

Legislative Report

March 2024

Direct NFRMPO Impact:

Title	HB24-1012 : Front Range Passenger Rail District Efficiency
Description	Concerning the operational efficiency of the Front Range Passenger Rail (FRPR) District.
Summary	<ul style="list-style-type: none">• The FRPR District Board must provide an annual update, which may be provided by District staff and may be provided electronically, to the Transportation Commission, the I-70 Coalition or any successor entity, and the Board of Directors of Regional Transportation District (RTD)• Eliminate the requirement that Board Directors appointed by MPOs be confirmed by the Senate• Board exercises its powers by a majority vote of a quorum of its voting directors rather than by a majority vote of a quorum of its total membership• Board has discretion to delegate its power to enter into contracts and agreements other than intergovernmental agreements and contracts for public-private partnerships to the officers and employees of the district
Status	<ul style="list-style-type: none">• 2/13/2024: Introduced in Senate – Assigned to Transportation & Energy• 2/12/2024: Passed the House• 2/6/2024: Transportation, Housing & Local Government discussion• 1/10/2024: Introduced in House – Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none">• Makes it easier for the NFRMPO to appoint members by repealing need to go to Senate

Title	HB24-1030 : Railroad Safety Requirements
Description	Concerning railroad safety, train operations in the state, authorizing a crew member's designated union representative to investigate certain reported incidents, authorizing the Public Utilities Commission to impose fines for certain violations
Summary	<ul style="list-style-type: none"> • The length of a train must not exceed 8,500 feet; • Railroads must operate, maintain, and report the location of wayside detector systems • A train may not obstruct a public crossing for longer than 10 minutes unless the train is continuously moving or is prevented from moving by circumstances beyond the railroad's control • Any crew member of a train may report to the crew member's designated union representative a safety violation, injury, or death that occurred during the operation of a train. After receiving a report of a violation, a designated union representative may enter a railroad's place of operation to investigate the report during reasonable hours and after notifying the railroad • The Public Utilities Commission (PUC) may impose fines for the violation of these safety requirements or for denying a union representative's access to the railroad's place of operation. The bill requires the PUC to develop guidelines for determining, imposing, and appealing fines. • Creates the Front Range Passenger Rail District Maintenance and Safety Fund <ul style="list-style-type: none"> • Issuing warrants from the fund to the Front Range Passenger Rail District for safety planning and development during the research, development, and construction of a passenger rail system; maintaining a passenger rail system; and completing capital development projects to improve the safety of a passenger rail system • Requires that on or before July 1, 2025, and at least once every 3 years thereafter, each railroad offer training to each fire department having jurisdiction along tracks upon which the railroad operates in the state
Status	<ul style="list-style-type: none"> • 2/28/2024: Transportation, Housing, and Local Government discussion; Referred to Appropriations • 1/10/2024: Introduced in House – Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Railroad tracks run through communities throughout region, which can be impacted by trains • Fort Collins, Loveland, and Berthoud are located along the potential path of the Front Range Passenger Rail and could benefit from the Fund • Fire Departments in region could benefit from training about dealing with railroads and railroad safety

Title	<u>SB24-032</u> : Methods to Increase the Use of Transit
Description	Concerning methods to increase the use of transit.
Summary	<ul style="list-style-type: none"> Creates the Statewide Transit Pass Exploratory Committee to produce a viable proposal for the creation, implementation, and administration of a statewide transit pass <ul style="list-style-type: none"> Proposal by July 1, 2026 Implementing a statewide transit pass by January 1, 2028 Ozone Season Transit Grant Program <ul style="list-style-type: none"> Relocates the ozone season transit grant program CDOT from CEO Requires the state treasurer to transfer \$7 million to the ozone season transit grant program fund on July 1, 2024, and on July 1 of each year thereafter Makes the ozone season transit grant program permanent by repealing the statute that would repeal the ozone season transit grant program on July 1, 2024. Youth Fare Free Transit Grant Program <ul style="list-style-type: none"> Provide grants to RTD and CASTA to provide fare free year-round transit services for individuals who are 19 years of age or younger (youth) Transfer \$7 million from the general fund to the fund on July 1, 2024, and on July 1 of each year thereafter Income Tax Credit for the purchase of a transit pass <ul style="list-style-type: none"> For income tax years beginning on or after January 1, 2024, but before January 1, 2029, an income tax credit allowed to any taxpayer in an amount equal to 30% of the amount spent by the taxpayer to purchase one or more transit passes for use by the taxpayer during the income tax year for which the credit is claimed
Status	<ul style="list-style-type: none"> 2/27/2024: Finance Committee discussion; Referred to Appropriations 2/5/2024: Transportation & Energy discussion; Referred to Finance Committee 1/10/2024: Introduced In Senate - Assigned to Transportation & Energy
NFRMPO Impact	<ul style="list-style-type: none"> Provides additional funding for transit agencies in region Could benefit Ride Free with ID programs in Fort Collins, Loveland, and Greeley Income Tax Credit could be promoted as part of TDM/TMO programming

