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Technical Advisory Committee

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Aaron Bustow, FHWA
Amanda Brimmer, RAQC
Gary Thomas, SAINT
Will Jones, GET
Kurt Ravenschlag, Transfort
NoCo Bike & Ped Collaborative

MPO Transportation Staff

Terri Blackmore, Executive Director
Becky Karasko, Regional
Transportation Planning Director
Aaron Buckley, Transportation Planner
Ryan Dusil, Transportation Planner
Alex Gordon, Transportation Planner
III Mobility Coordinator
Medora Kealy, Transportation Planner

Next TAC Meeting:
January 18, 2017
1:00-3:30 p.m.

Town of Windsor Wi-Fi
Username: Windsor Rec Center
Public Wi-Fi
Password: password

HOLIDAY LUNCH SERVED AT 12:30

NFRMPO TECHNICAL ADVISORY COMMITTEE MEETING AGENDA

December 21, 2016
Windsor Community Recreation Center
250 N. 11th Street—Pine Room
Windsor, Colorado

1:00 – 3:30 p.m.

1. Introductions
2. Public Comment (2 minutes each)
3. Approval of November 16, 2016 Meeting Minutes (page 2)

PRESENTATION:

4. Northern Colorado Clean Cities Idle Reduction Challenge (page 6) Sheble McConnellogue
Marjie Griek

CONSENT AGENDA:

5. 2016 Non-Motorized Plan (page 7) Buckley

ACTION ITEMS:

6. Election of 2017 TAC Officers Karasko
7. FY2016 TMA Program of Projects (POP) (page 8) David Averill
8. FY2017 UPWP Amendment #2 (page 20) David Averill

OUTSIDE PARTNERS REPORTS (verbal):

9. NoCo Bike Ped Collaborative
10. Regional Transit Agencies
11. Senior Transportation
12. Regional Air Quality Council

PANEL:

13. Regional Vehicle Travel Time Collector Panel:
Fort Collins, Greeley, and Loveland Joe Olson
Eric Bracke
Matt Ruder

DISCUSSION ITEMS:

14. FY2018 UPWP Timeline and CDOT MOA (page 22) Blackmore
15. FY2018-2021 TIP (page 23) Buckley

REPORTS:

- 2017 TAC Meeting Schedule (page 24) Karasko
Roundtable All

MEETING WRAP-UP:

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

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

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

**Windsor Recreation Center - Aspen Room
250 North 11th Street
Windsor, Colorado**

**November 16, 2016
1:03 P.M. – 1:55 P.M.**

TAC MEMBERS PRESENT:

Dawn Anderson, Chair – Evans
Dennis Wagner, Vice-Chair – Windsor
Jeff Bailey – Loveland
Eric Bracke – Greeley
Stephanie Brothers – Berthoud
Marissa Gaughan – CDOT
Paul Lee – CDPHE APCD
Janet Lundquist – Weld County
Rusty McDaniel – Larimer County alternate
Martina Wilkinson – Fort Collins

NFRMPO STAFF:

Terri Blackmore
Aaron Buckley
Becky Karasko
Medora Kealy

TAC MEMBERS ABSENT:

Amanda Brimmer – RAQC
Aaron Bustow – FHWA
Gary Carsten – Eaton
John Franklin – Johnstown
Eric Fuhrman – Timnath
Jessica McKeown – LaSalle
Gary Thomas – SAINT
Nick Wharton – Severance

IN ATTENDANCE:

David Averill – Transfort
Nicole Hahn – Fort Collins
Kathy Seelhoff – CDOT

CALL TO ORDER

Chair Anderson called the meeting to order at 1:03 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE OCTOBER 19, 2016 TAC MINUTES

Averill corrected the October 19, 2016 minutes to state “Transfort staff are responsible for finding funding” instead of “responsible for providing funding”. Bracke asked if the CMAQ formula discussion was included in the minutes, and Blackmore stated it was.

Bailey moved to approve the minutes as corrected. Lundquist seconded the motion, and it was approved unanimously.

CONSENT AGENDA

Q4 TIP Amendment – Lundquist moved to approve the Consent Agenda. McDaniel seconded the motion, and it was approved unanimously.

