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**MPO Planning Council**

- Mayor Pro-Tem Gerry Horak- Chair  
City of Fort Collins
- Mayor Kevin Ross- Vice Chair  
Town of Eaton
- Jennifer Baker  
Town of Berthoud
- Mayor John Morris  
City of Evans
- Town of Garden City
- Mayor Tom Norton  
City of Greeley
- Troy Mellon  
Town of Johnstown
- Commissioner Tom Donnelly  
Larimer County
- Paula Cochran  
Town of LaSalle
- Joan Shaffer  
City of Loveland
- Mayor Pro-Tem Linda Measner  
Town of Milliken
- Mayor Don Brookshire  
Town of Severance
- Paul Steinway  
Town of Timnath
- Commissioner Sean Conway- Past Chair  
Weld County
- Mayor Kristie Melendez  
Town of Windsor
  
- Chris Colclasure  
CDPHE- Air Pollution Control Division
- Kathy Gilliland  
Transportation Commission

**MPO Staff**

- Terri Blackmore  
Executive Director
- Becky Karasko  
Regional Transportation Planning Director
- Rena Steffen  
Administrative Director
- Crystal Hedberg  
Finance and Operations Manager

**Next Council Meeting**  
**July 7, 2016**  
**Severance Town Hall**  
**3 S Timber Ridge Parkway**  
**Severance, CO**

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

June 2, 2016

**\*NEW LOCATION:**

**Greeley Recreation Center  
 651 10<sup>th</sup> Ave., Rooms A & B  
 Greeley, CO**

**Council Dinner 5:30 p.m.**

MPO Council Meeting – 6:00 to 8:30 p.m.

*Pledge of Allegiance*

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

*Anyone in the audience will be given time to speak to 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-May 5, 2016 (Pg. 8)

**Lead Planning Agency for Air Quality Agenda**

**Estimated Time**

**COUNCIL REPORTS:**

3. Air Pollution Control Division Report (Pg. 15) (Written Report)
4. Regional Air Quality Council (RAQC) (Pg. 17) Blackmore/Horak 5 min

**Metropolitan Planning Organization (MPO) Agenda**

**Estimated Time**

**REPORTS:**

- |                                       |                  |       |
|---------------------------------------|------------------|-------|
| 5. Executive Director Report (Pg. 20) | Terri Blackmore  | 5 min |
| 6. Report of the Chair                | Gerry Horak      | 5 min |
| 7. TAC (Pg. 23)                       | (Written Report) |       |
| 8. Finance (Pg. 25)                   | Kevin Ross       | 5 min |

**CONSENT ITEM:**

- |                                   |               |  |
|-----------------------------------|---------------|--|
| 9. 2016 Q2 TIP Amendment (Pg. 28) | Aaron Buckley |  |
|-----------------------------------|---------------|--|

**ACTION ITEM:**

- |   |                     |        |
|---|---------------------|--------|
| 10. 2015 Audited Financial Statements (Pg. 33)  | Hedberg/Tyra Litzau | 10 min |
| 11. FY2017 UPWP (Pg. 87)                        | Terri Blackmore     | 15 min |
| 12. Approval of Funding of MPO Remodel (Pg. 90) | Crystal Hedberg     | 5 min  |

**PRESENTATIONS:**

- |  |                |        |
|--|----------------|--------|
| 13. Denver/North Front Range Moderate Area Ozone SIP | Ken Lloyd      | 20 min |
| 14. Express Lane/I-25 Expansion                      | Megan Castle   | 20 min |
| 15. Rural Regional Statewide Bus Network(Pg.91)      | Suzanne O'Neil | 10 min |

**DISCUSSION ITEMS:**

- |  |               |        |
|--|---------------|--------|
| 16. Bike/Traffic Counters Update (Pg. 110) | Aaron Buckley | 5 min  |
| 17. CMP Annual Report (Pg. 112)            | Medora Kealy  | 15 min |

**COUNCIL REPORTS:**

- |                                  |                 |        |
|----------------------------------|-----------------|--------|
| Transportation Commission Report | Kathy Gilliland | 15 min |
| CDOT Region 4 Report             | Johnny Olson    |        |
| North I-25 Funding Subcommittee  | Gerry Horak     |        |
| North I-25 Coalition             | Joan Shaffer    |        |
| STAC                             | Becky Karasko   |        |
| Host Council Member Report       | Tom Norton      |        |
| Other Council Members Reports    | Council Members | 5 min  |

**MEETING WRAP-UP:**

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



## **MPO MEETING PROCEDURAL INFORMATION**

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

## GLOSSARY

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 <sub>3</sub>	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

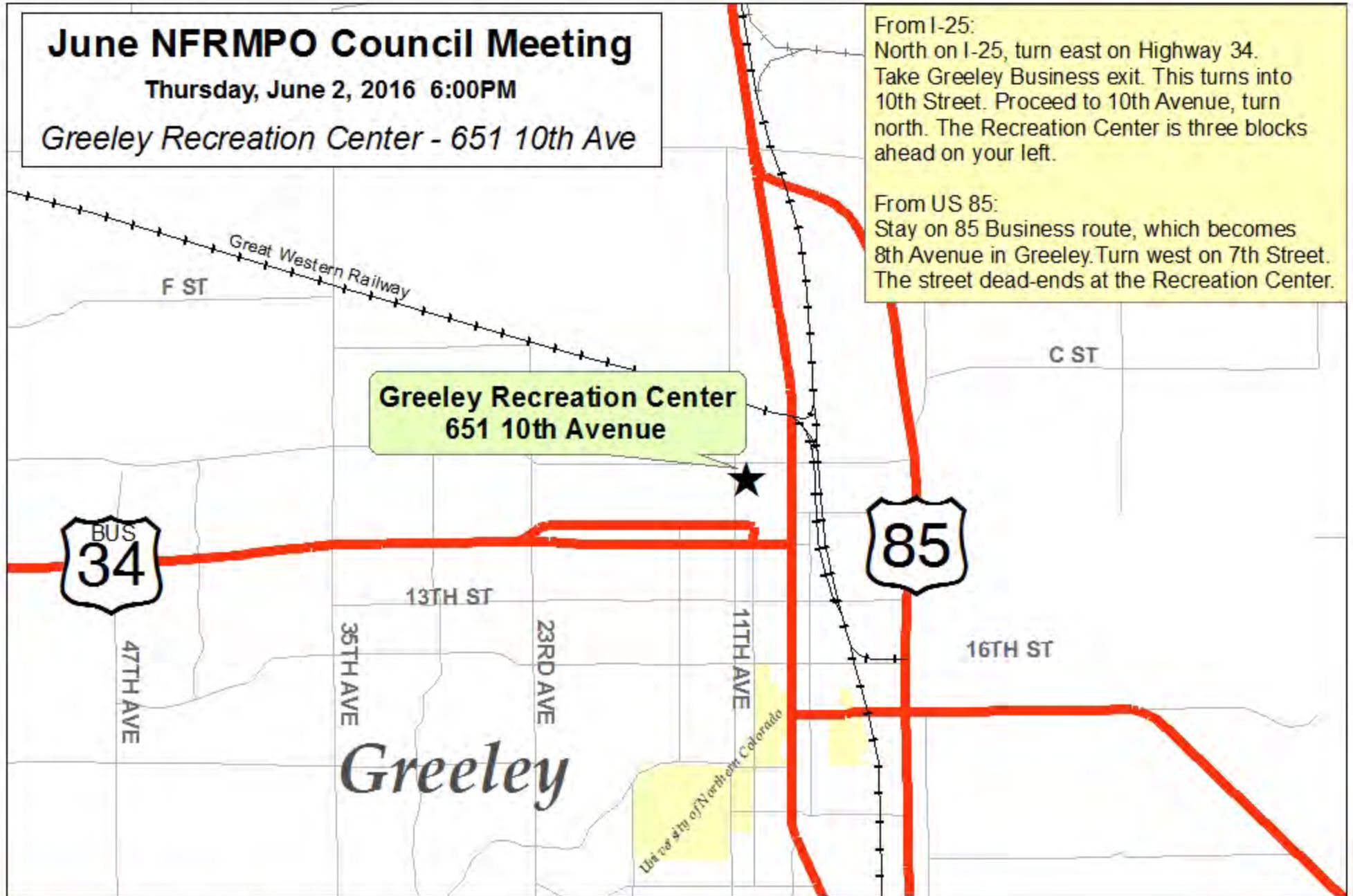
# June NFRMPO Council Meeting

Thursday, June 2, 2016 6:00PM

Greeley Recreation Center - 651 10th Ave

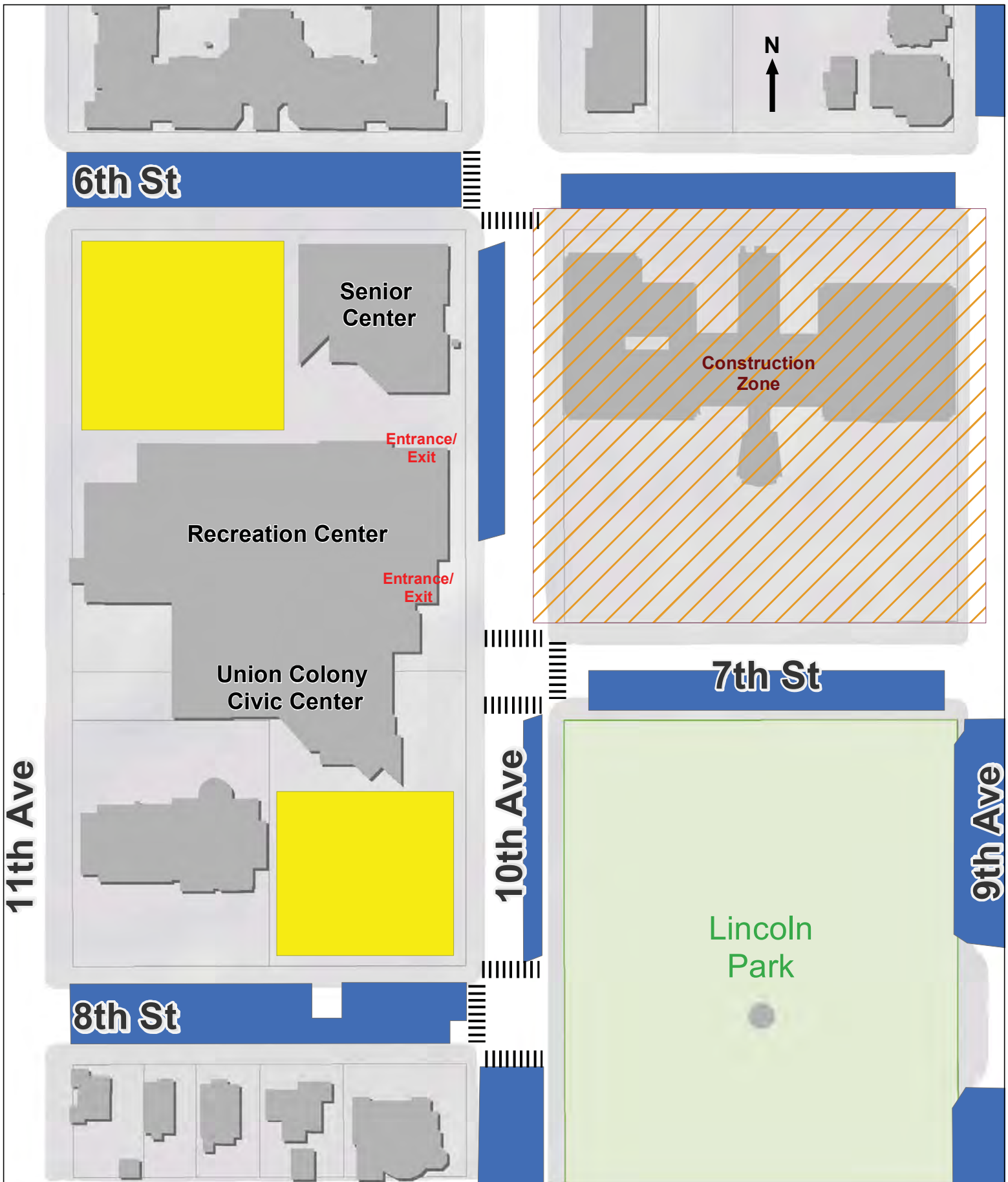
From I-25:  
North on I-25, turn east on Highway 34.  
Take Greeley Business exit. This turns into  
10th Street. Proceed to 10th Avenue, turn  
north. The Recreation Center is three blocks  
ahead on your left.

From US 85:  
Stay on 85 Business route, which becomes  
8th Avenue in Greeley. Turn west on 7th Street.  
The street dead-ends at the Recreation Center.



0.8 0.4 0 0.8 Miles





### Parking near the Recreation Center Downtown Greeley, CO

-  Evening Parking Lot
-  Evening On-Street Parking
-  Construction Zone

May 5, 2016 Council Meeting Minutes



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

**May 5, 2016**

**6 p.m.**

**Loveland Police & Courts Building  
Police Institute Room  
810 E. 10<sup>th</sup> Street  
Loveland, CO**

**Voting Members**

**Present**

**Gerry Horak-Chair** -Fort Collins  
 Jeff Hindman -Berthoud  
 Kevin Ross -Eaton  
 Tom Norton -Greeley  
 Troy Mellon -Johnstown  
 Tom Donnelly -Larimer County  
 Sharon Lookhart -LaSalle  
 Joan Shaffer -Loveland  
 Linda Meisner -Milliken  
 Paul Steinway -Timnath  
 Kathy Gilliland -Trans. Comm.  
 Julie Cozad -Weld County  
 Myles Baker -Windsor

**Absent**

Chris Colclasure -CDPHE  
 John Morris -Evans  
 Don Brookshire -Severance  
 \*No member -Garden City

**MPO Staff:**

Terri Blackmore, Executive Director; Renae Steffen, Administrative Director; Crystal Hedberg, Finance and Operations Manager; Aaron Buckley, Transportation Planner; Merry Anne Hood, VanGo Customer Service Specialist/Title VI Coordinator.

**In Attendance:**

Dawn Anderson, Jeff Bailey, Ken Bennett, Eric Bracke, Amanda Brimmer, Leah Browder, Dave Clark, LeRon Ehrlich, Jim Eussen, Myron Hora, Mark Jackson, Major Tim Keeton, Paul Lee, Suzette Mallette, Luke O'Dell, Johnny Olson, Claudia Reich, Elizabeth Stolfus, Gary Thomas and James Usher.

Chair Horak called the MPO Council meeting to order at 6:00 p.m.

**PUBLIC COMMENT:**

Luke O'Dell, District Director for Congressman Ken Buck (CO-04), introduced himself to the Council and offered his contact information and assistance on any federal issues to the Council as a whole or the member's individual communities.

**APPROVAL OF THE MEETING AGENDA:**

*Ross **moved** to approve the May 5, 2016 meeting agenda as presented. The motion was **seconded** and **passed** unanimously.*

## **APPROVAL OF THE MINUTES:**

Ross ***moved*** to approve the April 7, 2016 meeting minutes. The motion was ***seconded*** and ***passed*** unanimously. Hindman and Lookhart abstained as they had not attended the April 7 meeting.

## **Lead Planning Agency for Air Quality Agenda**

Chair Horak opened the Air Quality portion of the meeting.

### Air Pollution Control Division Report

Chris Colclasure, CDPHE Deputy Director, gave the CDPHE Air Pollution Control Division May 2016 NFRMPO Council Presentation to the Council. He indicated that it will take approximately 3 weeks to rerun the model and said APCD is cautiously optimistic that the new results will demonstrate attainment. He believes it will be very close and they have some steps they can take to adjust or finesse the modeling results, such as different filters that can be applied to the model, the exclusion of high ozone days, and the inclusion of exceptional events that were not previously acted on by the Environmental Protection Agency. More information is available on the Regional Air Quality Council (RAQC) website. Colclasure briefly reviewed the Monthly Report from CDPHE May 2016 and his handout from the Bureau of Land Management with the Council.

Ross requested that the ozone numbers be shared with the Council when they were complete. Blackmore indicated that the Ken Lloyd, RAQC Executive Director, would be giving a presentation to the Council in June and should have the information then. Ross also requested more information on Reasonably Available Control Technology (RACT). Colclasure agreed to get the link to the requested information to the Council as soon as possible.

Horak invited all of the Council members at the table to introduce themselves since there were several new members in attendance. Everyone at the Council table stated their name and community and introduced anyone in the audience who had attended with them.

### Regional Air Quality Council –RAQC

Blackmore briefly reviewed the RACQ April 8, 2016 Meeting memo with the Council. She also mentioned that NFRMPO is considering using some excess air quality money received through CDPHE to supplement some local outreach for Ozone Aware in the North Front Range Communities to possibly purchase some bus back advertising in Fort Collins, Loveland and Greeley.

Horak explained that the Ozone Aware program, which may also be discussed by Lloyd at the June meeting, was now going to be called Ozone Action and will be marketed by a new agency that will monitor user behaviors to ensure the appropriate programs, such as “Mow Down Pollution” are being provided to best reach their goals. The program was initially funded with Denver Regional Council of Governments (DRGOG) money but it is now necessary for them to receive local funding. He would like the City of Fort Collins to include the program in one of their next two budget cycles and encouraged support from other local communities as well.

## **Metropolitan Planning Organization (MPO) Agenda**

Chair Horak opened the MPO portion of the meeting.

## **REPORTS:**

### Executive Director Report:

Blackmore briefly reviewed information from the May 2016 Director’s Report Addendum, highlighting her updates on the FY 2017 UPWP, VanGo™ Restructuring and the NFRMPO Audit. She encouraged everyone to contact their representatives regarding Senate Bill 16-210, the FIX Colorado Roads Act, as it would need

additional support to pass in the House of Representatives. Horak added that although the bill had passed the Senate Committee on Finance with a 3-2 vote earlier that day, and would potentially pass the second reading, it would need considerable backing to pass in the House.

Report of the Chair:

Chair Horak announced that Paul Steinway, Town of Timnath Council member, had agreed to serve on the Finance Committee to replace Jan Dowker, who did not run for reelection on the Berthoud Town Board and was therefore, no longer a member of the MPO Council.

TAC:

A written report was provided.

Finance:

Ross reviewed information from the April 21, 2016 Finance Committee Report, Meeting Minutes and the Accounting Software/Server Memo with the Council.

**ACTION ITEMS:**

MPO Office Lease/Remodel Financing-

Crystal Hedberg, Operations and Finance Manager thanked Chair Horak for his assistance with the lease process with Blue Ocean and reviewed the Office Lease memo with the Council.

She indicated that there would be a loan contract signed by Chair Horak and that the loan would have the lowest interest rate of any of the VanGo's investments which was currently only .11%, which would retain VanGo™'s interest. Gilliland asked what was involved in the remodel. Hedberg responded that the center offices were becoming a single conference room. Donnelly requested that Hedberg tell the Council about VanGo™ reserves. Hedberg explained that the program had an excess of \$800,000 over reserves and that she would be requesting an annual payment each fiscal year from the local match which will reduce the amount going into the reserves and the local communities would not be expected to put in any additional money. The funds for repayment would come from both federal and local sources. Horak added that having the remodeling costs included in the lease payment would have been substantially more money over the term of the lease, making it financially prudent to pay for the improvements separately.

*Shaffer **moved** to approve a Temporary Loan from the VanGo™ Program to Fund the MPO Office Remodeling Cost with the Loan being repaid to VanGo™ at 1/5 of the MPO Portion Per Year for Five Years. The motion was **seconded** and it **passed** unanimously.*

Horak requested a motion from the Council for the MPO purchase of the accounting software/server needed specifically for VanGo™ that Ross discussed in his Finance Committee report for Agenda Item 8.

*Ross **moved** to approve the Use of VanGo™ Funds to Purchase a Server Update at a Cost of approximately \$6,700. The motion was **seconded** and it **passed** unanimously.*

2016 Title VI Plan

Blackmore briefly reviewed the FY2016 Update to the NFRMPO Title VI Plan memo with the Council to comply with federal requirements.

*Shaffer **moved** to approve Resolution 2016-07 Adopting the Updated 2016 Title IV Plan. The motion was **seconded** and it **passed** unanimously.*

**PRESENTATIONS:**

Traffic Incident Management

Elizabeth Stolfus, Transportation Engineer and President of Stolfus and Associates, Inc., and Major Tim Keeton of the Colorado State Patrol introduced themselves and gave the *Traffic Incident Management Program: Introduction & Call to Action* presentation to the Council. Stolfus concluded the presentation stating that they were looking for more Northern Colorado citizens to partner with them in finding solutions. Blackmore noted that when the TIM presentation was given to TAC on April 20<sup>th</sup> Martina Wilkinson, Traffic Engineer, City of Fort Collins, had pointed out the importance of letting local traffic operations offices know when there is an incident requiring traffic reroutes so they can adjust local traffic operations which would in turn impact the overall traffic flow.

#### US 34 Big Thompson Canyon Project

Johnny Olson, CDOT Region 4, introduced James Usher, CDOT US 34 Project Director. Usher gave the US 34 Project Update to the Council. Olson added that although CDOT wants to get projects completed as quickly as possible and save taxpayer's money, public safety is a high priority and he would like to have a 24 hour coordination center set up for emergency communications. He also commented that detour routes, such as US 36, should be strongly considered when there are lengthy delays. Shoulder improvements will be assessed with assistance from the biking community. Shaffer asked for confirmation that US 36 had been completed. Usher replied that it was completed in preparation for the canyon project and added that it would also be imperative that CR 43 is completed so it can be used as a detour route. Shaffer asked if there would be outreach meetings in each of the communities. Olson replied that there would be and a meeting was scheduled in Loveland on May 17<sup>th</sup>. Gilliland added that there would also be 1 public meetings scheduled. Horak suggested the use of social media and a video that could be viewed through local cable systems, as they are free and available to almost everyone. Donnelly asked if the existing US 34 passing lanes would be maintained by CDOT. Usher responded that they will maintain existing lanes and restore those that had not been yet been reopened. He also noted that they were working with their stakeholders on plans for slow-vehicle and recreation pull-offs.

