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*Terri Blackmore, Executive Director
 Becky Karasko, Regional Transportation
 Planning Director
 Aaron Buckley, Transportation Planner
 Alex Gordon, Transportation Planner
 Josh Johnson, Transportation Planner*

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**NFRMPO TECHNICAL ADVISORY COMMITTEE
 MEETING AGENDA**

October 21, 2015
Windsor Community Recreation Center
250 N. 11th Street—Pine Room
Windsor, Colorado

1:00 to 4:00 p.m.

1. Public Comment (*2 minutes each*)
2. Approval of August 19, 2015 Meeting Minutes (Pg. 2)

CONSENT AGENDA:

- | | |
|---|-----------|
| 3. 2015 Public Involvement Plan (PIP) (Pg. 6) | Blackmore |
|---|-----------|

ACTION ITEM:

- | | | |
|--|-------------|--------|
| 4. FY2015 TMA Program of Projects (POP)(Pg. 8) | Karl Gannon | 15 min |
|--|-------------|--------|

OUTSIDE PARTNERS REPORTS (*verbal*):

- | | | |
|---------------------------------|--|--|
| 5. NoCo Bike Ped Collaborative | | |
| 6. Regional Transit Items | | |
| 7. Senior Transportation | | |
| 8. Regional Air Quality Council | | |

PRESENTATION:

No Items this Month

DISCUSSION ITEM:

- | | | |
|--|-----------|--------|
| 8. 2015 Q4 TIP Amendment (Pg. 20) | Blackmore | 5 min |
| 9. Equipment Purchases Update (Pg. 25) | Buckley | 15 min |
| 10. ADA Transition Plans (Pg. 27) | Blackmore | 15 min |

REPORTS:

- | | | |
|------------|-----|--------|
| Roundtable | All | 10 min |
|------------|-----|--------|

MEETING WRAP-UP:

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

**TAC MEMBERS: If you are unable to attend this meeting, please contact
 Becky Karasko at (970) 416-2257 or RKarasko@nfrmpo.org. Thank you.**

August 19, 2015 TAC Meeting Minutes

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council**

**Windsor Recreation Center - Pine Room
250 North 11th Street
Windsor, CO**

**August 19, 2015
1:07 – 2:31 p.m.**

TAC MEMBERS PRESENT:

Eric Bracke, Chair - Greeley
Suzette Mallette, Vice-Chair – Larimer County
Amanda Brimmer – RAQC
Stephanie Brothers - Berthoud
Aaron Bustow – FHWA
John Holdren – Severance
Seth Hyberger - Milliken
David Klockeman – Loveland
Karen Schneiders – CDOT
Dennis Wagner – Windsor
Bill Welborn – Evans Alternate
Martina Wilkinson – Fort Collins

NFRMPO STAFF:

Terri Blackmore
Becky Karasko
Aaron Buckley
Alex Gordon
Angela Horn
Josh Johnson

TAC MEMBERS ABSENT:

Gary Carsten – Eaton
John Franklin – Johnstown
Eric Fuhrman – Timnath
Ingrid Hewitson – CDPHE
Janet Lundquist – Weld County
Jessica McKeown – LaSalle
Gary Thomas – SAINT

IN ATTENDANCE:

Jeffrey Boring – NoCo Bike & Ped Collaborative
Marissa Gaughan – CDOT
Jeff Purdy – FHWA
Jake Schuch - CDOT
Kathy Seelhoff – CDOT

CALL TO ORDER:

Chair Bracke called the meeting to order at 1:07 pm.

PUBLIC COMMENT:

There was no public comment.

APPROVAL OF THE JULY 15, 2015 TAC MEETING MINUTES:

Brimmer clarified only the Fort Collins West station is above the 75 PPM standard for ozone. Mallette moved to approve the July 15, 2015 TAC Meeting Minutes with the changes from Brimmer. Wilkinson supported the motion and it was approved unanimously.

CONSENT AGENDA:

Both items were pulled from the Consent Agenda.

2015 Congestion Management Process (CMP)

Bracke requested clarification on what data would be provided by local communities. Buckley stated staff will work with communities to gather data related to performance measures included in the 2015 CMP. Wilkinson asked if the MPO has found a better way to estimate Vehicle Miles Traveled (VMT). Buckley stated the travel model currently estimates VMT. Klockeman moved TAC recommend Council

Buckley

adopt the 2015 CMP at their September 3rd meeting. Holdren supported the motion and it was approved unanimously.

2040 Regional Transportation Plan (RTP)

Karasko

TAC briefly discussed the 2040 RTP Presentation at the August 6th Council meeting. Holdren moved to recommend Council adopt the 2040 RTP at their September 3rd meeting. Klockeman supported the motion and it was approved unanimously.

ACTION ITEMS:

FY2016-2019 Transportation Improvement Program (TIP)

Johnson

Johnson presented the FY2016-2019 TIP project tables and stated the TIP must be readopted to be fiscally constrained under the 2040 RTP. Bracke and Mallette mentioned the I-25 projects under STP-Metro should reference additional funds listed in the Strategic section. Johnson clarified no changes have been made to the FY2016-2019 TIP Narrative policies. Mallette moved to recommend Council adopt the FY2016-2019 TIP at their September 3rd meeting. Wilkinson supported the motion and it was approved unanimously.

FY2016 Unified Planning Work Program (UPWP)

Blackmore

Blackmore stated the scope of work under the FY2016 UPWP has been submitted to CDOT. Mallette requested clarification on local match numbers provided. Blackmore stated Council will be taking action on the Reserve Policy and the local match at their September 3rd meeting. Finance Committee is also looking into adopting a Policy of three months of financial reserves, generated from accumulated local match dollars. TAC discussed various edits to the document. Klockeman moved to approve the FY2016 UPWP with the discussed modifications. Wagner supported the motion and it was approved unanimously.

OUTSIDE PARTNERS REPORTS (verbal):

NoCo Bike/Ped Collaborative

Jeffrey Boring discussed a bicycle fatality due to safety issues on the Kechter Road crossing over I-25. Larimer County is working on a long term solution to make the crossing safer. Boring also mentioned the NFRMPO is purchasing three mobile bicycle counters for use around the region and two permanent bicycle counters to be placed along the Poudre River Trail in both Larimer and Weld counties. He also announced that registration is now open for the 2015 Bike and Walk Conference on November 5th at the University of Northern Colorado (UNC). Registration is \$30 per individual.

Regional Transit Items

Blackmore mentioned GET has a new YouTube marketing video for their Ride Free with ID program, and Transfort has started all CSU routes in preparation for the 2015 Fall Semester.

Regional Air Quality Council

Brimmer stated there are four monitors exceeding the 8-hour ozone test of attainment for air quality in the state. At the Mow Down event in Fort Collins, 71 electric lawn mowers were distributed with a 94% recycle rate. EPA has signed a proposal for the Denver Metropolitan Area and North Front Range 8-Hour Ozone Nonattainment Area to be bumped up to a moderate ozone nonattainment area. August 25th is the next Transportation and Land Use Subcommittee meeting in Denver. EPA has also finalized their clean power plan with lower targets than their original proposal.