ACTION ITEMS

None.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Buckley reported the November 9, 2016 NoCo meeting had 16 participants. The expiration of the free bicycle and pedestrian permanent counter data upload service was announced and Greeley and Larimer County can continue the paid service if desired. Fort Collins announced an Eco-Counter Eco-totem will be installed on the Remington Bikeway to count and display the number of passing cyclists. The Poudre Heritage Alliance gave a presentation and described their interest in connecting communities along the Poudre River Trail, while integrating planning efforts. The Walkability Action Institute was explained and the application for a team of four to six participants is due November 30. The Draft Non-Motorized Plan's release was announced, and a conference call will be held on Friday, November 18 to discuss feedback on the Plan. The Conference Committee agreed the 2017 NoCo Bike and Walk Conference would not occur. Instead, quarterly half-day educational workshops were proposed. The City of Loveland is updating each of their transportation plans in 2017.

Regional Transit Items – Bailey reported the North Transfer Station, which is used by COLT and FLEX, will move 1.5 blocks south to the Larimer County Food Bank as a temporary location. The City is investigating properties for a long term location.

DISCUSSION

2016 Non-Motorized Plan – Buckley presented the Draft 2016 Non-Motorized Plan, including major components, outreach, and next steps. Major components of the Plan include mapped bicycle and pedestrian facilities, listing funding sources for non-motorized facilities, emerging technologies and trends, future study areas, and non-motorized planning resources such as guidance on sidewalk audits, bicycle parking, non-motorized counter locations, and bike share locations. Buckley stated the Steering Committee conference call to discuss comments on Friday, November 18 is open to TAC members. A public comment period opens December 2 and closes December 31, 2016.

Averill asked if the Plan includes mapped crash data. Buckley stated the Plan presents longitudinal trends by jurisdiction, but not mapped crashes. Averill asked if hit and runs were brought up by the public during outreach. Buckley stated they were not. Wilkinson asked if the crash data included crashes on trails. Buckley confirmed it did not. Bracke stated CDOT has all reported crashes from police reports. Buckley stated he received CDOT's crash data in addition to the member communities' data, and can investigate the CDOT data further. Wilkinson asked who the audience is for the Plan. Buckley stated the mapped non-motorized facilities is useful for everyone in the region, and provides resources for non-motorized planning in the region. Wilkinson asked if ADA requirements were discussed in the Plan. Buckley stated they are mentioned, but not discussed in detail. Buckley stated he would look into discussing ADA further in the equity section.

Karasko stated the Plan will come back to TAC in December for recommendation, and go to Council in January for approval.

FY 2018-2021 TIP – Buckley presented the draft FY 2018-2021 Transportation Improvement Program (TIP). Buckley identified changes to the TIP, including spelling out funding source names, adding project descriptions, a new column to display FY 2016 and FY 2017 programed funding from the previous TIP, a new column for State Transportation Improvement Program (STIP) FY 2022 and FY 2023 programed funding, clarification of amendment criteria, and general formatting improvements. Buckley stated next steps include distributing the 2016 Call for Projects Award Letters; opening the TIP public comment period from December 2 to December 31, 2016; preparing the 2016 Annual Listing of Federally Obligated Projects Report; and submitting project information to TELUS for a possible online TIP.

Wilkinson stated she liked the modifications to the TIP. Karasko stated the NFRMPO has used a threshold of \$1M in federal funding change to trigger an Amendment since 2004, and asked if the threshold should be increased. Discussion ensued regarding an appropriate threshold to balance administrative burden and public comment opportunities. Bailey asked how many Amendments from the current TIP would have been modifications if the threshold was \$2.5M. Buckley stated he would review the Amendments and report the findings to TAC. Averill asked if a higher threshold would conflict with any of the NFRMPO's public involvement policies. Buckley stated he would check the NFRMPO's public involvement policies. Wilkinson and McDaniel suggested raising the threshold to \$2M to account for the inflation of construction costs since 2004. Anderson requested Buckley bring analysis of Amendments to the December TAC meeting and bring the TIP for recommendation in January.

ROUNDTABLE

Karasko stated Ryan Dusil submitted requests to member communities for crash data for the Transportation Profile and asked TAC members to forward the request to the appropriate contact. Wilkinson asked how the data will be presented since communities may use different formats or have different levels of completeness. Karasko stated the Profile will include a fact sheet for each of the communities. Wilkinson asked how many communities collect and analyze their own crash data and how many receive it from the Department of Revenue. Karasko stated she did not know, but some communities have referred the NFRMPO to their respective county.

