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

MPO Staff

Terri Blackmore
 Executive Director
 Becky Karasko
 Regional Transportation
 Planning Director
 Renae Steffen
 Administrative Director
 Crystal Hedberg
 Finance and Operations Manager
 Mary Warring
 Mobility Coordinator

Next Council Meeting
December 3, 2015
Eaton Public Library
132 Maple Ave.
Eaton, CO

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

November 5, 2015
University Center, Columbine Suite A-B
2045 10th Avenue, Greeley, CO

Council Dinner & NoCo Bike & Ped Presentation 5:00 p.m.
 MPO Council Meeting – 6:00 to 8:30 p.m.

Pledge of Allegiance/2-Minute Public Comment (accepted for items not on the agenda)
Audience members will be given time to speak to any item not on the Agenda. Members of the public will be given an opportunity to speak to the item before the Council acts upon it. If an item is on the Consent Agenda please ask for that item to be removed. Items pulled will be heard at the beginning of the Regular Agenda.

1. Acceptance of Meeting Agenda
2. Approval of Minutes-Lead Planning Agency for Air Quality/MPO- Sept. 3, 2015 (Pg.7)

PUBLIC HEARING:

- | | | |
|-----------------------------|-------------------|--------|
| 3. 2016 VanGo Fare Increase | Blackmore/Hedberg | 15 min |
|-----------------------------|-------------------|--------|

Lead Planning Agency for Air Quality Agenda

COUNCIL REPORTS:

- | | |
|--|------------------|
| 4. Air Pollution Control Division Report | (Written Report) |
|--|------------------|

Metropolitan Planning Organization (MPO) Agenda

- | | | |
|---------------------------------------|-----------------|-------|
| 5. Executive Director Report (Pg. 15) | Terri Blackmore | 5 min |
| 6. Report of the Chair (Pg. 17) | Sean Conway | 5 min |

COMMITTEE REPORTS:

- | | |
|----------------------|------------------|
| 7. TAC (Pg. 20) | (Written Report) |
| 8. Mobility (Pg. 22) | (Written Report) |

CONSENT ITEM:

- | | |
|--|------------------|
| 9. 2015 Public Involvement Plan (PIP) (Pg.25) | Gordon/Blackmore |
|--|------------------|

ACTION ITEMS:

- | | | |
|---|-------------------|--------|
| 10. VanGo Fare Increase (Pg. 27) | Hedberg/Blackmore | 5 min |
| 11. FY2015 TMA Program of Projects (POP) (Pg. 31) | Karl Gannon | 15 min |

DISCUSSION:

- | | | |
|--|----------------|--------|
| 12. 2015 Q4 TIP Amendment (Pg. 44) | Josh Johnson | 5 min |
| 13. Executive Director Evaluation Update | Conway/Jemiola | 20 min |

COUNCIL REPORTS:

- | | | |
|----------------------------------|------------------|--------|
| Transportation Commission Report | Kathy Gilliland | 15 min |
| CDOT Region 4 Report | Johnny Olson | |
| STAC Report | Dowker/Blackmore | |
| North I-25 Coalition | Shaffer/Conway | |
| Highway 34 Coalition | Sean Conway | |
| Host Council Member Report | John Vazquez | |
| Other Council Members Reports | Council Members | |

MEETING WRAP-UP:

- | | | |
|---------------------------------------|--|-------|
| Final Public Comment (2 minutes each) | | 5 min |
| Next Month's Agenda Topic Suggestions | | |



