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Technical Advisory Committee

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City of Evans
Dennis Wagner - Vice Chair
Town of Windsor
Jeff Bailey, City of Loveland
Stephanie Brothers, Town of Berthoud
Gary Carsten, Town of Eaton
John Franklin, Town of Johnstown
Eric Fuhrman, Town of Timnath
Will Jones, City of Greeley/GET
Tim Kemp, City of Fort Collins
Janet Lundquist, Weld County
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Janet Bedingfield, SRS
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Aaron Bustow, FHWA
Ranae Tunison, FTA
NoCo Bike & Ped Collaborative*

MPO Transportation Staff

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

Next TAC Meeting:
September 20, 2017
1:00-3:30 p.m.

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

NFRMPO TECHNICAL ADVISORY COMMITTEE MEETING AGENDA

August 16, 2017
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 July 19, 2017 Meeting Minutes (*page 2*)

CONSENT AGENDA:

No Items this month.

ACTION ITEM:

4. FY2017 POP (*page 6*)
5. Annual TIP Review (*page 18*)
6. FY18-19 UPWP Amendment (*page 20*)

David Averill, Transfort
Kealy
Blackmore

OUTSIDE PARTNERS REPORTS (*verbal*):

7. NoCo Bike Ped Collaborative
8. Regional Transit Agencies
9. Senior Transportation
10. Regional Air Quality Council

PRESENTATIONS:

11. CDOT Safety Performance Measure Targets
12. CDOT ADA Plan
13. Safe Routes to School (SRTS)

Charles Meyer, CDOT
Katrina Kloberdanz, CDOT
Chris Johnson,
Bike Fort Collins

DISCUSSION ITEM:

No Items this month.

REPORTS:

14. Roundtable

All

MEETING WRAP-UP:

15. Final Public Comment (*2 minutes each*)
16. 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 - Pine Room
250 North 11th Street
Windsor, CO**

**July 17, 2017
1:03 p.m. - 1:43 p.m.**

TAC MEMBERS PRESENT:

Dawn Anderson, Chair - Evans
Dennis Wagner, Vice-Chair - Windsor
Jeff Bailey - Loveland
Aaron Bustow - FHWA
Will Jones - Greeley/GET
Will Karspeck - NoCo Bike & Ped Collaborative
Tim Kemp - Fort Collins
Janet Lundquist - Weld County
Katy Mason - Larimer County Office of Aging
Mitch Nelson - Severance
Karen Schneiders - CDOT

NFRMPO STAFF:

Ryan Dusil
Alex Gordon
Becky Karasko
Medora Kealy
Sarah Martin

TAC MEMBERS ABSENT:

Stephanie Brothers - Berthoud
Gary Carsten - Eaton
John Franklin - Johnstown
Eric Fuhrman - Timnath
Suzette Mallette - Larimer County
Wendy Heywood - LaSalle
Milliken

IN ATTENDANCE:

David Averill - Transfort
Jim Eussen - CDOT
Rachel Heumann - CDOT
Dave Klockeman - Loveland
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 June 21, 2017 TAC MINUTES

Bailey moved to approve the June 21, 2017 TAC meeting minutes. Kemp seconded the motion and they were approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

July TIP Amendments - Kealy reported there were six projects in the July TIP Amendment. One request is to add the *MPO vehicle* project, funded with CPG, STP, and local funds. There were three requests from CDOT Region 4 to add planning estimates for FY2020 and/or FY2021 to three of the Region 4 pools (RPP, FASTER Safety, and Surface Treatment). Fort Collins requested to remove all federal funding from the operation of the Larimer County Mobility Coordination Program, continue the project with local funds and to transfer the project to the NFRMPO. Fort Collins also requested applying those freed up federal funds to the *Access a Cab* project. Schneiders noted the amendment funding table in the TAC packet may not convey project information as well as the narrative above it

and suggested it might not be necessary to include in future AIS. Bailey moved to recommend approval. Lundquist seconded the motion and it was approved unanimously.