Lee stated the VW stakeholder meeting was held on November 7. The audio file from the meeting is available on the Air Pollution Control Division (APCD) website, and the APCD is accepting public comments until November 21. Public comments will be compiled and posted on the APCD website.

Bracke stated Greeley was re-designated as a Bronze Level Bicycle-Friendly Community. He also stated 20th Street was recently opened and constructed to arterial standards and now has buffered bike lanes.

Wagner stated there is an electric vehicle charging station at the Windsor Community Recreation Center (CRC), which was added as part of the CRC expansion.

Bailey stated Loveland will release an RFP for widening US 34 between Boyd Lake Avenue and Denver Avenue westbound from 2 lanes to 3 lanes. They will look into the possibility of restriping between Boyd Lake and I-25 to continue the third lane to I-25.

Gaughan reported the CDOT Region 4 TAP awards press release went out. She stated CDOT released a \$500,000 innovation challenge for bicycle and pedestrian safety. She encouraged everyone to review the challenge, and said it is open to all.

Anderson stated the south side of 37th Street paving is underway.

Buckley asked TAC members to submit transportation-related photos to the MPO.

MEETING WRAP-UP

Final Public Comment – Seelhoff asked when the next Plan Amendment call will occur as there are some changes anticipated for I-25. Karasko stated only changes that can be modeled need to be amended into the Plan, so interchange improvements do not require a Plan amendment, but do require a TIP Amendment.

Next Month's Agenda Topic Suggestions – Karasko stated items include elections for 2017 Chair and Vice-Chair, Transfort's Program of Projects (POP), FY 2017 UPWP Amendment for Transfort, the Non-Motorized Plan for action or consent, the TIP for discussion, the FY 2018 UPWP schedule, and a presentation from Northern Colorado Clean Cities. Karasko stated the December TAC meeting begins at 12:30 p.m. and includes a luncheon. Karasko will email a request for RSVPs for the meeting soon.

Meeting adjourned at 1:55 p.m.

Meeting minutes submitted by:
Medora Kealy, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, December 21, 2016 in the Windsor Recreation Center, Pine Room. The Holiday lunch will be served at 12:30 p.m.



Northern Colorado Clean Cities | Refuel Colorado

Alternative Fuel Vehicle Expo & Drive-n-Ride Event

December 21, 2017

11:30am-1pm

Windsor Community Recreation Center
250 N. 11th St.
Windsor, CO 80550



Bring your lunch and come learn all about the latest
in alternative fuel vehicles, including an opportunity to test
drive the newest models available!

Contact Sheble McConnellogue at sheblemc@gmail.com or
visit www.northerncocleancities.org for more information.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
December 21, 2016	2016 Non-Motorized Plan **CONSENT**	Aaron Buckley
Objective/Request Action		
Recommend Planning Council approval of the 2016 Non-Motorized Plan (NMP)		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<ul style="list-style-type: none"> The NMP updates the <u>2013 Regional Bicycle Plan</u> and introduces a pedestrian component The Non-Motorized Plan (NMP) consists of six chapters and Appendices The <u>2040 Regional Transportation Plan's</u> non-motorized facilities per capita performance measure is reported A NMP survey using convenience sampling was distributed at 14 public events and received 265 responses before closing November 1 MPO staff gave NMP presentations to transportation boards in Fort Collins, Greeley, and Loveland. Additionally, presentations were given to the Larimer and Weld County Mobility Committees. 		
Committee Discussion		
TAC discussed the 2016 Non-Motorized Plan at their November 16 meeting. Suggested changes were incorporated as appropriate. This is the fourth time the 2016 Non-Motorized Plan has come before TAC.		
Supporting Information		
<p>On May 18, TAC received a memo regarding the NMP table of contents and direction. Since May, MPO staff have focused on the NMP development and completion.</p> <p>The MPO staff mapped sidewalks, trails, and on-road bicycle facilities within the region; distributed a six-question survey at public events, presented at transportation boards, mobility committees, and partner agencies; and identified and mapped regional counts.</p> <p>The NMP documents the benefits of investing in non-motorized transportation, reports on the Non-Motorized Facilities Per Capita 2040 RTP performance measure, reviews survey data, complies non-motorized planning efforts by NFRMPO member communities; identifies count programs in the region; explains funding sources for non-motorized transportation; recognizes emerging trends and technologies in the NFRMPO region; and concludes with next steps.</p> <p>In the Appendices, staff included data from the non-motorized survey, funding source information, sidewalk audit materials, bicycle parking resources, non-motorized count guidance, bicycle share information, and a wayfinding template.</p> <p>The full 2016 NMP can be accessed here: http://bit.ly/2eLRyDb.</p>		
Advantages		
<ul style="list-style-type: none"> Provides baseline information on non-motorized facilities in the region Establishes next steps for non-motorized transportation improvements within the region Provides a planning document for communities to reference when applying for grants 		
Disadvantages		
Not having a NMP leaves the region without a resource that can be used to organize regional non-motorized resident's transportation options particularly for sidewalk improvements.		
Analysis/Recommendation		
Staff supports TAC recommending approval to Planning Council at their January 5, 2017 meeting.		
Attachments		
None.		