DISCUSSION ITEMS:

2015 Public Involvement Plan (PIP)

Gordon

Gordon presented the 2015 PIP and mentioned updates in conjunction with the 2040 RTP and 2040 RTE, including updated Environmental Justice (EJ) and Title VI information, enhanced public involvement strategies, and updated goals. The 2015 PIP 45-day public comment period will open after the September 3rd Council meeting. Bracke asked what the MPO has been doing to increase public involvement in areas with high EJ populations. Gordon stated staff has reached out to specific communities and has attended events free to the public in high EJ areas. Gordon stated that the MPO will also be putting together and sharing fact sheets with comments collected from each community. Schneiders mentioned partnerships, such as large transportation forums or open houses, should be better documented in the Partnership section.

USDOT Fiscal Management Information System (FMIS) Shutdown

Schneiders

Schneiders discussed implications of the FMIS shutdown occurring from September 25th to October 25th. September 4th is the last day projects needing federal authorization may be submitted to CDOT Region 4 local project managers to be submitted to the Office of Financial Management and Budget (OFMB) by September 11th. CDOT will not be submitting any forms from September 11th through October 25th due to the FMIS shutdown. Schneiders also reminded TAC that CDOT Region 4 will be moving offices beginning November 9th. Region 4 staff will be on administrative leave on November 5th and 6th. CDOT Region 4 intends to be fully operational again by mid-November.

REPORTS:

Public Outreach Updates

Gordon stated the MPO will have their last public outreach event for the 2040 RTP at the Loveland Old Fashioned Corn Roast Festival on Friday, August 21st and Saturday, August 22nd.

Roundtable

Blackmore stated there is a possibility TAC will need to meet in October to discuss a TIP Amendment for Transfort FTA §5304 funds.

Horn mentioned the air quality conformity determinations for the 2040 RTP and the FY2016-2019 TIP will go to AQCC for approval on the consent agenda at their August 20th meeting.

Bracke stated Greeley went to advertisement for their second signal timing project.

Blackmore discussed the presentation and dinner that will be held prior to the November Council meeting about the economic impacts of bicycle and pedestrian facilities by Mark Fenton. The presentation will be given as a follow-up to the 2015 Bike and Walk Conference on the same day. The Town of Windsor will host the dinner and the meeting will be held at UNC, the location of the Conference.

MEETING WRAP-UP:

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – There were no additional agenda topic suggestions.

Meeting adjourned at 2:31 p.m.

Meeting minutes submitted by:

Josh Johnson, NFRMPO staff.

The next meeting will be held at 1:00 p.m. on Wednesday, September 16, 2015 at the Windsor Recreation Center, Pine Room.

CONSENT ITEM: 2015 Public Involvement Plan (PIP)

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
October 21, 2015	2015 Public Involvement Plan **CONSENT**	Alex Gordon
Objective / Request Action		
Staff is requesting TAC approval of and recommendation to Council to adopt the 2015 Public Involvement Plan (PIP) at their November 5, 2015 meeting.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> MPO staff has developed the 2015 PIP, scheduled for November 5, 2015 Council adoption. Comments received at the August 19th TAC meeting have been incorporated into the document. The PIP was opened for a 45-day public comment period from September 4th through October 18th and 0 responses were received. 		
Committee Discussion		
<p>As requested at the August 19, 2015 TAC meeting, all applicable revision suggestions were incorporated in the 2015 CMP. Additional information was added concerning partnerships between the NFRMPO and local governments.</p> <p>The 2015 PIP was presented to the NFRMPO Planning Council at the September 3, 2015 meeting. There were no comments.</p>		
Supporting Information		
<p>Having a Public Involvement Plan is a MAP-21 requirement for MPOs and DOTs to ensure these agencies provide outreach efforts to impacted parties. NFRMPO staff has updated the PIP in accordance with new strategies, goals, desired outcomes, and partnerships.</p> <p>The full 2015 PIP document can be accessed here: http://www.nfrmpo.org/Projects/PublicInvolvementPlan.aspx</p>		
Advantages		
<ul style="list-style-type: none"> Having TAC review the 2015 PIP allows TAC to provide needed input and feedback prior to Council adoption at the November 5, 2015 meeting. 		
Disadvantages		
None noted.		
Analysis /Recommendation		
Staff requests TAC members recommend Council adopt the 2015 PIP at their November 5, 2015 meeting.		
Attachment		
None.		

ACTION ITEM: FY2015 TMA Program of Projects (POP)

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory
Committee (TAC)



Meeting Date	Agenda Item	Submitted By
October 21, 2015	FY2015 TMA Program of Projects (POP)	Terri Blackmore
Objective / Request Action		
Recommend approval of TIP amendments for the Program of Projects for FFY 2015 FTA §5307, §5310, and §5339 apportionments for the Fort Collins TMA.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The City of Fort Collins is the Designated Recipient of FTA §5307, §5310 and §5339 funding for the Fort Collins TMA area. These funds are used for: public transportation capital, planning, job access and reverse commute projects, as well as limited operating expenses (§5307); formula funding for the Enhanced Mobility of Seniors and Individuals with Disabilities (§5310); and capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities (§5339).</p> <p>The FFY 2015 funding is \$3,944,876 for FTA §5307; \$179,589 for FTA §5310; \$443,528 for FTA §5339</p> <p>Fort Collins works with the other TMA members to develop a distribution of available funds and identify the projects to be funded (called the Program of Projects (POP)).</p> <p>Of particular note with the FFY 2015 funding;</p> <ul style="list-style-type: none"> • §5307 – Fort Collins has entered into swap arrangements with all participating agencies where the City is exchanging its local funding for federal funding and therefore, freeing the participating agencies from future federal Triennial reviews • A public hearing will be held from 4:30 to 5:30 p.m. in Fort Collins prior to the NFRMPO Council Meeting on November 5, 2015. Public notice of the hearing has been published in the two primary TMA newspapers. 		
Committee Discussion		
This is the first time TAC has discussed the FY2015 TMA Program of Projects (POP) for recommendation to Council for approval.		
Supporting Information		
<p>There is a planning requirement under 49 U.S.C. Chapter 53, for designated recipient of FTA §5307, §5310 and §5339 funding to develop a POP for inclusion in the TIP. A POP is a project list proposed by the Designated Recipient in cooperation with the metropolitan planning organization funded using the urbanized area's §5307, §5310, and §5339 apportionments.</p> <p>The POP includes a brief project descriptions s, including any sub-allocation among public transportation providers, total project costs, and federal share for each project.</p> <p>The responsibilities of the Designated Recipient are as follows:</p> <ul style="list-style-type: none"> • Allocate the relevant apportionment among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s); • Identify and select the projects that the MPO will include in a metropolitan transportation plan, transportation improvement program (TIP), long-range statewide transportation plan, statewide 		

transportation improvement program (STIP), and/or unified planning work program (UPWP); Submit a grant application for the applicable Section POP and/or authorize other eligible applicants to apply for all or part of the apportionment, and notify FTA of such authorizations;

- Ensure that the annual POP complies with the requirements that at least one percent of the apportionment is used for associated transit improvements and that at least one percent is used for public transportation security projects unless all security needs are certified to have been met; and
- Each Designated Recipient must verify that appropriate documentation of designation is on file with FTA and, if not, provide such documentation.
-

The City of Fort Collins, with the assistance of the TMA members, developed a POP for each Section's funding. Fort Collins is submitting for TAC approval, the POP. This item will be presented at the November 5, 2015 Council meeting for approval and subsequent inclusion in the FY2016-2019 TIP and FY2016-2019 STIP.