OUTSIDE PARTNERS REPORTS (verbal)

Northern Colorado (NoCo) Bike & Ped Collaborative - Dusil reported NoCo has decided to pay a small fee to the NFRMPO to set up and hold funds received from workshop registration fees in a bank account to be used at a later date to help fund other NoCo Bike & Ped Collaborative workshops. The group hopes to draft an agreement within the next few months, in time for a November workshop. Dusil also noted unspent funds from previous calls for projects are expected to be returned. NoCo will hold a work session at the August meeting to begin prioritizing projects eligible to receive these funds. During the work session, members will also discuss potential locations for two new permanent bicycle and pedestrian counters as the NFRMPO prepares an RFP for one additional mobile and two additional permanent counters.

Will Karspeck discussed NoCo's desire to convene a workshop committee to plan an additional workshop in 2017 on making bike and pedestrian infrastructure available for all users during winter months. He reported the Collaborative planned to apply to the 2018 Walkability Action Institute. Karspeck then provided regional trail updates, noting the Fort Collins-Loveland portion of the Front Range Trail is expected to be completed September 1. The portion of Front Range Trail connecting Berthoud to Lone Tree Reservoir is also under construction as part of the TPC golf course development. Berthoud recently established a Parks Open Space Recreation and Trails Committee. Karspeck stated Loveland hosted 11 events for June bike month and noted the Collaborative was discussing strategies for sustaining bicycle ridership seen in June. He also noted the Fort Collins Bike Advisory Committee is exploring municipal policy on e-bikes and noted State legislation changed this year to allow e-bikes on roads unless explicitly stated otherwise. The bike and pedestrian underpass at Elizabeth and Shields will open in August 2017.

Schneiders asked when construction on the Long View Corridor Trail is going to start. Kemp noted he saw 30 percent design earlier this year. Averill asked what CDOT money is in that project. Schneiders responded CDOT awarded \$1 M of TAP funding. Dusil noted Kelly Smith stated Loveland portion of the project will go out to bid in August 2017 at the NoCo meeting.

Regional Transit Items - Averill stated Transfort is moving towards 365-day service and preparing for CSU home games, which start in August. Averill will be holding a Program of Projects hearing August 1st at the Downtown Transit Center to discuss the allocation of next year's funding. Transfort will report back to TAC at the August meeting.

Jones announced the new regional transportation center will be operational on August 21, with a grand opening and open house on September 8 from 4:00 pm - 6:30 pm. Jones added GET has identified a proposed regional route to connect Fort Collins, Greeley, and Windsor, which is open to comments.

Bailey noted a neighborhood meeting for the City's proposal to move paratransit service to contracted service is scheduled for July 19, 2017. The meeting is a first step for COLT as they move the fixed-route system away from a social service towards a more transit-oriented service. For this meeting, COLT reached out to paratransit users and will provide extra paratransit transportation to increase access to the meeting. The proposal will go to Loveland City Council in August.

Schneiders noted preliminary investigations into Bustang stopping at SH119 are underway.

Senior Transit Items - Katy Mason reported the Larimer County Commissioners set aside money for a transportation study in unincorporated Larimer to explore how the lack of transportation affects older adults. The consultants presented last week to the Board of County Commissioners, who recommended a few small changes. Staff will meet internally to talk about next steps. The consultant report will be presented August 10 to the Office on Aging Advisory Council and members of the Larimer County Mobility Committee and Senior Transportation Coalition will be invited.

DISCUSSION

2015 Transportation Profile - Dusil stated staff are asking for final comment on the latest *Transportation Profile* draft to take to Planning Council in August. Dusil noted the Profile is a snapshot of transportation facilities and services within the region in 2015. Following the June TAC meeting, The City of Evans, Greeley-Evans Transit, Larimer County, and Weld County provided comments, primarily regarding formatting and some content changes. Comments were incorporated into the current draft of the profile. Dusil asked for final comment by Friday, July 21 to be incorporated into the August Council packet. Dawn clarified this will be a discussion item at Council as well.