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
December 21, 2016	FY2017 TMA Program of Projects (POP)	David Averill
Objective / Request Action		
Recommend approval of TIP amendments for the Program of Projects (POP) for FFY 2017 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 2017 funding is \$4,168,113 for FTA §5307; \$189,213 for FTA §5310; and \$387,891 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 2017 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. at the Downtown Transit Center in Fort Collins prior to the NFRMPO Council Meeting on January 4, 2017. Public notice of the hearing has been published in the two primary TMA newspapers. 		
Committee Discussion		
This is the first time TAC has discussed the FFY 2017 TMA Program of Projects (POP) for recommendation to Planning Council for approval.		
Supporting Information		
<p>There is a planning requirement under 49 U.S.C. Chapter 53, for designated recipient of FTA §5307, §5310, and §5339 funding to develop a POP for inclusion in the TIP. A POP is a project list proposed by the Designated Recipient in cooperation with the metropolitan planning organization funded using the urbanized area's §5307, §5310, and §5339 apportionments.</p> <p>The POP includes a brief project descriptions, 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 January 5, 2017 Planning Council meeting for approval and subsequent inclusion in the FY2016-2019 TIP and FY2017-2020 STIP.

Advantages

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

Disadvantages

None noted.

Analysis /Recommendation

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

Attachments

- FFY 2017 - Programs of Projects (POP)
- FFY 2016 Federal Register Apportionments (sent as email attachment with packet)
- FTA §5307, §5310, and §5339 Factsheets
- January 4, 2017 Public Hearing Public Notice

2016 FTA SECTION'S 5307, 5310, & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

FFY 2016 FTA SECTION 5307 - \$4,168,113

Project Description	Project Sponsor	Total Project Cost	Source of Funds (Federal and Local)
Operation of fixed route service including FLEX - fuel and personnel costs	Fort Collins	\$4,176,532	\$2,012,913 Federal and \$2,012,913 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	\$ 888,000	\$355,200 Federal and \$532,800 local - 20% local match requirement
Total Project Costs - Fort Collins		\$ 7,314,532	
Total Federal Costs - Fort Collins		\$ 4,168,113	

unchanged from 2015
big jump in local match from 2015 ~\$123k

FFY 2016 FTA SECTION 5310 - \$189,213

Project Description	Project Sponsor	Cost	Source of Funds (Federal and Local)
Operation of Larimer County Mobility Coordination Program	Fort Collins (Pass-Thru)	\$ 34,958	\$27,966 Federal and \$6,992 Local - 20% local match requirement
Access A Cab - Paratransit Service to Bridge Loveland & Fort Collins	Fort Collins (Pass-Thru)	\$ 201,558	\$161,247 Federal and \$40,311 Local - 20% local match requirement
Total Project Costs - Fort Collins		\$ 236,516	
Total Federal Costs - Fort Collins		\$ 189,213	