**MPO MEETING
PROCEDURAL INFORMATION**

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

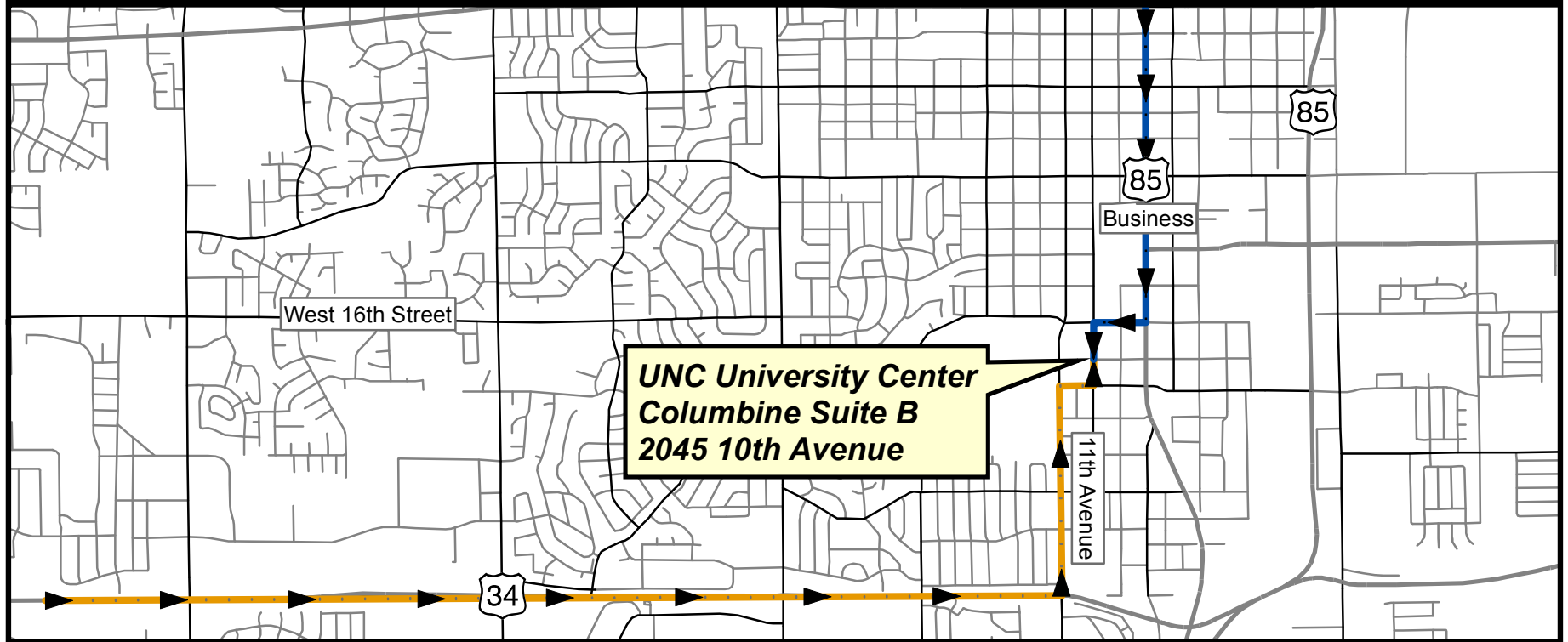
GLOSSARY

1310	State funds for surface transportation
5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5316 (see 5307 or 5311)	FTA program funding for Job Access Reverse Commute (JARC; a pre-MAP-21 program)
5317 (see 5310)	FTA program funding for “New Freedom” (a pre-MAP-21 program)
5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQC	Congestion Mitigation & Air Quality Improvement Program funds (also CMAQ)
AQCC	Air Quality Control Commission (of Colorado)
AQTC	Air Quality Technical Committee
AWD	Average Weekday Traffic (also see ADT)
CAAA	Clean Air Act Amendments of 1990 (federal)
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (a FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CPG	Consolidated Planning Grant (combination of FHWA & FTA planning funds)
DOT	(United States) Department of Transportation

DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
FY	Fiscal Year (October - September for federal funds; July to June for state funds)
FFY	Federal Fiscal Year
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MDT	Model Development Team
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NOx	Nitrogen Oxide
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O ₃	Ozone
PL	Planning (funds)
PPP (also P3)	Public Private Partnership

R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RPP	Regional Priority Program (a funding program of the Transportation Commission)
RTP	Regional Transportation Plan
RTP (<i>see TAP</i>)	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 (<i>see TAP</i>)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	State Transportation Advisory Committee
STE (<i>see TAP</i>)	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

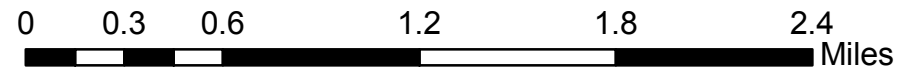
Directions to UNC University Center Columbine Suite B, 2045 10th Avenue, Greeley



Directions:

From North: Take US 85 Business to 20th Street. Take a right on 20th Street and go two blocks. Take a left on 10th Avenue. The UNC University Center will be on the right.

From South and West: Take US 34 to 11th Ave. Take a left on 11th Avenue then take a right on 22nd Street. Take a left onto 10th Ave. The UNC University Center will be on the left.



September 3, 2015 Council Meeting Minutes

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

September 3 2015

6 p.m.

**Greeley Family Fun Plex
1501 65th Ave.
Greeley, CO**

Voting Members

Present

Sean Conway-Chair -Weld County
Chris Colclasure -APCD
Gerry Horak -Fort Collins
Tom Norton -Greeley
Troy Mellon -Johnstown
Tom Donnelly -Larimer County
Paula Cochran -LaSalle
Joan Shaffer -Loveland
Jordan Jemiola -Milliken
Kathy Gilliland -Trans. Comm.

Absent

Jan Dowker -Berthoud
Kevin Ross -Eaton
John Morris -Evans
Don Brookshire -Severance
Paul Steinway -Timnath
John Vazquez -Windsor
*No member -Garden City

MPO Staff:

Terri Blackmore, Executive Director; Becky Karasko, Regional Transportation Planning Director; Renae Steffen, Administrative Director; Crystal Hedberg, Finance Manager; Aaron Buckley, Alex Gordon and Josh Johnson, Transportation Planners.

In Attendance:

Eric Bracke, Leah Browder, Robb Casseday, Dave Clark, Aaron Greco, Joel Hemesath, Myron Hora, Janet Lundquist, Suzette Mallette, Wes McElhinny, Josh Sonnenberg, Bob Sakaguchi, Steve Teets, Martina Wilkinson.

Chair Conway called the MPO Council meeting to order at 6:03 p.m.

PUBLIC COMMENT:

Wes McElhinny, Weld County Area Representative from the office of Congressman Ken Buck, introduced Josh Sonnenberg, Northeast Area Representative, to the Council. He then reported that the Transportation Legislation and Highway Trust Funding had been extended to October 29th in spite of Senator Buck's vote against it. The congressman does not feel it makes sense to continue funding small, short-term measures for a couple months that are paid for over a 10-year window. Congressman Buck is co-sponsoring the Transportation Empowerment Act which completely reforms highway funding programs by transferring authority over to the states and allowing the states to decide how to spend the money. McElhinny commented that will be very useful as organizations like the MPO know what is needed and how to get it done at a fraction of the cost compared to the Federal Government, citing an example in Evans where a small section of roadway damaged in the 2013 flood that FEMA spent \$200,000 to repair, a cost almost three times what Evans had projected to spend. McElhinny will continue to update the Council at future meetings.

Steve Teets, Citizen's Bus Improvement Committee, Chairman, thanked the MPO, Weld County, the City of Greeley and the City of Evans for addressing the Hill 'N Park issue recently by providing a Greeley Evans Transit (GET) route there, however the timing does not allow, or encourage, people to ride because there are

not enough trips scheduled each week. He feels the 34 Express is needed back in the area, not just for Hill 'N Park, and the new route changes in Greeley will make the current system worse. He would like to have routes available every hour. Teets mentioned that a survey had been done recently for Greeley, Evans and Weld County transit systems by a company in Denver and asked when survey information would be available to the public. Chair Conway explained that a study of the residents in those areas had been commissioned through the Department of Local Affairs (DOLA) and the University of Colorado at Boulder and indicated that Weld County Commissioner, Julie Cozad, was now in charge of the committee working on that and he would ask that she or someone else from Weld County, get that information to him. Teets asked how Bustang was doing. Conway said it was doing well and indicated that Kathy Gilliland would be reporting on it later in the meeting.

APPROVAL OF THE MEETING AGENDA:

Shaffer ***moved*** to accept the meeting agenda. The motion was ***seconded*** and ***passed*** unanimously.