### **DISCUSSION ITEM:**

#### 2016 Q2 TIP Policy Amendment

Aaron Buckley, Transportation Planner, reviewed information from the 2016 Q2 TIP Policy Amendment Discussion AIS with the Council and informed them the amendment would be a consent item on the June Council meeting agenda.

### **COUNCIL REPORTS:**

#### Transportation Commission Report

Gilliland reported on the following:

- TIGER/FASTLANE Grants- gratitude expressed to all for their work on grant applications and letters of support. The commission granted an additional \$50M to cover express lane revenue shortage and make it whole for the next few years. Donnelly commended Gilliland's fervent effort in obtaining the additional funding.
- I-25 Express Lane from US 36- 120<sup>th</sup> -will be free for a trial period and is worth trying out. Reports so far are good and traffic flow has improved on all lanes. They are working on a way to mark a confusing section near Denver at I-270.
- Berthoud Hill Climbing Lanes Project- scheduled to break ground on May 19<sup>th</sup>.

#### CDOT Region 4

Olson briefly reviewed the CDOT Project Status Updates (May 2016) with the Council and reported on the following:

- I-25 Grant funding- still short \$500,000. A meeting is scheduled with Berthoud discuss their commitment and they are continuing to work with Greeley, who has provided a letter of support, on a possible commitment in the near future. He is confident they will receive the money needed.
- TIGER Grant- has been submitted looks very promising. Project is now \$237M as \$2M in ITS infrastructure was added, also \$5M from DTR for the park and ride @ Kendall Parkway.

- Flood program- permanent repair total is currently \$629M- have \$450M, may not be able to complete project in three years but want to at least complete the design.
- LaPorte Bypass- utilities are being moved. This will be the first roundabout in the region on a major arterial.
- Berthoud Hill Climbing Lanes- there will be a groundbreaking ceremony hopefully before May 19. Aaron Greco is in charge of the event.

#### North I-25 Funding Subcommittee

Horak announced the next meeting would be at 11:30 on May 13<sup>th</sup> at Perkins Crossroads.

#### North I-25 Coalition

Shaffer reported that the Coalition has been focusing on communications to help get Senate Bill 16-210 passed through the House. Gilliland commented that CDOT was neutral on the bill and would not be taking a position.

#### STAC Report

Blackmore briefly reviewed the STAC Summary- April 29<sup>th</sup>, 2016.

#### Host Council Report

Shaffer welcomed everyone to Loveland and recognized Loveland City Council member, Dave Clark and Public Works Director, Leah Browder. She also thanked Brenda Browning for her assistance in getting the meeting set up. She then reported on the following:

- Railroad Avenue – bridge reconstruction and flood recovery repairs will begin in October.
- Governor's Art Show- is on now through May 29<sup>th</sup>. It features Colorado artists and is sponsored by two local Rotary Clubs.
- US 34 at Boyd Lake Avenue- currently in Phase I of intersection improvements and preparation for US 34 widening
- Taft Avenue Bridge- replacement and bridge widening to begin in October.
- Larimer County Road 3 – working with the County provide road construction and maintenance.
- September projects- Byrd Drive Extension, Crossroads Blvd. to Earhart Drive, reconstruction of 14<sup>th</sup> Street southwest of Railroad to Taft Ave., major street overlay on Wilson Avenue.

Larimer County- Donnelly proudly announced that College for Kids at Aims Community College is celebrating 36 years of summer educational fun and this year, students ages nine to 13 will take two classes a day for just \$50 thanks to Larimer County's contribution of an additional \$50 to every child who participates at the Loveland Campus. The classes run Monday through Thursday, from 9 a.m. to 4 p.m.

Weld County- Cozad commented that it was great to be sitting at the MPO Council table again and noted that she has been involved with the efforts of the US 34, I-25 and US 85 coalitions, as well as MPO meetings, whenever possible. She then reported on the following:

- CR 49- will be complete in two construction seasons. Weld County is funding \$150M using cash for the project. Updates can be viewed on the Weld County website.
- Bright Futures Program- provides funding for post-secondary education for every High School student, GED recipient and veteran in Weld County. The County exceeded its fundraising goal of \$1M by more than \$100,000 so far, and is still receiving donations. The program is expected to make a substantial impact on their economy and workforce.

Greeley- Norton reported that the group Stop Taxes on Private Projects that was trying to force a vote on a city ordinance authorizing a 60-year lease for the property at 919 7th St., where a hotel will be built, only received 88 of the 1,602 signatures required to get it on the ballot. He also noted that there will be in excess of \$200M in new construction projects in Greeley over the next year, including a major building project at UNC.

Milliken- Measner thanked the MPO for their part in funding the Poudre River Trail which will be completed very soon.

Johnstown- Mellon announced that Johnstown's BBQ Day is June 4<sup>th</sup>. He also noted Johnstown will be signing the \$1M allocation for I-25 for the grants or for any future I-25 project at their next town meeting

Eaton- Ross reported that the Town of Eaton had approved the first phase of a development project south of Governor's Ranch and they continue to work on their spotlight project at US 85.

Windsor- Baker announced that Kristie Melendez was the newly elected Mayor of Windsor and would be the MPO Council member, he will continue as the alternate. Paul Rennemeyer, Ken Bennett and Brenden Boudreau were also elected to the Windsor Town Council. He then reported on the following:

- Railroad Crossing Quiet Zones- Work is continuing on the TIGER Grant funded project.
- Windsor Rec Center Expansion- is progressing on schedule and should be complete at the end of August.
- I-25 TIGER/FASTLANE Grants- Windsor has committed to \$1M

Timnath- Steinway reported that the Harmony Road project bids came in much higher than expected so they are considering options that will allow them to continue the project this year. Timnath has proudly contributed \$500,000 to the I-25 project.

Berthoud- Hindman announced that he and Jennifer Baker had been assigned to the MPO Council in the Town of Berthoud's recent election process.

- Berthoud Hill Climbing Lanes- residents are very excited for the project to break ground as it will make I-25 access much safer and allow for the new Love's Travel Stop to be completed at the corner.
- TIGER Grant- Berthoud still considering their contribution to the funding, but do plan to participate.
- SH 56 – new pavement being laid between the roundabout and I-25.

Fort Collins- Horak encouraged members of the Council send comments to Blackmore by July 5<sup>th</sup> on how their communities have been affected by the Train Horn Noise Rule since it became effective. He noted that there will also be a session on it at the Council of Municipal League (CML) Convention in June. He announced that he had received information during the meeting that Senate Bill 16-210 had passed appropriations and would go to a 2<sup>nd</sup> and 3<sup>rd</sup> reading prior to going before the House on May 9<sup>th</sup>.

## **MEETING WRAP-UP:**

### Final Public Comment:

There was no comment.

### Next Month's Agenda Topics and Suggestions:

- 1) RAQC will report on the SIP and Ozone Action Program
- 2) Megan Castle will present on the Express Lane/I-25 Expansion

The meeting was adjourned at 8:15 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

Air Pollution Control Division Report: June 2016

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

June 2016

### The Colorado Air Quality Control Commission:

- Commissioners were briefed on May 19 on oil and gas emission control programs, and later toured well sites and production facilities in Weld County. Anadarko Petroleum Corporation hosted the commissioners.

### The Air Pollution Control Division:

- With the peak ozone season (June-August) upon us, APCD air quality meteorologists are again issuing daily air quality forecasts for the entire ozone nonattainment area. For the first time, forecasts are based upon the new 70 ppb federal ozone standard. As a result, more Air Quality Health Advisories for Ozone are expected, thereby reflecting the tougher standard. All advisories are posted on the APCD webpage ([www.colorado.gov/airquality](http://www.colorado.gov/airquality)) and featured on the APCD Facebook page and Twitter feed.
- On Thursday, May 12, the U.S. EPA finalized standards to reduce emissions of methane and volatile organic compounds (VOCs) from new and modified oil and natural gas facilities. EPA's action follows Colorado's 2014 requirements for oil and gas operators to detect and repair methane and VOC leaks using infrared cameras or other approved instruments. Colorado's rules are more protective in that they apply to both new and existing sites, and require more frequent inspections of facilities with higher emissions. The APCD has seen the number of facilities with leaks decrease approximately 75% since implementing Colorado's rule. The APCD is evaluating the differences between the state and federal rules, and potential ways to reconcile the regulations. EPA established a process for owners and operators to seek EPA approval of alternate leak detection methods.



Regional Air Quality Council (RAQC) Report: June 2016

## Regional Air Quality Council Report (RAQC)

May 4, May 6, 2016 Meeting and various calls

### Modeling Presentation

- On May 4, RACQ held a special session on the modeling necessary for determining attainment and projection of future attainment
- The modeling of the future attainment status takes three weeks to complete

### Draft Reasonably Available Control Measures

- RAQC presented the control measures reviewed and analyzed for implementation feasibility and timeline for implementation
  - Measures fell into one of three possibilities – feasible and implementable by 2017; feasible but not possible by 2017; and not feasible
  - As part of the review, RAQC review control measures recommended by EPA and those used in other SIPs

### Draft Contingency Measures

- Contingency measures must be identified in the event that a non-attainment area does not meet the attainment standard or does not exhibit reasonable further progress toward meeting the standard
- Two contingency measures were identified
  - Retirement of the Valmont Unit 5 retirement
  - Switching Cherokee Unit 4 to Natural Gas
- Draft Public and Stakeholder Input Plan
- **RAQC Approval Process Timeline**

Action	Date
<b>RAQC Board Review of Individual SIP Chapters</b>	March –June 2016
Draft Proposed SIP (All Chapters) Available on RAQC Website	May 23, 2016
Written Comments on Draft Proposed SIP Due	May 31, 2016
Public Comment Period	June 3, 2016
Draft Proposed SIP to RAQC Board	June 3, 2016
Final Proposed SIP (All Chapters) Available on RAQC Website	June 16, 2016
Written Comments on Final Proposed SIP Due	June 24, 2016
RAQC Board Approval and Endorsement of Proposed SIP	June 30, 2016
<b>RAQC/APCD Propose Plan and Regulations to AQCC</b>	July 21, 2016

- **AQCC SIP Hearing Process**

Action	Date
<b>AQCC Pre-Hearing Process</b>	July – October 2016
Request for Hearing Before AQCC	July 21, 2016
Notice of AQCC Hearing Published in Colorado Register	August 10, 2016
Deadline for Requesting Party Status	Mid to late August 2016
Party Status Meeting	Late Aug./ Early Sept. 2016
Pre-hearing Statements Due	Mid Sept. 2016
Pre-hearing Conference	Late Sept. 2016
<b>AQCC Rulemaking Hearing and SIP Approval</b>	October 20, 2016

- The STIP will be available to the public on May 23
- Comments may be provided at the RAQC meeting on June 6.

#### NFRMPO Outreach in the North Front Range Area

- The MPO expects to have approximately \$10K for June 2016 and \$10K for July 1- June 30, 2017 for marketing
- The MPO staff will also be attending community events and will be providing Air Quality outreach at the same time as other plans
- The MPO staff will be moving a “banner bug” to locations throughout the MPO

Executive Director Report: June 2016

## June 2016 Director's Report

### Elected Official Training

- All newly elected officials must review the Liability Prevention Training within three months of their election.
- Renae has sent them out and would appreciate confirmation from those completing them for our CIRSA audit.

### FY 2017 Unified Planning Work Program (UPWP)

- TAC recommended approval of the draft FY 2017 UPWP their May 18 meeting
- The Finance Committee reviewed and recommended approval of the FY 2017 Budgets and match requirements at their May 19 meeting
- The FY 2017 UPWP and Budget will be sent to CDOT and FHWA after Planning Council approval

### NFRMPO Audit

- The firm Anton, Collins, Mitchell completed their in office review for the audit and presented the draft audit to the Finance Committee on May 19, 2016
- There were no findings during the audit

### Regional Air Quality Council

- The draft SIP is available at [raqc.org/documents/SIP](http://raqc.org/documents/SIP)
- Comments on the draft SIP may be made at the June 3 meeting or by email or mail
- I have submitted my application to renew membership on RAQC

### Fix N I-25

- The FHWA received 212 applications totaling nearly \$9.8B, 136 urban applications and 76 for rural programs
- Only \$800M is available for FY 2016 so the program received applications valued at 13 times the funds available.
- The N I-25 Freight Efficiency and Resiliency Project FASTLANE application was successfully submitted on April 13. The local communities and a developer committed the \$24.5M Funding Commitments requested to match the FASTLANE and TIGER grants are listed below:
  - Larimer County communities - \$5M over 5 years
  - Larimer County - \$5M
  - Loveland - \$2M over 3 years
  - Fort Collins - \$2 M over 2 years
  - Windsor - \$1M over 3 years
  - Johnstown – \$1M over 3 years
  - McWhinney – \$6M and ROW still under consideration
  - Timnath - \$0.5M over 3 years
  - Weld County - \$2M
  - Berthoud - \$.25M over three years
- The N I-25 Funding Subcommittee met on May 13.
- The next N I-25 Funding Subcommittee meeting is scheduled for August 12 from 11:30 to 1:00 pm at Perkins at Crossroads

### VanGo Restructuring

- The Customer Service position posting closes on May 25
- The MPO has received 5 applications as of May 24
- The MPO hopes to have someone on board no later than June 6 to allow a transition

### Local Community Training for new Bike/Auto and Bike/Pedestrian Counters

- The MPO has purchased three mobile counters that may be used by local communities to count bikes/autos (2) or bikes/pedestrians (1)
- Training was held on April 26, but additional training will be available to the community staff unable to attend
- The counters will be loaned out to local community members according to a schedule identified annually by all members.
- For more information on the training or to reserve the counters, contact Aaron Buckley at 970-416-2309 or by email [abuckley@nfrmpo.org](mailto:abuckley@nfrmpo.org)

### Mobility Committees

- The Weld County Mobility Committee met on May 24
- The Larimer County Mobility Committee is scheduled to meet on June 16

### Hill N Park

- Alex Gordon is serving on the Hill N Park Transit Subcommittee and Aaron Buckley is serving on the Hill N Park Non-motorized Subcommittee
- They attended a Hill N Park meeting to provide planning support for a possible TAP application in the future

### VanGo™

- MPO/VanGo™ staff are working with FTA and Transfort to identify a process that allows the sale of FTA funded vans without having to return 80% of the funding
- The MPO/VanGo received a FY 2017 FASTER award of \$186K for vehicle acquisition
- The MPO is working to update an IGA with the City of Fort Collins for the maintenance of the VanGo™ vehicles.

### NFRMPO Documents available electronically or as paper copies

- To assist with public outreach, staff has designed and printed the following documents:
  - NFRMPO and VanGo™ Brochures
  - Annual Report
  - **2040 RTP Brochure**
  - Mobility Postcards
  - Rider's Guide
  - Quarterly Newsletter
- Any Planning Council member who would like extra copies of any of the documents contact me at [tblackmore@nfrmpo.org](mailto:tblackmore@nfrmpo.org)

COMMITTEE REPORT: TAC – May 18, 2016

**Executive Summary of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
May 18, 2016**

**APPROVAL OF THE APRIL 20, 2016 TAC MINUTES**

The April 20, 2016 TAC meeting minutes were approved unanimously.

**CONSENT ITEMS**

**2016 Q2 TIP Amendment** – Bracke moved to recommend the NFRMPO Council approve the 2016 Q2 TIP Amendment, and the motion was approved unanimously.

**ACTION ITEMS**

**FY2017 UPWP** – Thomas moved to recommend the NFRMPO Council approve the UPWP tasks, and the motion was approved unanimously.

**OUTSIDE PARTNERS REPORTS (verbal)**

**Northern Colorado (NoCo) Bike & Ped Collaborative** – Willis reported Mallette attended the May 11 NoCo meeting to provide an update on North I-25 plans and their relationship to the Poudre Trail. Planning for the 2017 Northern Colorado Bike and Walk conference has begun.

**Regional Transit Items** – Jones stated the first meeting on the Greeley-to-Fort Collins transit connection was held. GET recently completed its second annual 'Ride Free with ID' survey. Barnes reported COLT will attend a special Loveland City Council session on June 26 to go over COLT's strategic plan and to get feedback and direction for COLT in the future.

**Senior Transit Items** – Thomas reported CSU and Columbine Health System are partnering to open The Center of Aging.

**Regional Air Quality Council** – Brimmer stated the SIP will be posted and emailed on May 23. The SIP is showing regional ozone attainment at 75.7 ppb and 75.8 ppb.

**PRESENTATION**

**Rural Regional Statewide Bus Network Plan** – David Averill, CDOT Division of Transit and Rail (DTR) presented CDOT's plan to change the Section 5311(f) Rural Intercity Bus Funding Program from a grant program to a competitive bid program.

**DISCUSSION**

**2016 CMP Annual Report** – Kealy discussed changes made to the CMP Annual Report brochure, including addition of the Planning Time Index (PTI), strategy categories, and programmed and implemented projects. Kealy also discussed VMT data sources, switching to the brochure format, and the CMP's role in TIP project selection.

**FY2020-20121 Call for Projects** – Gordon discussed the proposed CMAQ project categories, target category pools, and funding availability for projects not completely within the NFRMPO boundary. Discussion occurred regarding the proposed target percentages and funding availability.

**Non-Motorized Plan Update** – Buckley presented of the updated Table of Contents for the Non-Motorized Plan, expected to be completed by December 2016. TAC recommended staff consider a longer time frame.

**2040 RTP Summary Brochure**- Levin discussed the draft 2040 RTP Brochure.



COMMITTEE REPORT: Finance – May 19, 2016

## **Finance Committee Report**

- Finance Committee met on May 19, 2016
- The committee reviewed the 2017 UPWP and VanGo budgets and match amounts
- The Finance Committee recommends Council accept the 2017 UPWP and VanGo budgets and match amounts.
- The committee reviewed a resolution formalizing the Council's decision to borrow funds from VanGo™ to pay for the remodel of the office.
- Tyra Litzau, audit director of Anton Collins Mitchell LLP reviewed the draft financial statement package, the audit opinions and the auditor wrap up with the committee.
- The Finance Committee recommends Council approve the 2015 Audited Financial Statements.

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

May 19, 2016  
7:30 a.m.  
Egg & I  
1205 Main Street  
Windsor, CO

Members Present

Paula Cochran  
Tom Donnelly  
Kevin Ross  
Paul Steinway

MPO Staff Present

Crystal Hedberg  
Merideth Kimsey

Guests Present

Tyra Litzau, Anton Collin & Mitchell

Approval of Minutes:

Donnelly moved to approve the April 21, 2016 meeting minutes. The motion was passed unanimously.

2017 Budget

A draft of the 2017 UPWP and VanGo Budgets and match amounts were reviewed. It was noted that TAC had approved the UPWP Tasks at their April 18<sup>th</sup> meeting. Discussion followed.

A motion was made that the Finance Committee recommend Council approve the 2017 UPWP and VanGo™ budgets and match amounts. The motions was passed unanimously.

Loan for Office Remodel.

The Finance Committee reviewed a resolution scheduled to be presented to Council at the June 2, 2015 meeting. This resolution will formalize the decision made by Council at their May 2015 meeting to borrow funds from the VanGo™ program to pay for the remodel of the office. The loan will be for \$56,000, to be repaid in full and the annual interest of 0.11% for five Years. Repayment of the loan shall be made by the MPO to VanGo™ once per year, in September of each year commencing September 2017. The finance chair will report on the resolution to council during the normal finance committee report.

2015 Audit

Tyra Litzau reviewed the audit wrap-up and 2015 Audited Financial Statements with the committee. It was moved and seconded to recommend Council approve the 2015 Audited Financial Statements. The motion was passed unanimously.

CONSENT ITEM: 2016 Q2 TIP Amendment

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 2, 2016 Greeley	2016 Q2 TIP Policy Amendment **CONSENT**	Aaron Buckley
<b>Objective / Request Action</b>		
To approve allocation of FTA §5307 and FTA §5339 funds for Greeley Evans Transit (GET) 2016 operations; FASTER Safety funds for Fort Collins to match low emissions vehicles and NFRMPO vanpool vehicle replacements; and FTA §5310 funds for Johnstown Senior Center vehicle replacement.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>GET is requesting a TIP Policy Amendment to add the following projects and funding the FY2016-2019 TIP:</p> <ul style="list-style-type: none"> <li>FTA §5307 funds for ADA Operations, ADA Bus, Demand Response Operations, Fixed-Route Operations, Bus Stop Improvements, and Preventative Maintenance.</li> </ul> <p>CDOT's Division of Transit and Rail is requesting a TIP Policy Amendment to add the following projects and funding into the FY2016-2019 TIP for NFRMPO member communities:</p> <ul style="list-style-type: none"> <li>FASTER Safety funds for Fort Collins match for low emissions vehicles</li> <li>FASTER Safety funds for NFRMPO vanpool vehicle replacements</li> <li>FTA §5310 funds for Johnstown Senior Center vehicle replacement</li> <li>FTA §5339 funds for GET bus replacements and a maintenance lift</li> </ul>		
<b>Committee Discussion</b>		
At their May 18, 2016 meeting, TAC took action to recommend Council approve the 2016 Q2 TIP Policy Amendment. The motion passed unanimously.		
<b>Supporting Information</b>		
<p><u>FTA §5307 – Urbanized Area Formula Funding Program</u> FTA §5307 makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more designated as such by the US Department of Commerce, Bureau of the Census.</p> <p><u>FTA §5310 – Enhanced Mobility of Seniors and Individuals with Disabilities</u> The purpose of FTA §5310 is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Eligible recipients include States, with apportionments to rural and small urban areas (UZAs).</p> <p><u>FTA §5339 – Alternatives Analysis Program</u> The objective of FTA §5339 is to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor.</p> <p><u>FASTER – Safety Funds</u> Support the construction, reconstruction, or maintenance of projects that the state Transportation Commission, a county, or municipality determine are needed to enhance the safety of a state highway, county road, or city street.</p>		

List of projects to be amended in the FY2016-2019 TIP:

Funding Program	Funding Year	Sponsor	Projects	FY16 (Federal Only)
FTA §5307	FY16	GET	GET 2016 ADA Operations 80/20	\$213k
FTA §5307	FY16	GET	GET 2016 ADA Operations 50/50	\$18k
FTA §5307	FY16	GET	GET 2016 ADA Bus 80/20	\$77k
FTA §5307	FY16	GET	GET 2016 Demand Response Operations 50/50	\$35k
FTA §5307	FY16	GET	GET 2016 Fixed Route Operations 50/50	\$778k
FTA §5307	FY16	GET	GET 2016 Bus Stop Improvements 80/20	\$80k
FTA §5307	FY16	GET	GET 2016 Preventative Maintenance 80/20	\$925k
FTA §5339	FY16	GET	Bus Replacements	\$417k
FTA §5339	FY16	GET	Maintenance Lift	\$235k
FTA §5310	FY16	Johnstown	Johnstown Senior Center Vehicle Replacement	\$64k

Funding Program	Funding Year	Sponsor	Projects	FY17 (State Only)
FASTER	FY17	Fort Collins	Match for Low Emissions Vehicles	\$200k
FASTER	FY17	NFRMPO	Vanpool Vehicle Replacements	\$186k

**Advantages**

Approval of the 2016 Q2 TIP Policy Amendment will ensure available funds are assigned to projects in a timely manner and the FY2016-2019 TIP remains fiscally constrained.

