like and want some feedback from STAC on this. Trying to integrate all modes together this time. • Phase I looks at the system, intermodal connectors, and brings private sector into the conversation, with a goal to submit to FHWA in May. • Phase II is conversation with other stakeholders, FAC, STAC, TRAC and how they will coordinate and integrate all modes into one piece. • Draft Freight Corridors developed by using data on AVMT and truck percentage of roads, which balances urban and rural areas. Also combined with other factors. • Safety is a big focus for CDOT but we don't have a lot of strategies that are specific to commercial vehicles. • Overview of data comparison between freight and general driving population. • Overview of economic issues: imports, exports, freight by mode, freight commodities by value and by weight. • State Highway Freight Plan will be in compliance with MAP-21, other CDOT	**No action taken.**

	plans. • Provided timeline of the State Highway Freight Plan development moving forward. **STAC COMMENTS** • Buffie McFadyen: Concerned that while SH 10 is listed as a freight corridor, SH 96 and SH 350 aren't. All three were previously used for shipping fuel, but Colorado State Patrol is no longer allowing fuel movement on those roads. Don't know exactly why but we're losing business to neighboring states. Is there any push to look at this issue? • Jason Wallis: There is a role for CDOT in hazmat issues and whether these are being enforced properly. We can discuss with Colorado State Patrol to see but ultimately it is their decision. • Buffie McFadyen: Thank you. If you're looking for stakeholders for the FAC I would like to be included. It's a big concern in this region. • Terri Blackmore: Can we have the updated slides? These are out of date. • Tim Kirby: We will send them on Monday. • Debra Perkins-Smith: There will also be a draft freight plan going out on April 10th for the STAC's review. • Barbara Kirkmeyer: Jason has been doing a good job on his own on this but I want to express disappointment that the TPRs were not included in the development of the draft plan. This issue has been brought up repeatedly over the past year. The freight corridor maps don't line up with what we include in our RTPs. I don't know where these needs and issues came from. Weld County represents 80% of the state's oil and gas production and wind energy, it's the #1 county for freight, and the 9 or 10 top producing agricultural counties are in the eastern portion of the state, and we weren't involved at all. Very disappointing. This would've been useful for us to have in the RTP development process. I would like to be involved as a stakeholder, not just through the STAC. • Debra Perkins-Smith: We are still in the very early stages of this process, and so far we have been collecting and analyzing the data. Phase I was about data collection and refinement and now we want to roll up our sleeves and get down to work with the stakeholders. We want to know how you want to be involved in this process. • Barbara Kirkmeyer: I think you should expand the FAC with our	

	involvement. • Debra Perkins-Smith: Do you want individual STAC members on there? Should it be everyone? We don't want it to be too large. • Barbara Kirkmeyer: I don't think it's a problem for the FAC to be large, I think that's a good thing, it shows interest and involvement. • Debra Perkins-Smith: We can put together a list for next STAC meeting with all of the past participants that have been involved in the development of the other plans and potential future ones so that we may discuss the future composition of the FAC. • Vince Rogalski: Don't hold any FAC meetings between now and then, or inform us if you do. • Doug Rex: Is the FAC only industry at this point? • Debra Perkins-Smith: We started with an industry group and now we're expanding to make it more inclusive. • Vince Rogalski: The first phase was focused on data collection and analysis and the second phase is about deciding what do we do about this? • Barbara Kirkmeyer: And this is a DRAFT plan, right? • Debra Perkins-Smith: Yes, this is a Draft of the Phase I of the plan. • Norm Steen: And there will be a rail component, correct? • Debra Perkins-Smith: Yes, we're bringing all of the various modes together for Phase II.	

Oil & Gas Impact Study / Jenny Young (FHU) & Janna Raley (BBC)	• Before deciding how to address the impact of oil and gas development on the transportation system, we needed to first assess what those impacts are and whether they are serious enough to require action. The SWP provides a good framework for this.
	• At our STAC retreat you requested that we bring you issues in-process, not just at the end when everything is wrapped up. So this is still a work in progress with some unanswered questions. Now to Jenny.
	• 4 Key Questions:
	  • How much truck traffic in 2013 was O&G related?
	  • What portion of loads in ESALs was related to the industry?
	  • Estimated costs to offset these impacts?
	  • Estimated costs on a per-mile basis to offset these impacts?
	• We will discuss questions 1 and 2 today.
		No action taken.