Title	SB24-036 : Vulnerable Road User Protection Enterprise																												
Description	Concerning the creation of an enterprise to provide infrastructure improvements that protect vulnerable road users.																												
Summary	<ul style="list-style-type: none"> Vulnerable Road User Protection Enterprise <ul style="list-style-type: none"> Funding for transportation system infrastructure improvements and other data-driven strategies identified in the FHWA-mandated Vulnerable Road User Safety Assessment, that reduce the number of collisions with motor vehicles that result in death or serious injury to vulnerable road users Grants must be between \$250k and \$2.5M. No local match requirement for grants under \$1M, 20% match for grants between \$1M and \$2.5M Grants may be used as local match for federal funds or with other state sources Vulnerable Road User Protection Fee <ul style="list-style-type: none"> Registration fee calculated based on motor vehicle weight and configuration for non-commercial passenger cars and light trucks Fee by vehicle weight <table border="1"> <thead> <tr> <th>Weight</th><th>Personal Vehicle Fee</th><th>Light Truck Fee</th></tr> </thead> <tbody> <tr> <td><3,500 lbs</td><td>\$0</td><td>\$0</td></tr> <tr> <td>3,500 – 4,499 lbs</td><td>\$3</td><td>\$4.50</td></tr> <tr> <td>4,500 – 5,499 lbs</td><td>\$4.40</td><td>\$6.60</td></tr> <tr> <td>5,500 – 6,499 lbs</td><td>\$6.40</td><td>\$9.60</td></tr> <tr> <td>6,500 – 7,499 lbs</td><td>\$9.30</td><td>\$14.00</td></tr> <tr> <td>7,500 – 8,499 lbs</td><td>\$13.60</td><td>\$20.90</td></tr> <tr> <td>8,500 – 9,499 lbs</td><td>\$19.90</td><td>\$29.90</td></tr> <tr> <td>>9,500 lbs</td><td>\$29.10</td><td>\$43.60</td></tr> </tbody> </table> 		Weight	Personal Vehicle Fee	Light Truck Fee	<3,500 lbs	\$0	\$0	3,500 – 4,499 lbs	\$3	\$4.50	4,500 – 5,499 lbs	\$4.40	\$6.60	5,500 – 6,499 lbs	\$6.40	\$9.60	6,500 – 7,499 lbs	\$9.30	\$14.00	7,500 – 8,499 lbs	\$13.60	\$20.90	8,500 – 9,499 lbs	\$19.90	\$29.90	>9,500 lbs	\$29.10	\$43.60
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NFRMPO Impact	<ul style="list-style-type: none"> Funding could be used to advance local Transportation Master Plans Help address rising crashes included pedestrians and bicyclists Planning Council has stated safety is a priority and funding can be limited 																												