APPROVAL OF THE MINUTES:

Norton ***moved*** to approve the August 6, 2015 meeting minutes. The motion was ***seconded*** and ***passed*** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Conway opened the Air Quality portion of the meeting.

Air Pollution Control Division Report

Chris Colclasure, Planning and Policy Program Manager of the Air Pollution Control Division (APCD) briefly reviewed information from the Monthly Report from CDPHE, August 2015 (Corrected Report). Donnelly and Conway questioned whether days with significant haze would be attributed to fires from surrounding states, noting that has not always been the process for CDPHE. Colclasure was uncertain what those exact dates were but assured the Council that every exceedance day is reviewed and submitted for an exceptional event, when beneficial, and explained the very time-intensive, resource-demanding, process that is followed. He also identified the many ways smoke can affect ozone.

Donnelly asked if the new compliance guidelines were an indication that the EPA will now have greater control over policy-making in Colorado. Colclasure responded that the bump up to a moderate status requires CDPHE to review additional emission control requirements and doesn't really change the balance between the EPA's authority versus the State of Colorado, and noted it will still be a State plan, but will be submitted to EPA for approval. He expounded on certain requirements that could change, such as the lowering of thresholds and offsets for new major sources. Shaffer asked for a brief explanation of how exceptional events are determined. Colclasure replied that the department monitors data on a daily basis and tracks any days that an exceedance occurs to determine if weather or pollutants, such as fire, were a factor. Then the data is compared to the regulatory criteria for an exceptional event package. If it fits the criteria, it is flagged and may be considered for the package, depending on how close the area is to going out of containment. He noted that the three worst air quality days are excluded each year.

The Council discussed which industries they believed may be new major contributors to ozone and what mediation may occur. Colclasure noted that although it may be difficult to make a significant difference, there are several programs under way that will make a positive impact. Conway complimented Colclasure and the CDPHE for their efforts and requested an updated report for Northern Colorado showing the number of days with high ozone associated with the recent haze.

Metropolitan Planning Organization (MPO) Agenda

Chair Conway opened the MPO portion of the meeting.

Executive Director Report:

Terri Blackmore, Executive Director, briefly reviewed information from the September 2015 Director's Report Addendum with the Council.

COMMITTEE REPORTS:**Transportation Advisory Committee (TAC)**

A written report was provided.

Finance Committee

Gerry Horak, Finance Committee Member, briefly reviewed the Finance Committee Report and Finance Committee Minutes from August 19, 2015 and stressed the importance of the member communities paying their annual dues by the end of March.

CONSENT AGENDA:

Norton commented that that in the future he would like to have identifiers, such as footnotes, provided for all the funding sources on specific projects in the RTP, citing the I-25 Climbing Lane and the interchange at I-25/Crossroads as examples.

*Horak made a **motion** to approve the Consent Agenda. The motion was **seconded** and it **passed** unanimously.*

- Approve the 2015 Congestion Management Process (CMP)
- Approve the 2040 Regional Transportation Plan (RTP)

ACTION ITEMS:**MPO Reserve Policy**

Crystal Hedberg, Finance Manager, reviewed the MPO Reserve Policy memo with the Council.

Donnelly asked to confirm that only excess dues from the communities would be used to create the reserve fund and those community dues were not being increased. Hedberg confirmed that was correct. Shaffer asked if the community's percentages would also stay in balance. Hedberg said they would.

*Shaffer **moved** to approve the MPO Reserve Policy with Excess Local Match Being Rolled into a Reserve Fund until such time that Three Months Reserve Money is Obtained for Operational Needs. The motion was **seconded** and it **passed** unanimously.*

VanGo Reserve Policies

Hedberg stated there were two VanGo policies for approval, one for operating reserve and one for capital reserve. She noted they should disregard the policy documents sent in the packet and reviewed the information from VanGo Reserve Policy handouts with the Council.

*Jemiola **moved** to approve the VanGo Reserve Policies. The motion was **seconded** and it **passed** unanimously.*

FY 2016-2019 Transportation Improvement Plan (TIP)

Johnson briefly reviewed information from the FY 2016-2019 TIP AIS with the Council. He indicated that thus far there had been no positive or negative public comment.

*Shaffer made a **motion** to approve Resolution No. 2015-13 adopting the FY 2016-2019 Transportation Improvement Plan (TIP), pending no negative Public Comment prior to the end of the Public Comment Period ending Saturday, September 5, 2015. The motion was **seconded** and it **passed** unanimously.*

DISCUSSION ITEMS:Public Involvement Plan (PIP)

Alex Gordon, Transportation Planner, gave the 2015 Public Involvement Plan presentation to the Council.

The Council consented to open the 45-day public comment period for the PIP. Gilliland complimented Gordon on the layout and presentation of the plan.

Executive Director Survey Process

Conway conveyed to the Council that the Executive Committee is following the newly implemented guidelines and timelines for Executive Director (ED) Evaluation Process as amended into the Articles of Association in July. The next step is for the Executive Committee to meet informally with MPO staff to determine which evaluation survey process is appropriate for the current year and has scheduled an informal meeting and lunch with MPO staff on September 17th. All MPO staff has responded to a short electronic survey regarding their relationship with Director Blackmore and others at the organization, as well as their job satisfaction as part of Blackmore's goals for the year. Those results are available to the Council for review by request. He reviewed the survey options and possible participants with the Council. The Council was in consensus that they would prefer to conduct another 360 survey for the current year and assigned Jemiola to lead and provide guidance to the Executive Committee through the process within the established timeframe. Conway confirmed there would be an opportunity provided to the MPO staff to communicate with the Executive Committee privately and confidentially. Jemiola and the Executive Committee will report back to the Council following the September 17 lunch with MPO staff.

COUNCIL REPORTS:Transportation Commission

Kathy Gilliland, Transportation Commissioner, District 5, reported on the following:

- Two new commissioners; Kathy Hall, Grand Junction, District 7 and Nolan Schriener, Colorado Springs, District 9. Also Heather Barry, Westminster, District 4, has returned for two years.
- Bustang fare box recovery is 22% and ridership continues to increase on routes from Glenwood Springs to Denver Union Station, it is at 85% of capacity for the one roundtrip. May need to add a second bus. Northern route is also doing well and ridership is going up. A route from CSU to Denver on Friday nights, returning Sundays, will be implemented soon.
- CSU Transportation System (transit run by TransFort) tour was impressive. Separate pathways for both bikes and walkers works well. Aaron Fodge can arrange tours for those interested.
- Transportation Matters Summit, October 28th. Posters were handed out.
- Tolling and Revenue Study in the works for I-25.