FFY 2016 FTA SECTION 5339 - \$387,891

Project Description	Project Sponsor	Cost	Source of Funds (Federal and Local)
Roof Calking - Portner Road Facility	Fort Collins	\$60,000	\$48,000 Federal and \$12,000 Local - 20% match requirement
Supervisor Vehicle	Fort Collins	\$35,000	\$28,000 Federal and \$7,000 Local - 20% match requirement
Specialty Lifts for repair shop	Fort Collins	\$55,000	\$44,000 Federal and \$11,000 Local - 20% match requirement
Purchase of Mobile Data Terminals	Fort Collins	\$126,000	\$108,000 Federal and \$25,200 Local - 20% match requirement
Buswash replacement	Fort Collins	\$198,864	\$159,091 Federal and \$39,773 Local - 20% match requirement
Clever Works Licensing (AVL and dispatch software)	Fort Collins	\$10,000	\$8,000 Federal and \$2,000 Local - 20% match requirement
Total Project Costs - Fort Collins		\$484,864	
Total Federal Costs - Fort Collins		\$ 387,891	



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:
URBANIZED AREA FORMULA PROGRAM GRANTS
49 U.S.C. Chapter 53, Sections 5307 & 5340

	FY16 (in millions)	FY17 (in millions)	FY18 (in millions)	FY19 (in millions)	FY20 (in millions)
Passenger Ferry	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00
Urbanized Area Formula (5307)	\$4,508.90	\$4,599.68	\$4,696.90	\$4,797.11	\$4,899.45
Growing States/High Density Formula (5340)	\$536.26	\$544.43	\$552.78	\$561.31	\$570.03
Urbanized Area Formula Program TOTAL	\$5,075.16	\$5,174.11	\$5,279.68	\$5,388.42	\$5,499.48

PROGRAM PURPOSE: The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is an Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.

Statutory References: 49 U.S.C. Section 5307 and 5340 / FAST ACT Sections 3004, 3016

Program Requirement: <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-program-guidance-and>

Eligible Recipients: Funding is made available to designated recipients, which must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are required to designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307(a)(2). The Governor or Governor’s designee is the designated recipient for urbanized areas between 50,000 and 200,000.

Eligible Activities: Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and

some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

What's Changed?

The 100 Bus Rule has been expanded to include demand response service, excluding ADA complementary paratransit service. An exception to the 100 Bus Rule has been added as well. If a public transportation system executes a written agreement with one or more other public transportation systems within the urbanized area to allocate funds by a method other than by measuring vehicle revenue hours, each public transportation system that is part of the written agreement may follow the terms of the written agreement instead of the measured vehicle revenue hours.

Under Grant Recipient Requirements, a provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan.

Recipients are no longer required to expend 1% of their funding for associated transit improvements. However, recipients are still required to submit an annual report listing projects that were carried out in the preceding fiscal year.

Funding:

Federal Share: The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

Formula Details: Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. 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.

Passenger Ferry Grant Program: \$30 million is set aside for passenger ferry grants, to be allocated through competitive selection.

Anything else relevant: Funds are available the year appropriated plus five years.

For Additional Information on FTA and the FAST Act, please visit: www.fta.dot.gov/fastact



FACT SHEET:
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
Chapter 53 Section 5310

	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
5310 Formula Grants	\$258.3	\$262.95	\$268.21	\$273.84	\$279.65	\$285.58
Discretionary Pilot Program	n/a	<u>\$2.00</u>	<u>\$3.00</u>	<u>\$3.25</u>	<u>\$3.50</u>	<u>\$3.50</u>
5310 Total	\$258.3	\$264.95	\$271.21	\$277.09	\$283.15	\$289.08

PROGRAM 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 / FAST Act Section 3006

Program Guidance: [FTA Circular C. 9070.1G Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions](#)

Eligible Recipients:

Formula funds are apportioned to direct recipients:

- States for rural and small urban areas (small UZAs) and designated recipients chosen by the Governor of the State for large urban areas (large UZAs); or
 - State or local governmental entities that operates a public transportation service.
- 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 percent 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 percent is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 New Freedom 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.

What’s Changed?

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.
- FTA shall disseminate a collection of *Best Practices* to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.
- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility - open to 5310 recipients and subrecipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services; such as: the deployment of coordination technology, projects that create or increase access to community One-Call/One-Click Centers, etc.
- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies, and develop a cost-sharing policy

Funding:

Federal Share:

- Federal share is 80 percent for capital projects.
- Federal share is 50 percent for operating assistance.

Formula Details:

- 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 urban or rural allocations to large UZA’s but not the other way around.