Title	SB24-095 : Air Quality Ozone Levels
Description	Concerning measures to address ozone levels in areas that do not meet federal ozone national ambient air quality standards.
Summary	<ul style="list-style-type: none"> • High-Emitter Vehicle Program <ul style="list-style-type: none"> • Creation of \$850 voucher to bring qualified vehicles that have been unsuccessfully repaired to meet emissions requirements within the nonattainment area into compliance • Administered by NAAPME in coordination with the Department of Revenue, contractors that provide inspection services, and the Clean Screen Authority. • The High-Emitter Vehicle Program repeals when Colorado meets federal ozone NAAQS • Garden Rebate Program <ul style="list-style-type: none"> • AQCC and RAQC-led program to increase the use of small electric motors used for outdoor power equipment • Clean Fleet Enterprise <ul style="list-style-type: none"> • Expand program to include light-duty trucks • Provide grants up to 80% to local government's cost of acquiring motor vehicles that emit low levels of NOx • CDPHE must regularly perform photochemical modeling studies and data analysis to determine ambient air ozone levels
Status	<ul style="list-style-type: none"> • 1/24/2024: Introduced In Senate - Assigned to Transportation & Energy
NFRMPO Impact	<ul style="list-style-type: none"> • Creates voucher program to make it more affordable for residents within the region to bring vehicles into compliance • More funding for Lawn and Garden program to support transition to electric motors for outdoor power equipment • Local communities may replace vehicles with cleaner vehicles – some communities have large fleets that must travel long distances. Vehicle replacements may be expensive or may be hampered by Buy America requirements.

Title	HB24-1313 : Housing in Transit-Oriented Communities
Description	Concerning measures to increase the affordability of housing in transit-oriented communities
Summary	<ul style="list-style-type: none"> • Establishes a category of local government: Transit-Oriented Community. Transit-Oriented Communities must: <ul style="list-style-type: none"> • Be entirely within an MPO • Have a population of 4,000 or more; and • Contain at least 75 acres of certain transit-related areas • For counties, the requirements are <ul style="list-style-type: none"> ▪ A transit station area that is both in an unincorporated part of the county and within one-half mile of a station that serves a commuter rail service or light rail service; or ▪ A transit corridor area that both is in an unincorporated part of the county and is fully encompassed by one or more municipalities • Housing Opportunity Goals <ul style="list-style-type: none"> • Housing Opportunity Goals are a zoning capacity goal determined based on an average zoned housing density and the amount of transit-related areas within a transit-oriented community • Requires transit-oriented communities to meet its goal by ensuring that enough areas in the community qualify as transit centers • Transit Centers Qualifications <ul style="list-style-type: none"> • Be composed of zoning districts that uniformly allow a net housing density of at least 15 units per acre • Identify the net housing density allowed by law • Meet a housing density established by the transit-oriented community • Not include any area where local law exclusively restricts housing occupancy based on age or other factors • Have an administrative approval process for multifamily residential property development on parcels that are 5 acres or less in size • Be composed of contiguous parcels, if located partially outside of a transit area • Be located wholly within a transit area and not extend more than one-quarter mile from the edge of a transit area, unless the department allows otherwise • Transit-oriented communities are required to demonstrate compliance with Housing Opportunity goals by submitting a Housing Opportunity Goal Report to DOLA • Neighborhood Center

	<ul style="list-style-type: none"> • Has an average zoned housing density sufficient to increase public transit ridership • Has an administrative approval process for multifamily residential property development on parcels that are no larger than the size determined by the department • Has mixed-use walkable neighborhood • Satisfies any other criteria required by the department • Transit-Oriented Communities Infrastructure Fund Grant Program <ul style="list-style-type: none"> • Assist local governments in upgrading infrastructure within transit centers and neighborhood centers • Fund consists of gifts, grants, and donations along with money appropriated from the General Assembly • Requires the Colorado Housing and Financing Authority to allocate tax credits under the state affordable housing tax credit to qualified housing developments within transit centers
	<ul style="list-style-type: none"> • 2/20/2024: Introduced In House - Assigned to Transportation, Housing, & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Creates new funding source for infrastructure projects in transit and housing centers • Require eligible transit-oriented communities to meet their housing opportunity goals and report progress to DOLA • Fort Collins is the only community in the NFRMPO that would qualify as a transit-oriented community