**Disadvantages**

None noted.

**Analysis /Recommendation**

TAC recommends Council approval of the 2016 Q2 TIP Amendment adding the FTA §5307, FTA §5310, FTA §5339, and FASTER projects in the FY2016-2019 TIP.

**Attachments**

- 2016 Q2 TIP Policy Amendment Form

Rev. 9/17/2014

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

**Policy Amendment Request #2016-Q2**

Submitted to: CDOT

Prepared by: Aaron Buckley

DATE: 4/12/2016

Project Type	NFR TIP Number	Project Description/Location	Project Sponsor	Improvement Type	Source of Funds	Funding Type/ Program	FY 16	FY 17	FY 18	FY 19	TOTAL FY 16-19
<b>FASTER Safety</b>											
New Entry	2017-016	Match for Low Emissions Vehicles	Fort Collins	Vehicle Purchase	State Local Total	FASTER	200 50 250	0 250 0	0 0 0	0 0 0	200 50 250
REASON:	Match for Low Emissions Vehicles - FY17 FASTER Local										
New Entry	2017-017	Vanpool Replacements	NFRMPO	Vehicle Purchase	State Local Total	FASTER	186 46 232	0 232 0	0 0 0	0 0 0	186 46 232
REASON:	Vanpool Replacements - FY17 FASTER Statewide										
<b>Transit 5307: Urbanized Area Formula Program</b>											
New Entry	2016-039	GET 2016 ADA Operations 80/20	Greeley-Evans	Operations	Federal Local Total	FTA 5307	213 53 266	0 0 0	0 0 0	0 0 0	213 53 266
REASON:	Annual 5307 Funding										
New Entry	2016-040	GET 2016 ADA Operations 50/50	Greeley-Evans	Operations	Federal Local Total	FTA 5307	18 18 36	0 0 0	0 0 0	0 0 0	18 18 36
REASON:	Annual 5307 Funding										
New Entry	2016-041	GET 2016 ADA Bus 80/20	Greeley-Evans	Bus Purchase	Federal Local Total	FTA 5307	77 19 96	0 0 0	0 0 0	0 0 0	77 19 96
REASON:	Annual 5307 Funding										
New Entry	2016-042	GET 2016 Demand Response Operations 50/50	Greeley-Evans	Operations	Federal Local Total	FTA 5307	35 35 70	0 0 0	0 0 0	0 0 0	35 35 70
REASON:	Annual 5307 Funding										
New Entry	2016-043	GET 2016 Fixed Route Operations 50/50	Greeley-Evans	Operations	Federal Local Total	FTA 5307	778 778 1,556	0 0 0	0 0 0	0 0 0	778 778 1,556
REASON:	Annual 5307 Funding										
New Entry	2016-044	GET 2016 Bus Stop Improvements 80/20	Greeley-Evans	Bus Stop Improvements	Federal Local Total	FTA 5307	80 20 100	0 0 0	0 0 0	0 0 0	80 20 100
REASON:	Annual 5307 Funding										
New Entry	2016-045	GET 2016 Preventive Maintenance 80/20	Greeley-Evans	Preventive	Federal Local Total	FTA 5307	925 231 1,156	0 0 0	0 0 0	0 0 0	925 231 1,156
REASON:	Annual 5307 Funding										
<b>Transit 5310: Transportation for Elderly Persons &amp; Persons with Disabilities</b>											
New Entry	2016-047	Johnstown Senior Center Vehicle Replacement	Johnstown	Vehicle Purchase	Federal Local Total	FTA 5310	64 16 80	0 0 0	0 0 0	0 0 0	64 16 80
REASON:	Vehicle Replacement for Johnstown Senior Center - FY16 FTA 5310 Transportation for Elderly Persons & Persons with Disabilities										
<b>Transit 5339: Bus and Bus Facilities Program</b>											
New Entry	2016-048	Bus Replacements	Greeley-Evans	Vehicle Purchase	Federal Local Total	FTA 5339	417 104 521	0 0 0	0 0 0	0 0 0	417 104 521
REASON:	Bus Replacements for GET - FY16 FTA 5339 Small Urban										
New Entry	2016-049	Maintenance Lift	Greeley-Evans	Maintenance Purchase	Federal Local Total	FTA 5339	235 59 294	0 0 0	0 0 0	0 0 0	235 59 294
REASON:	Maintenance Lift for GET - FY16 FTA 5339 Small Urban										



**RESOLUTION NO. 2016-08**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**ADOPTING AN AMENDMENT TO THE**  
**FY2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING**  
**FTA§5307, FTA§5310, §5339, AND FASTER PROJECTS FOR FY2016 AND FY2017**

**WHEREAS**, 49 CFR PART 613 §450.324 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

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

**WHEREAS**, transportation projects programmed in the FY2016-2019 TIP are consistent with the adopted 2040 Regional Transportation Plan; and

**WHEREAS**, the Air Quality Conformity Finding conducted on the FY2016-2019 TIP was positive, and all of the projects in the FY2016-2019 TIP come from the conforming 2040 Regional Transportation Plan and this TIP Amendment does not change the positive conformity finding on the FY2016-2019 TIP;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2016-2019 TIP adding the following transit projects and funding:

- FTA§5307 – Urbanized Area Formula Program
  - GET 2016 ADA Operations 80/20 – FFY2016 Allocation of \$213,000 (Federal)
  - GET 2016 ADA Operations 50/50 – FFY2016 Allocation of \$18,000 (Federal)
  - GET 2016 ADA Bus 80/20 – FFY2016 Allocation of \$77,000 (Federal)
  - GET 2016 Demand Response Operations 50/50 – FFY2016 Allocation of \$35,000 (Federal)
  - GET 2016 Fixed Route Operations 50/50 – FFY2016 Allocation of \$778,000 (Federal)
  - GET 2016 Bus Stop Improvements 80/20 – FFY2016 Allocation of \$80,000 (Federal)
  - GET 2016 Preventative Maintenance 80/20 – FFY2016 Allocation of \$925,000 (Federal)
- FTA§5310 – Transportation for Elderly Persons & Persons with Disabilities
  - Johnstown Senior Center Vehicle Replacement – FFY2016 Allocation of \$64,000 (Federal)
- FTA§5339 – Bus and Bus Facilities Program
  - Bus Replacements – FFY2016 Allocation of \$417,000 (Federal)
  - Maintenance Lift – FFY2016 Allocation of \$235,000 (Federal)
- FASTER – Safety Funds
  - Match for Low Emissions Vehicles (Fort Collins) – FY2017 Allocation of \$200,000 (Federal)
  - Vanpool Vehicle Replacements (NFRMPO) – FY2017 Allocation of \$186,000 (Federal)

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2<sup>nd</sup> day of June, 2016.

ATTEST:

\_\_\_\_\_  
Gerry Horak, Chair

\_\_\_\_\_  
Terri Blackmore, Executive Director



ACTION ITEM: 2015 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.nfrmipo.org](http://www.nfrmipo.org)  
[www.smarttrips.org](http://www.smarttrips.org)

***MPO Planning Council***

*Mayor Pro-Tem Gerry Horak- Chair  
City of Fort Collins  
Mayor Kevin Ross- Vice Chair  
Town of Eaton  
Jennifer Baker  
Town of Berthoud  
Mayor John Morris  
City of Evans  
Town of Garden City  
Mayor Tom Norton  
City of Greeley  
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Town of Johnstown  
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Joan Shaffer  
City of Loveland  
Mayor Pro-Tem Linda Measner  
Town of Milliken  
Mayor Don Brookshire  
Town of Severance  
Paul Steinway  
Town of Timnath  
Commissioner Sean Conway- Past Chair  
Weld County  
Mayor Kristie Melendez  
Town of Windsor*

*Chris Colclasure  
CDPHE- Air Pollution Control Division  
Kathy Gilliland  
Transportation Commission*

***MPO Staff***

*Terri Blackmore  
Executive Director  
Becky Karasko  
Regional Transportation Planning Director  
Rena Steffen  
Administrative Director  
Crystal Hedberg  
Finance and Operations Manager*

**Memorandum**

To: NFRMPO Council  
From: Crystal Hedberg  
Date: June 2, 2016  
Re: 2015 Audited Financial Statements

**Background**

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

Anton Collins Mitchell, LLP performed the 2015 independent audit. Tyra Litzau, Audit Director of Anton Collins Mitchell, LLP met with the finance committee on May 19, 2016 to review the draft finance statement package, the audit opinions and the auditor wrap up. The audit opinion stated the information is fairly stated in all material respects in relation to the financial statements as a whole.

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

**Action**

The Finance Committee recommends that the NFRMPO Council review and approve the 2015 Audited Financial Statements.

# North Front Range Transportation & Air Quality Council

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Audit Wrap-Up  
June 2, 2016



This presentation was prepared as part of our audit, has consequential limitations, is restricted to those charged with governance and, if appropriate, management, and is not intended and should not be used by anyone other than those specified parties.

June 2, 2016

Planning Council  
North Front Range Transportation & Air Quality Planning Council  
419 Canyon Avenue, Suite 300  
Fort Collins, Colorado 80521

Professional standards require us to communicate with you regarding matters related to the audit, that are, in our professional judgment, significant and relevant to your responsibilities in overseeing the financial reporting process. We presented an overview of our plan for the audit of consolidated financial statements of North Front Range Transportation & Air Quality Council (the "Council") as of and for the year ended December 31, 2015, including a summary of our overall objectives for the audit, and the nature, scope, and timing of the planned audit work.

This communication is intended to elaborate on the significant findings from our audit, including our views on the qualitative aspects of the Council's accounting practices and policies, management's judgments and estimates, financial statement disclosures, and other required matters.

We are pleased to be of service to the Council and look forward to meeting with you to discuss our audit findings, as well as other matters that may be of interest to you, and to answer any questions you might have.

Respectfully,

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# Discussion Outline

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DRAFT

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# Status of Our Audit

We have substantially completed our audit of the consolidated financial statements of North Front Range Transportation & Air Quality Planning Council (the "Council") as of and for the year ended December 31, 2015. Our audit was conducted in accordance with auditing standards generally accepted in the United States of America. This audit of the financial statements does not relieve management or those charged with governance of their responsibilities.

- The objective of our audit was to obtain reasonable - not absolute - assurance about whether the financial statements are free from material misstatements.
- The scope of the work performed was substantially the same as that described to you in our earlier Audit Planning communications.
- We expect to issue an unmodified opinion on the financial statements.
- Our responsibility for other information in documents containing the Council's audited financial statements does not extend beyond the financial information identified in the audit report, and we are not required to perform procedures to corroborate such other information. However, in accordance with professional standards, we have read the information included by the Council and considered whether such information, or the manner of its presentation, was materially inconsistent with its presentation in the financial statements. Our responsibility also includes calling to management's attention any information that we believe is a material misstatement of fact. We have not identified any material inconsistencies or concluded there are any material misstatements of facts in the other information that management has chosen not to correct.
- We expect to issue a report on our consideration of the Council's internal control over financial reporting and compliance with certain provisions of laws, regulations, contracts, and grant agreements in accordance with Government Auditing Standards and a report on the compliance with requirements that could have a direct and material effect on each major program and on internal control in accordance with the audit requirements of *Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance)*. We did not identify any deficiencies that we consider to be material weaknesses that could have a direct and material effect on major federal programs for the year ended December 31, 2015.
- All records and information requested by Anton Collins Mitchell ("ACM") were freely available for our inspection.
- Management's cooperation was excellent. We received full access to all information that we requested while performing our audit, and we acknowledge the full cooperation extended to us by all levels of Council personnel throughout the course of our work.

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# Results of Our Audit

## ACCOUNTING PRACTICES, POLICIES, AND ESTIMATES

The following summarizes the more significant required communications related to our audit concerning the Council's accounting practices, policies, and estimates:

The Council's significant accounting practices and policies are those included in Note 1 to the financial statements. These accounting practices and policies are appropriate, comply with generally accepted accounting principles and industry practice, were consistently applied, and are adequately described within Note 1 to the financial statements.

- During the current year, management of the Council deemed that the activity for the VanGo™ vanpooling program should be reported separately as an enterprise fund, instead of being reported as a special revenue fund. The beginning net position for the VanGo™ fund and the business-type activities has been restated with an increase of \$2,280,315 to reflect this change; the governmental fund activities has been restated with a decrease for the same amount.

Significant estimates are those that require management's most difficult, subjective, or complex judgments, often as a result of the need to make estimates about the effects of matters that are inherently uncertain. The Council's significant accounting estimates, including a description of management's processes and significant assumptions used in development of the estimates, are disclosed in Note 1 of the financial statements.

- Management did not make any significant changes to the processes or significant assumptions used to develop the significant accounting estimates in 2015.

## Primary Areas of Focus and Considerations and Findings

### Revenue Recognition

The Council's major source of revenues consists of federal grant and local match on a cost-reimbursement basis. Reimbursement invoices are submitted on a monthly basis for the prior month's net expenditures and recorded as revenue on the date invoiced.

### Accounts Receivable and Allowances

Accounts Receivable represent amounts due from state or local member entities as of December 31, 2015. Grant Receivables for Long-Term Liabilities represents pending revenue that would be received as reimbursement for future expenditure payments of the accumulated leave liability. Management has evaluated accounts receivable and concluded that an allowance for doubtful accounts is not necessary.

### Capital Assets and Depreciation

Capital assets of the Council continue to be a significant area of the financial statements. Accordingly, as part of the audit, we paid particular attention to the costs of newly acquired assets, repairs and maintenance expenditures on existing capital assets, and the depreciation expense of these assets.

---

# Results of Our Audit

## Single Audit Procedures

Because the Council expended in excess of \$750,000 of federal grant funds, the Council was subject to a single audit pursuant to the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Accordingly, ACM performed procedures on internal controls, and certain compliance requirements associated with the Council's major federal awards.

## Evaluation of Estimates

Estimates were determined to be reasonable, and free of bias.

## Evaluation of Going Concern

No going-concern issues were noted during out audit.

## CORRECTED AND UNCORRECTED MISSTATEMENTS

Please refer to the schedule of corrected misstatements or Adjusting Journal Entries ("AJEs").

There were no uncorrected statements.

## QUALITY OF THE COUNCIL'S FINANCIAL REPORTING

A discussion was held regarding the quality of the Council's financial reporting, which included the following:

- Qualitative aspects of significant accounting policies and practices;
- Our conclusions regarding significant accounting estimates;
- Significant unusual transactions;
- Financial statement presentation;
- New accounting pronouncements, and
- Alternative accounting treatments.



---

# Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Council's internal control over financial reporting (internal control) as a basis for designing our auditing procedures for the purpose of expressing our opinion 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.

Our consideration of internal control was for the limited purpose described above and was not designed to identify all deficiencies in internal control that might be significant deficiencies or material weaknesses.

We are required to communicate, in writing, to those charged with governance all material weaknesses and significant deficiencies that have been identified in the Council's internal controls over financial reporting. The definitions of control deficiencies, significant deficiencies and material weakness follow:

Category	Definition
<b>Deficiency in Internal Control</b>	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.
<b>Significant Deficiency</b>	A deficiency or 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.
<b>Material Weakness</b>	A deficiency or combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the Council's financial statements will not be prevented, or detected and corrected on a timely basis.

In conjunction with our audit of the financial statements, we did not identify any deficiencies in the Council's internal controls over financial reporting that were considered to be material weaknesses. However material weaknesses may exist that have not been identified.

# OTHER REQUIRED COMMUNICATIONS

Following is a summary of those required items along with specific discussion points as they pertain to the Council:

Requirement	Discussion Points
Significant changes to planned audit strategy or significant risks initially identified	There were no significant changes to the planned audit strategy or significant risks initially identified and previously communicated to those charged with governance as part of our Audit Planning communications.
Obtain information from those charged with governance relevant to the audit	There were no matters noted relevant to the audit, including, but not limited to: violations or possible violations of laws or regulations; risk of material misstatements, including fraud risks; or tips or complaints regarding the Council's financial reporting that we were made aware of as a result of our inquiry of those charged with governance.
Consultations with other accountants	We are not aware of any consultations about accounting or auditing matters between management and other independent public accountants. Nor are we aware of opinions obtained by management from other independent public accountants on the application of generally accepted accounting principles.
Disagreements with management	There were no disagreements with management about matters, whether or not satisfactorily resolved, that individually or in aggregate could be significant to the Council's financial statements or to our auditor's report.
Significant difficulties encountered during the audit	There were no significant difficulties encountered during the audit.
Representations requested from management	Please refer to the management representation letter.

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# Independence Communication

Our engagement letter to you dated January 18, 2016 describes our responsibilities in accordance with professional standards and certain regulatory authorities with regard to independence and the performance of our services. This letter also stipulates the responsibilities of the Council with respect to independence as agreed to by the Council. Please refer to that letter for further information.

DRAFT

: Van go

Year End: December 31, 2015

Adjusting Journal Entries

Date: 1/1/2015 To 12/31/2015

Account No: AJE#1 To AJE#5

Prepared by	Reviewed by
JG 3/19/2016	TLL 5/18/2016

AJE

Number	Date	Name	Account No	Reference	Annotation	Debit	Credit	Recurrence	Misstatement
AJE#1	12/31/2015	Depreciation Expense	ACM DEPR VG	M	SERIES AP	377,470.00			
AJE#1	12/31/2015	Investment in Fixed Assets	311000-004 VG	M	SERIES AP		377,470.00		
		to record depreciation expense for Van Go							
						377,470.00	377,470.00		
Net Income (Loss)			639,785.00						

DRAFT



*NORTH FRONT RANGE TRANSPORTATION  
& AIR QUALITY PLANNING COUNCIL*

**FINANCIAL STATEMENTS  
&  
INDEPENDENT AUDITOR'S REPORT**

For Year Ended  
**December 31, 2015**

**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 13, 2016

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

### Listing of Staff Members As of April 13, 2016

Name	Position
Terri Blackmore	Executive Director
Aaron Buckley	Regional Transportation Planner
Alex Gordon	Regional Transportation Planner/Mobility Coordinator
Crystal Hedberg	Finance Manager/Operations Manager
Merry Anne Hood	Customer Service/Billing Specialist
Rebekah Karasko	Regional Transportation Planning Director
Mendora Kealey	Regional Transportation Planner
Merideth Kimsey	Accounting Clerk/ NTD Reporter
Jenna Levin	Regional Transportation Planner
Jeff McVay	Customer & Business Relations Representative
Rena Steffen	Administrative Director



## Independent Auditor's Report

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

### Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, and each major fund of the North Front Range Transportation & Planning Council (the "Council"), as of and for the year ended December 31, 2015, 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 accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

#### *Opinions*

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, and each major fund, of the North Front Range Transportation & Planning Council as of December 31, 2015, and the respective changes in financial position and the respective budgetary comparison for the General Fund and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.



### *Emphasis of Matter*

As discussed in Note 1 letter K to the basic financial statements, the Council determined that the VanGo™ program should be reported as an enterprise fund, instead of as a governmental fund. As a result, the Council reported a \$2,280,315 decrease in beginning net position of the governmental activities, with a corresponding increase in the net position of the business-type activities. 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 5 through 11 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 evidence sufficient 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 budgetary comparison schedule for the VanGo™ program and sand schedule of expenditures of federal awards, as required by *Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The budgetary comparison schedule and schedule of expenditures of federal awards are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the 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 information is fairly stated in all material respects in relation to the financial statements as a whole.

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

In accordance with *Governmental Auditing Standards*, we have also issued our report dated June 2, 2016 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 North Front Range Transportation & Planning Council internal control over financial reporting and compliance.

Greeley, Colorado  
June 2, 2016

DRAFT

**North Front Range Transportation & Air Quality Planning Council**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
 December 31, 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, 2015. 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 2015

<u>Governmental Activities</u>	
Consolidated Planning Grant (CPG)	\$ 612,235
Surface Transportation Program (STP Metro)	50,837
State Planning Funds	8,296
Section 5310 Federal Funding	45,223
Section 5311 Federal Funding	20,000
Section 5317 Federal Funding	62,537
EPA Funding	22,264
Local Match - Member Entities	223,857
<u>Business-type Activities</u>	
VanGo™ Operating Fares	\$ 765,555
Fort Collins Program Revenue	975,123
Surface Transportation Program (STP Metro)-Unmatched	37,500

**Overview of the Financial Statements**

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

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

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

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

The statement of activities presents information reflecting how the Council's net position has changed during the fiscal year just ended. All changes in net position are reported as soon as the underlying event giving rise to the change

**North Front Range Transportation & Air Quality Planning Council**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
December 31, 2015

occurs, regardless of the timing of the related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future periods (e.g., earned but unused vacation leave).