Advantages

Complies with the public participation process as determined by 49 U.S.C. Chapter 53 and prepares or authorizes funding use by the various agencies.

Disadvantages

None noted.

Analysis /Recommendation

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have or will meet all federal requirements as the designated recipient of these specific FTA funds. Staff recommends approval.

Attachments

- FFY 2015 – Programs of Projects (POP)
- FFY 2015 Federal Register Apportionments
- FTA §5307, §5310, and §5339 Factsheets
- November 5, 2015 Public Hearing Public Notice

2015 FTA SECTION'S 5307, 5310, & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

FFY 2015 FTA SECTION 5307 - \$3,944,876

Project Description	Project Sponser	Total Project Cost	Source of Funds (Federal and Local)
Operation of fixed route service including FLEX - fuel and personnel costs	Fort Collins	\$ 3,485,796	\$1,742,898 Federal and \$1,742,898 local - 50% local match requirement
Preventive Maintenance activities (vehicles and facilities)	Fort Collins	\$ 2,250,000	\$1,800,000 Federal and \$450,000 local - 20% local match requirement
3rd Party Cost of Contracting - Veolia contract to provide paratransit services	Fort Collins	\$ 1,004,945	\$401,978 Federal and \$602,967 local - 20% local match requirement
Total Project Costs - Fort Collins		\$ 6,740,741	
Total Federal Costs - Fort Collins		\$ 3,944,876	

FFY 2015 FTA SECTION 5310 - \$179,589

Project Description	Project Sponser	Cost	Source of Funds (Federal and Local)
Operation of Larimer County Mobility Coordination Program	Fort Collins (Pass-Thru)	\$ 33,183	\$26,546 Federal and \$6,637 Local - 20% local match requirement
Access A Cab - Paratransit Service to Bridge Loveland & Fort Collins	Fort Collins (Pass-Thru)	\$ 191,304	\$153,043 Federal and \$38,261 Local - 20% local match requirement
Total Project Costs - Fort Collins		\$ 224,487	
Total Federal Costs - Fort Collins		\$ 179,589	

FFY 2015 FTA SECTION 5339 - \$443,528

Project Description	Project Sponser	Cost	Source of Funds (Federal and Local)
Facility Repair	Fort Collins	\$ 400,000	\$320,000 Federal & \$80,000 Local - 20% Local Match Requirement
Shop Equipment	Fort Collins	\$ 78,750	\$63,000 Federal & \$15,750 Local - 20% Local Match Requirement
Hardware / Software Upgrades	Fort Collins	\$ 75,000	\$60,000 Federal & \$15,000 Local - 20% Local Match Requirement
Total Project Costs - Fort Collins		\$ 553,750	
Total Federal Costs - Fort Collins		\$ 443,000	

LIRR indicated that it needs the waiver for Stage 1.1 because the procurement of the turnouts in that stage is on a critical path. LIRR calculated that, absent a non-availability waiver for the components of these two turnouts, LIRR's JCI-Phase I Project would be delayed by approximately one year, based on the extended lead times for design modifications, fabrication, and delivery of the alternate turnout design. LIRR withdrew its waiver request with respect to the components of eight turnouts needed for Stages 2.0.1, 2.0.2, and 2.0.3 because the procurement of those turnouts is not on a critical path and LIRR believes that it has enough time to design, fabricate, manufacture, deliver, and install the domestic alternates without causing delays to those stages of the project.

Following LIRR's letter dated February 13, 2015, LIRR engaged in additional efforts to utilize domestic manufacturers for the project. By electronic mail dated June 25, 2015, LIRR further narrowed its waiver request to apply to only one turnout needed for Stage 1.1 of its JCI-Phase I Project. LIRR also withdrew its request for a Buy America waiver with respect to the Schwihag roller assemblies, Schwihag plates, and the ZU1-60 steel switch point rail sections for that turnout. LIRR determined that, based on the project's redesign, LIRR could use domestically manufactured components as alternatives. LIRR limited its waiver request to just the movable point frog needed for a single turnout in Stage 1.1.

Based upon LIRR's good faith efforts to identify domestic manufacturers for the turnout components and redesign the project, LIRR's informed conclusion that there are presently no U.S. manufacturers that are willing and capable of producing the movable point frog critically needed for the project, and the lack of responses to FTA's **Federal Register** notice, FTA hereby issues a non-availability waiver to LIRR, pursuant to 49 CFR 661.7(c), for the movable point frog component needed for one turnout in Stage 1.1 of the JCI-Phase I Project. This waiver does not apply to the turnout itself, and accordingly, the turnout must be manufactured in the United States pursuant to FTA's Buy America requirements.

This Buy America waiver does not apply to track turnout components for Stages 2.0.1, 2.0.2, 2.0.3, and any other stages of LIRR's JCI-Phase I Project, or for LIRR's State of Good Repair Program, as LIRR has withdrawn such waiver requests. Furthermore, this Buy America waiver does not apply to track turnout components needed for the Northeast

Corridor Congestion Relief Project at Harold Interlocking, for which FRA granted a Buy America waiver on May 15, 2015, as FRA funds are being used for that project.

Issued on August 21, 2015.

Dana Nifosi,

Acting Chief Counsel.

[FR Doc. 2015-21220 Filed 8-26-15; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FTA Supplemental Fiscal Year 2015 Apportionments, Allocations, and Program Information

AGENCY: Federal Transit Administration (FTA), U.S. Department of Transportation.

ACTION: Notice.

SUMMARY: The Federal Transit Administration (FTA) annually publishes one or more notices to apportion funds appropriated by law. This notice is the third notice which announces the remaining apportionment for programs funded with fiscal year (FY) 2015 contract authority.

FOR FURTHER INFORMATION CONTACT: For general information about this notice contact Kimberly Sledge, Director, Office of Transit Programs, at (202) 366-2053. Please contact the appropriate FTA regional office for any specific requests for information or technical assistance. A list of FTA regional offices and contact information is available on the FTA Web site at <http://www.fta.dot.gov>.

I. Overview

The FTA's public transportation assistance program authorization, the Moving Ahead for Progress in the 21st Century Act (MAP-21), expired September 30, 2014. Since that time, Congress has enacted short-term extensions allowing FTA to continue its current programs. The most recent extension, the Highway and Transportation Funding Act of 2015, Public Law 114-41, (July 31, 2015), continues MAP-21 through October 29, 2015. This extension allows FTA to make available contract authority for transit assistance programs through September 30, 2015.