Title	HB24-1304 : Minimum Parking Requirements
Description	Concerning parking requirements within metropolitan planning organizations.
Summary	<ul style="list-style-type: none"> Prohibits a county or municipality from enforcing minimum parking requirements for real property that is within a MPO beginning on January 1, 2025 The bill does not prohibit a county or municipality from: <ul style="list-style-type: none"> Lowering the protections provided for persons with disabilities Preventing a county or municipality from enacting or enforcing a maximum parking requirement Preventing a county or municipality from enacting or enforcing a minimum parking requirement for bicycles Allows a municipality or county to impose the following requirements on a motor vehicle parking space that is voluntarily provided in connection with a development projects <ul style="list-style-type: none"> That the owners of such a motor vehicle parking space charge for the use of the space That such a motor vehicle parking space allow for vehicle charging stations in accordance with existing law Requires a county or municipality, on or after June 30, 2025, to submit a report to DOLA detailing the county or municipality's compliance with the requirements of the bill
Status	<ul style="list-style-type: none"> 3/5/2024: Transportation, Housing, and Local Government discussion; referred to Appropriations 2/14/2024: Introduced In House- Assigned to Transportation, Housing, and Local Government
NFRMPO Impact	<ul style="list-style-type: none"> Prohibit all counties and municipalities in the NFRMPO from enforcing minimum parking requirements

Transportation-Related Bills – Limited NFRMPO Impact

- [HB24-1021](#): Motor Vehicle Minor Driver Education Standards
 - Changes requirements for obtaining a driver's license for people 21 and under
- [HB24-1051](#): Towing Carrier Regulation
 - Changes requirements for tow truck drivers
- [HB24-1055](#): Child Passenger Safety & Education
 - Creates the Child Passenger Safety Education and Distribution Grant Program
 - Creates the Child Passenger Safety Education and Distribution Grant Program Fund
 - Increases ages for various child restraint system requirements
- [HB24-1135](#): Offenses Related to Operating a Vehicle
 - Creates the offense of unlawful direction to operate a commercial motor vehicle, which is when an employer knowingly authorizes or permits an employee to operate a motor vehicle without a proper license
 - Strengthens license revocation for DUI convictions
- [SB24-075](#): Transportation Network Company Transparency
 - Requires a transportation network company (TNC) to provide various disclosures to the TNC's drivers regarding payments that a consumer makes to the TNC and the amount that the TNC then pays to a driver.
 - On or before May 1, 2025, a TNC is required to develop a driver deactivation policy describing the TNC's procedures for deactivating a driver from the TNC's digital platform.
- [SB24-079](#): Motorcycle Lane Filtering & Passing
 - Updates when a motorcycle is authorized to overtake or pass another vehicle
- [SB24-100](#): Commercial Vehicle Highway Safety Measures
 - Allows CDOT to require certain equipment to interstate 25 (I-25) and any interstate, U.S. highway, and state highway west of I-25
- [SB24-065](#): Mobile Electronic Device & Motor Vehicle Driving
 - Prohibit individuals who are 18 years or older from using a mobile electronic device while driving. Current law prohibits drivers under the age of 18 from using a mobile electronic device while driving
- [HB24-1173](#): Electric Vehicle Charging System Permits
 - Establishes an expedited permitting process for the approval of electric vehicle (EV) charging systems for counties and municipalities

Northern Colorado Mobility Committee —MINUTES

February 27, 2024

1:00 p.m. – 3:30 p.m.

1. Call Meeting to Order, Welcome and Introductions

In Person:

- Celeste Ewert, Envision
- Nichole Seward, Weld County AAA
- Steve Teets, WAND
- Ernest Cienfuegos Baca, United Way of Weld County
- Kristi Swasko, RAFT
- Katlyn Kelly, Transfort
- Leticia Arguello, The Arc of Weld County
- Stephanie Watson, The Arc of Weld County
- Peggy Garcia, Connections
- Cory Schmitt, NFRMPO
- Lisa Deaton, NFRMPO
- Brooke Bettolo, NFRMPO
- Jerome Rouser, NFRMPO
- Jacque Penfold, Community Member
- Deanna McIntosh, CDOT Region 4
- James Eussen, CDOT Region 4
- Steve Conaway, RAFT
- Olga Gonzalez, Weld County Department of Public Health & Environment
- Ari Edgley, Foothills Gateway
- Megan Kaliczak, zTrip

Virtual:

- Aaron Oberndorf, Division of Vocational Rehabilitation
- Adriana Torres, Via Mobility Services
- Bridie Smith, COLT
- Kimberly Aguilar-Pauli, The Arc of Larimer County
- Margie Martinez, United Way-Weld
- Suzette Mallette, NFRMPO
- Taylor Rahalewich, Summitstone Health
- Dana Klein, Town of Estes Park
- Melanie Royalty, Transfort

2. November 2023 minutes approved by Cienfuegos Baca and seconded by Teets.

3. Group Introductions, ice breaker, and speed networking.

Both virtual and in-person attendees introduced themselves and their organizations. The group then did a speed networking exercise to get to know one another and learn more about each other's respective organizations and services.