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

### **Fund Financial Statements**

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

The fund financial statements can be found beginning on page 16 of this report.

### **Governmental Funds**

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

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

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

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

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

**North Front Range Transportation & Air Quality Planning Council**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
December 31, 2015

**Government-Wide Financial Analysis**

Assets exceed liabilities by \$3,516,504 at the close of the year. Of this figure, \$790,572 represents the net investment in capital assets. The Council uses these capital assets to provide services to the public; consequently, these assets are not available for future spending.

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

	<b>Governmental Activities</b>		<b>Business-Type Activities</b>		<b>Total Government</b>	
	<b>2015</b>	<b>2014 Restated</b>	<b>2015</b>	<b>2014 Restated</b>	<b>2015</b>	<b>2014 Restated</b>
Current and Other Assets	\$ 616,494	\$ 787,611	\$ 2,270,413	\$ 1,164,031	\$ 2,886,907	\$ 1,951,642
Grant Receivables for Long-Term Liabiliti	27,796	12,970		10,397	27,796	23,367
Capital Assets, net	29,078	39,346	765,143	1,144,620	794,221	1,183,966
<b>Total Total Assets</b>	<b>673,368</b>	<b>839,927</b>	<b>3,035,556</b>	<b>2,319,048</b>	<b>\$ 3,708,924</b>	<b>\$ 3,158,975</b>
Current and Other Liabilities	58,846	237,883	89,414	27,629	148,260	265,512
Long-term Liabilities	27,796	20,465	16,364	10,397	44,160	30,862
<b>Total Total Liabilities</b>	<b>86,642</b>	<b>258,348</b>	<b>105,778</b>	<b>38,026</b>	<b>192,420</b>	<b>296,374</b>
<b>Net Position</b>						
Invested in Capital Assets, net	25,429	31,851	765,143	1,144,620	790,572	1,176,471
Unrestricted	561,296	541,469	2,164,635	1,144,661	2,725,931	1,686,130
<b>Total Net Position</b>	<b>\$ 586,725</b>	<b>\$ 573,320</b>	<b>\$ 2,929,778</b>	<b>\$ 2,289,281</b>	<b>\$ 3,516,503</b>	<b>\$ 2,862,601</b>

Note; The 2014 balances were restated to reflect the change in Vango™ from a special revenue fund to a business-type activity

**North Front Range Transportation & Air Quality Planning Council**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
December 31, 2015

**Governmental Activities**

During 2015, the Council's net position increased by \$653,190. Key elements contributing to this increase are as follows:

	Government Activities		Business-Type Activities		Total Government	
	2015	2014 Restated	2015	2014 Restated	2015	2014 Restated
<b>Revenues:</b>						
Grant Revenue - Federal	\$ 809,117	\$ 1,203,482	\$ 37,500	\$ 705,539	\$ 846,617	\$ 1,909,021
Grant Revenue-State				61,159		61,159
Grant Revenue - Local Match	221,306	194,422		15,351	221,306	209,773
VanGo™ Vanpool Fares			765,555	994,782	765,555	994,782
Program Revenues			1,015,489	878,316	1,015,489	878,316
Miscellaneous Revenues	3,288	1,361	4,771	1,009	8,059	2,370
Gain on Sale of Capital Assets			119,332	230,495	119,332	230,495
<b>Total Revenues</b>	<b>1,033,711</b>	<b>1,399,265</b>	<b>1,942,647</b>	<b>2,886,651</b>	<b>2,976,358</b>	<b>4,285,916</b>
<b>Expenditures:</b>						
Payroll Expense	687,461	699,328	241,033	228,125	928,494	927,453
Fleet Expense	6,828	8,348	534,364	674,995	541,192	683,343
Office Expense	63,468	14,816	117,191	186,544	180,659	201,360
Consultant & Professional Services	170,960	543,042	1,549	268	172,509	543,310
Other Program Expense	84,435	41,620	28,025	51,004	112,460	92,624
Travel/Conference/Training	5,203	4,657	2,518	2,529	7,721	7,186
Interest Expense	1,623	2,474			1,623	2,474
Depreciation			377,470	352,609	377,470	352,609
<b>Total Expenditures</b>	<b>1,019,978</b>	<b>1,314,285</b>	<b>1,302,150</b>	<b>1,496,074</b>	<b>2,322,128</b>	<b>2,810,359</b>
Increase (Decrease) in Net Position	13,733	84,980	640,497	1,390,577	654,230	1,475,557
Net Position - Beginning of Year	573,320	488,340	2,289,281	899,416	2,862,601	1,387,756
<b>Net Position - End of Year</b>	<b>\$ 587,053</b>	<b>\$ 573,320</b>	<b>\$ 2,929,778</b>	<b>\$ 2,289,993</b>	<b>\$ 3,516,831</b>	<b>\$ 2,863,313</b>

**General Fund Budgetary Highlights**

The Council's budget presented in the financial statements is for its calendar year (January-December). (January-September is from the 2015 UPWP budget and October-December is from the 2016 UPWP budget) It should be noted that a federal fiscal year budget (October-September) is federally required for its Unified Planning Work

**North Front Range Transportation & Air Quality Planning Council**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**December 31, 2015**

Program (UPWP) and that the Council cannot expend more than is budgeted in the UPWP, without amendments to the UPWP and related funding contracts.

Budgetary highlights for 2015 included the disposition of fifteen vans. The Section 5317 funds pass-through funds were booked to consultant expenditures in both 2014 and 2015. Consultant expenditures associated with these programs in 2015 were \$62,083. During 2015, the VanGo™ vanpool program added one new route and cancelled eleven routes resulting in a decrease of 10 routes. The program maintained an 86% occupancy rate for the routes. When compared with the prior year, operating revenue decreased by 23% during 2015. This decrease is due to a multiple factors including low fuel costs and increased alternatives such as Bustang.

**Capital Asset and Debt Administration**

**Capital Assets**

The Council's investment in capital assets at December 31, 2015 amounts to \$790,572 (net of accumulated depreciation). This investment in capital assets includes motor vehicles and office equipment.

The capital assets purchased during the year were as follows:

- Purchase of Automobile/Bicycle/Pedestrian Counters (2) \$10,180

Capital assets are classified as follows (net of depreciation)

	2014		2015		2014 Restated	
	2015	Restated	2015	2014 Restated	2015	2014 Restated
Motor Vehicles	\$ 1,712	\$ 5,135	\$ 765,143	\$ 1,133,213	\$ 766,855	\$ 1,138,348
Office Equipment & Software	25,953	41,379			\$ 25,953	41,379
Office Equipment under Lease	1,413	4,239			\$ 1,413	4,239
	<u>\$ 29,078</u>	<u>\$ 50,753</u>	<u>\$ 765,143</u>	<u>\$ 1,133,213</u>	<u>\$ 794,221</u>	<u>\$ 1,183,966</u>

Note: The 2014 balances were restated to reflect the change in Vango™ from a special revenue fund to a business-type activity.

Additional information on the Council's capital assets can be found in Note 1 on pages 21-24 and Notes 7 & 8 on pages 27-28 of this report.

**North Front Range Transportation & Air Quality Planning Council**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
 December 31, 2015

**Long-term Debt**

At December 31, 2015, the Council had \$44,160 of long term debt outstanding. The long-term liabilities of the Council represent accrued compensated absences as follows:

	Governmental Activities	Business-type Activities	Total Government
Accrued Compensated Absences	\$ 27,796	\$ 16,364	\$ 44,160

**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 FY2016 budget indicates that federal funding is being reduced, both for projects and for planning. On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act – a five year funding bill. The bill provides limited increases in funding, however, it added new discretionary funding for freight and highway improvements.

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 FY2016 include:

- Ongoing implementation of Public Transit/Human Services Transportation Plan
- Complete Transportation Profile
- Approve FY 2020-2021 Call for Projects
- Initiate Freight Plan Northern Colorado
- Complete one Air Quality Ozone State Improvement Plan (SIP) for 75ppb and considerable work on a second Ozone SIP for 70ppb.
- Adopt the Non-motorized Plan
- Maintained the VanGo™ vanpooling program
- Replaced a portion of the active VanGo fleet to reduce the average vehicle age and expenses
- Provide public outreach 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
- Prepare Congestion Management Annual Report
- Monitoring and implementation of FAST



**North Front Range Transportation & Air Quality Planning Council**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
December 31, 2015

- Complete Inventory of US-287
- Rebuild Agency Website
- Transfer VanGo to a new website
- 

**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 and Operations 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](mailto:chedberg@nfrmpo.org).

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NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

**STATEMENT OF NET POSITION**

December 31, 2015

	<b>Primary Government</b>		
	<b>Governmental Activities</b>	<b>Business-type Activities</b>	<b>Total</b>
<b><u>ASSETS</u></b>			
Cash and Cash Equivalents (Note 2)	\$ 278,537	\$ 694,668	\$ 973,205
Investments (Note 2)	121,043	833,496	954,539
Receivables	844	742,249	743,093
Grants Receivable	195,466	-	195,466
Internal Balances	29,570	(29,570)	-
Capital Assets, Net (Note 8)	29,078	765,143	794,221
Grant Receivables for Long Term Liabilities	27,796	-	27,796
Total Assets	<u>682,334</u>	<u>3,005,986</u>	<u>3,688,320</u>
<b><u>LIABILITIES AND NET POSITION</u></b>			
<b>LIABILITIES</b>			
Accounts Payable and Accrued Liabilities	55,732	68,810	124,542
Long-Term Liabilities (Note 7)			
Capital Leases:			
Due Within One Year	3,648	-	3,648
Accumulated Leave	27,796	16,364	44,160
Total Liabilities	<u>87,176</u>	<u>85,174</u>	<u>172,350</u>
<b>NET POSITION</b>			
Net Investment in Capital Assets	25,430	765,143	790,573
Unrestricted	570,436	2,155,669	2,726,105
Total Net Position	<u>\$ 595,866</u>	<u>\$ 2,920,812</u>	<u>\$ 3,516,678</u>

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

**STATEMENT OF ACTIVITIES**  
**Year Ended December 31, 2015**

	<u>Governmental Activities</u>	<u>Business-type Activities</u>	<u>Total</u>
<b>REVENUES</b>			
<b>Operating Grants and Contributions</b>			
Grant Revenue - Federal	\$ 833,667	\$ -	\$ 833,667
Grant Revenue - Local Match	226,408	-	226,408
<b>Capital Grants and Contributions</b>			
Grant Revenue - Federal	-	37,500	37,500
<b>Charges for Services</b>			
VanGo™ Vanpooling Fares	-	765,555	765,555
Other Program Revenues	-	1,015,489	1,015,489
<b>General Revenues</b>			
Earnings on investments	762	3,276	4,038
Miscellaneous	2,525	1,495	4,020
Gain on Sale of Capital Assets	-	119,332	119,332
	<hr/>	<hr/>	<hr/>
Total Revenues	1,063,362	1,942,647	3,006,009
<b>EXPENSES</b>			
Payroll Expense	717,113	241,033	958,146
Fleet Expense	6,828	534,364	541,192
Office Expense	64,002	117,191	181,193
Consultant and Professional Services	170,959	1,549	172,508
Other Program Expense	84,435	28,025	112,460
Travel / Conference / Training	5,204	2,518	7,722
Depreciation	-	377,470	377,470
Interest Expense	1,241	-	1,241
	<hr/>	<hr/>	<hr/>
Total Expenses	1,049,782	1,302,150	2,351,932
Change in Net Position	13,580	640,497	654,077
<b>NET POSITION</b>			
Beginning of the Year	2,862,601	-	2,862,601
Restatement (Note 1, K)	(2,280,315)	2,280,315	-
End of the Year	<u>\$ 595,866</u>	<u>\$ 2,920,812</u>	<u>\$ 3,516,678</u>

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

**GOVERNMENTAL FUND BALANCE SHEET**

**December 31, 2015**

	<b>General Fund</b>
	<hr/>
<b><u>ASSETS</u></b>	
Cash and Cash Equivalents (Note 2)	\$ 278,537
Investments (Note 2)	121,043
Receivables	844
Grants Receivable	195,466
Due From Other Funds	<hr/> 29,570
Total Assets	<hr/> <b>\$ 625,460</b> <hr/>
 <b><u>LIABILITIES AND NET POSITION</u></b>	
<b>LIABILITIES</b>	
Accounts Payable and Accrued Liabilities	<hr/> \$ 55,732
Total Liabilities	<hr/> 55,732 <hr/>
<b>FUND BALANCE</b>	
Assigned for Operating Reserve	258,042
Assigned for Operations and Lease Liabilities	<hr/> 311,686
Total Fund Balance	<hr/> 569,728 <hr/>
Total Liabilities and Fund Balance	<hr/> <b>\$ 625,460</b> <hr/>

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

**RECONCILIATION OF THE GOVERNMENTAL FUND BALANCE SHEET  
TO THE STATEMENT OF NET POSITION**

**December 31, 2015**

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

Fund Balance per General Fund (see page 13)	\$ 569,728
Capital assets used in governmental activities are not financial resources, and therefore, are not reported in the governmental fund balance sheet: Total Capital Assets, Net	29,078
Some liabilities, including capital lease obligations, are not due and payable from current financial resources, and therefore, are not recorded as liabilities in the governmental fund balance sheet: Capital Lease	(3,648)
Some liabilities are not due and payable in the current period and therefore are not reported in the governmental fund balance sheet: Accumulated Leave	(27,796)
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 governmental fund balance sheet: Grants Receivable for Long Term Liabilities	<u>27,796</u>
Net Position (see page 11)	<u>\$ 595,158</u>

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

**STATEMENT OF GOVERNMENTAL FUND REVENUES,  
EXPENDITURES AND CHANGES IN FUND BALANCE**

Year Ended December 31, 2015

	<u>General Fund</u>
<b>REVENUES</b>	
Grant Revenue - Federal	\$ 821,392
Grant Revenue - Local Match	223,857
Earnings on investments	762
Miscellaneous	2,525
	<hr/>
Total Revenues	1,048,536
<b>EXPENDITURES</b>	
<b>General Government</b>	
Payroll Expense	702,287
Fleet Expense	3,405
Office Expense	46,978
Consultant and Professional Services	170,959
Other Program Expense	84,435
Travel / Conference / Training	5,204
Capital Outlay - Purchases	10,180
<b>Debt Service</b>	
Principal Repayment of Capital Lease Obligations	3,847
Interest Payments - Capital Lease	1,241
	<hr/>
Total Expenditures	1,028,536
Change in Fund Balance	20,000
<b>FUND BALANCE</b>	
Beginning of the Year	549,728
End of the Year	<u>\$ 569,728</u>

**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, 2015**

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 - (see page 15)		\$ 20,000
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		(14,826)
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	10,180	
Depreciation	<u>(20,447)</u>	
Total		(10,267)
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		14,826
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		<u>3,847</u>
Change in Net Position (see page 12)		<u><u>\$ 13,580</u></u>

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

**PROPRIETARY FUND STATEMENT OF NET POSITION**

December 31, 2015

**VanGo™**

**ASSETS**

Cash and Cash Equivalents (Note 2)	\$ 694,668
Investments (Note 2)	833,496
Receivables	742,249
Capital Assets, Net (Note 8)	<u>765,143</u>
Total Assets	<u><u>3,035,556</u></u>

**LIABILITIES AND NET POSITION**

**LIABILITIES**

Accounts Payable and Accrued Liabilities	68,810
Due to Other Funds	29,570
Accumulated Leave	<u>16,364</u>
Total Liabilities	<u>114,744</u>

**NET POSITION**

Net Investment in Capital Assets	765,143
Unrestricted	<u>2,155,669</u>
Total Net Position	<u><u>\$ 2,920,812</u></u>



NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

**STATEMENT OF PROPRIETARY FUND REVENUES, EXPENSES**  
**AND CHANGES IN NET POSITION**  
**Year Ended December 31, 2015**

	<u>VanGo™</u>
<b>OPERATING REVENUES</b>	
Charges for services	\$ 765,555
Other Program Revenues	1,015,489
Total Operating Revenues	<u>1,781,044</u>
<b>OPERATING EXPENSES</b>	
Payroll Expense	241,033
Fleet Expense	534,364
Office Expense	117,191
Consultant and Professional Services	1,549
Other Program Expense	28,025
Travel / Conference / Training	2,518
Depreciation	377,470
Total Operating Expenses	<u>1,302,150</u>
Operating Income (Loss)	<u>478,894</u>
<b>NONOPERATING REVENUES (EXPENSES)</b>	
Grant Revenue - Federal	37,500
Earnings on Investments	3,276
Miscellaneous Earnings	1,495
Gain on sale of capital assets	119,332
Total Nonoperating Revenues (Expenses)	<u>161,603</u>
Change in Net Position	640,497
Net Position - Beginning of the year	-
Restatement (Note 1 K)	2,280,315
Net Position - End of the Year	<u>\$ 2,920,812</u>

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

**GENERAL FUND BUDGETARY COMPARISON STATEMENT**

**Year Ended December 31, 2015**

	<u>Original Budget</u>	<u>Budget Amendments</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
<b>REVENUES</b>					
Grant Revenue - Federal	\$ 1,402,267	\$ (1,750)	\$ 1,400,517	\$ 821,392	\$ (579,125)
Grant Revenue - Local Match	281,404	1,502	282,906	223,857	(59,049)
Earnings on Investments	-	-	-	762	762
Miscellaneous	-	-	-	2,525	2,525
<b>Total Revenues</b>	<u>1,683,671</u>	<u>(248)</u>	<u>1,683,423</u>	<u>1,048,536</u>	<u>(634,887)</u>
<b>EXPENDITURES</b>					
Payroll Expense	1,125,800	64,390	1,190,190	702,287	487,903
Fleet Expense	12,500	(2,000)	10,500	3,405	7,095
Office Expense	126,529	2,456	128,985	52,066	76,919
Consultant and Professional Services	260,980	(47,870)	213,110	170,959	42,151
Other Program Expense	100,412	(15,374)	85,038	84,435	603
Travel/Conf/Training	18,450	(600)	17,850	5,204	12,646
Capital Outlay - Purchases	39,000	(1,250)	37,750	10,180	27,570
<b>Total Expenditures</b>	<u>1,683,671</u>	<u>(248)</u>	<u>1,683,423</u>	<u>1,028,536</u>	<u>654,887</u>
<b>Excess (Deficiency) of Revenue over Expenditures</b>				20,000	(1,289,774)
<b>NET CHANGE IN FUND BALANCE</b>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$ 20,000</u>	<u>\$ 20,000</u>
<b>FUND BALANCE, Beginning of the Year</b>			549,728	549,728	-
<b>FUND BALANCE, End of the Year</b>			<u>\$ 549,728</u>	<u>\$ 569,728</u>	<u>\$ 20,000</u>

## **NOTES TO THE FINANCIAL STATEMENTS**

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**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**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. Based on this criteria, there are no other organizations that would be considered a component unit of the Council.

**B. Government-wide and Fund Financial Statements**

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

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

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

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**Notes to the Financial Statements**

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

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

Under the modified accrual basis of accounting, as used in governmental fund financial statements, acquisition costs of capital assets are recorded as expenditures at the time of purchase and depreciation is not recognized on these capital assets.

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

The Council presents the following major governmental fund:

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

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with a proprietary fund's principal ongoing operations. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses, and depreciation on capital assets.

The Council reports the following major proprietary fund:

The VanGo™ fund is used to account for the operations of the Council's vanpooling program. This program provides vans for us in 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, or "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.

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**Notes to the Financial Statements**

3. Prior to October 1, the UPWP is adopted by formal resolution. The UPWP is generally adopted by Council action at its July or 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.

The Council's annual fiscal year budget is based on two fiscal year budgets. January-September is based on the 2015 fiscal budget and October-December is based on the 2016 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 accrued compensated absence liability.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in the Governmental Fund Balance Sheet and 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

**G. Accumulated Leave**

The Council allows employees to accumulate unused vacation pay and to defer overtime pay by accumulating compensatory leave up to maximum limits. 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 is on a cost reimbursement basis through federal grant and local match funding streams. Reimbursement invoices are submitted to Colorado Department of Transportation 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.

**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

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**Notes to the Financial Statements**

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 resources are available.

In the fund financial statements, governmental funds report fund classifications that comprise a hierarchy based primarily on the extent to which the MPO is bound to honor constraints on the specific purposes for which amounts in those funds can be spent. 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 Council. The Council is the highest level of decision making authority. Commitments may be established, modified, or rescinded only through resolutions approved by the Council.

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

Unassigned - all other spendable amounts.

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

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**Notes to the Financial Statements**

**K. Change in Fund Reporting and Restatement**

During the current year, management of the Council deemed that the activity for the VanGo™ vanpooling program should be reported separately as an enterprise fund, instead of being reported as a special revenue fund. The beginning net position for the VanGo™ fund and the business-type activities has been restated with an increase of \$2,280,315 to reflect this change; the governmental fund activities has been restated with a decrease for the same amount.

**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, 2015, the Council had deposits with financial institutions with a carrying amount of \$973,205. The bank balances with the financial institutions was \$972,706 of which \$742,033 was covered by federal depository insurance. The remaining balance of \$230,673 was collateralized with securities held by the financial institutions' agents but not in the Council's name.

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

At December 31, 2015 the Council had \$704,290, 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. As of December 31, 2015, 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.

In addition the Council had \$250,249 invested in a certificate of deposit with Guaranty Bank and Trust.