CDOT Region 4

Myron Hora, CDOT R4, announced the following:

- CDOT will be moving their Administration, Greeley, Evans and Loveland operations into their new Greeley building the first week of November. Also occupying the building will be the Colorado State Patrol.
- US 34 bridge between Greeley and Kersey should be opened late October or early November.
- Thank you to everyone for their support and well wishes following the loss of Loveland Resident Engineer, Scott Ellis. New Loveland Resident Engineer will be Rich Christy and James Usher will be the US 34 Permanent Repair Project Director.

Statewide Transportation Advisory Committee (STAC) Report

Blackmore reported on the following topics from the August STAC meeting:

The first Freight Advisory Committee (FAC) meeting was held on July 30th. Positive feedback; there was a diverse range of people represented (government officials, CDOT staff, industry representatives, STAC/TPR representatives). They talked about integrating surface, airport, rail,

and including pipeline to serve the needs of the public. Next meeting will be held on September 23rd.

- Presentation on technology of connected vehicles. CDOT would like to use some DRIVE Act funding to implement this technology on North I-25 and I-70.
- An update on Bustang was given.

North I-25 Coalition

Shaffer reported that the coalition had a highly productive meeting. Many State Legislative Representatives and one Senator were present and were very responsive to the challenges, accomplishments and need for funding on North I-25. She reviewed the coalition's six visions with the Council. The North I-25 Legislative Package showcasing the coalition's visions and goals will be sent electronically to the Council and posted on the NFRMPO website.

Conway added that he believes the meeting was one of the most successful meetings to date. He was pleased that the efforts of the NFRMPO as a whole, as well as individual members and their communities, were acknowledged by the legislators and others in attendance. It was also recognized that the coalition and CDOT want to work collaboratively to address the transportation funding issues on North I-25. Norton commented that there appeared to be some discrepancies with some of the data on their The Time is Now flyer. Conway responded that many of the figures were predicated on estimates and would be reevaluated prior to any further distribution. Shaffer added that the overarching goal was for the coalition to be viewed as a statewide resource; both she and Conway believed that had been accomplished.

Highway 34 Coalition

Conway announced that there had been a meeting just prior to the MPO Council meeting. Several communities were in attendance. CDOT gave a PEL presentation and discussed lessons learned from some of the other highway coalitions. The next meeting will be on October 1st at 4:00 in Eaton.

Host Council Report

Norton complimented his staff for the set-up of the meeting and thanked everyone for attending. He announced that there were several exciting events coming to Greeley including Friday Fest and OktoBREWfest and Trick-Or-Treat Street. He also mentioned that UNC athletics were in full swing.

Other Council Reports

La Salle- Cochran reported that there were new turn signals and lane changes on 1st Avenue and US 85 that were helping to relieve some of the congestion before and after school as well as when there is a train.

Milliken- Jemiola thanked the MPO for their participation at Beef & Bean Day.

MPO- Blackmore announced that the Economic Benefits of Biking and Walking presentation would be offered to the Council in conjunction with the NoCo Bike & Walk Conference and the November 5th MPO Council meeting. The Town of Windsor is hosting the event at UNC and will be providing the dinner. Invitations will be sent to all of the communities and their councils and board members at the end of September.

Larimer County- Donnelly reported that he will be accompanying Senator Cory Gardner to the Rocky Mountain National Park 100th Anniversary Rededication celebration. They will also be touring some of the post-flood projects in the Estes Park and Glen Haven areas.

Transportation Commission- Gilliland announced that Executive Director, Mike Cheroutes will be leaving the HPTC on October 1st and pursue new opportunities as a public-private partnership consultant in Colorado, as well as nationally and internationally. Interviews for his position will begin in September.

Weld County- Conway reported that The Weld County Bright Futures Grant Program kick-off had been on September 1st. Bright Futures is a “first-in” educational financial assistance program for high school graduates, GED recipients and honorably discharged veterans. The program, which Donnelly noted could be greatly attributed to Conway’s efforts, is funded by donations from taxpayers receiving a 50% tax incentive payment or credit when contributing to the county workforce development fund. It provides \$3,000 a year for up to four years for any post-secondary education from an accredited school or training program and will start with the graduating class of 2016. Conway hopes other counties will follow Weld County’s lead.

MEETING WRAP-UP:

Final Public Comment: Steve Teets requested copies of the Transit Plan and public survey results from the approved 2040 RTP. Bracke offered to print a copy for Teets at the Greeley Public Works office.

Next Month’s Agenda Topic Suggestions: There were no suggestions.

The meeting was adjourned at 8:02 p.m.

Meeting minutes submitted by: Renae Steffen, MPO Staff

5-Day Fares			
2015 Current Monthly Fare	Actual Monthly Increase - 1%	2016 Proposed Monthly Fare	Proposed Monthly Increase - 1%
\$97	\$0.97	\$98	\$1
\$110	\$1.10	\$111	\$1
\$138	\$1.38	\$139	\$1
\$177	\$1.77	\$179	\$2
\$198	\$1.98	\$200	\$2
\$227	\$2.27	\$229	\$2
\$248	\$2.48	\$250	\$2
\$281	\$2.81	\$284	\$3
\$302	\$3.05	\$305	\$3
\$330	\$3.30	\$333	\$3
\$358	\$3.58	\$362	\$4

DIA 7-Day Fares			
2015 Current Monthly Fare	Actual Monthly Increase - 1%	2016 Proposed Monthly Fare	Proposed Monthly Increase - 1%
\$338	\$3.38	\$341	\$3
\$312	\$3.12	\$315	\$3
\$273	\$2.73	\$276	\$3
\$242	\$2.42	\$244	\$2
\$189	\$1.89	\$191	\$2

DIA 6-Day Fares			
2015 Current Monthly Fare	Actual Monthly Increase - 1%	2016 Proposed Monthly Fare	Proposed Monthly Increase - 1%
\$293	\$2.93	\$296	\$3
\$269	\$2.69	\$272	\$3
\$235	\$2.35	\$237	\$2
\$210	\$2.10	\$212	\$2
\$163	\$1.63	\$165	\$2

Executive Director Report: November 2015

November 2015 Director's Report

Air Quality Conformity

- The EPA has released the new Ozone standard and it will tighten the requirement from 75ppb to 70ppb.
- The EPA projections for the new 2015 level rule show that **all but** two counties in Colorado will attain the standard by 2025 – Jefferson and Larimer.