The FTA's full-year appropriations, the Consolidated and Further Continuing Appropriations Act, 2015, Public Law 113-235 (Dec. 16, 2014), hereinafter "Appropriations Act, 2015" was enacted in December 2014, giving

FTA appropriated resources for FY 2015 for Administrative Expenses, Capital Investment Grants (CIG), Research and Technical Assistance and Training programs, and Grants to the Washington Metropolitan Area Transportation Authority. The Appropriations Act, 2015 also provides a full fiscal year obligation limitation of \$8,595,000,000 of contract authority for FTA programs funded from the Mass Transit Account of the Highway Trust Fund during this fiscal year.

On July 23, 2015, FTA published an apportionments notice that apportioned approximately 10/12ths of the FY 2015 authorized contract authority among potential program recipients based on contract authority that was available from June 1, 2015 through July 31, 2015 (80 FR 141). That notice also provided relevant information about the FY 2015 funding available and end-of-year grant management and application procedures. A copy of that notice and accompanying tables can be found on the FTA Web site at <http://www.fta.dot.gov/apportionments>.

This document provides notice to stakeholders that FTA is apportioning the full-year FY 2015 authorized contract authority—October 1, 2014 through September 30, 2015—among potential program recipients according to statutory formulas in 49 U.S.C. Chapter 53. This document also allocates most of the remaining CIG funding to projects with existing Full Funding Agreements (FFGA) or projects recommended to receive an FFGA. The FTA has posted tables displaying the funds available to eligible states and urbanized areas on FTA's Web site at <http://www.fta.dot.gov/apportionments>.

The formula apportionment tables that allocate the full year of FY 2015 appropriated funds can be found at <http://www.fta.dot.gov/apportionments>. In addition, the National Transit Database (NTD) and Census Data used in the funding formulas can be found at <http://www.fta.dot.gov/apportionments>.

II. Grant Management and Application Procedures

A. The Transportation Electronic Awards Management (TEAM) system will close on Friday, September 25, 2015. Grants and cooperative agreements must have all applicable assurances and certifications completed so that funds can be awarded by the deadline. Funding that has not been awarded in an application by September 25, 2015 will not be migrated into the new FTA financial system, TrAMS. Instead, these applications will need to be re-created when TrAMS deploys in FY 2016. This applies to new

applications as well as amendments to existing awards.

B. Recipients of open American Recovery and Reinvestment Act (ARRA) grants should be aware that, as a matter of law, all remaining ARRA funds MUST be disbursed from grants by the end of the 5th fiscal year (FY) after funds were required to be obligated. (See 31 U.S.C. 1552.) For FTA ARRA projects, that requirement takes affect at the end of FY 2015. Accordingly, once FTA's ECHO grant payment system closes for disbursement payments on September 25, 2015, all remaining unliquidated funds within FTA ARRA funded grants will no longer be available to the grantee, will be deobligated from the grant, and returned to the U.S. Department of the Treasury. Even if a grantee has incurred costs or disbursed funds prior to the close of ECHO, if the grantee has not actually drawn down the funds by 2:00 p.m. EDT on September 25, 2015 FTA would be unable to reimburse the grantee. Therefore, grantees with open ARRA grants must ensure project activities are completed and all funds are drawdown by 2:00 p.m. EDT on September 25, 2015. For ARRA TIGER I projects, the same requirement will be in effect for the end of FY 2016.

Therese W. McMillan,
Acting Administrator.

[FR Doc. 2015-21242 Filed 8-26-15; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2014-0092]

Pipeline Safety: Request for Revision of a Previously Approved Information Collection: National Pipeline Mapping System Program (OMB Control No. 2137-0596)

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice of public meeting and request for comments.

SUMMARY: PHMSA invites public comments on our intention to request the Office of Management and Budget's (OMB) approval to revise this information collection. On July 30, 2014, (79 FR 44246) PHMSA published a notice and request for comments in the **Federal Register** titled: "Pipeline Safety: Request for Revision of a Previously Approved Information Collection: National Pipeline Mapping

System (NPMS) Program (OMB Control No. 2137-0596)" seeking comments on proposed changes to the NPMS data collection. During the comment period, PHMSA received several comments and suggestions on ways to improve this data collection. We are publishing this notice to address the many comments received and to request additional comments on PHMSA's proposed path forward. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995, Public Law 104-13.

DATES: A public meeting to discuss the revisions to the NPMS will be held on the afternoon of September 10, 2015.

Written comments on this information collection should be submitted by October 26, 2015.

ADDRESSES: The public meeting will be held at the Crystal City Marriott located at 1999 Jefferson Davis Highway in Arlington, Virginia. Details regarding the meeting can be found at <https://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=106>.

You may submit written comments identified by Docket No. PHMSA-2014-0092 through one of the following methods:

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- *Fax:* 1-202-493-2251

- *Mail or Hand Delivery:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

- *Instructions:* Identify the docket number PHMSA-2014-0092 at the beginning of your comments. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. You should know that anyone is able to search the electronic form of all comments received in any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). Therefore, you may want to review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477), or visit <http://www.regulations.gov> before submitting any such comments.

- *Docket:* For access to the docket or to read background documents or comments, go to <http://www.regulations.gov> at any time or to Room W12-140 on the ground level of DOT's West Building, 1200 New Jersey

Avenue SE., Washington, DC, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. If you wish to receive confirmation of receipt of your written comments, please include a self-addressed, stamped postcard with the following statement: "Comments on PHMSA-2014-0092." The Docket Clerk will date stamp the postcard prior to returning it to you via the U.S. mail. Please note that due to delays in the delivery of U.S. mail to Federal offices in Washington, DC, we recommend that persons consider an alternative method (Internet, fax, or professional delivery service) of submitting comments to the docket and ensuring their timely receipt at DOT.

FOR FURTHER INFORMATION CONTACT:

Amy Nelson, GIS Manager, Program Development Division, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590, by phone at 202-493-0591, or email at amy.nelson@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

II. Dropped Attributes

- A. Installation Method if Pipe Segment Crosses Water Body Which is 100 Feet in Width or Greater
- B. Year of Last Direct Assessment
- C. Type of Leak Detection
- D. Special Permit Segment and Permit Number
- E. Offshore Gas Gathering Line (Y/N)
- F. Average Daily Throughput
- G. Refineries
- H. Gas Processing and Treatment Plants

III. Kept Attributes

- A. Positional Accuracy (changed from previous 60-day notice)
- B. Pipe Diameter
- C. Wall Thickness
- D. Commodity Detail
- E. Pipe Material
- F. Pipe Grade
- G. Pipe Join Method
- H. Highest Percent Operating SMYS
- I. Maximum Allowable Operating Pressure/ Maximum Operating Pressure
- J. Seam Type
- K. Year or Decade of Installation
- L. Onshore/Offshore
- M. Inline Inspection
- N. Class Location
- O. Gas HCA Segment
- P. Segment Could Affect an HCA
- Q. Year of Last ILI
- R. Coated/Uncoated and Cathodic Protection
- S. Type of Coating
- T. FRP Control Number and Sequence Number, if Applicable
- U. Year and Pressure of Last and Original Pressure Test
- V. Abandoned Pipelines
- W. Pump and Compressor Stations
- X. Mainline Block Valves
- Y. Gas Storage Fields
- Z. Breakout Tanks



U.S. Department of Transportation
Federal Transit Administration



**FACT SHEET:
URBANIZED AREA FORMULA GRANTS
SECTION 5307 & SECTION 5340**

	FY 2013 (in millions)	FY 2014 (in millions)
5307 Grants	\$4,367.95	\$4,428.65
Passenger Ferry Grants	\$30.00	\$30.00
5307 Program Total	\$4,397.95	\$4,458.65
Growing States/High Density Formula (5340)	\$518.70	\$525.90

Purpose

This program provides grants to Urbanized Areas¹ (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation’s urbanized areas, which depend on public transportation to improve mobility and reduce congestion.