Other:

- Match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100 percent 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
- 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

For Additional Information on FTA and the FAST Act, please visit: www.transit.dot.gov/fast



U.S. Department of Transportation
Federal Transit Administration



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

Program Component	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
Formula	\$427.80	\$427.80	\$436.36	\$445.52	\$454.96	\$464.61
Bus Discretionary	n/a	\$213.00	\$228.60	\$246.51	\$267.06	\$289.04
Low & No Emissions Discretionary	n/a	\$55.00	\$55.00	\$55.00	\$55.00	\$55.00
5339 Program TOTAL	\$427.8	\$695.80	\$719.96	\$747.03	\$777.02	\$808.65

Purpose

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Statutory References

49 U.S.C. Section 5339 / FAST Act Section 3017

Program Guidance: [FTA Circular C 5100.1 Bus and Bus Facilities Program: Guidance and Application Instructions.](#)

Eligible Recipients

- Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.
- Subrecipients: An eligible recipient that receives a grant under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

Eligible Activities

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

What's Changed?

- State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipients of Section 5339 funds, regardless of their designated recipient status.
- Two discretionary components have been added to the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.
- A new pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.
- Allows states to submit statewide applications for bus needs.
- The minimum state allocation under the formula was raised to \$1.75M from \$1.25M; the territory allocation was unchanged.
- Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

Funding

- Federal Share: The Federal share is not to exceed 80 percent of the net project cost.
- Formula Details
 - National Distribution – \$90.5 million will be allocated each year among all States and territories, with each state receiving \$1.75 million and each territory (including D.C. and Puerto Rico) receiving \$500,000.
 - Apportionment Formula – The remainder of program funds will be apportioned based on population and service factors using the Section 5307 Urbanized Area Formula Program apportionment formula.
- Period of Availability: Funds are available for three years after the fiscal year in which the amount is apportioned.

For Additional Information on FTA and the FAST Act, please visit: www.fta.dot.gov/fastact

NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2016 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 2016 Section 5307 available funding: \$ 4,168,113
- FY 2016 Section 5310 available funding: \$ 189,213
- FY 2016 Section 5339 available funding: \$ 387,891

The Proposed Program of Projects (POP) includes:

5307 Program

1. Fixed Route Service Operations \$ 3,886,626
2. Preventive Maintenance \$ 2,250,000
3. Paratransit Service Contracting \$ 1,062,000

5310 Program

1. Mobility Coordination Program \$ 34,958
2. Access A Cab Paratransit Service \$ 201,558

5339 Program

1. Facility Maintenance, Portner Road maintenance facility \$60,000
2. Road Supervisor vehicle \$35,000
3. Specialty lifts for repair shop \$55,000
4. Purchase of Mobile Data Terminals \$126,000
5. Bus wash replacement at Portner Road facility \$198,864
6. Licensing for Automatic Vehicle Location and dispatch software \$10,000

Total Project Costs - \$ 8,035,912

Total Federal Costs - \$ 4,745,217

Detailed information on the aforementioned projects may be obtained by contacting David Averill at Transfort / Dial A Ride (970-416-4316 / daverill@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 2016 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, January 4th, 2017 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 FFY2016 Program of Projects will be considered the final Program of Projects and will be forwarded to the January 5th, 2017 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.

2.10 TRANSFORT – MAX STATION AREA PLANNING PROJECT

OBJECTIVE:

This work task is an effort by Transfort-City of Fort Collins, to identify needed changes to the zoning provisions around existing MAX Bus Rapid Transit stations. This effort will set the stage for transit supportive land use that is essential for supporting transit services provided in the MAX Bus Rapid Transit corridor.

METHOD:

The City of Fort Collins-Transfort is the lead agency in the development, implementation, and monitoring of this plan. Grant funds will be used to procure professional consulting services for this project.

OVERALL IMPACT/INTENT:

This project will produce strategies that the City of Fort Collins can implement make changes to land uses allowed and better serve customers by ultimately increasing transit ridership within the region.