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



**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**Notes to the Financial Statements**

As of December 31, 2015, the Council had cash and cash equivalents and investment balances as follows:

	Governmental activities	Business-type activities	Total
Cash on hand	\$ 75	\$ -	\$ 75
Bank deposits	278,537	694,668	973,205
Local government investment pool	121,043	583,247	704,290
Certificates of deposit	-	250,249	250,249
<b>Total</b>	<b>\$ 399,655</b>	<b>\$ 1,528,164</b>	<b>\$ 1,927,819</b>

**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

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**Notes to the Financial Statements**

**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 contributions to these plans were as follows:

	<u>Government Activities</u>		<u>Business-type Activities</u>		<u>Total Government</u>	
	2014	2015	2014	2015	2014	2015
Employer	\$ 53,468	\$ 49,070	\$ 20,694	\$ 25,181	\$ 74,162	\$ 74,251
Employee	13,687	22,175	5,157	4,942	18,844	27,117

**NOTE 5: RETIREMENT PLANS**

**Money Purchase Plan**

The Council offers all its permanent, classified employees a defined contribution money purchase plan. In a defined contribution plan, benefits depend solely on amounts contributed to the plan plus investment earnings. Employees are eligible to participate 30 days from the date of employment. 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 during 2015 were:

	<u>Government Activities</u>		<u>Business-type Activities</u>		<u>Total Government</u>	
	2014	2015	2014	2015	2014	2015
Employer	\$38,798	\$ 40,416	\$ 13,077	\$ 12,708	\$ 51,875	\$ 53,124
Employee	21,015	23,403	5,777	3,498	26,792	26,901

**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.

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**Notes to the Financial Statements**

**NOTE 6: CONCENTRATION**

Approximately 69% of the organization's total revenue of its general fund is from FHWA and FTA grants administered through Colorado Department of Transportation. Approximately 6% of the organization's total revenue of its general fund is from FTA grants administered through the MPO.

Approximately 39% of the organization's total revenue of the VanGo™ fund is from charges for services. Approximately 50% of the organization's total revenue of the VanGo™ fund is from the City of Fort Collins in exchange for FTA Section 5307 funds.

**NOTE 7: CAPITAL LEASES**

The organization currently has one copier under capital lease. This lease requires a monthly lease payment of \$424, with the last payment required in October 2016.

The carrying value of the assets under these leases is \$1,413 at December 31, 2015.

The following schedule reflects the future minimum lease payments under these capital leases, and the present value of the net minimum lease payments at December 31, 2015.

<u>Year Ending December 31</u>	<u>Amount</u>
2016	4,238
Total Minimum Lease Payments	<u>4,238</u>
Less: Amount representing Interest	<u>(590)</u>
Present Value of Future Minimum Lease Payments	<u><u>\$ 3,648</u></u>

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**Notes to the Financial Statements**

**NOTE 8: CAPITAL ASSETS**

A summary of changes to capital assets for the year ended December 31, 2015 follows:

	<u>1/1/2015</u> <u>Balance</u> <u>(Restated)</u>	<u>Additions</u>	<u>Deletions</u>	<u>12/31/2015</u> <u>Balance</u>
<b>Governmental activities</b>				
<u>Capital Assets Being Depreciated</u>				
Fleet Equipment	\$ 22,818	\$ -	\$ -	\$ 22,818
Office Equipment	208,150	10,180	58,458	159,872
Leased Assets	14,130	-	-	14,130
Governmental activities Capital Assets, Being Depreciated	<u>\$ 245,098</u>	<u>\$ 10,180</u>	<u>\$ 58,458</u>	<u>\$ 196,820</u>
<u>Accumulated Depreciation</u>				
Fleet Equipment	\$ 17,683	\$ 3,423	\$ -	\$ 21,106
Office Equipment	177,879	14,198	58,158	133,919
Leased Assets	9,891	2,826	-	12,717
Total Accumulated Depreciation	<u>\$ 205,453</u>	<u>\$ 20,447</u>	<u>\$ 58,158</u>	<u>\$ 167,742</u>
Governmental activities capital assets, net	<u>\$ 39,645</u>	<u>\$ (10,267)</u>	<u>\$ 300</u>	<u>\$ 29,078</u>
<b>Business-type activities</b>				
<u>Capital Assets Being Depreciated</u>				
Fleet Equipment	\$ 2,383,732	\$ -	\$ 335,513	\$ 2,048,219
Business-type activities Capital Assets, Being Depreciated	<u>\$ 2,383,732</u>	<u>\$ -</u>	<u>\$ 335,513</u>	<u>\$ 2,048,219</u>
<u>Accumulated Depreciation</u>				
Fleet Equipment	\$ 1,239,112	\$ 377,470	\$ 333,506	\$ 1,283,076
Total Accumulated Depreciation	<u>\$ 1,239,112</u>	<u>\$ 377,470</u>	<u>\$ 333,506</u>	<u>\$ 1,283,076</u>
Business-type activities capital assets, net	<u>\$ 1,144,620</u>	<u>\$ (377,470)</u>	<u>\$ 2,007</u>	<u>\$ 765,143</u>

Depreciation expense for governmental activities has been allocated to fleet expense for \$3,423 and office expense for \$17,024.

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**Notes to the Financial Statements**

**NOTE 9: LONG-TERM LIABILITIES**

A summary of changes in long term liabilities for the year ended December 31, 2015 follows:

	<u>1/1/2015</u> <u>Balance</u> <u>(Restated)</u>	<u>Additions</u>	<u>Reductions</u>	<u>12/31/2015</u> <u>Balance</u>	<u>Due Within</u> <u>One Year</u>
<b>Governmental Activities</b>					
Accumulated Leave	\$ 12,970	\$ 15,684	\$ 858	\$ 27,796	\$ -
Lease Liability	7,495	-	4,030	3,465	3,465
Governmental activities Total Long-Term Liabilities	<u>\$ 20,465</u>	<u>\$ 15,684</u>	<u>\$ 4,888</u>	<u>\$ 31,261</u>	<u>\$ 3,465</u>
<b>Business-type Activities</b>					
Accumulated Leave	\$ 10,397	\$ 5,967	\$ -	\$ 16,364	\$ -
Business-type activities Total Long-Term Liabilities	<u>\$ 10,397</u>	<u>\$ 5,967</u>	<u>\$ -</u>	<u>\$ 16,364</u>	<u>\$ -</u>

**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 T Marple Leasing are made on a monthly basis. Total costs for the office space and van operating leases were \$107,125 and 25,200, respectively for the year ended December 31, 2015.

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

	<u>Year Ending</u> <u>December 31:</u>	<u>Office</u>	<u>Vans</u>
<b>Governmental Activities</b>	2016	\$ 109,971	-
	2017	\$ 20,452	-
<b>Business-type Activities</b>	2016	-	\$ 16,800

**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**Notes to the Financial Statements**

**Note 11. Subsequent Events**

Management of the Council has evaluated subsequent events through June 2, 2016, the date that the financial statements were available to be issued. No transactions or events that would require adjustment to or disclosures in the financial statements were identified.

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**SUPPLEMENTARY INFORMATION**

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

**PROPRIETY FUNDS BUDGETARY COMPARISON STATEMENT**

Year Ended December 31, 2015

	<b>Original Budget</b>	<b>Budget Amendments</b>	<b>Final Budget</b>	<b>Actual</b>	<b>Variance with Final Budget</b>
<b>OPERATING REVENUES</b>					
Charges for services	\$ 909,283	\$ (3,621)	\$ 905,662	\$ 765,555	\$ (140,107)
Other Program Revenues	284,310	75,346	359,656	1,015,489	655,833
Total Operating Revenues	<u>1,193,593</u>	<u>71,725</u>	<u>1,265,318</u>	<u>1,781,044</u>	<u>655,833</u>
<b>OPERATING EXPENSES</b>					
Payroll Expense	249,000	10,650	259,650	241,033	(18,617)
Fleet Expense	684,143	3,141	687,284	534,364	(152,920)
Office Expense	108,767	2,888	111,655	117,191	5,536
Consultant and Professional Services	-	-	-	1,549	1,549
Other Program Expense	43,238	832	44,070	28,025	(16,045)
Travel / Conference / Training	4,500	(425)	4,075	2,518	(1,557)
Depreciation	-	-	-	377,470	377,470
Total Operating Expenses	<u>1,089,648</u>	<u>71,725</u>	<u>1,106,734</u>	<u>1,302,150</u>	<u>195,416</u>
Operating Income	<u>103,945</u>	<u>71,725</u>	<u>158,584</u>	<u>478,894</u>	<u>460,417</u>
<b>NONOPERATING REVENUES (EXPENSES)</b>					
Grant Revenue - Federal	101,500	44,000	145,500	37,500	(108,000)
Earnings on Investments	-	-	-	3,276	3,276
Miscellaneous Earnings	-	-	-	1,495	1,495
Gain on sale of capital assets	-	-	-	119,332	119,332
Total Nonoperating Revenues (Expenses)	<u>101,500</u>	<u>44,000</u>	<u>145,500</u>	<u>161,603</u>	<u>16,103</u>
Change in Net Position - Budgetary Basis	205,445	98,639	304,084	640,497	336,413
Reconciliation to GAAP Basis					
Capital Purchases	<u>205,445</u>	<u>98,639</u>	<u>304,084</u>		
Change in Net Position - GAAP Basis					
Beginning of the Year				-	-
Restatement (Note 1 K)				2,280,315	\$ 2,289,993
End of the Year				<u>\$ 2,920,812</u>	<u>\$ 2,626,406</u>



North Front Range Transportation & Air Quality Planning Council  
 Schedule of Expenditures of Federal Awards  
 Year Ended December 31, 2015

	CFDA #	GRANT #	Pass-through Entity	Start Date	End Date	Federal Award Amount	+/- Change Orders	Prior Years Expenditures	Current Year Federal Expenditures	Federal Balance Remaining
<b>FEDERAL HIGHWAY ADMINISTRATION</b>										
<b>Passed through CDOT:</b>										
FY14 & FY 15 CPG	20.205	14-HTD-62424	Colorado Dept of Transp	11/29/13	12/31/15	776,227	833,572	729,641	612,235	267,923 (a)
FY 16&FY 17 CPG	20.205	16-HTD-ZL-00175	Colorado Dept of Transp	12/29/15	12/31/17	631,525				631,525 (a)
FY14 & FY 15 STP-Metro (matched)	20.205	15-HTD-55255	Colorado Dept of Transp	05/24/14	07/01/16	412,013	171,019	75,127	50,837	457,068 (a)
FY 16 & FY 17 STP-metro (matched)	20.205	16-HTD-ZL-00164	Colorado Dept of Transp	12/28/15	12/31/17	143,714				143,714 (a)
FY 15 STP-Metro (unmatched)	20.205	15-HTD-ZL-00174	Colorado Dept of Transp	02/26/15	06/30/16	37,500	-	-	37,500	-
FY14 State Planning Funds	20.205	14-HTD-62219	Colorado Dept of Transp	11/29/13	06/30/15	100,000.00		89,236	8,296	2,468 (d)
<b>Sub-total Federal Highway Administration</b>						<b>2,100,979</b>	<b>1,004,591</b>	<b>894,004</b>	<b>708,868</b>	<b>1,502,698</b>
<b>FEDERAL TRANSIT ADMINISTRATION</b>										
FY 14 5310	20.513	PO9147160	City of Fort Collins	11/18/14	12/31/15	32,174	-	6,291	24,340	1,543 (a)
FY 15 5310	20.513	15-HTR-SL-00153	Colorado Dept of Transp	02/19/15	12/31/16	49,980	-	-	20,883	29,097 (a)
FY 16 5310	20.513	16-HTR-ZL-00181	Colorado Dept of Transp	11/22/15	12/31/16	9,600	-	-	-	9,600 (a)
<b>Sub-total Federal Transit Administration</b>						<b>91,754</b>	<b>-</b>	<b>6,291</b>	<b>45,223</b>	<b>40,240</b>
<b>FEDERAL TRANSIT ADMINISTRATION</b>										
FY 14 5311	20.509	PO 211018944	Colorado Dept of Transp	06/30/14	04/30/15	20,000	-	-	20,000	-
<b>Sub-total Federal Transit Administration</b>						<b>20,000</b>	<b>-</b>	<b>-</b>	<b>20,000</b>	<b>-</b>
<b>FUNDS PASSED THROUGH FROM FEDERAL TRANSIT ADMINISTRATION</b>										
Section 5317 (New Freedom)	20.521	CO-57-X0005-00	Federal Transit Administration			76,504	-	50,417	26,087	-
Section 5317 (New Freedom)	20.521	CO-57-X0007-00	Federal Transit Administration			90,645	123,057	182,753	450	30,499 (d)
Section 5317 (New Freedom)	20.521	CO-57-X0015-00	Federal Transit Administration			45,660		9,660	36,000	-
<b>Sub-total Passed through Federal Transit Administration</b>						<b>212,809</b>	<b>123,057</b>	<b>242,830</b>	<b>62,537</b>	<b>30,499</b>
<b>TOTAL FEDERAL AWARDS</b>						<b>\$ 2,425,542</b>	<b>\$ 1,127,648</b>	<b>\$ 1,143,125</b>	<b>\$ 836,628</b>	<b>\$ 1,573,437</b>

**NOTES TO SCHEDULE OF FEDERAL EXPENDITURES:**

- (a) Balance to be used in CY 2016 for 2016 UPWP Activities
- (b) Balance to be returned for MPO pool
- (c) Balance to be passed through in CY 2016
- (d) Balance to be returned to CDOT/FTA

**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 Title 2, U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Therefore, some amounts presented in this schedule may differ from amounts reported in, or used in the preparation of the basic financial statements.



**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 & Planning Council  
Fort Collins, Colorado

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, and each major fund of the North Front Range Transportation & Planning Council (the "Council"), as of and for the year ended December 31, 2015, and the related notes to the financial statements, which collectively comprise Council's basic financial statements, and have issued our report thereon dated June 2, 2016.

**Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Council's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of 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  
June 2, 2016

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## Independent Auditor's Report on Compliance For Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance

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

### Report on Compliance for Each Major Federal Program

We have audited the North Front Range Transportation & Planning Council (the "Council") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Council's major federal programs for the year ended December 31, 2015. The Council's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

### *Management's Responsibility*

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

### *Auditor's Responsibility*

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

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

### *Opinion on Each Major Federal Program*

In our opinion, the Council complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2015.

### *Report on Internal Control over Compliance*

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

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

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

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

Greeley, Colorado  
June 2, 2016

**North Front Range Transportation & Air Quality Planning Council**  
**Schedule of Findings and Questioned Costs**  
**December 31, 2015**

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**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  No
- Significant deficiency(ies) identified?  Yes  None reported
- Noncompliance material to financial statements noted?  Yes  No

*Federal Awards*

Internal control over major programs:

- Material weakness(es) identified?  Yes  No
- Significant deficiency(ies) identified?  Yes  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 2 CFR 200.516(a)?

Yes  No

Identification of major programs:

CFDA/Contract Number  
20.205

Name of Federal Program or Cluster  
Highway Planning and Construction

Dollar threshold used to distinguish between Type A and Type B programs:

\$750,000

Auditee qualified as low-risk auditee?

Yes  No

ACTION ITEM: FY2017 UPWP



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

#### **MPO Planning Council**

*Mayor Pro-Tem Gerry Horak- Chair  
City of Fort Collins  
Mayor Kevin Ross- Vice Chair  
Town of Eaton  
Jennifer Baker  
Town of Berthoud  
Mayor John Morris  
City of Evans  
Town of Garden City  
Mayor Tom Norton  
City of Greeley  
Troy Mellon  
Town of Johnstown  
Commissioner Tom Donnelly  
Larimer County  
Paula Cochran  
Town of LaSalle  
Joan Shaffer  
City of Loveland  
Mayor Pro-Tem Linda Measner  
Town of Milliken  
Mayor Don Brookshire  
Town of Severance  
Paul Steinway  
Town of Timnath  
Commissioner Sean Conway- Past Chair  
Weld County Mayor  
Mayor Kristie Melendez  
Town of Windsor*

*Chris Colclasure  
CDPHE- Air Pollution Control Division  
Kathy Gilliland  
Transportation Commission*

#### **MPO Staff**

*Terri Blackmore  
Executive Director  
Becky Karasko  
Regional Transportation Planning  
Director  
Rena Steffen  
Administrative Director  
Crystal Hedberg  
Finance Manager  
Mary Warring  
Mobility Coordinator*

## Memorandum

**To:** NFRMPO Planning Council  
**From:** Terri Blackmore  
**Date:** June 2, 2016  
**Re:** FY 2017 Unified Planning Work Program (UPWP)

### Background

The NFRMPO staff provided a draft copy of the budget and work tasks to the TAC at their April 20, 2016 meeting. Staff requested TAC members provide any concerns, comments, or suggestions by Friday, May 6, 2016. No changes were requested and TAC recommends Planning Council approval of the FY 2017 UPWP Tasks. The MPO and VanGo™ budgets were taken to the Finance Committee on May 19, 2016 for their recommendation. The Finance Committee recommends Planning Council approval of the FY 2017 MPO and VanGo™ budgets and the required local match amounts. Approval of the FY 2017 UPWP and Budget approval at the June 2 meeting allows for CDOT and FHWA approval prior to October 1, 2016.

The full FY2017 UPWP can be accessed here: <http://bit.ly/1syfPQK>.

### Action

NFRMPO TAC and Finance Committee recommend Planning Council approval of the FY 2017 UPWP.





**RESOLUTION NO. 2016-09  
OF THE NORTH FRONT RANGE TRANSPORTATION  
& AIR QUALITY PLANNING COUNCIL  
APPROVING THE FY 2017 UNIFIED PLANNING WORK PROGRAM (UPWP) AND BUDGET**

- WHEREAS**, the North Front Range Transportation & Air Quality Planning Council maintains a fiscally responsible budget in compliance with Federal regulations required and developed through the “3C” transportation planning process of a Unified Planning Work Program (UPWP) describing the transportation planning activities of the MPO region; and
- WHEREAS**, the North Front Range Transportation & Air Quality Planning Council has prepared a FY 2017 Budget and UPWP that identifies the work elements, tasks, and direct expenses associated with the budget; and
- WHEREAS**, the budget includes funding for the VanGo™ vanpool program that is self-sufficient through fares and other funding sources; and
- WHEREAS**, the budget and UPWP have been constructed to allocate expenses as direct to a program where possible to reduce the indirect rate while more accurately reflecting true program costs; and
- WHEREAS**, the FY 2017 UPWP has continued the trend to reduce the use of STP Metro funds for planning to allow for more construction funds; and
- WHEREAS**, the NFRMPO has budgeted \$1,278,273 for planning efforts required by the Federal Highway and Federal Transit Administrations in conjunction with the Colorado Department of Transportation including \$713K in Consolidated Planning Grant funds, \$249K in STP Metro funds, \$51K in FTA §5310 funds, \$25K in CDPHE funds, and \$238K in local match in addition to the VanGo™ Budget detailed below.
- WHEREAS**, the NFRMPO has budgeted \$1,710,199 for VanGo™ operations including \$240K in CDOT Faster funds, \$840K in VanGo™ fares, \$85K in VanGo™ sales, \$418K in Fort Collins sales tax funds (exchanged for FTA §5307), and \$125K in agency reserves.
- NOW THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby approves the FY 2017 Unified Planning Work Program (UPWP) and Budget and requisite match funds.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2<sup>nd</sup> day of June, 2016.

\_\_\_\_\_  
Gerry Horak, Chair

ATTEST:

\_\_\_\_\_  
Terri Blackmore, Executive Director

ACTION ITEM: Approval of Funding of MPO Remodel



**RESOLUTION NO. 2016 -10**  
**OF THE NORTH FRONT RANGE TRANSPORTATION AND AIR QUALITY PLANNING COUNCIL**  
**AUTHORIZING A LOAN FROM THE VANGO ENTERPRISE FUND TO THE NORTH FRONT**  
**RANGE METROPOLITAN PLANNING ORGANIZATION**

WHEREAS, the North Front Range Metropolitan Planning Organization (MPO) operates from leased property with a physical address of 419 Canyon Avenue, Suite 300, Fort Collins, Colorado 80521;

WHEREAS, from that location, the MPO directs and supervises its operations, and also oversees and maintains a separate enterprise fund for VanGo™ operations;

WHEREAS, the VanGo™ Enterprise Fund operates from the same facility as the MPO, and uses as well as enjoys the same benefits as the MPO with respect to that location including, but not limited to, a conference room from which to operate;

WHEREAS, funds are needed to finance the construction and/or renovation of the conference room that both VanGo™ and the MPO utilize as part of their facilities;

WHEREAS, the VanGo™ Enterprise Fund should share at least some portion of the operating/facility costs borne by the MPO, including the costs to construct and/or renovate said conference room;

WHEREAS, the VanGo™ Enterprise Fund has nearly \$1 million in excess reserves, which are earning interest at a rate significantly lower than the MPO would be required to pay on any funds borrowed in order to construct and/or renovate the conference room at the leased location; and

WHEREAS, in consideration of the foregoing, the MPO desires to document a formal loan arrangement from the VanGo™ Enterprise Fund for the principal sum of \$56,000.00, to be repaid in full at the annual interest rate of 0.11% for five years. Repayment of the loan shall be made by the MPO to the VanGo Enterprise Fund once per year, in September of each of the five years commencing September 2017, and pursuant to the terms set forth under Exhibit A.

IT IS THEREFORE RESOLVED by the North Front Range Transportation & Air Quality Planning Council authorizes the Executive Director to transfer, as a loan under the terms set forth herein, the sum of \$56,000.00 from the VanGo™ Enterprise Fund to the North Front Range Metropolitan Planning Organization, and to note the obligation on the books and records of both the VanGo™ Enterprise Fund as well as the North Front Range Metropolitan Planning Organization.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2nd day of June, 2016.