REPORTS

Mobility Committee Update - Gordon provided an update on the *2017 Coordinated Plan*. Current efforts include reaching out to senior centers to have discussions with older adults, which will build on the work done for the *Senior Transportation Needs Assessment*. Gordon noted he has heard back from Johnstown, and reached out to Berthoud, Eaton, Evans, and Windsor. The July 25 Weld Mobility Committee (WCMC) meeting will be held at the Frontier House (North Range Behavioral Health) and will include a tour of the facility in conjunction with the meeting. The October WCMC meeting will be held at the new GET Transfer Center in Greeley. A copy of the Mobility Newsletter was included in the TAC packet.

TIP Modifications- Kealy reported the second quarter TIP Modifications for April, May, and June were provided in the TAC packet.

Bike and Pedestrian Counters - Dusil noted the map of permanent bicycle and pedestrian counter locations in the region was provided in the TAC packet. Dusil pointed out two new counter locations, one on the Poudre Trail in Fort Collins north of Lee Martinez Park and one at Mason Street and Magnolia Street. Dusil presented the 2016 and 2017 data from the permanent counters in Larimer County and Greeley. Dusil stated Windsor checked out the mobile counters at the NoCo Bike & Ped meeting and will have them until further notice. Any communities that want to check out the mobile counters should contact him. Dusil reminded TAC the NFRMPO is working on an RFP for two additional permanent counters and one additional infrared mobile counter. Locations for the new counters will be discussed at the August NoCo Bike & Ped meeting. The RFP will be released in mid-August. Kemp added the Elizabeth and Shields underpass will have separate bike and pedestrian counters in about a month.

ROUNDTABLE

Karasko reported the NFRMPO is on track to put out the model RFP, the bike counter RFP, and a vehicle travel time collector RFP in August. The NFRMPO is looking to submit an INFRA grant (previously FASTER grant) application for North I-25 Segments 5 & 6. Some of Segment 5 is not within the NFRMPO boundary, meaning the NFRMPO would partner with CDOT and DRCOG. The I-25 Funding Subcommittee will meet on August 4 to discuss the grant application. Dawn asked if more volunteers are needed for the Consultant Selection Committee. Karasko replied more volunteers were needed. Karasko clarified the model RFP review team will need an odd number of volunteers, and she will be requesting at least one person from every community for the Model Steering Team.

Kemp reported he sent the first construction reimbursement request on June 5 for the Pitkin Street Bike Corridor and that is now being processed. Construction is complete for the Pitkin corridor and the corridor is operational. Karasko requested an update on the Jefferson Street project. Kemp noted Fort Collins submitted a draft response to the NFRMPO. Karasko asked if initiating construction or officially starting Right of Way (ROW) acquisition would meet the 10 year requirement discussed at the June meeting. Kemp confirmed that according to *FHWA Order 5020.1*, officially starting ROW acquisition fulfills the 10 year requirement. Fort Collins is on track to begin acquisition in spring 2018. Karasko confirmed Fort Collins plans to move forward with the Jefferson Street project and will not return the CMAQ funding to the NFRMPO pool.

Averill reported Transfort is pursuing an FTA §5339 Bus and Bus Facilities open competitive grant. The first priority is to reduce the deficit and bus replacement backlog. Though Transfort has been awarded some NFRMPO CMAQ funds, the current backlog is still \$13M in bus replacements and is expected to rise to nearly \$40M in 10 years. Transfort will request over \$10M to reduce the current backlog and may ask the NFRMPO for a letter of support. Transfort is also trying to implement a bus turnaround on West Elizabeth Street, which will serve as foundation for a transit center at the CSU Foothills Research Campus. The project is being pursued in partnership with CSU using their land value as match.

Kealy noted the NFRMPO quarterly newsletter went out two weeks ago. The 2040 Regional Transportation Plan brochure was updated to reflect Amendment #2. An RFP for travel time collection devices will go out next month. The NFRMPO is currently considering potential locations for these devices, focusing on locations which lack INRIX data and have power sources at two adjacent signalized intersections.

Jones announced Eric Bracke moved onto Olsson Associates and Jones will take over as the Greeley TAC representative.

Bailey reported Loveland started on the City's 96th signalized intersection at the entrance of Loveland High School and will simultaneously install an Acyclica counter. Bailey asked why Loveland is on the Quarterly Inactives Report. Schneiders responded she did not receive a fully processed bill.