PRODUCTS:

1. Existing conditions review and analysis
2. Development of proformas for potential development/redevelopment sites
3. Development of Station area concepts
4. Final Report

FY 2017-2018

PERSON/WEEKS: 52

2017-2018 BUDGET:

Personnel	\$0
Other Direct (consultant)	\$40,000
Travel	\$0
Indirect	\$0
Total	\$40,000

DISTRIBUTION:

Federal	
5304 (80.00%)	\$40,000
5304 match (20.00%)	<u>\$10,000</u>
Total	\$50,000



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Will Jones, GET
Kurt Ravenschlag, Transfort
NoCo Bike & Ped Collaborative*

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Aaron Buckley, Transportation Planner
Ryan Dusil, Transportation Planner
Alex Gordon, Transportation Planner II/
Mobility Coordinator
Medora Kealy, Transportation Planner*

MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Terri Blackmore
Date: December 21, 2016
Re: FY2018 and FY2019 UPWP and Memorandums of Agreement (MOA)

Background

The Colorado Department of Transportation (CDOT) has committed to completing Consolidated Planning Grant (CPG) contracts prior to the start of the Federal Fiscal Year that begins October 1. To meet this deadline, the NFRMPO will need to complete the Unified Planning Work Programs (UPWP) earlier in the year to allow time for CDOT, FTA, and FHWA staff review. It is expected the NFRMPO will need to have Planning Council approval at their June 1, 2017 meeting.

In addition, the CDOT is preparing new Memorandums of Agreement (MOA) with each MPO and their respective planning agencies including CDOT, the MPO, and transit agency(ies) responsibilities for 3C planning. One of the responsibilities is the preparation of work tasks by the CDOT, the MPO, and transit agency(ies). In the past two years, the work tasks of transit agencies in the NFRMPO were amended into the UPWP after their approval by FTA, CDOT, TAC, and Planning Council. For this UPWP development, the transit agencies will be asked for their planning tasks for incorporation during the development process.

The Prospectus, Planning Accomplishments, and Work Tasks will be brought to the TAC for their comments and recommendation beginning in April (or soon after the mid-year review with CDOT, FHWA, and FTA). The budget will be provided to the Finance Committee for their review and comment following the same timeline. The complete UPWP will be provided to Planning Council for their approval no later than June 1, 2017.

Action

None at this time.



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Medora Kealy, Transportation Planner*

MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Aaron Buckley
Date: December 21, 2016
Re: FY2018 - 2021 Transportation Improvement Program

Background

At their November 16 meeting, TAC requested NFRMPO staff review Transportation Improvement Program (TIP) Amendments and Modifications using an Amendment threshold of \$2M or 25 percent. The current Amendment trigger is \$1M or 25 percent. Staff reviewed each of the Amendments and Modifications for the current FY2016 - 2019 TIP. The FY2018-2021 TIP is available online at: <http://bit.ly/2h1WeDx>

FY2016 - 2019 TIP Amendment and Modification Information

To date there have been 36 project Amendments and 96 project Modifications or administrative corrections in the FY 2016 - 2019 TIP. Only 2 Amendments would be Modifications if the dollar figure was raised to \$2M; however, both projects would exceed the 25 percent threshold.

Of the 36 Amendments (All dollar figures listed are Federal):

- #Q4-2015
 - 2 new projects
- #Q2-2016
 - 12 new projects
- #Q3-2016
 - 1 project with funding reduction of \$1.7M / -31%
 - 1 new project (using the \$1.7M)
- #Q4-2016
 - 12 new projects
 - 3 projects had all funding removed
 - 3 projects with additional funding
 - Additional funding \$726k / +282%
 - Additional funding \$2.4M / +268%
 - Additional funding \$5.1M / +239%
 - 2 project pools with additional projects and funding
 - Additional funding \$6.6M / +220%
 - 11 new project listings
 - New funding \$5.9M
 - 1 new project listing

Amendment Changes Overall:

- 1 project had a funding reduction
- 3 projects had all funding removed
- 5 projects or project pools had a funding addition
- 27 projects were new

Action

Staff requests TAC members review and discuss the prospect of adjusting FY2018 - 2021 TIP Amendment and Modification language to \$2M or 25 percent.

2017 TAC Meeting Dates

Windsor Community Recreation Center
250 North 11th Street - Pine Room
3rd Wednesday of the month
1:00 p.m. - 3:30 p.m.

January 18, 2017

February 15, 2017

March 15, 2017

April 19, 2017

May 17, 2017

June 21, 2017

July 19, 2017

August 16, 2017

September 20, 2017

October 18, 2017

November 15, 2017

December 20, 2017