\_\_\_\_\_  
Gerry Horak, Chair

ATTEST:

\_\_\_\_\_  
Terri Blackmore, Executive Director

**EXHIBIT A**

(Loan Repayment Terms)

**LOAN AMORTIZATION SCHEDULE**

**ENTER VALUES**

<i>Loan amount</i>	\$56,000.00
<i>Annual interest rate</i>	0.11%
<i>Loan period in years</i>	5
<i>Number of payments per year</i>	1
<i>Start date of loan</i>	9/30/2017
<i>Optional extra payments</i>	

**LOAN SUMMARY**

<i>Scheduled payment</i>	\$11,236.99
<i>Scheduled number of payments</i>	5
<i>Actual number of payments</i>	5
<i>Total early payments</i>	
<i>Total interest</i>	\$184.94
<b>LENDER NAME</b>	VanGo Vanpool

<b>PMT NO</b>	<b>PAYMENT DATE</b>	<b>BEGINNING BALANCE</b>	<b>SCHEDULED PAYMENT</b>	<b>TOTAL PAYMENT</b>	<b>PRINCIPAL</b>	<b>INTEREST</b>	<b>ENDING BALANCE</b>	<b>CUMULATIVE INTEREST</b>
1	9/30/2017	\$56,000.00	\$11,236.99	\$11,236.99	\$11,175.39	\$61.60	\$44,824.61	\$61.60
2	9/30/2018	\$44,824.61	\$11,236.99	\$11,236.99	\$11,187.68	\$49.31	\$33,636.93	\$110.91
3	9/30/2019	\$33,636.93	\$11,236.99	\$11,236.99	\$11,199.99	\$37.00	\$22,436.95	\$147.91
4	9/30/2020	\$22,436.95	\$11,236.99	\$11,236.99	\$11,212.31	\$24.68	\$11,224.64	\$172.59
5	9/30/2021	\$11,224.64	\$11,236.99	\$11,236.99	\$11,224.64	\$12.35	\$0.00	\$184.94

PRESENTATION: Rural Regional Statewide Bus Network



**COLORADO**

**Department of Transportation**

Division of Transit & Rail



# **STATEWIDE RURAL REGIONAL BUS NETWORK**

*Implementing the Colorado Intercity and Regional Bus Network Plan*

NFRMPO Planning Council - June 2, 2016



## DIVISION OF TRANSIT AND RAIL

- **CDOT Role**
  - DTR receives and manages \$32M annually for capital, operating & administration the State's transit infrastructure
  - Administers \$1.6M in Federal money for rural and intercity transit operations
  - Administers \$1.0M in FASTER operating grants.
- **DTR's role/mission**
  - Plan....Operate....Build
  - Coordinate State and local transit services
  - Manage limited dollars to maximize opportunities at State & local levels.



## DIVISION OF TRANSIT AND RAIL (Cont)

- **Colorado's First Statewide Transit Plan**
  - Element in the Statewide Transportation Plan developed by the TPR's
  - Identified projects that:
    - ✓ Increase intermodal transit connectivity
    - ✓ Make transit more time-competitive with the automobile
    - ✓ Maximize mobility needs and system efficiency
    - ✓ Reduce VMT and greenhouse gas emissions
- **2014 Statewide Intercity and Regional Bus Network Plan**
  - Identified statewide goals for development, stations and connectivity needs of the Rural Regional network
  - Identified policy, performance and financing issues
  - Defined preferred networks for intercity and regional bus networks.





## ***RURAL REGIONAL STATEWIDE BUS NETWORK MISSION***

Develop a statewide network of private and public services that addresses both regional & intercity trip needs

- Uses existing and new services (where possible)
- Offers convenient regional mobility between urban and rural areas, and with connections to the national and international locations.
- Based on what we learned through the ICB Network Study and SW Transit Plan.



## RURAL REGIONAL BACKGROUND

- In 2004 the intercity bus companies like Greyhound began shedding over 2,500 rural stops nationwide affecting 8.4 million rural residents in an effort to cut losses; states west of the Mississippi River were affected the most.
- To ease the impact under SAFETEA-LU, FTA implemented a pilot program that allowed ICB Companies (Greyhound) to provide unsubsidized capital or operating miles as “in-kind” match toward the local match to entice operators to reinstate the lost rural service.
  - Now codified in FAST ACT
- FAST Act continues the Federal policy of requiring 15% of FTA 5311 program dollars go to support intercity bus services for rural areas
  - 2016 - \$1.65M is available for Colorado annually
- **Current Challenges in Colorado**
  - Long distances and inconvenient schedules for the travelling public
  - Lack of common or well-aligned brand
  - Cost of Capital is often “operationalized”, thereby making the service more expensive.
  - Lack of connectivity between rural parts of the state and activity centers



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## A BETTER SOLUTION: “The Washington State Model”

- **In 2007 WSDOT launched a distinctive solution branded *Travel Washington***
  - Identified and prioritized the routes with Statewide RTPO & MPO assistance.
  - Purchased the fleet
  - Allocated 5311(f) funds through a competitive bid process, rather than a grant selection process, to fund services on routes that the department identified through its planning processes.
  - Meets all conditions of meaningful ICB connections and has broad FTA support
- **The Colorado Rural Regional Bus Network will mimic the WSDOT project in order to enhance the existing network**
  - Create a more competitive environment to get the best performance out of limited dollars.
  - Costs savings will go to expanding the network over time.
  - Addresses multiple markets and needs that aren't met today
    - ✓ Enhanced connectivity to the intercity bus network
    - ✓ Addresses regional travel needs for day trips to regional center



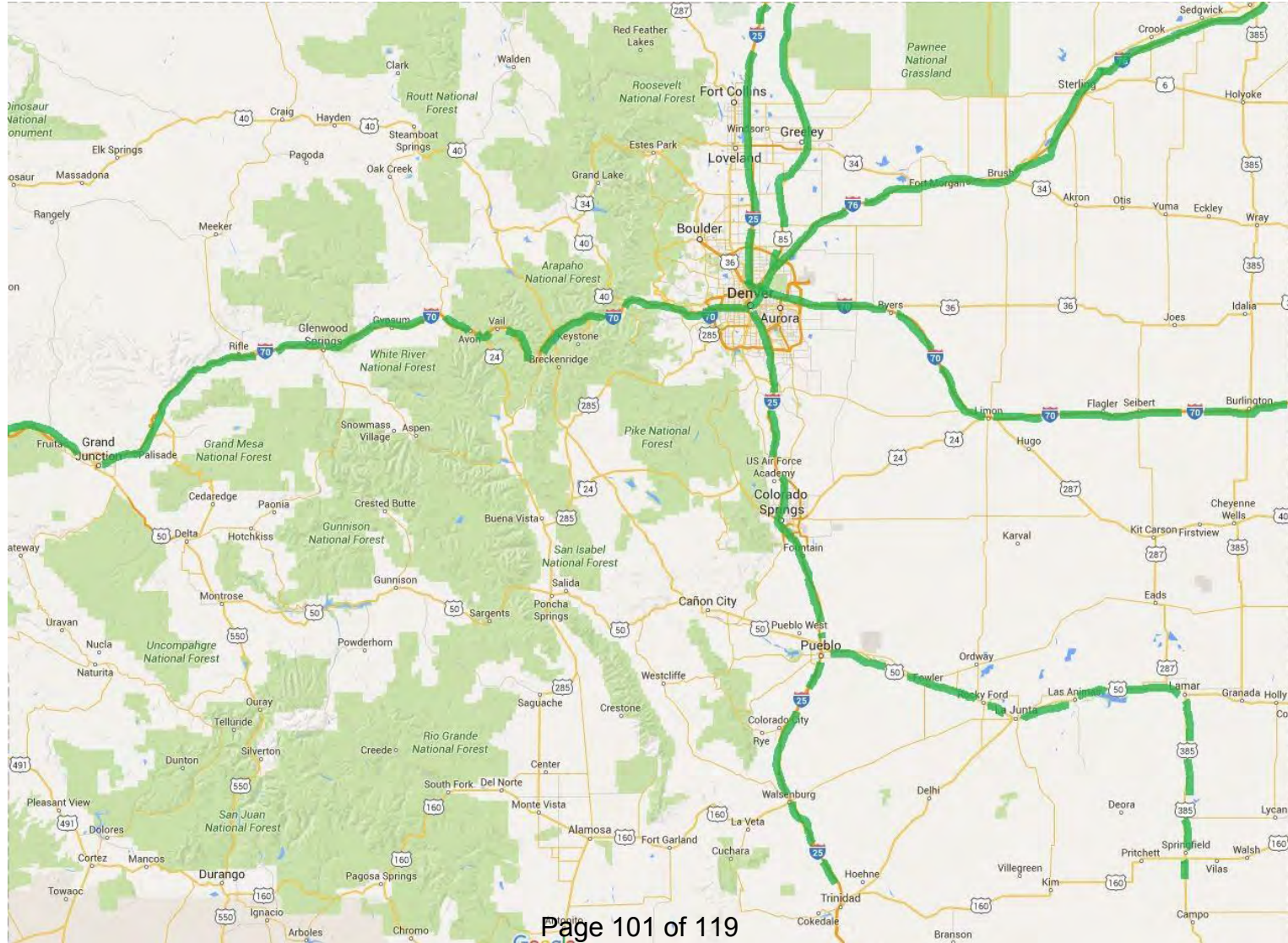
# CREATING THE MOST EFFECTIVE NETWORK

## Will require:

- Considerations of both markets: Intercity Bus & regional services
- Understanding scheduling & operating constraints
  - Greyhound
  - Bustang
  - Proposed CO Rural Regional statewide services
  - Locally operated regional services
- Maximize local funding and Greyhound “in-kind” match
- Other means of supporting multiple markets - subsidized and profitable routes
  - Fares & Ticketing
  - Customer information
- Routes will need to be prioritized due to funding constraints
  - 5311(f): approx. \$1.65m available annually
  - FASTER Regional Operating assistance: approx. \$500k available