Statutory References

49 U.S.C. Sections 5307, 5336, and 5340 / MAP-21 Sections 20007, 20026

Eligible Recipients

FTA apportions funds to designated recipients, which then suballocate funds to state and local governmental authorities, including public transportation providers.

Eligible Activities

- Capital projects.
- Planning.
- Job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers.
- Operating costs in areas with fewer than 200,000 in population.
- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

¹ An area with a population of 50,000 or more, defined and designated in the most recent decennial census as an ‘urbanized area’ by the U.S. Secretary of Commerce.

(cont.)

Urbanized Area Formula Grants

What's New?

- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).
- Transit enhancements are removed and replaced by more narrowly defined "associated transportation improvements." Recipients must expend at least 1% of their 5307 apportionment on these improvements.
- Funding provided by other government agencies or departments that are eligible to be expended on transportation may be used as local match.
- Certain expenditures by vanpool operators may be used as local match.
- MAP-21 removes eligibility for the transfer of 5307 transit funds to highway projects.

Ongoing Provision

- Recipients must expend 1% for transportation security projects or certify that it is not necessary to do so.

Funding

- Federal share is 80% for capital assistance.
- Federal share is 50% for operating assistance.
- Federal share is 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment.

Formula

- For areas of 50,000 to 199,999 in population, the formula is based on population and population density, and number of low-income individuals.
- For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density and number of low-income individuals.

Passenger Ferry Grant Program

- \$30 million is set aside for passenger ferry grants, to be allocated through competitive selection.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.

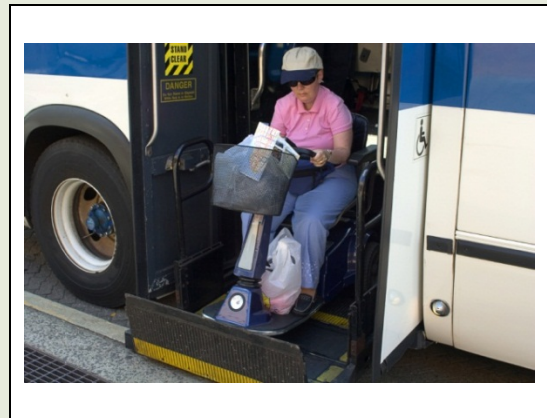


**FACT SHEET:
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
SECTION 5310**

	FY 2013 (in millions)	FY 2014 (in millions)
Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities	\$254.8	\$258.3

Purpose

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.



Statutory References

49 U.S.C. Section 5310 / MAP-21 Section 20009

Eligible Recipients

- States (for all areas under 200,000 in population) and designated recipients.
- Subrecipients: states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

Eligible Activities

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.

What's New?

- Consolidates New Freedom Program and Elderly and Disabled Program.
- Operating assistance is now available under this program.

Funding

- Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities.
- Federal share for capital projects (including acquisition of public transportation services) is 80%.

(cont.)

Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities

Funding (cont.)

- Federal share for operating assistance is 50%.
- Adopts New Freedom funding allocations:
 - 60% to designated recipients in urbanized areas with a population over 200,000.
 - 20% to states for small urbanized areas.
 - 20% to states for rural areas.

Ongoing Provisions

- Local share may be derived from other federal (non-DOT) transportation sources or the Federal Lands Highways Program under 23 U.S.C. 204 (as in former Section 5310 program).
- Permits designated recipients and states to carry out competitive process to select subrecipients.
- Recipients must certify that projects selected are included in a locally developed, coordinated public transit-human services transportation plan. The plan must undergo a development and approval process that includes seniors and people with disabilities, transportation providers, among others, and is coordinated to the maximum extent possible with transportation services assisted by other federal departments and agencies.
- Permits acquisition of public transportation services as a capital expense.
- Up to 10% of program funds can be used to administer the program, to plan, and to provide technical assistance.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.



U.S. Department of Transportation
Federal Transit Administration



**FACT SHEET:
 BUS AND BUS FACILITIES
 SECTION 5339**

	FY 2013 (in millions)	FY 2014 (in millions)
Bus and Bus Facilities	\$422	\$427.8

Purpose

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Statutory References

49 U.S.C. Section 5339 / MAP-21 Section 20029

Eligible Recipients

- Designated recipients and states that operate or allocate funding to fixed-route bus operators.
- Subrecipients: public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.



What's New?

- Replaces the Section 5309 Bus and Bus Facilities Program.
- Funds are eligible to be transferred by the state to supplement urban and rural formula grant programs (5307 and 5311, respectively).

Eligible Activities

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

Funding

- \$65.5 million will be allocated, with each state receiving \$1.25 million and each territory (including D.C. and Puerto Rico) receiving \$500,000.
- Funds are available for three years after the fiscal year in which the amount is apportioned.
- Remaining formula based upon population, vehicle revenue miles and passenger miles.
- Federal share is 80% with a required 20% local match.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.

NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2015 Federal Transit Administration (FTA) FTA Section's 5307, 5310 & 5339 apportionments for the Fort Collins Transportation Management Area (TMA) area. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA area. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.

- FY 2015 Section 5307 funding: \$ 3,944,876
- FY 2015 Section 5310 funding: \$ 179,589
- FY 2015 Section 5339 funding: \$ 443,000

The Proposed Program of Projects (POP) includes:

1. Fixed Route Service Operations \$ 3,485,796
2. Preventive Maintenance \$ 2,250,000
3. Paratransit Service Contracting \$ 1,004,945
4. Mobility Coordination Program \$ 33,183
5. Access A Cab Paratransit Service \$ 191,304
6. ITS, Hardware & Software Upgrades \$75,000
7. Shop Equipment \$78,750
8. Facility Repair \$400,000

Total Project Costs - \$ 7,518,978

Total Federal Costs - \$ 4,567,465

Detailed information on the aforementioned projects may be obtained by contacting Karl Gannon at Transfort / Dial A Ride (970-416-2087 / kgannon@fcgov.com). Public comment is encouraged and if warranted, the Program of Projects may be amended prior to publication of the final Program of Projects. The public is invited to comment on the POP and other amendments to the FY 2015 Transportation Improvement Program (TIP) through the North Front Range Metropolitan Planning Organization (NFRMPO). A public hearing will be held from 4:30 pm – 5:30 pm, November 4th, 2015 in Fort Collins at the Downtown Transit Center - 250 N. Mason Street. All members of the public are encouraged to attend and provide comment.

Pending no amendments, this proposed FFY2015 Program of Projects will be considered the final Program of Projects and will be forwarded to the November 5th, 2015 meeting of the North Front Range Planning Council for initial review. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.