Funding Brochure

- The Transportation Team is updating the Funding Brochure to include additional funding options. The updated brochure is available on the NFRMPO website at <http://bit.ly/1XkiV5t>.

RTP and Required Plans

- NFRMPO received the FHWA and FTA final approval of the 2040 Plan and the FY 2016-19 TIP.

VanGo™

- The VanGo™ program held their Annual Safety Meetings on September 23 and 24 and 74 were in attendance.
- The Safety meetings changed their format to include emergency scenarios so that vanpoolers would know how to react if there are involved in an accident, have a flat tire, or a van rider becomes ill. The new format was well received by the attendees.
- The MPO staff assisted with the VanGo™ inventory required by FTA and were able to inventory over half of the vans. The remaining vans will be completed prior to the December deadline agreed to with FTA.
- Effective November 16, the VanGo™ maintenance that has been done at Transfort will move to Wood Street Garage.
- The MPO is exploring the possibility of having some VanGo™ maintenance completed by the City of Loveland.

Board, Council and Commission Presentations

- Completed
 - Loveland, Berthoud, Greeley, Milliken, Evans, Eaton, Fort Collins, Johnstown, LaSalle, Larimer County, Severance, Timnath, Windsor and Weld

UPWP

- The FHWA, FTA and CDOT have approved the NFRMPO FY 2016 UPWP.

NFRMPO Staffing

- Effective October 1, Angela Horn resigned her position with the MPO to return to Arizona. She will be greatly missed because of her modeling skills.
- The MPO will leave the position vacant at least through the holidays.

IT Contract

- Effective October 1, 2015 the NFRMPO changed IT contractors to Greystone Technology. Thanks to Troy Mellon for serving on the selection committee.

Report of the Chair: November 2015

MICHAEL F. BENNET
COLORADO

COMMITTEES:

AGRICULTURE, NUTRITION, AND FORESTRY

FINANCE

HEALTH, EDUCATION, LABOR,
AND PENSIONS

United States Senate
WASHINGTON, DC 20510-0609

WASHINGTON, DC:
261 RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510
(202) 224-5852

COLORADO:
1127 SHERMAN STREET
SUITE 150
DENVER, CO 80203
(303) 455-7600

<http://www.bennet.senate.gov>

September 25, 2015

Sean Conway
419 Canyon Ave Ste 300
Fort Collins, CO 80521-2672

Dear Sean:

Thank you for contacting me regarding the Highway Trust Fund (HTF) and funding for public transportation. I appreciate hearing from you on this important issue.

I agree that addressing our transportation funding challenges requires a comprehensive solution that brings long-term solvency to the HTF. The Congressional Budget Office (CBO) projected that the HTF faces a gap of over \$167 billion over the next 10 years. We must stop kicking the can down the road. In Colorado and across the country, crucial infrastructure projects are being delayed because officials have no way of knowing whether the funding will be there to complete them.

On July 30, 2015, Congress passed another short-term highway and transit funding bill, keeping the HTF solvent through the end of this year. Although I supported this bill, I believe this was another missed opportunity for Congress to provide certainty to state and local transportation agencies.

The Senate also passed a six-year highway and transit funding bill that will fund the HTF for three years. The bill is not perfect and does not address the issues of HTF insolvency. However, it does provide sufficient funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which will allow Colorado's Department of Transportation to begin planning for critical projects such as the expansion of I-25 and I-70. These projects will help alleviate congestion along the Front Range and through the mountain corridor.

I am committed to working with my colleagues to develop long-term solutions for highway and transit funding. Earlier this year, I worked with Senator Dean Heller (R-NV) to recommend a number of funding options, including repatriating overseas corporate profits and testing a new user fee model that brings in sufficient revenue to the HTF.

In the coming months, I hope we can continue to work with members of the House and Senate and put forth a comprehensive long-term funding plan so state and local officials can once again build the infrastructure our country needs to remain competitive in the 21st century economy.

I value the input of fellow Coloradans in considering the wide variety of important issues and legislative initiatives that come before the Senate. I hope you will continue to inform me of your thoughts and concerns.

For more information about my priorities as a U.S. Senator, I invite you to visit my website at <http://bennet.senate.gov/>. Again, thank you for contacting me.

Sincerely,

A handwritten signature in blue ink, appearing to read "M.F. Bennet", with a stylized flourish at the end.

Michael F. Bennet
United States Senator

COMMITTEE REPORT: TAC – October 21, 2015

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
October 21, 2015**

APPROVAL OF THE AUGUST 19, 2015 TAC MEETING MINUTES:

The August TAC meeting minutes were approved unanimously.

CONSENT AGENDA:

2015 Public Involvement Plan (PIP) - Mallette moved to recommend the NFRMPO Council approve the 2015 PIP. The motion was approved unanimously.

ACTION ITEM:

FY2015 Transportation Management Areas (TMA) Program of Projects (POP) -

Ravenschlag discussed the TMA plan for \$3.9 M in FTA §5307 TMA; \$443,000 of FTA §5309 TMA capital funding; and \$179,000 of FTA §5310 TMA funds. Ravenschlag moved to recommend NFRMPO Council approve the FY2015 TMA POP. The motion was approved unanimously.

OUTSIDE PARTNER REPORTS:

NoCo Bike/Ped Collaborative - Boyd stated registration is still open for the November 5th NoCo Bike and Ped Conference. Blackmore stated speaker Mark Fenton will give a presentation on the economic benefits of bicycle and pedestrian facilities to the NFRMPO Council at a 5:00 p.m. dinner at UNC.