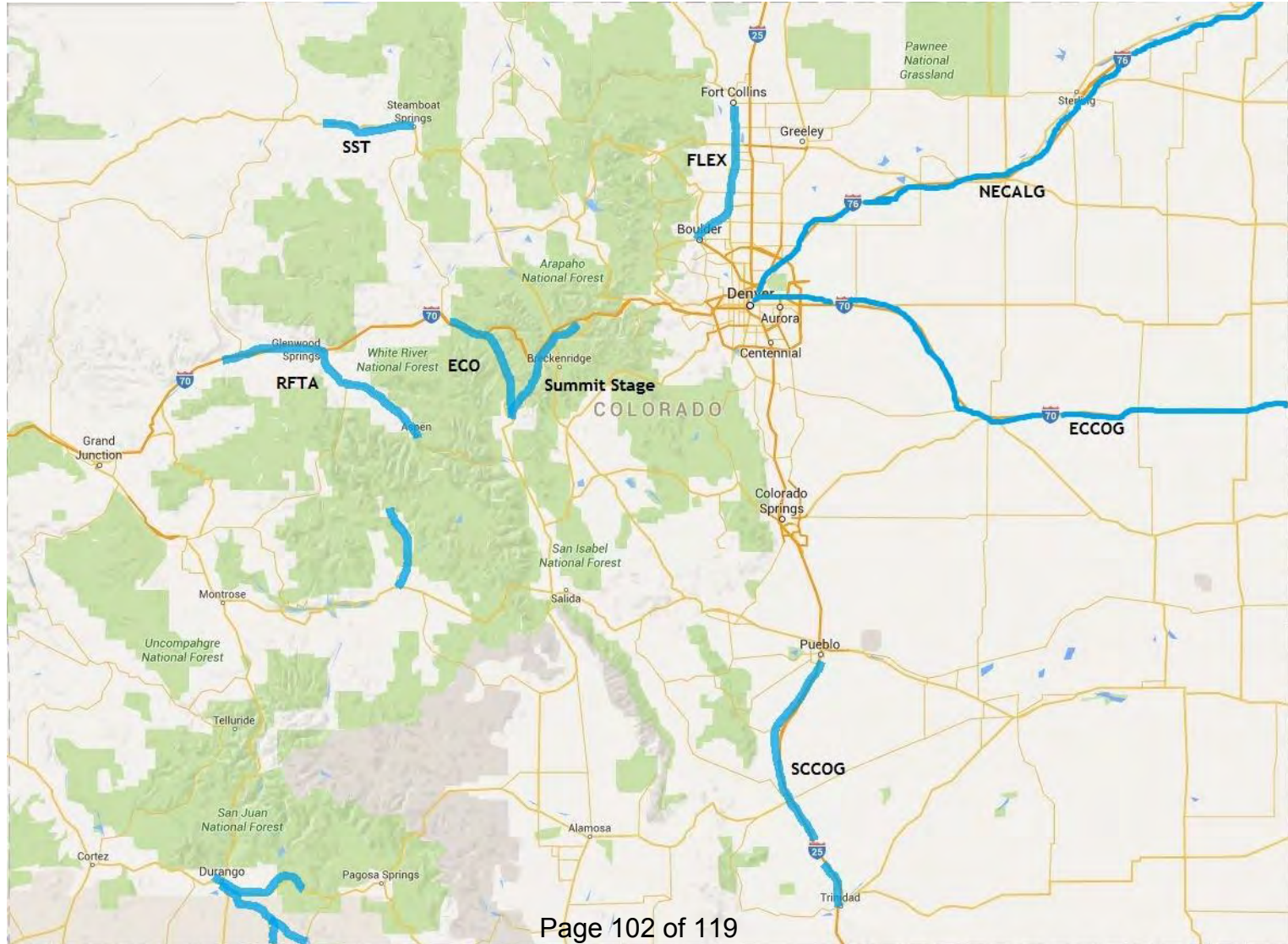


# Unsubsidized ICB Network



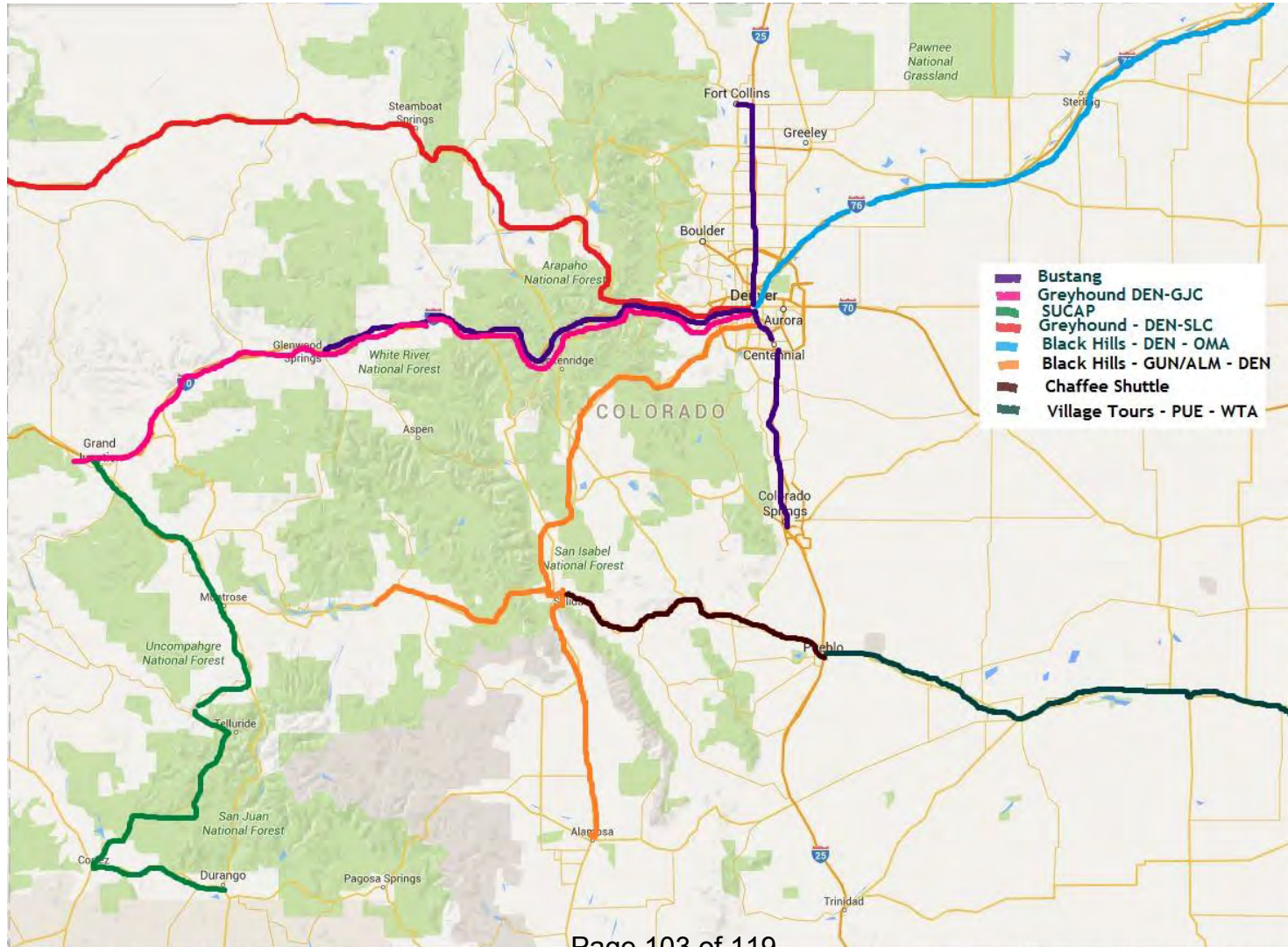


# RURAL REGIONAL OPERATED BY LOCAL TRANSIT AGENCIES



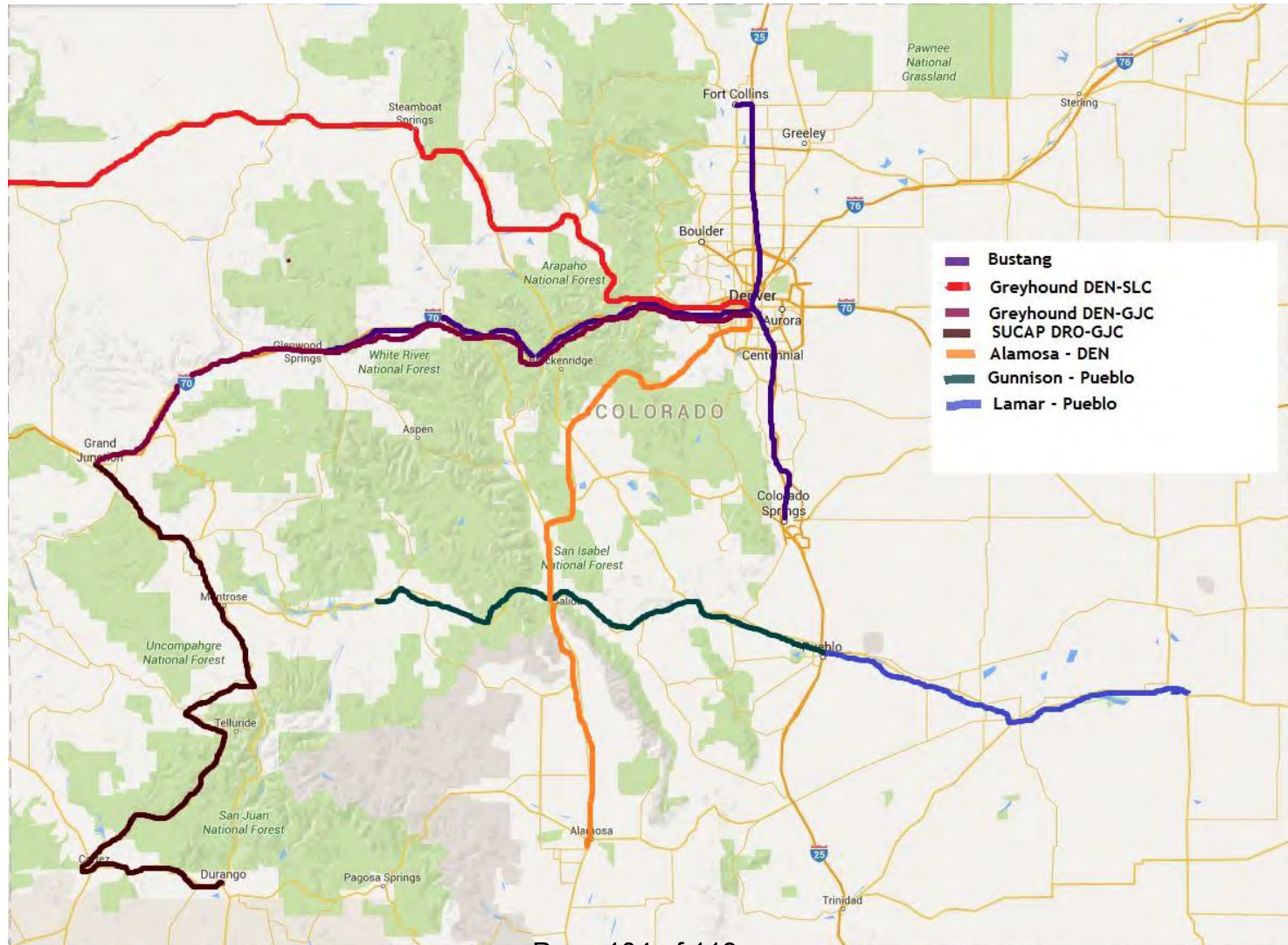


# Current Subsidized Network





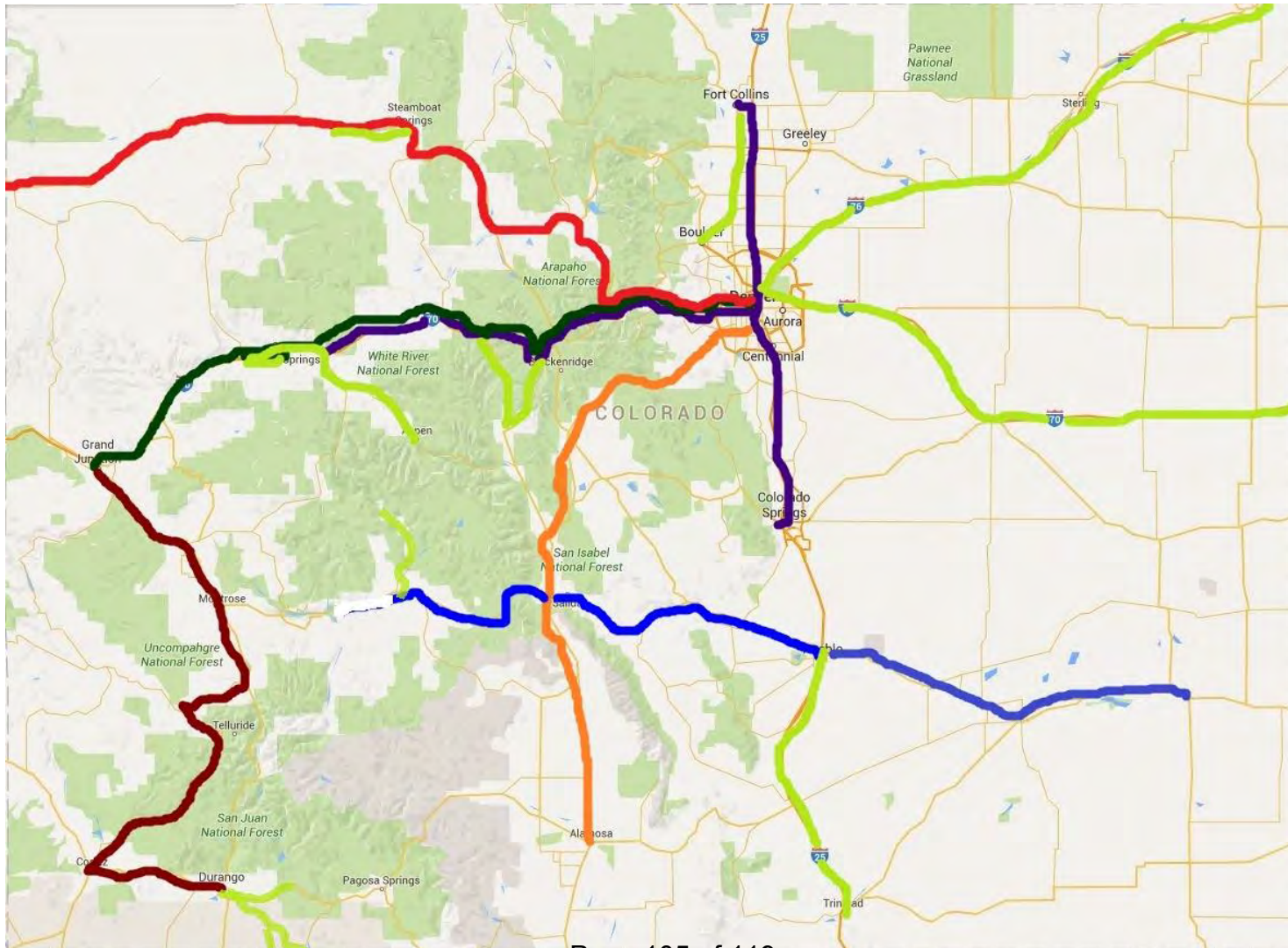
# Proposed Basic Rural Regional Network





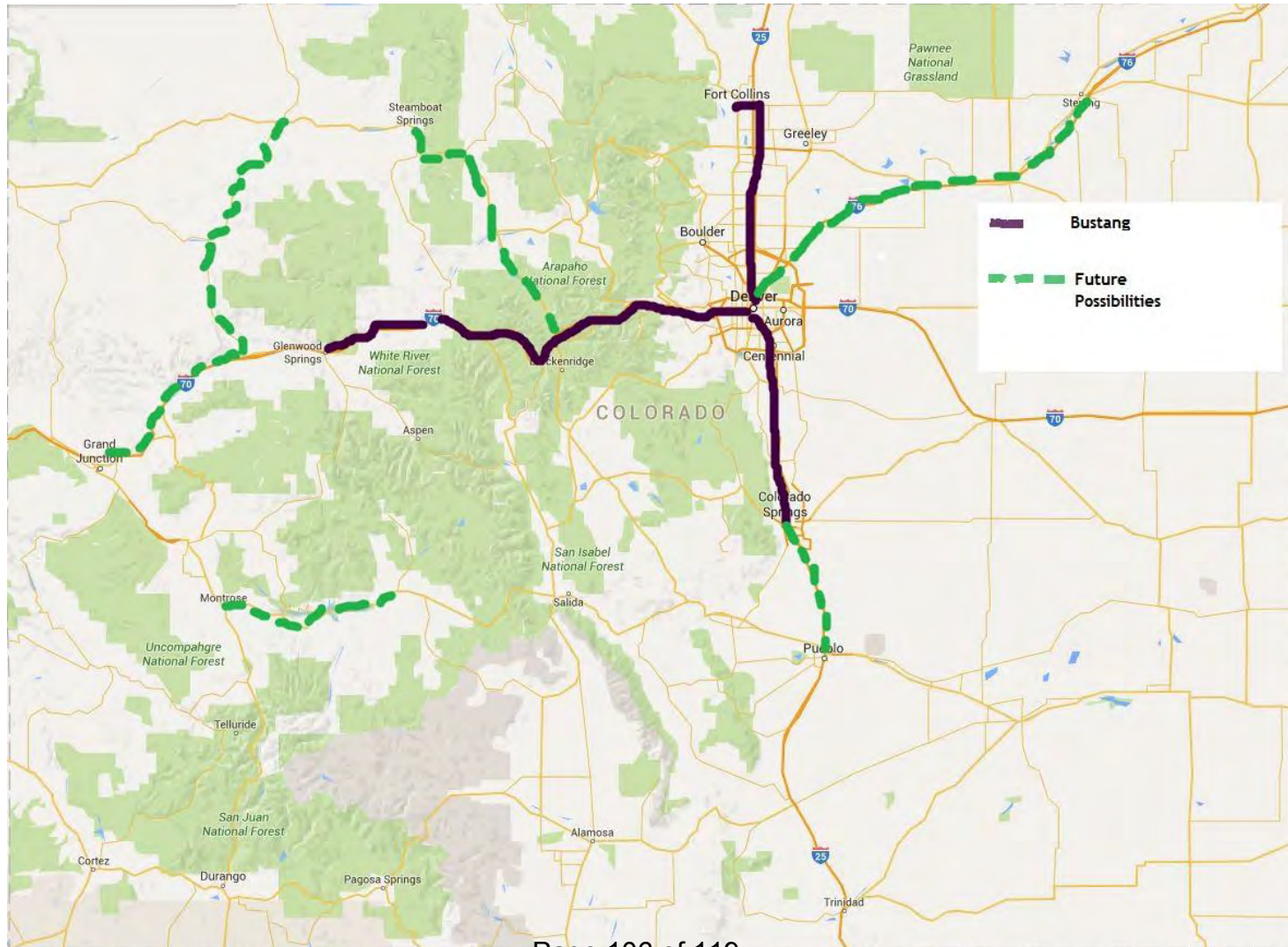


# Proposed Basic Rural Regional Network With Regional Services





# Potential Expansion of Basic Rural Regional Network





## Policy Areas to Explore with Stakeholders

- **Scheduling**
  - What level of service is needed in these corridors? 3 days a week? 5? 7?
  - Does a trip provide adequate time at regional centers - five hours? Four hours?
  - Are schedules meaningful and convenient?
  - Can we maintain connections with Greyhound within desired/required window?
- **Fares**
  - Should we work to build a system that maximizes farebox recovery or that maximizes ridership by using lower fares?
  - What type of fare medium should be employed? What role would ticket agents have?
  - What role should equity considerations play?
  - Should there be a threshold or cap for maximum subsidy amount?
  - How important should connections to local transit systems be in the decisions?



## NEXT STEPS

- Spring 2016: collaborate with TPR's and MPO's to gather input on policy questions and finalize the routes
- Summer 2016: Seek Transportation Commission approval
- Summer 2016: Begin to develop a bus specification
- Fall 2016 / Winter 2017: procure the fleet of OTR small coaches with SB-228 funds
- Calendar Year 2017: Develop Service Contracts
- Calendar Year 2018: Implement the Rural Regional Network



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## Questions?

**Michael Timlin**  
**Bus Operations Unit**  
**4201 East Arkansas Ave Rm 227**  
**Denver, CO 80222**  
**(303) 757-9648**

DISCUSSION ITEM: Bike/Traffic Counters Update



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

#### **MPO Planning Council**

*Mayor Pro-Tem Gerry Horak- Chair  
City of Fort Collins  
Mayor Kevin Ross- Vice Chair  
Town of Eaton  
Jennifer Baker  
Town of Berthoud  
Mayor John Morris  
City of Evans  
Town of Garden City  
Mayor Tom Norton  
City of Greeley  
Troy Mellon  
Town of Johnstown  
Commissioner Tom Donnelly  
Larimer County  
Paula Cochran  
Town of LaSalle  
Joan Shaffer  
City of Loveland  
Mayor Pro-Tem Linda Measner  
Town of Milliken  
Mayor Don Brookshire  
Town of Severance  
Paul Steinway  
Town of Timnath  
Commissioner Sean Conway- Past Chair  
Weld County  
Mayor John Vazquez  
Town of Windsor*

*Chris Colclasure  
CDPHE- Air Pollution Control Division  
Kathy Gilliland  
Transportation Commission*

#### **MPO Staff**

*Terri Blackmore  
Executive Director  
Becky Karasko  
Regional Transportation Planning Director  
Rena Steffen  
Administrative Director  
Crystal Hedberg  
Finance Manager  
Mary Warring  
Mobility Coordinator*

## Memorandum

**To:** NFRMPO Planning Council  
**From:** Aaron Buckley  
**Date:** June 2, 2016  
**Re:** NFRMPO Bike/Ped Counter Update

### Background

In 2015, the NFRMPO purchased five bicycle and pedestrian counters for use in the region. The five counters consist of two permanent units for long-term counts and three mobile units which will be used for short-term counts. All of the units were purchased from JAMAR Technologies, Inc.

The two permanent counters use a combination of infrared and in-ground piezo electric strips to collect counts. The three mobile counters consist of two tube-style road counters and one infrared post-mounted counter.

On April 26, 2016, representatives from JAMAR and TDC (the count devices manufacturer) conducted a training hosted at the NFRMPO offices. Attendees included the Cities of Denver, Evans, Fort Collins, Greeley, and Loveland; Larimer County; CDOT; Colorado State University; Fort Collins Moves; and Bike Fort Collins.

On April 26, 2016 a permanent counter was installed at the River Bluffs Open Space along the Poudre River Trail in Larimer County. On April 27, 2016 the second permanent counter was installed at the Rover Run Dog Park along the Poudre River Trail in the City of Greeley.

The count numbers as of May 23, 2016 are as follows:

#### **River Bluffs Open Space – Larimer County (April 26 to May 23)**

Total Average Daily Traffic – 219  
Average Daily Traffic Pedestrians – 81  
Average Daily Traffic Bicyclists – 134

#### **Rover Run Dog Park – City of Greeley (May 3 to May 23)**

Total Average Daily Traffic – 270  
Average Daily Traffic Pedestrians – 198  
Average Daily Traffic Bicyclists – 71

### Action

No action is required at this time.

DISCUSSION ITEM: CMP Annual Report



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 2, 2016 Greeley	2016 Congestion Management Process Annual Report	Medora Kealy
<b>Objective/Request Action</b>		
<p>TAC is requesting Planning Council review the draft 2016 Congestion Management Process (CMP) Annual Report. This document has been developed with input from TAC members. At their June 15, 2016 meeting, TAC is expected to make a recommendation for Council to adopt the 2016 CMP Annual Report at their July 7, 2016 meeting.</p>		<ul style="list-style-type: none"> <li><input type="checkbox"/> Report</li> <li><input type="checkbox"/> Work Session</li> <li><input checked="" type="checkbox"/> Discussion</li> <li><input type="checkbox"/> Action</li> </ul>
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>• Staff drafted the 2016 CMP Annual Report, which reports on six congested-related performance measures from the 2040 Regional Transportation Plan (RTP) and assesses the effectiveness of strategies implemented to manage congestion as required by MAP-21</li> <li>• The report focuses on the Regionally Significant Corridors (RSCs) in the NFRMPO region</li> </ul>		
<b>Committee Discussion</b>		
<p>At the April 20, 2016 and May 18, 2016 TAC meetings, the 2016 CMP Annual Report was discussed. Staff incorporated all applicable revision suggestions from TAC members.</p>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>• This is the first CMP Annual Report since the 2015 Congestion Management Process was adopted in September 2015</li> <li>• Federal legislation requires urbanized areas with over 200,000 residents have a Congestion Management Process (CMP), including a periodic assessment of the effectiveness of strategies through established performance measures</li> <li>• The NFRMPO meets the federal requirements for periodic assessment through annual reporting</li> </ul>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>• The report fulfills federal requirements for the periodic assessment of the effectiveness of congestion management strategies in terms of the region's established performance measures</li> <li>• Analysis will inform regional priorities in the RTP and federal funding project selection in the TIP</li> </ul>		
<b>Disadvantages</b>		
<p>Not having an Annual Report means the NFRMPO is not meeting federal reporting requirements.</p>		
<b>Analysis/Recommendation</b>		
<p>TAC requests Planning Council review the 2016 CMP Annual Report and provide thoughts on the new format.</p> <p>At their June 15, 2016 meeting, TAC is expected to make a recommendation for Planning Council to adopt the 2016 CMP Annual Report at their July 7, 2016 meeting.</p>		
<b>Attachment</b>		
<ul style="list-style-type: none"> <li>• 2016 Congestion Management Process Annual Report</li> </ul>		

# DRAFT 2016 Congestion Management Process Annual Report



## What is the CMP Annual Report?

The Congestion Management Process (CMP) Annual Report examines congestion in the NFRMPO region and assesses the effectiveness of strategies implemented to manage congestion. The annual report fulfills federal requirements for periodic assessment as part of the CMP.

The report focuses on the Regionally Significant Corridors (RSCs) as identified in the [2040 Regional Transportation Plan \(RTP\)](#). The CMP Performance Measures section provides baselines and trends for the six performance measures related to congestion identified in the RTP. The analysis shows the region is meeting the targets for three of the five measures with available data. Additional information is included as outlined in the [2015 CMP](#).

## What is congestion?

Congestion occurs when there are too many vehicles attempting to use the same facility at the same time. Congestion results in slower travel times, which decreases the quality of the transportation user's experience and increases the risk of vehicle crashes.

There are two types of congestion: recurring and non-recurring. Causes of recurring congestion include unrestrained demand, insufficient capacity, and ineffective management of capacity. Causes of non-recurring congestion include temporary events such as traffic incidents, weather events, special events, work zones, and emergencies.

## CMP Performance Measures

### Travel Time Index (TTI)

The travel time index (TTI) indicates how much longer it takes to travel a road during peak travel periods compared with free-flow conditions. For example, a TTI of 1.3 means travel time is 30% longer during peak periods than during free-flow.

The NFRMPO target for this measure is maintaining at least 80% of RSCs with a TTI of 2.5 or lower. The target is considered attainable, and was set at that level to ensure compliance and avoid potential funding impacts.

To supplement this analysis, data is presented for the more aspirational target set by the Colorado Department of Transportation (CDOT) for the Planning Time Index (PTI). The PTI assesses travel time reliability by comparing the 95th percentile travel time during the peak period to free-flow conditions.

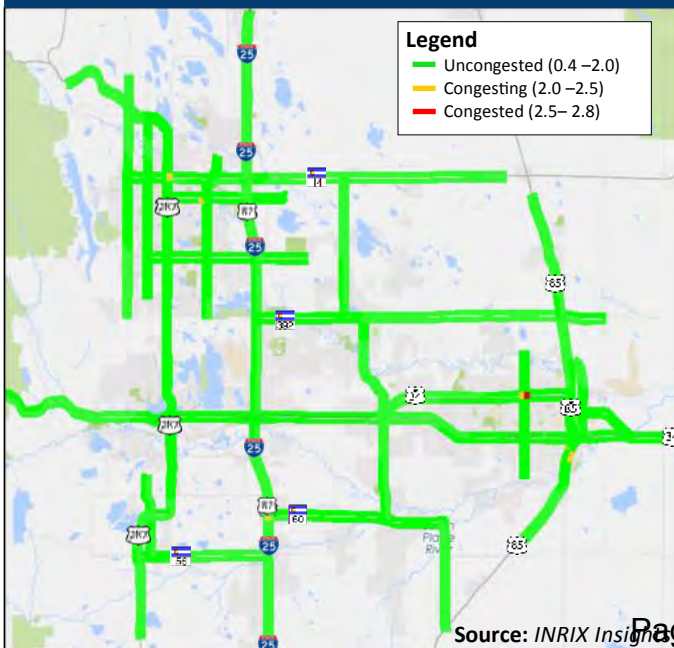
The PTI represents the amount of time needed to arrive on-time 95% of the time. The CDOT target is 1.08 PTI or lower on 90% or greater of non-Interstate NHS centerline miles and 1.25 PTI or lower on 90% or greater of Interstate centerline miles.

There are two sources of data for the TTI:

- INRIX provides real-time probe data that covers 67.7% of the RSC mileage in the region. According to this dataset, none of the RSCs had a TTI above 2.5 in 2014, and one section of an RSC had a TTI above 2.5 in 2015 (see map). This section is on 35th Ave at US-34 Business in Greeley. According to this analysis, 100% of RSCs met the target in 2014, and 99.9% of RSCs met the target in 2015.

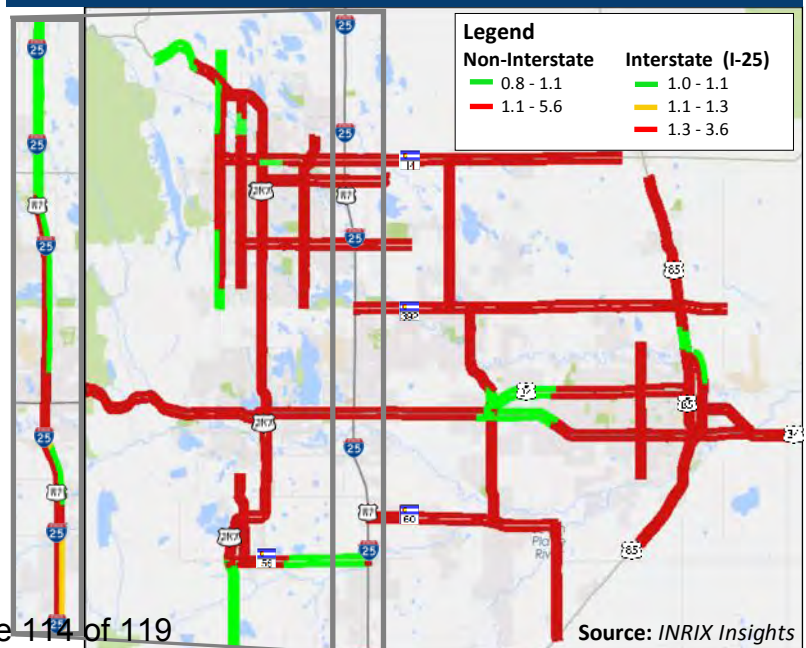
*Continued on next page...*

### Travel Time Index on RSCs, 2015




Source: INRIX Insights Page 114 of 119

### Planning Time Index on RSCs, 2015





Source: INRIX Insights

## Travel Time Index (TTI) - Continued

- Vehicle travel time collector systems are maintained by the cities of Fort Collins, Greeley, and Loveland. The Fort Collins system began collecting data in 2014, while the other systems were installed in 2015. All systems are currently being expanded. According to the Fort Collins system, two sections of RSCs had a TTI above 2.5 in 2015, which represents 4.8% of RSCs with data. 

There are two sources of data for the PTI:

- According to INRIX data for 2015, 13.0% of RSC road sections met the thresholds of 1.08 PTI or lower on non-Interstates and 1.25 PTI or lower on Interstates. This analysis indicates the region is not meeting the CDOT target of 90% of roadway miles meeting the specified thresholds (See PTI Map on Page 1). 
- According to the vehicle travel time collector system in the City of Fort Collins, none of the road sections met the thresholds of 1.08 PTI or lower on non-Interstates in 2015 (there is no data for Interstates using this system). 

Sources: INRIX Insights, City of Fort Collins

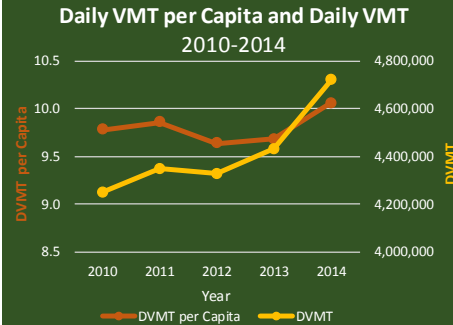
## Vehicle Miles Traveled (VMT)



### Growth per Capita

VMT is the number of miles traveled by vehicles within a specified region and during a specified time period.

The target for this measure is a lower increase in regional VMT than the increase in regional population. This target was set as a stretch goal.



CDOT measures VMT for state maintained facilities (US and State Highways), which cover 686 lane miles in the NFRMPO region. From 2010 to 2014, daily VMT

(DVMT) increased by 11.1% while population in the region increased by 8.0%. DVMT per capita increased from 9.8 miles per day per person in 2010 to 10.1 in 2014, an increase of 2.9%. The target for this measure is not currently being met. 

Sources: CDOT, DOLA


## Non-Motorized Facilities per Capita



The total miles of non-motorized facilities per capita indicates the availability of non-motorized transportation options in the region. Increasing the availability of non-motorized transportation may help to mitigate congestion.

The target for this measure is an increase of at least 2% per capita. This target was set as a stretch goal.

Data for the pedestrian network is available for 2012, and updated data will be available later this year. Full analysis of this measure will be included in the Non-Motorized Plan and in the 2017 CMP Annual Report.

Data for the bicycle network is available for 2012 and 2014. The number of miles of bicycle facilities in the region increased from 629 miles in 2012 to 664 miles in 2014. As of 2014, there are 1.4 miles of bicycle facilities for every 1,000 people in the region. There was a 1% increase in bicycle facilities per capita from 2012 to 2014. The status for this target is unknown. 


Sources: Municipalities, Counties, and CDOT

## Fixed-Route Revenue Hours per Capita within Service Areas



This performance measure provides an indication of availability of transit service.