DISCUSSION ITEM: 2015 Q4 TIP Amendment

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item		Submitted By												
October 21, 2015	2015 Q4 TIP Amendment		Josh Johnson												
Objective / Request Action															
To discuss allocation of FTA §5304 and FTA §5310 funds for Transfort Route Improvement Project and NFRMPO Mobility Management.			<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action												
Key Points															
<u>FTA §5304 – Statewide Planning</u> <ul style="list-style-type: none"> Transfort is requesting an amendment to add the following project and funding into the FY2016-2019 TIP: <ul style="list-style-type: none"> Transfort Route Improvement Project (TRIP) FY16 Allocation of \$40k (Federal) 															
<u>FTA §5310 – Transportation for Elderly Persons and Persons with Disabilities</u> <ul style="list-style-type: none"> NFRMPO is requesting an amendment to add the following project and funding into the FY2016-2019 TIP: <ul style="list-style-type: none"> NFRMPO Mobility Management FY16 Allocation of \$10k 															
Committee Discussion															
This is the first time TAC has discussed the 2015 Q4 TIP Amendment.															
Supporting Information															
<u>FTA §5304 – Metropolitan & Statewide and Nonmetropolitan Planning</u> FTA 5304 provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. Eligible recipients include States, with allocation of funding to MPOs.															
<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).															
Transfort and NFRMPO request the following projects be amended into the FY2016-2019 TIP:															
<table border="1"> <thead> <tr> <th>Funding Program</th> <th>Sponsor</th> <th>Projects</th> <th>FY16 (Federal Only)</th> </tr> </thead> <tbody> <tr> <td>FTA §5304</td> <td>Transfort</td> <td>Transfort Route Improvement Project (TRIP)</td> <td>\$40k</td> </tr> <tr> <td>FTA §5310</td> <td>NFRMPO</td> <td>NFRMPO Mobility Management</td> <td>\$10k</td> </tr> </tbody> </table>				Funding Program	Sponsor	Projects	FY16 (Federal Only)	FTA §5304	Transfort	Transfort Route Improvement Project (TRIP)	\$40k	FTA §5310	NFRMPO	NFRMPO Mobility Management	\$10k
Funding Program	Sponsor	Projects	FY16 (Federal Only)												
FTA §5304	Transfort	Transfort Route Improvement Project (TRIP)	\$40k												
FTA §5310	NFRMPO	NFRMPO Mobility Management	\$10k												
Advantages															
Recommendation from the TAC to the NFRMPO Council will help ensure available funds are assigned to projects in a timely manner and that the FY2016-2019 TIP remains fiscally constrained.															
Disadvantages															
None noted.															
Analysis /Recommendation															
Staff supports amending the FTA §5304 and §5310 projects into the TIP.															
Attachments															
<ul style="list-style-type: none"> FTA §5304 – Metropolitan and Statewide Planning Fact Sheet 		<ul style="list-style-type: none"> FTA §5310 – Enhance Mobility of Seniors and Individuals with Disabilities Fact Sheet 													

Rev. 9/17/2014



U.S. Department of Transportation
Federal Transit Administration



**FACT SHEET:
 METROPOLITAN & STATEWIDE AND NONMETROPOLITAN TRANSPORTATION PLANNING
 SECTION 5303, SECTION 5304, SECTION 5305**

	FY 2013 (in millions)	FY 2014 (in millions)
Planning Programs	\$126.9	\$128.8

Purpose

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

Statutory References

- 49 U.S.C. Section 5303 / MAP-21 Section 20005 – Metropolitan transportation planning
- 49 U.S.C. Section 5304 / MAP-21 Section 20006 – Statewide and Nonmetropolitan transportation planning
- 49 U.S.C. Section 5305 – Planning Programs



Eligible Recipients

States, with allocation of funding to Metropolitan Planning Organizations (MPO).

Funding

Federal share is 80% formula-based with a required 20% non-federal match.

What's New?

Establishes a Performance-Based Planning Process

- Requires MPOs and states to develop transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning.
- Requires MPOs to establish performance targets that address both the surface transportation performance measures set forth in 23 U.S.C 150(c), in coordination with the state, and public transportation performance measures in coordination with providers of public transportation, to ensure consistency with performance targets related to transit asset management and transit safety, as set forth in 49 U.S.C. 5326(c) and 5329(d).
- MPO plans must include performance targets that address performance measures and standards and a System Performance Report.
- Transportation Improvement Programs (TIP) must include a description of the anticipated progress brought about by implementing the TIP toward achieving the performance targets.

(cont.)

Metropolitan & Statewide and Nonmetropolitan Transportation Planning

What's New? (cont.)

- By October 1, 2017, DOT must submit a Report to Congress evaluating the effectiveness of performance-based planning and assessing the technical capacity of MPOs in smaller areas to undertake performance-based planning.

Supports Optional Scenario Development

- MPOs may undertake Scenario Development in preparing the metropolitan transportation plan and are encouraged to consider alternative demographic growth and revenue options.

Requires Transit Representation on MPO Policy Boards in Large Urbanized Areas

- Within two years, MPOs in urbanized areas designated as transportation management areas must include transit officials on their policy boards.

Allows Designation of Regional Transportation Planning Organizations

- Regional transportation planning organizations may be designated, comprised of volunteer local government and transportation officials to assist the state in addressing the needs of nonmetropolitan areas.

Authorizes Transit-Oriented Development (TOD) Pilot Program

- Creates a pilot program for TOD planning around new fixed guideway or core capacity projects.

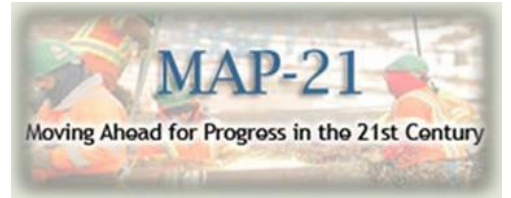
Ongoing Provisions

- Documents: Unified Planning Work Program, Transportation Plan, TIP, Public Participation Plan, and Congestion Management Process.
- Concepts: Eight planning factors, Certification of Transportation Management Areas.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
SECTION 5310

	FY 2013 (in millions)	FY 2014 (in millions)	FY 2015 (in millions)
Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities	\$254.8	\$258.3	\$257

Purpose

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Statutory References

49 U.S.C. Section 5310 / MAP-21 Section 20009

What's New since MAP-21 (2012)

- The New Freedom Program (5317) and Elderly and Disabled Program (5310) were consolidated.
- Locally developed coordinated plans must be developed and approved by community stakeholders including individuals with disabilities and seniors.

Eligible Recipients

- Funds are Apportioned to direct recipients:
 - States for rural and small urban areas (small UZAs)
 - Designated recipients chosen by the Governor of the State for large urban areas (large UZAs)
- Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan.
- The selection process may be: Formula-based, Competitive, or Discretionary and subrecipients can include: States or local government authorities, private non-profit organizations, or operators of public transportation.