Wagner noted Windsor is starting on their second signalized intersection on Harmony Road. The project is expected to be finished in the next few months.

Schneiders reminded TAC that construction season is underway; be cautious when driving through cone zones.

Anderson reported the City of Evans is continuing work on 65th Street. The City of Greeley paved the westbound lane and Evans is getting started on their portion of the project. Evans is also working on ROW design of Hwy 85 at 31st Street. Evans is hosting the second public meeting for the Freedom Parkway Corridor Access Control Plan on July 19, 2017. The first public meeting was held in Johnstown on July 13 and had over 60 attendees. Schneiders requested to be included in the mailing list.

MEETING WRAP-UP

Final Public Comment - There was no final public comment.

Next Month's Agenda Topic Suggestions - Karasko stated next month there will be the Fort Collins' FY17 Program of Projects action item. There will also be three presentations: CDOT Safety Performance Measure Targets; the CDOT ADA Plan; and Safe Routes to School.

Meeting adjourned at 1:43 p.m.

Meeting minutes submitted by:

Sarah Martin, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, August 16, 2017 at the Windsor Recreation Center, Pine Room.

AGENDA ITEM SUMMARY (AIS)

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



Meeting Date	Agenda Item	Submitted By
August 16, 2017	FFY2018 TMA Program of Projects (POP)	David Averill
Objective/Request Action		
Recommend approval of TIP amendments for the Program of Projects (POP) for the FFY2018 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). 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 2017 funding;</p> <ul style="list-style-type: none"> • \$5307 - Fort Collins will enter 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 was held from 4:30 to 5:30 p.m. at the Downtown Transit Center in Fort Collins prior to the NFRMPO Council Meeting on August 1, 2017. Public notice of the hearing was published in the two primary TMA newspapers. 		
Committee Discussion		
<p>This is the first time TAC has discussed the FFY2018 TMA Program of Projects (POP) for recommendation to Planning Council for approval.</p>		
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 September 7, 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 2018 - Programs of Projects (POP)
- FFY 2017 Federal Register Apportionments (sent as email attachment with packet)
- FTA §5307, §5310, and §5339 Factsheets
- August 1, 2017 Public Hearing Public Notice

Rev. 9/17/2014

2017 FTA SECTION'S 5307, 5310, & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

FFY 2017 FTA SECTION 5307 - \$4,506,999

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	\$4,268,198	\$2,134,099 Federal and \$2,134,099 local - 50% local match requirement
Preventive Maintenance activities (vehicles and facilities)	Fort Collins	\$2,370,000	\$1,896,000 Federal and \$474,000 local - 20% local match requirement
3rd Party Cost of Contracting - Veolia contract to provide paratransit services	Fort Collins	\$1,092,250	\$436,900 Federal and \$655,350 local - 20% local match requirement
Ridership Survey in Support of Operating Plan Update	Fort Collins	\$50,000	\$40,000 Federal and \$10,000 Local - 20% local match requirement
Total Project Costs - Fort Collins		\$7,780,448	
Total Federal Costs - Fort Collins		\$4,506,999	

FFY 2017 FTA SECTION 5310 - \$195,314

Project Description	Project Sponser	Cost	Source of Funds (Federal and Local)
Continuation of Dial-A-Taxi program (Fort Collins and Loveland)	Fort Collins	\$244,143	\$195,314 Federal and \$48,829 Local - 20% local match requirement
Total Project Costs - Fort Collins		\$48,829	
Total Federal Costs - Fort Collins		\$195,314	

FFY 2017 FTA SECTION 5339 - \$399,473

Project Description	Project Sponser	Cost	Source of Funds (Federal and Local)
Bus Wash Refurbishment project	Fort Collins	\$276,136	\$220,909 Federal and \$55,227 Local - 20% local match requirement
Pavers at MAX stations	Fort Collins	\$34,800	\$27,840 Federal and \$6960 Local - 20% local match requirement
E-Faring Project	Fort Collins	\$63,405	\$50,724 Federal and \$12,681 Local - 20% local match requirement
Facility Maintenance - Concrete Repair at Transfort Facilities	Fort Collins	\$120,000	\$96,000 Federal and \$24,000 Local - 20% local match requirement
Total Project Costs - Fort Collins		\$494,341	
Total Federal Costs - Fort Collins		\$399,473	



