

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
June 7, 2018 Windsor	FY2018 Program of Projects (POP)	Kaley Zeisel
<b>Objective/Request Action</b>		
Recommend approval of TIP amendments for the Program of Projects (POP) for FFY18 FTA Sections 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
<b>Key Points</b>		
<p>The City of Fort Collins is the Designated Recipient of FTA Sections 5307, 5310, and 5339 funding for the Fort Collins TMA. Section 5307 &amp; 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.</p> <p>The FFY18 apportionments are as follows:</p> <ul style="list-style-type: none"><li>• 5310 - \$4,501,848</li><li>• 5310 - \$207,229</li><li>• 5339 - \$532,054</li></ul> <p>Fort Collins works with the other TMA members to develop a distribution of available funds and identify the projects to be funded (the Program of Projects).</p> <p>Of particular note with the FFY18 funding:</p> <ul style="list-style-type: none"><li>• Fort Collins will enter into swap arrangements with all participating agencies whereby the City exchanges local funding for Federal funding, freeing participating agencies from future Federal Triennial reviews.</li><li>• Public comment on the POP was solicited and encouraged via a public notice posted in the TMA newspapers over the span of one week advertising a public meeting; the public meeting was held from 9:30 – 11:00am at the Downtown Transit on April 26, 2018; the POP was published on ridetransfort.com with direct contact information provided as an avenue to provide comments.</li></ul>		
<b>Committee Discussion</b>		
TAC discussed the FY2018 POP at their May 16, 2018 meeting, and recommended Planning Council approval.		
<b>Supporting Information</b>		
<p>There is a planning requirement under 49 USC Chapter 53 for a designated recipient of FTA 5307, 5310 and 5339 funding to develop a POP for inclusion in the TIP. The POP is a project list proposed by the Designated Recipient in cooperation with the MPO funded using the urbanized area's 5307, 5310 and 5339 apportionments.</p> <p>The POP includes 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"><li>• Allocate the relevant apportionments among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s);</li><li>• Identify and select the projects that the MPO will include in a metropolitan transportation plan, TIP, long-range statewide transportation plan, STIP, and/or UPWP;</li><li>• 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;</li><li>• Ensure that the annual POP complies with the requirements that at least 1% of the apportionment is used for associated transit improvements, and that at least 1% is used for public transportation security projects unless all security needs are certified to have been met; and</li></ul>		

- 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 submitted the POP for Planning Council approval. Following approval, this item will be included in the FY18-21 TIP and the FY17-20 STIP.

#### Advantages

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

#### Disadvantages

None noted.

#### Analysis/Recommendation

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have or will meet all federal requirements as the Designated Recipient of these specific FTA funds. TAC recommends Planning Council approval of FY2018 POP.

#### Attachments

- FFY18 Program of Projects
- FTA 5307, 5310 and 5339 Fact Sheets
- FTA 5307, 5310 and 5339 Apportionments: <https://bit.ly/2kkhDen>
- April 26, 2018 Public Hearing Public Notice
- Resolution 2018-10

2018 FTA SECTION'S 5307, 5310, & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS

FFY 2018 FTA SECTION 5307 - \$4,506,999			
Project Description	Project Sponser	Total Project Cost	Source of Funds (Federal and Local)
Rehab/Renovate Mobile Surveillance and Security Equipment	Fort Collins	\$56,273	\$45,018 Federal and \$11,255 local - 20% local match requirement
Rehab/Renovate Historic Mass Transportation Buildings	Fort Collins	\$56,273	\$45,018 Federal and \$11,255 local - 20% local match requirement
Preventative Maintenance - Facilities	Fort Collins	\$225,092	\$180,000 Federal and \$45,018 local - 20% local match requirement
Preventative Maintenance - Rolling Stock	Fort Collins	\$2,082,105	\$1,655,684 Federal and \$416,421 local - 20% local match requirement
Capital Costs of Operating	Fort Collins	\$1,125,462	\$450,185 Federal and \$675,277 local - 60% local match requirement
Operating Expenses	Fort Collins	\$4,231,737	\$2,115,869 Federal and \$2,115,869 Local - 50% local match requirement
Total Project Costs - Fort Collins		\$7,776,942	
Total Federal Costs - Fort Collins		\$4,501,848	
FFY 2018 FTA SECTION 5310 - \$195,314			
FFY 2016 FTA SECTION 5310 - \$189,213			
Project Description	Project Sponser	Total Project Cost	Source of Funds (Federal and Local)
Continuation of Dial-A-Taxi program (Fort Collins and Loveland)	Fort Collins	\$260,284	\$207,229 Federal (FFY18) and \$53,055 Local - 20% local match requirement
Paratransit Vehicle Replacement	Fort Collins	\$160,000	\$128,000 Federal (FFY16) and \$32,000 Local - 20% local match requirement
Travel Training Program	Fort Collins	\$76,513	\$61,213 Federal (FFY16) and \$15,300 Local - 20% local match requirement
Total Project Costs - Fort Collins		\$496,797	
Total Federal Costs - Fort Collins		\$396,442	
FFY 2018 FTA SECTION 5339 - \$399,473			
FFY 2015/16 FTA SECTION 5339 - \$208,000			
Project Description	Project Sponser	Total Project Cost	Source of Funds (Federal and Local)
Vehicle Replacement - Non Revenue Service Vehicles	Fort Collins	\$260,000	\$208,000 Federal (FFY15/16) and \$52,000 Local - 20% local match requirement
Rehab/Renovate Technology Equipment	Fort Collins	\$665,068	\$532,054 Federal (FFY18) and \$133,014 Local - 20% local match requirement
Total Project Costs - Fort Collins		\$925,068	
Total Federal Costs - Fort Collins		\$740,054	



U.S. Department of Transportation  
Federal Transit Administration



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

	<b>FY16 (in millions)</b>	<b>FY17 (in millions)</b>	<b>FY18 (in millions)</b>	<b>FY19 (in millions)</b>	<b>FY20 (in millions)</b>
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
<b>Urbanized Area Formula Program TOTAL</b>	<b>\$5,075.16</b>	<b>\$5,174.11</b>	<b>\$5,279.68</b>	<b>\$5,388.42</b>	<b>\$5,499.48</b>

**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-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.

### **Other:**

- Match can come from [other Federal \(non-DOT\) funds](#). This can allow local communities to implement programs with 100 percent federal funding.
- Agencies that receive Section 5307 funding must offer [half fare or reduced fare](#) to people with disabilities and seniors during off-peak hours for fixed-route services.