Regional Transit Items - Barnes introduced Jeff Bailey, Interim City Engineer, who has replaced Dave Klockeman as the TAC representative for Loveland. Transfort was awarded a CASTA award for providing service to Foothills Gateway. Blackmore stated GET won CASTA's Large Transit Agency of the Year award.

Regional Air Quality Council - Blackmore stated the new EPA air quality standard is 70 ppb, Larimer and Jefferson counties are not expected to reach attainment by 2025.

DISCUSSION ITEMS:

2015 Q4 TIP Amendment - Blackmore stated FTA §5304 and FTA §5310 funds used by Transfort and the NFRMPO for Mobility and Statewide Planning need to be amended into the FY2016-2019 TIP.

Equipment Purchases Update - Buckley explained the purchase of nine vehicle travel time collection devices for placement in Fort Collins (Carpenter Road), Greeley (47th Avenue), and Loveland (Larimer County Road 17). Five bicycle and pedestrian counting devices were also purchased for placement in the region.

ADA Transition Plans - Blackmore stated the NFRMPO is required to integrate community ADA Transition Plans into the project selection process. Purdy stated any entity receiving federal funds and/or with 50 employees must have an ADA Transition Plan. Bustow stated there is no direct penalty, but a community without a Plan is open to lawsuits. Bailey stated Loveland would be willing to share their ADA Transition Plan with the TAC.

COMMITTEE REPORT: Mobility- November 2015

NEED A RIDE?

Find Northern Colorado Transit Services Info @ noco.findmyride.info

 noco.findmyride.info 



Mobility Coordination

In the North Front Range MPO

Northern Colorado Transit Agency CASTA Award Winners

CONGRATULATIONS GET and TRANSFORT



Each year the Colorado Association of State Transit Agencies (CASTA) awards Colorado transit agencies that have provided exemplary service in their communities. Check out the CASTA details on Northern Colorado's winners below.

2015 Large Community Transit Agency of the Year



The Large Community Transit Agency of the year award goes to an agency that serves a community of more than 15,000 people in recognition for best



practices or a new project. This year **Greeley-Evans Transit** earned the award. Greeley's Ride Free with ID program has been a game changer to the community creating high energy and increased ridership.

The program has been extremely successful on many levels and **GET ridership in the youth category has increased over 313%**.



2015 Specialized Transit Agency of the Year



The Specialized Transit Agency of the year award goes to an agency that provides services for elderly and those with disabilities in recognition for best practices or a new project.

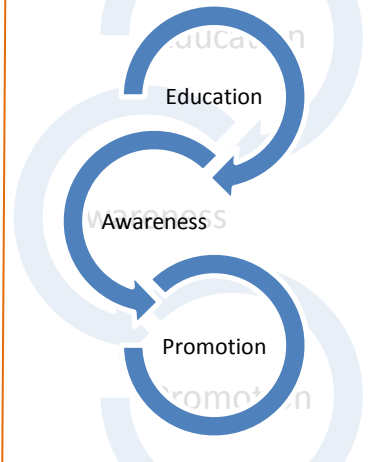
This year **Fort Collins Transfort Shuttle Service** earned the award. In April 2015, Transfort launched a new shuttle service program to enhance transportation services to riders with disabilities who are unable to use fixed route service.

This shuttle service exceeds ADA standards and accommodates riders needing transportation to and from Foothills Gateway, Inc; a non-profit center for persons with cognitive impairments.

Funding for Mobility Management

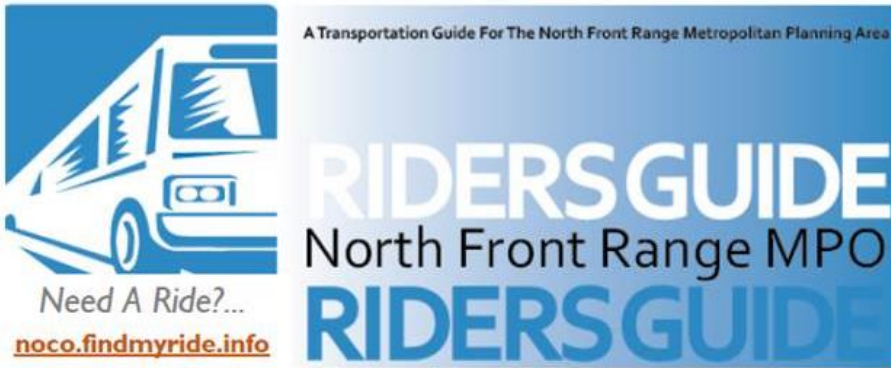
The NFRMPO Mobility Coordination Program is funded with Federal Transit Administration (FTA) Section 5310 funds.

The goal of Section 5310 is to improve mobility for elderly individuals and individuals with disabilities. NFRMPO mobility coordination program activities are centered on education



and cooperative resource sharing in order to utilize existing transportation dollars in the most efficient way possible.

Examples include travel training, cooperative research and program, public forums, implementation, FTA grant administration, and public education.



NFRMPO Riders Guide - Find A Copy @ www.nfrmpo.org

Weld County Mobility Council

- Colorado Department of Labor and Employment
- Connections for Independent Living
- Envision
- Greeley Center for Independence
- Greeley-Evans Transit GET
- North Range Behavioral Health
- Senior Resource Services
- Sunrise Community Health
- United Way of Weld County
- Weld Advocacy Network on Disabilities WAND

Larimer County Mobility Council

- ARC of Larimer County
- Berthoud Area Transportation Services - BATS
- Dial-A-Ride Advisory Committee - DARTAC
- City of Fort Collins Transfort
- City of Loveland Transit - COLT
- CO Division of Vocational Rehabilitation
- Columbine Healthcare Systems
- Senior Alternatives in Transportation - SAINT
- Foothills Gateway
- Larimer Center for Mental Health
- Larimer County Dept. of Health & Environment
- Larimer County Office on Aging
- Larimer County Workforce
- Loveland Disability Advisory Commission

NFRMPO Mobility Coordination Goals

The Larimer and Weld Mobility Councils guiding principles are to:

Make sure people who need transportation have access to the service they need for self sufficiency and to live independently and in serving the larger community, look for ways to provide transportation in the most cost effective and efficient manner possible.