DISCUSSION ITEM: Equipment Purchases 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
www.smarttrips.org

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- 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 Technical Advisory Committee

From: Aaron Buckley

Date: October 21, 2015

Re: Equipment Purchases Update

Background

To assist with the annual Congestion Management Process (CMP) Report, nine vehicle travel time collection devices have been purchased to be split between the cities of Fort Collins, Greeley, and Loveland. The collection devices will be installed at intersections as part of a broad network to collect vehicle travel time information by anonymously recording Media Access Control (MAC) Addresses as they pass through the network. Collected with Wi-Fi or Bluetooth technology, the MAC Addresses are found on cell phones, laptops, and tablets. The collected information is aggregated, accessed, and processed by NFRMPO staff for the annual CMP Report.

To assist with the 2016 Non-Motorized Transportation Plan and to quantify regional non-motorized transportation users, two permanent bicycle and pedestrian counters, two mobile combined traffic tube counters, and one mobile infrared bicycle and pedestrian counter have been purchased. Both permanent counters will be placed on the Poudre Trail with one in Larimer County and one in Weld County. The mobile collection devices will be available for communities to check out to quantify bicyclists and pedestrians in their communities.

Action

Staff requests any community interested in using a bicycle counter nominate a person or persons to participate in an upcoming bicycle counter installation training session. All nominations should be forwarded to Aaron Buckley (abuckley@nfrmpo.org or 970-416-2309). After attending the course the participant(s) will be designated as the NFRMPO approved contact for counter installation.

DISCUSSION ITEM: ADA Transition Plans



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Planning Director
Rena Steffen
Administrative Director
Crystal Hedberg
Finance Manager
Mary Warring
Mobility Coordinator*

Memorandum

To: NFRMPO TAC
From: Terri Blackmore
Date: October 21, 2015
Re: ADA Transition Plans

Background

The FHWA has instructed CDOT and the Colorado MPOs to research which communities have ADA Transition Plans and the date of those Plan's last update. FHWA has indicated this will be a requirement that will be reviewed with the UPWP approvals, TIP approvals, and Certification of the planning process.

Attached is a document that includes some questions and answers from the FHWA website. The website address is provided at the bottom if you have additional questions. I have also attached some guidance provided by FHWA.

Action

NFRMPO staff are requesting assistance from the TAC members with a contact person for your community who is responsible for the development, update, and implementation of your community's ADA Transition Plan.

Transition plans

What authority requires public agencies to make transition plans?

The ADA requires public agencies with more than 50 employees to make a transition plan. 28 CFR §35.150(d). (9-12-06)

What should a transition plan include?

The transition plan must include a schedule for providing access features, including curb ramps for walkways. 28 CFR §35.150(d)(2). The schedule should first provide for pedestrian access upgrades to State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas. 28 CFR §35.150(d)(2). The transition plan should accomplish the following four tasks:

1. identify physical obstacles in the public agency's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
2. describe in detail the methods that will be used to make the facilities accessible;
3. specify the schedule for taking the steps necessary to upgrade pedestrian access to meet ADA and Section 504 requirements in each year following the transition plan; and
4. indicate the official responsible for implementation of the plan.

28 CFR §35.150(d)(3). (9-12-06)

How does the transition plan relate to a public agency's transportation planning process?

The ADA transition plan is intended to identify system needs and integrate them with the State's planning process. The transition plan and its identified needs should be fully integrated into the public agency's Statewide Transportation Improvement Program (STIP) and metropolitan Transportation Improvement Program (TIP). Agencies should incorporate accessibility improvements into the transportation program on an ongoing basis in a variety of ways:

1. Any construction project that is programmed must meet accessibility requirements when built.
2. Accessibility improvements identified in the transition plan that are not within the scope of an alteration project should be incorporated into the overall transportation planning process. This can be accomplished through the development of stand-alone accessibility projects.
3. As a means to identify ADA compliance needs, during scheduling maintenance activities, the agencies should identify ADA accessibility needs and incorporate them into the overall transportation planning process. (9-12-06)

What public agencies must make a transition plan?

The ADA requires any public agency with more than 50 employees to make a transition plan setting forth the steps necessary to make its facilities accessible to persons with disabilities. 28 CFR §35.150(d). (9-12-06)

When should the FHWA review an agency's transition plan?

DOT Section 504 regulation requires FHWA to monitor the compliance of the self-evaluation and transition plans of Federal-aid recipients (49 CFR §27.11). The FHWA Division offices should review pedestrian access compliance with the ADA and Section 504 as part of its routine oversight activities as defined in their stewardship plan. (9-12-06)

When and how should a transition plan be updated?

An agency's transition plan should have been completed by January 26, 1992, and should be based on updates of the self-evaluation conducted to comply with the requirements of Section 504. 28 CFR §35.105. The plan should be updated periodically to ensure the ongoing needs of the community continue to be met. The transition plan should be coordinated appropriately with the STIP and the TIP. Changes to the plan shall be made available to the public for comment. The public agency should specifically target any local community groups representing persons with disabilities for comment, to ensure that the agency is meeting the local priorities of the persons with disabilities in that community. If a public agency has never completed a transition plan, the Division should inform the public agency to complete a transition plan now and review that public agency's completed transition plan.

The ADA deadline for completing the improvements listed in the transition plans was January 26, 1995. For those State and localities that have not completed their self-evaluation and transition plans, it is critical that they complete this process. (9-12-06)

For more information: http://www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.cfm#q10



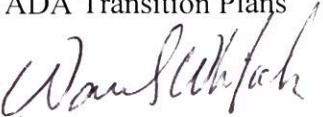
U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION and ACTION:**

Submission of State ADA Transition Plans

Date: November 17, 2014

From: Warren S. Whitlock 
Associate Administrator
Office of Civil Rights

In Reply Refer To: HCR-20

To: FHWA Division
Administrators and
Civil Rights Personnel

Part of the reorganization of the headquarters Office of Civil Rights (HCR) is a renewed focus on ensuring that the programs administered by our office conform to the regulatory and other legal requirements of each program. As part of ensuring that the programs are running effectively and are being consistently administered across the country, HCR is striving to clarify our policies and procedures and give background to those who are tasked with carrying out the oversight, compliance and implementation of these programs.

To this end, I wanted to address one important policy and guidance question that has recently been brought to my attention; that of the "approval" process for State Transportation Agency (STA) Transition Plans under the Americans with Disabilities Act (ADA). We ask that all Division Offices review their STA ADA Transition Plan and determine if it meets the regulatory requirements as set out in 28 CFR 35.150(d) (3). If so, please send documentation of such to both the STA and to HCR (Attention Nichole McWhorter). Upon receipt of such documentation, HCR will report that the STA has an approved transition plan.

In support of this approval process, I have attached the statutory and regulatory requirements related to the ADA transition plan approval process. In addition, you will find attached a draft letter that may be used to document whether or not the STA ADA Transition Plan meets the regulatory requirements as set out in 28 CFR 35.150(d)(3).

enclosures

FHWA Division Offices Approval of STA Transition Plans

Under **49 CFR Part 27**, public entities may not discriminate on the basis of disability in programs or activities receiving federal financial assistance. Specifically in **49 CFR 27.3(a)** this applies to each recipient of federal financial assistance from the U. S. Department of Transportation (DOT) and to each program or activity that receives such assistance. In effect this means that a recipient may not, directly or through contractual or other arrangements, utilize criteria or methods of administration that have the effect of subjecting qualified handicapped persons to discrimination on the basis of disability. **49 CFR 27.7(b)(vii)(4) (i)**.