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



U.S. Department of Transportation
Federal Transit Administration



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) 2017 Federal Transit Administration (FTA) FTA Section's 5307, 5310 & 5339 apportionments for the Fort Collins Transportation Management Area (TMA). The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. 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 2017 Section 5307 available funding: \$ 4,506,999
- FY 2017 Section 5310 available funding: \$ 195,314
- FY 2017 Section 5339 available funding: \$ 399,473

The Proposed Program of Projects (POP) includes:

5307 Program

1. Fixed Route Service Operations \$ 4,268,198
2. Preventive Maintenance for vehicles and facilities \$ 2,370,000
3. Paratransit Service Contracting \$ 1,092,250
4. System-wide Ridership Survey \$50,000

5310 Program

1. Access-A-Cab Paratransit Service \$ 244,143

5339 Program

1. Bus Wash Refurbishment Project \$276,136
2. Concrete Paver Replacement at MAX stations \$34,800
3. E-Faring Project \$63,405
4. Facility Maintenance – Concrete Repair at Transfort Facilities \$120,000

Total Project Costs - \$ 8,518,932

Total Federal Costs - \$ 5,101,786

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 2017 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, August 1st, 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 at this open public hearing.

Pending no amendments after the public hearing, this proposed FFY2017 Program of Projects will be considered the final Program of Projects and will be forwarded to the September 7th, 2017 meeting of the North Front Range Metropolitan Planning Organization 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.



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MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Medora Kealy

Date: August 16, 2017

Re: 2017 TIP Project Review

Background

The TIP Project Delay Procedure promotes the effective and timely use of federal funds by ensuring projects receiving Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and/or Transportation Alternative (TA) funds (or their equivalents in past or future federal surface transportation legislation) are making progress. A project review has not been conducted since the 2014 Annual Review, during which three projects were granted flood-related exemptions.

The TIP Delay Procedure is identified in the FY16-19 Transportation Improvement Program (TIP), which defines “delay” as follows:

- when a construction-related project is not advertised during the fiscal year assigned in the TIP; or
- when a non-construction project or program is not issued a “Notice to Proceed” during the fiscal year programmed in the TIP.

The TIP Delay Procedure allows TAC to recommend a one year extension for projects if CDOT can guarantee the funds in the next fiscal year. If a project requires a 2nd extension, TAC may either (1) recommend Planning Council issue a 2nd extension, or (2) recommend Planning Council remove the funds from the project and either return the funds to the pool or fund another project.

In July and August, project sponsors provided project status information for projects programmed in FY16 and/or FY17 to NFRMPO staff. The compiled responses are displayed in **Table 1**.

There are six projects that have not yet been advertised. These projects are marked as “Delayed” in **Table 1**. The “Initial Program Year in TIP” identifies the first year the project was programmed, and the “Project Status Comments” identify other project milestones. Of these six projects, one was granted a flood-related delay exemption during the 2014 Annual Project Review: the City of Evans’ 35th Ave: *Prairie View to 37th St* improvement.

Action

Staff requests TAC discuss projects with delays and consider issuing a one year extension to those projects.