What is Mobility Coordination?

It's about creating partnerships between Human Service and Transit Agencies...



To ensure accessible transportation for everyone with an emphasis on assisting people with disabilities, low income individuals & the elderly

To maximize existing funding for human service transportation

To communicate transit options and ideas to the public.

Mobility Council Meetings

Larimer County Mobility Council
Third Thursday every other month
1:30 p.m. – 3:00 p.m.
NFRMPO Offices

Weld County Mobility Council
Fourth Tuesday every other month
1:30 p.m. – 3:00 p.m.
Greeley History Museum

For additional meeting details including agendas, meeting notes and location visit www.nfrmpo.org



CONSENT ITEM: 2015 Public Involvement Plan (PIP)



**RESOLUTION NO. 2015-14
OF THE NORTH FRONT RANGE TRANSPORTATION
AND AIR QUALITY PLANNING COUNCIL (NFRMPO)
ADOPTING THE NFRMPO PUBLIC INVOLVEMENT PLAN (PIP) UPDATE**

WHEREAS, the North Front Range Transportation & Air Quality Planning Council (NFRMPO) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports community development and social goals; and

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) requires that MPOs adopt a Public Involvement Plan (PIP); and

WHEREAS, public input is critical to the NFRMPO transportation planning process including the Long Range Transportation Plan, the Transportation Improvement Program and the Unified Planning Work Program and is required by federal regulations (MAP-21) and state guidelines; and, in accordance with MAP-21, the NFRMPO has submitted the updated Public Involvement Plan under the applicable provisions of Federal law; and

WHEREAS, the PIP was first adopted in 2003 and was updated in 2005, 2008, and 2011;

WHEREAS, the Public Involvement Program defines NFRMPO's public involvement policies, tools and evaluation measures for determining the effectiveness of the program; and

WHEREAS, the Planning Council approves the 2015 PIP and submits copies for informational purposes to the Governor, Colorado Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration;

NOW, THEREFORE, BE IT RESOLVED THAT the North Front Range Transportation & Air Quality Planning Council adopts the 2015 PIP to guide public outreach efforts at the NFRMPO.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of November, 2015.

Sean Conway, Chair

ATTEST:

Terri Blackmore, Executive Director

ACTION ITEM: 2015 VanGo Fare Increase



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

MPO Planning Council
 Mayor Pro-Tem Jan Dowker - Chair
 Town of Berthoud
 Commissioner Sean Conway- Vice Chair
 Weld County
 Commissioner Tom Donnelly- Past Chair
 Larimer County
 Kevin Ross
 Town of Eaton
 Mayor John Morris
 City of Evans
 Mayor Pro-Tem Gerry Horak
 City of Fort Collins
 Brian Seifried
 Town of Garden City
 Mayor Tom Norton
 City of Greeley
 Troy Mellon
 Town of Johnstown
 Paula Cochran
 Town of LaSalle
 Joan Shaffer
 City of Loveland
 Jordan Jemiola
 Town of Milliken
 Mayor Don Brookshire
 Town of Severance
 Paul Steinway
 Town of Timnath
 Mayor John Vazquez
 Town of Windsor

Mike Silverstein- Interim
 Air Quality Control Commission
 Kathy Gilliland
 Transportation Commission

MPO Staff
 Terri Blackmore
 Executive Director
 Becky Karasko
 Regional Transportation
 Planning Director
 Renae Steffen
 Administrative Director
 Crystal Hedberg
 Finance Manager
 Mary Warring
 Mobility Coordinator

Memorandum

To: NFRMPO Policy Committee
 From: Terri Blackmore
 Date: October 27, 2015
 Re: VanGo Fare Increase

Background

The NFRMPO Planning Council approved the FY 2016 Unified Planning Work Program and Budget on July 19, 2015. The FY 2016 no longer budgets STP Metro funds and includes a one percent fare increase. The VanGo™ Program has lost seven routes since the budget was prepared primarily due to low gas prices.

The VanGo™ Program has been moving towards financial independence with annual fare increases the past three years. The 2007 fare increase was the first since 2002 and the delay in adjusting fares required three years of 10% increase. The past fare increases have been:

- 2015 - 1%
- 2015 - 1%
- 2014 - 5%
- 2013 - 3%
- 2012 - 5%
- 2011 - 0%
- 2010 - 0%
- 2009 - 10%
- 2008 - 10%
- 2007 - 10%
- 2003 - 2006 - 0%

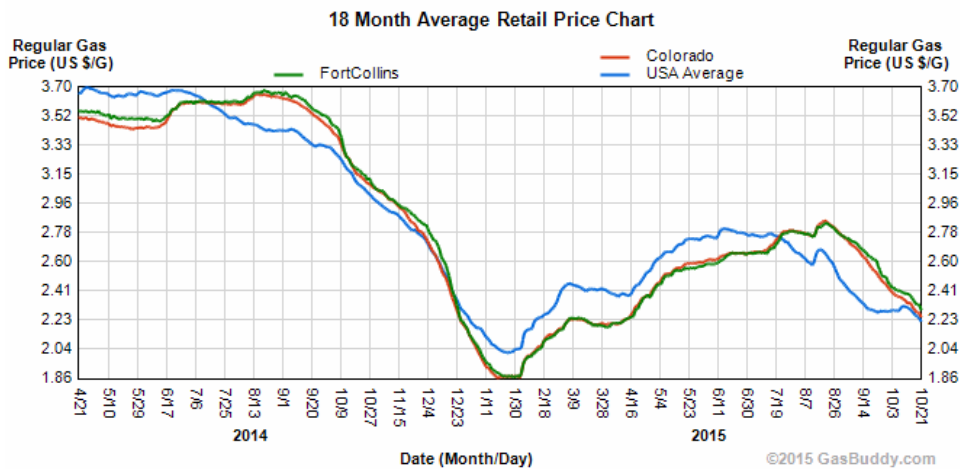
Fuel prices have been trending down since August 2014. The future price of fuel is projected to continue decreasing due to increased availability but the actual price is uncertain. The attached chart depicts the actual fare increase for one percent for each of the vanpool zone to zone pairs. In addition, the VanGo™ insurance costs went up and VanGo paid an additional \$12,500 in insurance co-pays.