	• Attempt to isolate damages caused by industry and estimate costs needed to offset them.
	• Didn't develop a statewide model, so we had to make some generalizations and assumptions.
	  • Trip lengths and roadway characteristics.
	• Map indicates clustering of industry activity in certain parts of the state, and highways in these areas are most likely to experience impacts.
	  • Drivability Life ratings on these corridors are slightly better than the state highway average.
	• The number of new wells added each year is declining, but production on existing wells continues to increase.
	• Big difference in transportation impact of opening a new well vs. maintaining and existing well
	  • 9,000 during development, 550 afterwards (yearly)
	• Transportation by pipeline is becoming more prevalent in CO.
	  • Primarily in Weld Co.
	  • 60% of new wells are using pipelines, hard to get number for all of them.
	• Heavy Vehicle Impacts
	  • A water truck can have 3,500 – 14,000 times the impact of a passenger car.
	  • A rig truck can have 21,000 – 46,000 times the impact of a passenger car.
	• Estimated load on the State Highway System generated by O&G development.
	• Estimated between 3%-10% of system wide ESAL miles.
	  • .5%-2% percent during development phase.
	  • 2.5%-8% percent during production phase.
	• Developed an O&G Impact Calculator Tool in Excel
	  • Site-specific, not system-wide.
	  • Variables include surface type, length, development costs, etc.
	• For example, 1 mile on SH 14 estimated at $11,000 impact during development and $700 annually during production.
	• Next step is to apply this cost estimation method from the tool to all ESAL miles on the entire State Highway System.	

	• Will present on that at April STAC meeting. **STAC COMMENTS** • Mark Dowaliby: Without oil and gas there would be no VMT.	

Draft FY 2016 – FY 2019 STIP / Jaime Collins	• Intro – what is the STIP? To get federal funds a project must be in the STIP
	• Currently developing STIP for FY 2016 – FY 2019
	• SWP is high level, 10 YDP is more focused, and then STIP is the 4 year list of projects getting ready to go.
	• STIP is now evaluated as part of the Cash & Program Management initiatives – not just the budget as in the past.
	• Trying to make the STIP more flexible and reduce the need for daily STIP amendments, want to do bigger amendments twice yearly instead.
	• Worked with CDOT staff, FTA, FHWA, and MPOs over the last year to design this.
	• Looking to include the TIPs by reference.
	• What you see here is not the public-facing document – we're going to make that more interactive and searchable web version.
	• The biggest change is making it a rolling, 4-year STIP rather than 6-year as it is now.
	  • A mini-update will occur each year to add a new year to the end of the STIP.
	  • Every 4th year we will go through the bigger 4P process as we do now.
	• The STIP will highlight 3 types of entries: Regionally Significant projects, Programs, and MPO TIPs (by reference).
	• Approximately $5.6 billion in projects and programs for FY 2016 – FY 2019.
	• STIP Performance Measures will link to PD 14.
	• STIP Approval Timeline:
	  • 3/18 – TC Review of Draft STIP
	  • 3/27 – STAC review of Draft STIP
	  • 4/3 – 5/8 – Public Comment Period
	  • 4/16 – STIP Public Hearing at TC Meeting
	  • 4/24 – STAC Review of Draft STIP & Public Comments
	  • 5/31 – TC Approval of STIP
		No action taken.

	• 6/1 - 6/30 – FHWA / FTA Approval of STIP • 7/1 – FY 2016 - FY 2019 STIP Effective	

FY 2016 Budget Update / Louie Barela	• FY 2016 budget adopted by TC last month
	• Three sections: DOT, HPTE, & Bridge Enterprise
	  • Required to break it out this way by the Governor's Office of Management & Budget
	  • Totals at the bottom.
	• Includes ½ transfer of SB 228 based on presumed TABOR refund.
	  • 10% to transit projects
	• Some changes from November draft:
	  • Increase in administrative line by $225,000
	  • Reduction in Aeronautics by about $9m
	  • TC Contingency reduced by about $300k
	• No changes to RAMP allocations from November draft but still included on the attachment.
	
	STAC COMMENTS
	• Vince Rogalski: Important to remember that there's a carry-over of contingency from FY 2015.
	• Terri Blackmore: Colorado was recently highlighted on Governing.com as 16th nationally for budget transparency. Kudos on that, it's a big improvement.
	• Norm Steen: How would I discover the amounts for RPP?
	• Debra Perkins-Smith: It's on Line 41.
		No action taken.

Stand Up 4 Transportation Advocacy Day / Amy Ford	• Collaboration between CDOT, RTD, and CASTA. • Talking about the role of transportation in people's lives, the funding need, what transportation does for them, and how we are continuing to move forward. • Invitation sent to elected officials around the state. • A national effort, more than 100 agencies across the country. • Thursday, April 9th – big event at Denver Union Station. • Trying to extend this to a whole week leading up to the 9th. • Wednesday, April 8th at 10:00 AM – big media event to talk about	**No action taken.**

	transportation, big signature projects in each region, etc. • Locations not completely set but we'll send them out: Durango, Grand Junction, Fort Collins, and Colorado Springs. • Street teams promoting in the regions. • www.StandUp4Transportation.org for more information.	
Other Business	• Debra Perkins-Smith: Executive Director Bhatt wanted to attend today but is in California for the WASHTO meeting. He is scheduled to attend STAC in April.	**No action taken.**
	• ADJOURN	