I. Jurisdiction

By ADA regulations (**28 C.F.R. 35.190**), the DOT has been designated by the Department of Justice (DOJ) as the federal agency responsible for overseeing and implementing ADA compliance for all programs, services and regulatory activities relating to transportation. Under **49 C.F.R. 27.19**, DOT recipients must comply with DOJ's ADA regulations to be considered in compliance with DOJ's regulations under Section 504 of the Rehabilitation Act of 1973 (Section 504). DOT has designated FHWA as the responsible operating administration to oversee and implement compliance with DOJ's regulations for FHWA funded projects. In doing so, FHWA Division Offices work with STAs to ensure that the ADA and Section 504 requirements are incorporated in all program activities for projects within the public rights-of-way. The Section 504 regulations at **49 C.F.R. 27.11** require FHWA to monitor an STA's compliance with the ADA, DOJ and DOT regulations that address self-evaluation and transition plans. This includes conducting periodic program reviews of STAs' highway planning, design and construction activities so as to ensure pedestrian accessibility compliance.

II. Transition Plan a requirement under ADA and the Rehabilitation Act

Every STA is required by the DOJ's regulations at **28 CFR 35.150(d)** to have developed an ADA Transition Plan within six months of January 26, 1992. The DOT regulations at **49 CFR 27.3-7** prohibit discrimination on the basis of disability in any "method of administration," including programs that have the effect of subjecting persons with a disability to discrimination. This includes the lack of an ADA Transition Plan, which we use to ensure that existing facilities of recipients come into compliance. So, a failure to have a compliant Transition Plan would violate **49 CFR 27.7**, because it would be a discriminatory method of administration.

III. Transition Plan as part of compliance review

Under **49 CFR 27.123**, if FHWA receives any information that indicates a possible failure to comply, including not having a Transition Plan that meets the regulatory requirements, the responsible Departmental official will inform the recipient and seek to correct the failure by informal means. If informal means do not correct the problem, the responsible Departmental

official may recommend suspension or termination of, or refusal to grant or to continue, Federal financial assistance, or take any other steps authorized by law. **49 CFR 27.125.**

IV. Requirements for approval of the ADA and Section 504 provisions

At least every four years, the State shall submit an updated STIP concurrently to the FHWA and the FTA for joint approval. At the time the STIP or STIP amendments are submitted, the State shall certify that the transportation planning process is being carried out in accordance with all applicable requirements of the provisions of the ADA and Section 504 of the Rehabilitation Act. **23 CFR 450.218(a)(6), (10).** So, every four years the STAs are certifying that they meet the requirements of the ADA and Section 504, which in the planning process would include transition plans. FHWA and FTA are approving these plans and amendments as meeting all of the requirements of ADA and Section 504. However, it is possible for the Division Civil Rights personnel to note the lack of an approved transition plan at the time of approval and certify the STIP with the deficiency noted.

Conclusion

The regulations cited support HCR's direction that Division Offices review and approve ADA transition plans. More specifically, in its review of a transition plan, a Division Office receiving "any...information that indicates a possible failure to comply" with the ADA Transition Plan requirement should work with the STA to correct that deficiency prior to approving the Plan. In addition, the regulation at **23 CFR 450.218** requires that every State submit an updated STIP to the FHWA for approval which certifies that the transportation planning process is being carried out in accordance with all applicable requirements of the ADA. A current ADA transition plan is clearly one of these "applicable requirements."



U.S. Department
of Transportation

**Federal Highway
Administration**

Jane Doe
CEO, State DOT
Home City, X ZipCode

Subject: ADA Transition Plan

Dear Ms. Jane Doe,

The Federal Highway Administration's (FHWA) _____ Division Office has received the Transition Plan that your State has submitted, as required by the Americans with Disabilities Act of 1990 (ADA). Based upon our analysis, it appears that your Transition Plan meets the requirements of regulations implementing the ADA at 28 CFR Part 35.

While your current Transition Plan appears to meet the regulatory requirements, FHWA Guidelines provide that ...[insert plans for strengthening Plan here]. The self-evaluation portion of the Transition Plan is intended to be regularly revised and updated, as required by 28 CFR Part 27.11.

As part of our oversight responsibilities, our office will continue to monitor ADA activities and ask that you submit regular progress updates on the fulfillment of your ADA responsibilities.

Sincerely,

John Doe
Division Administrator
FHWA _____ Division (HAD-X)

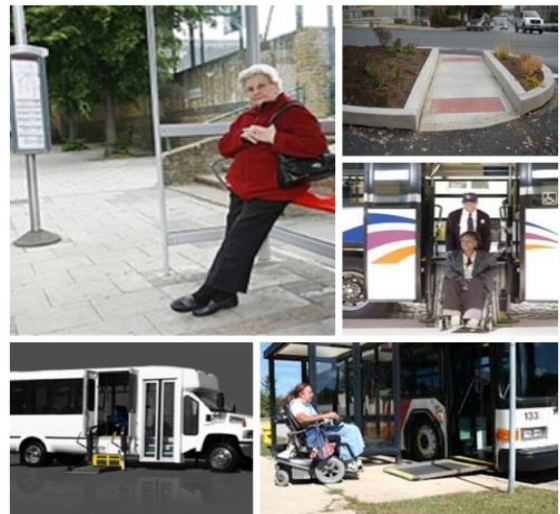
cc: Nichole McWhorter, Division Manager, Coordination and Compliance Division

Eligible Activities

- At least 55% of program funds must be used on capital or “traditional” 5310 projects. Examples include:
 - Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.
 - Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
- The remaining 45% is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 program, described as: Capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors. Examples include:
 - Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs; and mobility management programs.
- Mobility management is eligible for 100% of 5310 funding.

Funding

- Based on Census data, the formula funds are apportioned to each State based on the number of older adults and individuals with disabilities and allocated by area:
 - Large UZAs: 60%
 - Small UZAs: 20%
 - Rural: 20%
 - States can transfer small or rural allocations to large UZA’s but not the other way around.
- Local match requirements:
 - 20% for capital expenses
 - 50% for operating expenses
- Match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100% federal funding. One example is Older Americans Act (OAA) Title IIIB Supportive Services Funds: http://www.aoa.gov/AOA_programs/OAA/resources/faqs.aspx#Transportation



Additional Information

- 5310 program recipients may partner with meal delivery programs such as the OAA-funded meal programs (to find local programs, visit: www.Eldercare.gov) and the USDA Summer Food Service Program <http://www.fns.usda.gov/sfsp/summer-food-service-program-sfsp>. Transit service providers receiving 5310 funds may coordinate and assist in providing meal delivery services on a regular basis if they do not conflict with the provision of transit services.
- FTA requires its formula grantees to provide half fare service for fixed route service supported with FTA funds to older adults and individuals with disabilities who present a Medicare card: http://www.fta.dot.gov/documents/14_Half_Fare_TriennialGuidance_FY2011.pdf