**For Additional Information on FTA and the FAST Act, please visit:** [www.transit.dot.gov/fastact](http://www.transit.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
Competitive Pilot Program	<u>n/a</u>	<u>\$2.00</u>	<u>\$3.00</u>	<u>\$3.25</u>	<u>\$3.50</u>	<u>\$3.50</u>
<b>5310 Total</b>	\$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 competitive 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](#).
- 5310 program recipients may partner with meal delivery programs such as the OAA-funded meal programs ([find local programs](#)) and the [USDA Summer Food Service Program](#). 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.

**For Additional Information on FTA and the FAST Act, please visit: [www.transit.dot.gov/fast](http://www.transit.dot.gov/fast)**





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



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

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

**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](http://www.fta.dot.gov/fastact)**

## NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2018 Federal Transit Administration (FTA) Section's 5307, 5310 & 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. 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.

- FY18 Section 5307 available funding: \$ 4,506,999
- FY18 Section 5310 available funding: \$195,314
- FY18 Section 5339 available funding: \$399,473
- FY15/16 Section 5339 available funding: 208,000
- FY16 Section 5310 available funding: \$189,213

The Proposed Program of Projects (POP) includes:

### 5307 Program

1. Rehab/Renovate Mobile Surveillance and Security Equipment \$56,337.50
2. Rehab/Renovate Historic Mass Transportation Buildings (including operating expenses) \$56,337.50
3. Preventative Maintenance – Facilities \$215,000.00
4. Preventative Maintenance – Rolling Stock \$ 2,092,325.00
5. Capital Costs – Contracting \$1,092,250.00
6. Operating Expenses \$ 4,268,198.00

### 5310 Program

1. Operating Expenses – Travel Training Program (FY16) – \$61,213
2. Vehicle Replacement – Paratransit Vehicle Purchase (FY16) – \$128,000
3. Operating Expenses – Access A Cab: Paratransit Service (FY18) – \$195,314

### 5339 Program

1. Vehicle Replacement – Service Vehicles (FY15/16) – \$208,000
2. Rehab/Renovate Technology Equipment (FY18) – \$399,473

Total Project Costs - \$9,020,448.25

Total Federal Costs - \$5,498,999.00

Detailed information on the aforementioned projects may be obtained by contacting Kaley Zeisel at Transfort / Dial A Ride (970) 224-6067 / [kzeisel@fcgov.com](mailto:kzeisel@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 2018 Transportation Improvement Program (TIP) through the North Front Range Metropolitan Planning Organization (NFRMPO). A public hearing will be held from 9:30 – 11:00 am April 26, 2018 in Fort Collins at the Downtown Transit Center - 250 N. Mason Street. Comments can also be submitted via the Transfort website ([ridetransfort.com](http://ridetransfort.com)) under Plans and Projects, Program of Projects. 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 FFY2018 Program of Projects will be considered the final Program of Projects and will be forwarded to the May 16, 2018 meeting of the Transportation Advisory Council and the June 7, 2018 NFRMPO Planning Council for initial review. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.



**RESOLUTION NO. 2018-10**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**ADOPTING AN AMENDMENT TO THE FY2018-2021 TRANSPORTATION IMPROVEMENT**  
**PROGRAM (TIP) REGARDING FTA §5307, §5310, §5339 FORT COLLINS/LOVELAND/BERTHOUD**  
**TRANSPORTATION MANAGEMENT AREA (TMA) PROGRAM OF PROJECTS FOR FFY18**

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

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

**WHEREAS**, transportation projects programmed in the FY2018-2021 TIP are consistent with the adopted 2040 Regional Transportation Plan, adopted September 3, 2015 and amended February 2, 2017 and June 1, 2017; and

**WHEREAS**, the Air Quality Conformity Finding conducted on the FY2018-2021 TIP was positive, and all of the projects in the FY2018-2021 TIP come from the conforming 2040 Regional Transportation Plan and this TIP Amendment does not change the positive conformity finding on the FY2018-2021;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2018-2021 TIP adding the following transit projects and funding:

- FTA §5307 – Rehab/Renovate Mobile Surveillance and Security Equipment and Historic Mass Transportation Buildings, Preventative Maintenance, and Operating Costs & Expenses
  - FY18 Allocation of \$4,506,999 (Federal)
- FTA §5310 – Continuation of Dial-A-Taxi program (Fort Collins and Loveland), Paratransit Vehicle Replacement, and Travel Training Program
  - FY18 Allocation of \$195,314 (Federal)
  - FY16 Allocation of \$189,213 (Federal)
- FTA §5339 – Vehicle Replacement-Non Revenue Service Vehicles and Rehab/Renovate Technology Equipment
  - FY18 Allocation of \$399,473 (Federal)
  - FY15/16 Allocation of \$208,000 (Federal)

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7<sup>th</sup> day of June, 2018.

\_\_\_\_\_  
Tom Donnelly, Chair

ATTEST:

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Suzette Mallette, Interim Executive Director