In addition, the Finance Manager has separated the VanGo™ funds from the MPO funds and the VanGo™ program has reserves of more than \$500,000. FY 2016 was the first year that the MPO and VanGo budgets are completely separate at the request of the auditors.

The 1% increase will move the program closer to being self-sufficient; the program has excess reserves which can be used to keep the fare increases as low as possible.

Action

The Finance Committee requests NFRMPO Planning Council hold a public hearing on the proposed VanGo™ fare increase at its November 5 meeting and approve a one percent fare increase based on staff recommendations and public comments.





**RESOLUTION NO. 2015 - 15
OF THE NORTH FRONT RANGE TRANSPORTATION
AND AIR QUALITY PLANNING COUNCIL
TO APPROVE A FARE INCREASE FOR THE
VANGO™ VANPOOLING PROGRAM
FOR CALENDAR YEAR 2016**

WHEREAS, the North Front Range Transportation and Air Quality Planning Council (“Council”) is the governing body of the VanGo™ Vanpool Program; and

WHEREAS, WHEREAS, the Council has reviewed the proposed fare increase for calendar year 2016.

WHEREAS, the 1% increase will meet the goal of the Council to reduce STP Metro funding to the VanGo™ Vanpool Program for calendar year 2016 as outlined in the approved budget.

NOW, THEREFORE, BE IT RESOLVED by the North Front Range Transportation and Air Quality Planning Council approves a 1% increase for VanGo™ vanpooling fares for calendar year 2016.

Passed and adopted at the regular meeting of the North Front Range Transportation and Air Quality Planning Council held this 5th day of November, 2015.

Sean Conway, Chair

ATTEST:

Terri Blackmore, Executive Director

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
November 5, 2015 UNC	FY2015 TMA Program of Projects (POP)	Karl Gannon
Objective / Request Action		
TAC requests Planning Council approval of the 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 Council has discussed the FY2015 TMA POP. TAC discussed the FY2015 TMA POP at their October 21, 2015 meeting and unanimously recommended Council approval of the TIP amendments.		
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. TAC requests Planning Council approval of the TIP amendments.

Attachment

- 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.

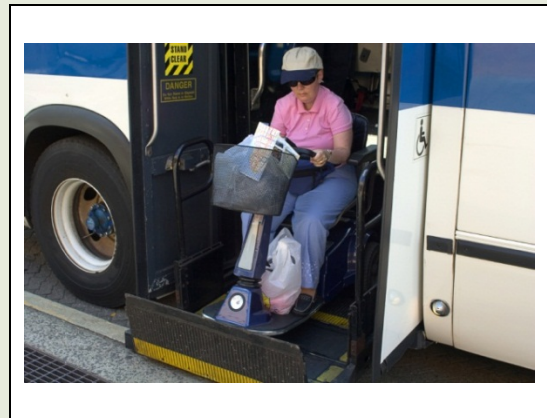


**FACT SHEET:
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
SECTION 5310**

	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.



RESOLUTION NO. 2015-16

**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ADOPTING AN AMENDMENT TO THE FY2016-2019 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) REGARDING FTA §5307, §5310, §5339 FORT COLLINS/LOVELAND/BERTHOUD
TRANSPORTATION MANAGEMENT AREA (TMA) PROGRAM OF PROJECTS FOR FFY15**

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, adopted September 3, 2015; 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; and

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 – Operation of Fixed Route service, Preventative Maintenance & 3rd Party Cost of Contracting
 - FY15 Allocation of \$3,944,876 (Federal)
- FTA §5310 – Larimer County Mobility Coordination Program & Access A Cab service to bridge Fort Collins & Loveland
 - FY15 Allocation of \$179,589 (Federal)
- FTA §5339 – Facility repair, Shop equipment, and Hardware/Software Upgrades
 - FY15 Allocation of \$443,528 (Federal)

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 5th day of November, 2015.

Sean Conway, Chair

ATTEST:

Terri Blackmore, Executive Director

DISCUSSION ITEM: 2015 Q4 TIP Amendment

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item		Submitted By
November 5, 2015 UNC	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			
TAC discussed the 2015 Q4 TIP Amendment at their October 21, 2015 meeting. The Amendment will be presented to TAC at their November 18, 2015 meeting as an action item.			
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:			
Funding Program	Sponsor	Projects	FY16 (Federal Only)
FTA §5304	Transfort	Transfort Route Improvement Project (TRIP)	\$40k
FTA §5310	NFRMPO	NFRMPO Mobility Management	\$10k
Advantages			
Approval of the 2015 Q4 TIP Amendment will 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			
TAC recommends support for amending the FTA §5304 and §5310 projects into the FY2016-2019 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.

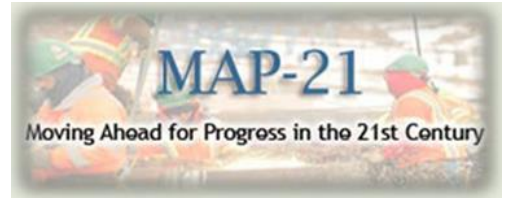
Ongoing Provisions

- 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.

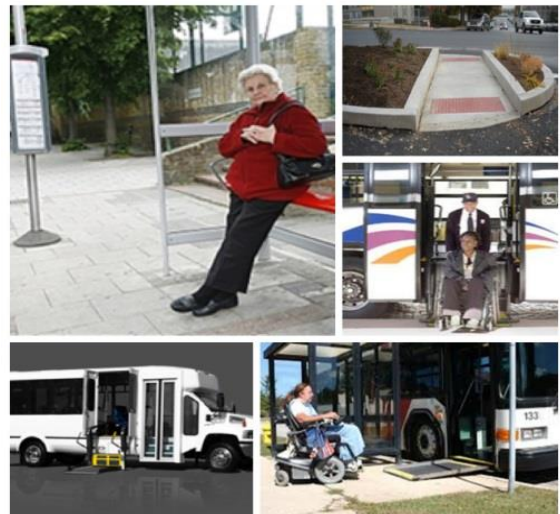


Eligible Activities

- 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