The target for this measure is a 30% increase. This target was set as a stretch goal.

In 2012, across the three local and/or regional fixed-route transit systems, revenue hours per capita was 0.41. In 2015, revenue hours per capita increased to 0.49. Most of that increase can be attributed to Transfort, which experienced a 37.4% increase in revenue hours per capita from 2012 to 2015. Revenue hours per capita increased by 1.6% for COLT over the same time period. GET also experienced an increase in the total number of revenue hours, but on a per capita basis revenue hours declined by 16.6%. Data is not available for the North Route of CDOT's Bustang service. Systemwide, revenue hours per capita increased 19.4% from 2012 to 2015. The target for this measure is not currently being met. 


Source: National Transit Database, Transit Agencies, CDOT

## Transit Service Vehicles within Useful Life Parameters Established by FTA



The percentage of transit service vehicles within useful life parameters indicates the maintenance of the public transportation system.

The target for this measure is to maintain 75% of vehicles within useful life parameters. This target was set as a stretch goal.

In 2015, 75.0% of vehicles in operation by Transfort, GET, and COLT were within useful life parameters. The percentage of vehicles within useful life is 40.0% for COLT, 75.9% for GET, and 81.1% for Transfort. The target for this threshold is currently being met. 

Source: Transit Agencies

### Note on Transit-Related CMP Performance Measures

Transit-related CMP performance measures assess performance of the publicly-owned fixed-route transit systems in the region. Three public agencies provide local and/or regional fixed-route transit service: Transfort, operated by the City of Fort Collins; Greeley-Evans Transit (GET), operated by the City of Greeley; and City of Loveland Transit (COLT), operated by the City of Loveland. A state-owned fixed-route transit system, Bustang, provides interregional service between Fort Collins and Denver via the North Route.


## CMP Performance Measures

### Fixed-Route Ridership per Capita within Service Areas

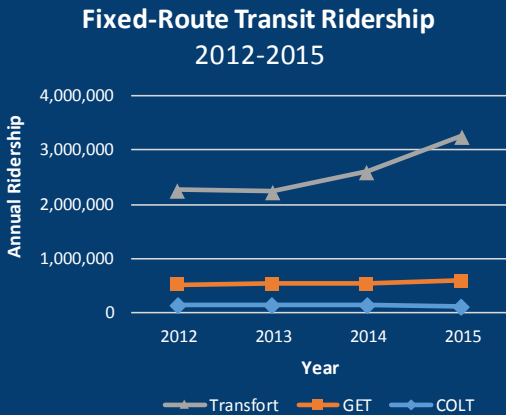
This performance measure indicates use of the fixed-route transit system.

The target for this performance measure is a 10% increase. This target was set as a stretch goal.

In 2012, systemwide transit ridership per capita was 9.8. In 2015, ridership per capita increased to 11.9. Most of that increase can be attributed to Transfort, which increased from 15.8 trips per capita in 2012 to 20.6 trips per capita in 2015. GET experienced an increase in ridership, along with a higher increase in population, resulting in a decline in ridership per capita from 5.5 trips per capita in 2012 to 5.1 in 2015. Ridership per capita on COLT decreased from 2.2 trips per capita in 2012 to 2.0 in 2015. The Bustang system began in July 2015, and ridership on the North Route is included in the systemwide value for 2015.

Systemwide, ridership per capita increased 21.6% from 2012 to 2015. The target for this measure is currently being met. 

*Source: National Transit Database, Transit Agencies, CDOT*



## Implemented and Programmed Projects

### Congestion Management Strategies

Implemented and Programmed projects presented in this report provide one or more congestion management strategies. Congestion management strategies can be organized into four main categories, as identified in FHWA's "Congestion Management Process: A Guidebook." Strategies associated with each category are shown below. They do not constitute an exhaustive list of congestion management strategies. All reasonable strategies must be evaluated and deemed ineffective or infeasible prior to the consideration of additional system capacity.

- **Transportation Demand Management (TDM)**
  - Congestion pricing
  - Parking management and parking pricing
  - Pedestrian and bicycle improvements
  - Telework and flexible work hours
  - Ridesharing programs
  - Land use controls and growth management programs
- **Traffic Operations Improvements / Intelligent Transportation Systems (ITS)**
  - Traffic metering
  - Access management
  - Converting High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes
  - Bus-only shoulder lanes
  - Traffic signal optimization
  - Geometric improvements
  - Road diets
  - Traffic Incident Management (TIM)
- **Public Transportation Improvements**
  - Operations improvements
  - Capacity improvements
  - Bicycle and pedestrian accessibility improvements
- **Additional System Capacity**
  - New HOV or HOT lanes
  - Intersection improvements
  - Center turn lanes
  - Overpasses or underpasses
  - New travel lanes (including truck climbing lanes)

*Source: Congestion Management Process: A Guidebook. U.S. Department of Transportation, Federal Highway Administration. April 2011. [http://www.fhwa.dot.gov/planning/congestion\\_management\\_process/cmp\\_guidebook/cmpguidebk.pdf](http://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf)*

### Strategy Effectiveness

Each congestion management strategy category contributes improvements to one or more CMP Performance Measures.

**TDM Strategies** contribute improvements toward the TTI, VMT Growth per Capita, and Non-Motorized Facilities per Capita measures.

**Traffic Operations Improvements / ITS Strategies** contribute improvements toward the TTI measure.

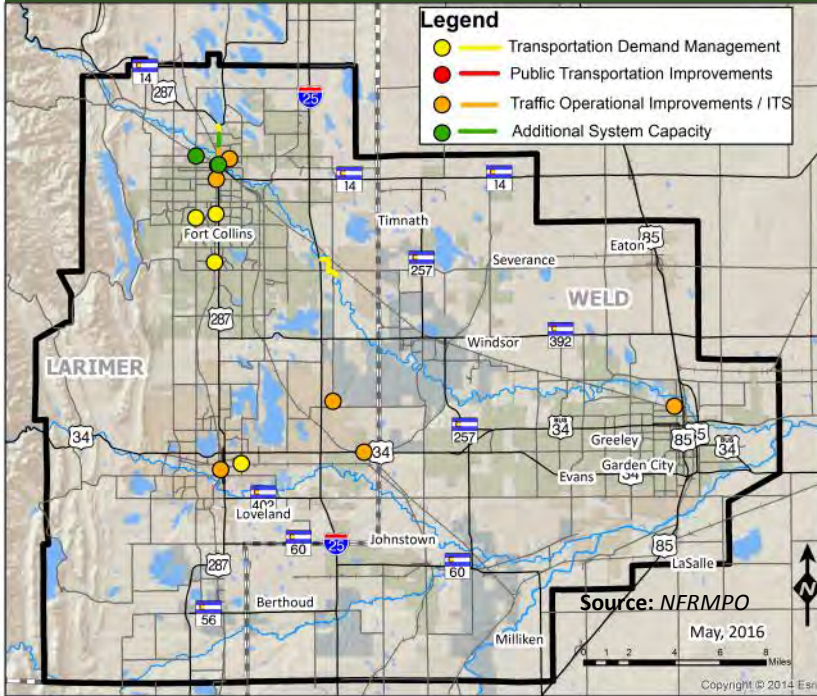
**Public Transportation Improvement Strategies** contribute improvements toward the TTI, VMT Growth per Capita, Fixed-Route Revenue Hours per Capita within Service Areas, Transit Service Vehicles within Useful Life Parameters, and Fixed-Route Transit Ridership measures.

**Additional System Capacity Strategies** contribute improvements toward the TTI measure.

# Implemented and Programmed Projects

## Implemented Projects

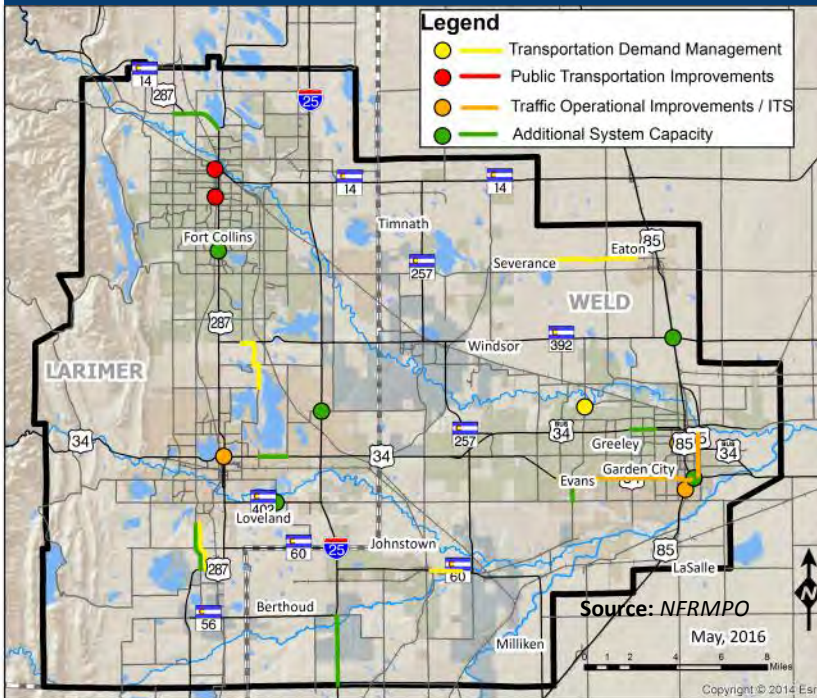
Projects selected by the NFRMPO Planning Council for FY12-17 funding that were completed in FY15 or earlier are considered implemented projects. Projects that contribute toward congestion management are provided in the table and map.



Strategy Category	Project Name	Regionally Significant Corridor
Transportation Demand Management	Mason Trail Overpass @ BNSF	Multiple
	Mason/Corridor Troutman Crossing	None
	Poudre River Tr: North Timnath	Multiple
	Madison Ave Bridge – Loveland	Multiple
	Evans Bike/Ped Trail-Phase II	Multiple
	37 <sup>th</sup> St. Bike/Ped Evans Ph I	Multiple
	Fort Collins FC Bikes CMAQ FY12 and FY13	Multiple
	US 287: Willox to SH 1 & Ped Bridge	US 287
	LCR17 Poudre Bridge Replacement	LCR 17
	Fort Collins Shields & LaPorte Bridges	LCR 17
Traffic Operational Improvements / ITS	North College Avenue Improvement	US 287
	Loveland I-25/ US34/Crossroads VMS	Multiple
	North Ft Collins Adaptive Signals	Multiple
	Fort Collins Traffic Signal Sys Software	Multiple
	Greeley Fiber Optic Communications #2	Multiple
Additional System Capacity	Loveland Fiber Optic Project	Multiple
	US287: Conifer to Willox	US 287
	Jefferson Street/SH14 Improvements	SH 14
	Shields St & Vine Dr Intersection Imp	LCR 17

## Programmed Projects

Projects selected by the NFRMPO Planning Council for FY12-17 or FY16-19 funding that have not yet been completed are considered programmed projects. Projects that contribute toward congestion management are provided in the table and map.



Strategy Category	Project Name	Regionally Significant Corridor
Transportation Demand Management	Sheep Draw Trail Poudre Connection	None
	Milliken to Johnstown Trail Connection	None
	Berthoud CR 17 Bike Lanes	LCR 17
	Great Western Trail	None
	Colorado Front Range Trail	None
Traffic Operational Improvements / ITS	Adaptive Signal US 85 Greeley	US 85
	10th Street Access Control Implementation	US 34 Business
	US 85 Access Control at 31st Street Intersection	US 85
	Loveland Traffic Optimization	Multiple
	Greeley Signal Timing 2016	Multiple
Public Transportation Improvements	Adaptive Signals 34 and 85 Bypass	Multiple
Public Transportation Improvements	Secure Bicycle Parking (2 locations)	Multiple
Additional System Capacity	US 287: SH1 to LaPorte Bypass	US 287 & SH1
	US 34 & US 85 Interchange Bridges	US 34 & US 85
	10 <sup>th</sup> Street in Greeley: Phase II	US 34 Business
	US 34 Business (10 <sup>th</sup> St): 23 <sup>rd</sup> to 35 <sup>th</sup>	US 34 Business
	US 34 Widening	US 34
	I-25 Truck Climbing Lane	I-25
	LCR 17 Expansion	LCR 17
	65th Avenue Widening	65th Ave
	I-25/Crossroads Bridge	I-25
	Horsetooth and College Intersection Improvement	US 287
US 85 & SH392	US 85 & SH 392	
SH 402 & CR 9e	SH 402	
65 <sup>th</sup> Ave: US34 Bypass to 37 <sup>th</sup> Ave	65 <sup>th</sup> Ave	

## The CMP's Role in Project Selection



The Transportation Improvement Program (TIP) provides the transportation-related projects and activities to be funded in the region over the next four years. The TIP reflects the CMP performance measures and strategies as required by federal regulations.

The current version of the TIP addresses funding for FY16-19 and includes projects selected from an approved Call for Projects process held in 2014. Project applications were required to indicate which of the 2040 RTP Goals and Performance Measures the project would impact, and were scored in part based on the project's contribution toward the Goals and Performance Measures. Many of the 2040 RTP Goals and Performance Measures are included as part of the CMP. Specifically, three of the four Goals are related to congestion — Mobility, Multi-Modal, and Operations — and six of the 12 Performance Measures are related to congestion.

## Additional Information

### Transportation Funding and Gas Tax



The Fixing America's Surface Transportation (FAST) Act was signed into law December 4, 2015 by President Obama. The FAST Act authorizes \$305 B in funding for surface transportation over a five year period (FY 2016—FY 2020). It is anticipated Colorado could receive an average of \$566 M for each of the five years for a total of \$2.8 B in funding.

According to the CDOT FY 2015-16 Budget Allocation Plan, the largest source of revenue other than Federal Highway Revenue - Highway Trust Fund is the Highway User Tax Fund (HUTF). The HUTF is primarily funded through the state motor fuel tax, along with vehicle registration fees and other vehicle fees and surcharges. The state gasoline tax is \$0.22 per gallon, and has not increased since 1993.

### Major Regional Bottlenecks



As defined by INRIX, bottlenecks occur when speeds fall below 60% of free flow speed for at least 5 minutes over a stretch of road at least 0.3 miles long. Once speed returns to 60% of free flow speed for more than 10 minutes the bottleneck is considered cleared.

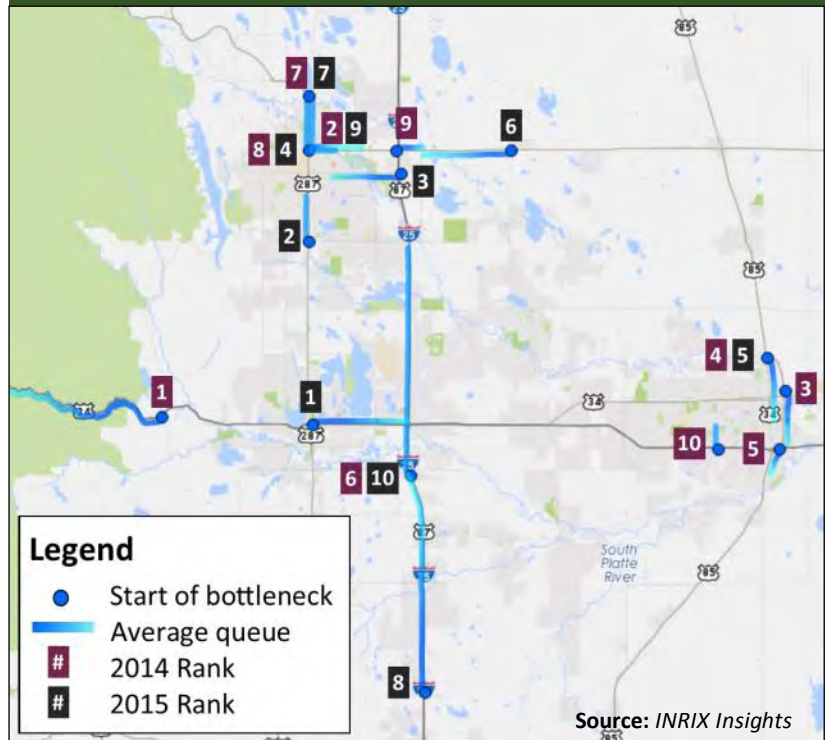
Roadway locations that experience bottlenecks are ranked according to average duration, average maximum length, and number of occurrences of bottlenecks.

The 10 locations most impacted by bottlenecks in 2014 and 2015 are displayed in the map. The dark blue circle represents the start of the bottleneck, and the light blue tail represents the average length of the queue behind the bottleneck location.

In 2014, the location most impacted by bottlenecks was eastbound US 34 at CR-29, west of Loveland. In 2015, the location most impacted by bottlenecks was westbound US 34 at US 287/N Lincoln Avenue in Loveland.

Source: INRIX Insights

### Top 10 Bottleneck Locations in 2014 and 2015



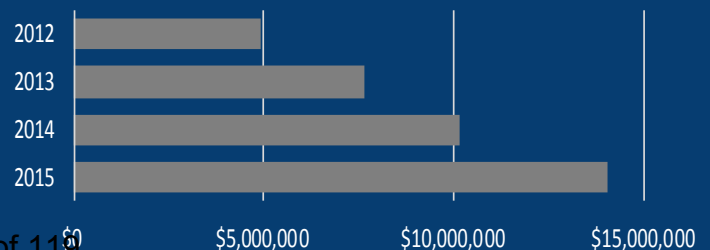
Source: INRIX Insights

### Cost of Congestion

Congestion in the NFRMPO region on RSCs cost users \$4.9 M in 2012, and the cost increased 186% to \$14.0 M in 2015. The cost of delay per hour is estimated by the Texas Transportation Institute at \$16.79 for passenger vehicles and \$86.81 for commercial vehicles in 2012 dollars. Delay costs are calculated when speeds fall 20 mph or more below average speeds.

Source: INRIX Insights

### Cost of Congestion, 2012-2015



# Additional Information

**Retail Gas Price and VMT in Colorado**  
2001-2016



## Gas Prices and VMT

Retail prices for all grades of gasoline in Colorado rose to a high of \$4.08 in 2008, fell sharply in 2009, and hovered between \$2.80 and \$3.80 in 2011–2013. Gas prices again fell sharply in late 2014, and averaged \$2.41 in 2015.

VMT in Colorado increased almost every year from 2000 to 2007, fell in 2008 and 2009, fluctuated slightly between 2010 and 2013, and grew 4.3% in 2014.

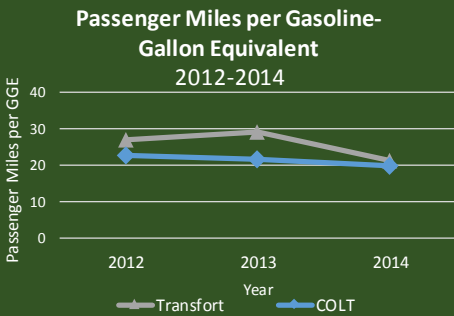
Sources: U.S. Energy Information Administration, FHWA

## Transit Passenger Miles per Gallon

Passenger miles per gasoline-gallon equivalent (pmpGGE) measures the per-passenger fuel economy of the fixed-route transit system, and is related to transit system use and fuel efficiency. This measure indicates how many passengers were moved one mile per gallon of fuel. Fuel is measured in gasoline-gallon equivalents (GGE).

From 2012 to 2014, pmpGGE dropped from 27.0 to 21.5 for Transfort, and from 22.9 to 20.0 for COLT. Contributing to the drop was a decline in average trip length for passengers on both systems. On average, passengers traveled 2.6 miles per trip in 2014 on Transfort, a 10.9% decline from 2012. The average trip length for passengers on COLT in 2014 was 5.8 miles, a 7.6% decline from 2012. The decline in average trip length could indicate more efficient transit routes for passengers.

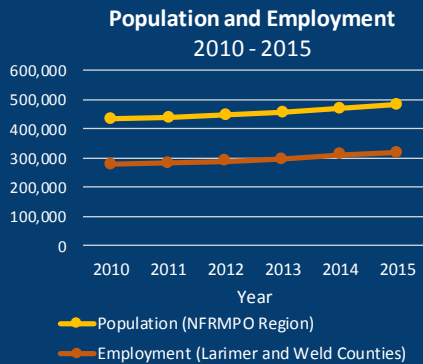
Data is not available for GET or CDOT's Bustang North Route.



Source: National Transit Database

## Population and Employment

Population in the North Front Range region increased 11.0% from 2010 to 2015, with an average growth rate of 2.1% per year. Employment increased 14.4% in Larimer and Weld counties from 2010 to 2015, with an average growth rate of 2.7% per year.



Sources: DOLA, BLS

## Transit On-Time Performance

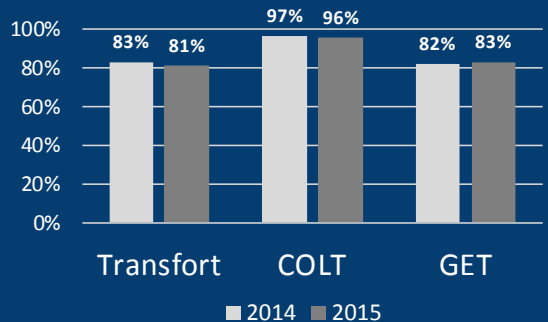
On-time performance is the percentage of time a bus remains on its published schedule. Transit agencies determine the range of time that qualifies as "on-time." The definitions used by the three transit agencies that provide fixed-route service in the region are listed in the table.

In 2014, on-time performance was 83% for Transfort, 97% for COLT, and 82% for GET. In 2015, on-time performance decreased slightly for both Transfort and COLT to 81% and 96%, respectively, and increased slightly for GET, to 83%. Data is not available for CDOT's Bustang.

**Definition of On-Time**

Transit Agency	On-Time Minimum	On-Time Maximum
Transfort	1 min. early	5 min. late
COLT	15 sec. early	5 min. late
GET	0 min. early	8 min. late

**On-Time Performance**



Source: Transit Agencies

The Technical Supplement to this report is available at:

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