Table 1. 2017 TIP Project Review

PROJECT NAME	SPONSOR	FUNDING PROGRAM	INITIAL PROGRAM YEAR IN TIP	AD DATE (unless otherwise specified)	PROJECT STATUS COMMENTS	DELAYED
Collins Street Resurfacing	Eaton	STP Metro	FY17	8/3/2017		
65th Ave Widening	Evans	STP Metro	FY16	4/28/17	Under construction. Estimated completion date 10/27/2017.	
US 85 Access Cntrl at 31st Street	Evans	STP Metro	FY12	Notice to Proceed: 12/6/2016	Under design. FIR meeting was held 6/6/2017.	
35th Ave: Prairie View to 37th St	Evans	STP Metro	FY14	Estimated Fall 2017 or Spring 2018	Project completed SHPO review. Utility relocation plans being finalized.	X
Transfort CNG Bus Replacement	Fort Collins	CMAQ	FY16	2/24/2017	RFP issued again on 7/19/2017; only one responsive party to 1st RFP.	
GET CNG Bus Replacement	Greeley	CMAQ	FY16	Contract: 9/29/2015	FY16 & FY17 buses delivered and in revenue service. Contract for 5 years.	
Greeley 10th Street Phase I Construction	Greeley	CMAQ	FY15	12/11/2013	Construction complete	
Greeley 10th Street Phase II Construction	Greeley	STP Metro	FY12	5/14/2018	ROW acquisition in process	X
65th Ave: US34 Bypass - 34th St Rd	Greeley	STP Metro	FY14	9/1/2016	In construction; anticipated completion by August 28	
Larimer County CNG Vehicle Replacement	Larimer County	CMAQ	FY16	Contract: August 2016	4 vehicles have been spec'd and ordered off the State Bid sheet so advertisement is not done.	
Colorado Front Range Trail	Larimer County	TA	FY16	March 2017	Under construction. Completion scheduled by the first part of September 2017.	
Loveland Traffic Operations Center	Loveland	STP Metro	FY14	Not provided	Completed January 2017, reimbursement received (\$182,981.06, 4/17/2017)	
Loveland Traffic Optimization	Loveland	CMAQ	FY16	April 2018	Working on IGA with CDOT	X
Loveland CNG Vehicle Replacement	Loveland	CMAQ	FY17	Not provided	Project on hold until at least 2019	X
US 287 & US 34 VMS Signs	Loveland	CMAQ	FY15	May 2018	Working on IGA with CDOT	X
Loveland I-25/US 34/Crossroads VMS	Loveland	CMAQ	FY11	Not provided	Under construction, scheduled completion Oct 2017	
Weld County CNG Vehicles & Expansion	Weld County	CMAQ	FY16	Vehicles: Not provided Station: 8/2/2017	Vehicles: In contracting process due to Buy America Waiver delays. Discussion moving contract from HQ to R4.	Vehicles: X
Great Western Trail	Windsor/ Severance/ Eaton	TA	FY17	6/22/2017	Surveying began 7/17/17	



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Sarah Martin, Transportation Planner*

MEMORANDUM

To: NFRMPO Technical Advisory Committee
From: Terri Blackmore
Date: August 16, 2017
Re: FY2018 UPWP Task Amendment

Background

The FY2018-2019 Unified Planning Work Program (UPWP) was approved by Planning Council on May 4, 2017. This Amendment would add a NFRMPO Local Transportation Plan Task to the FY2018-2019 UPWP and would be revenue/budget neutral.

The draft task is attached and has previously been included in the FY2016 and FY2017 UPWPs. The budget adjustment will be an action item on the August 17, 2017 Finance Committee agenda.

Action

Staff requests TAC recommend the addition of this task to the FY2018-2019 UPWP.

2.X LOCAL TRANSPORTATION PLAN

OBJECTIVE

This work task makes funds available to small local governments for development of transportation plans. Many small local governments within the NFRMPO have lacked resources to prepare transportation plans and this allows funding and NFRMPO staff support in the development of those plans.

METHOD

The NFRMPO acts as a pass through organization providing local government(s) funds to hire consultants to prepare local transportation plans. The local government desiring to use these funds is responsible for directing the content and issues to be addressed within the plan. NFRMPO staff provides assistance to the local government and acts as a resource during the expenditure of federal funds on the plan.

OVERALL IMPACT/INTENT

These plans are intended to assist small local governments in transportation planning at the local level making the members more engaged at the regional level.

2017 PRODUCTS

1. Attendance at Steering Committee meetings
2. Reviews of draft documents
3. Review of final document
4. Incorporation of plan in future NFRMPO planning process

FY 2017

PERSON/WEEKS: 5

2017 BUDGET:

Personnel	
Other Direct	
Indirect	
Total	

2017 DISTRIBUTION

Federal	
CPG (82.79%)	
Local match (17.21%)	
Total	

OTHER DIRECT:

Out of State Travel	
Consultant	
Other	
Total	