Members shared their organizational needs; top priorities were funding, staffing, resuming services to pre-pandemic levels, and safety.



Presentations & Activity

1) Active Transportation Plan– Rouser

Rouser gave a presentation on the Active Mobility Transportation Plan. Slides can be found in the [packet](#). Rouser also presented an activity with questions for the group to discuss. Online attendees were given [a survey](#) to fill out.

What do you see as the largest barrier to safer and more reliable biking & walking in your community?

- I would bike more if...
- I would walk more if...
- Where is your favorite place to bike and/or walk?

Members discussed barriers. Common topics included safety, having more time, education & efficiency.

2) Safety Roundtable Follow Up -Bettolo

Bettolo discussed themes from the Safety Round Table Follow Up. Members discussed topics, made safety suggestions, and narrowed down their top five priorities for the group to work on. Ideas shared were: lighting and emergency call boxes at all bus stops, having the ability to communicate with the administrative offices for concerns, utilizing dispatch to help with communication barriers, providing first aid training for drivers, keeping organizational materials up to date and having more aids/assistance for those who are visually impaired. Attendees online were given access to [a survey](#) to choose their priorities.

3) RideNoCo Update– Schmitt

Schmitt shared RideNoCo updates that included the upcoming CDOT Capital Call for Projects, Phase 3 Trip Scheduling Update, the Regional Mobility Action Plan Progress, RideNoCo 2023 Summary, and work planned for 2024. Slides can be found in the [packet](#).

Members discussed the Mobility Action Plan goals and shared ideas of what a resource library might contain, privacy concerns of sharing information, who can access it, and how to manage it. Conaway suggested that HIPAA information, training documents, forms, and ADA information be included. Conaway also suggested forming a sub-committee to compile materials for the library. Conaway and Aguilar-Pauli opted to join the committee, which will work with NFRMPO staff to create a Google Drive that is sharable to members of the committee. Logistics of adding content and ensuring the materials are used with care. Teets discussed the need to get informational materials distributed across the community and asked that we share our information with the organizations that offer transportation vouchers, businesses, doctor's offices, and bus stations. Kalizack suggested that we send out a form asking who may provide free transportation vouchers, and Cienfuegos Baca suggested connecting with Martinez, as she regularly coordinates vouchers for Greeley-Evans Transit. When asked how to accomplish recruitment goals, Conaway suggested to reach out to other transportation agencies, coalitions, school district representatives, and council members and ask them to join or be a liaison.



4) Mobility Case Studies -Deaton

Deaton discussed a case study about a person who needed transportation from Windsor (Weld County) to Fort Collins (Larimer County) for dialysis during weekdays and on Saturdays. The main issues the caller was experiencing are a lack of Weld to Larimer County transportation options and lack of affordable available weekend transportation services. Kalizack asked if dialysis centers have funding for transportation. Others asked if she could be transferred to a dialysis center in Weld County, where more transportation options might be available. Conaway suggested that perhaps volunteer transportation organizations could contract with the centers to get their patients to their treatment if they had the funding. RAFT may be interested in this possibility. Cienfuegos-Baca suggested contacting local faith communities for assistance. Schmitt discussed what A Little Help does and how they have expanded to the Windsor and Johnstown area. Kalizack questioned if when people call their insurance are they asking the correct questions about their coverage? Someone mentioned that dialysis centers have social workers or case managers that might be able to assist.

Wrap Up + Next Steps

Announcements:

- Tech Workshop “Accessibility Apps” hosted by the Arc of Weld County, open to all. Free at the Farr Library in Greeley, Sunday (3/3) from 2pm to 4pm. Will email details.
- Chili Cook-Off at RAFT March 14th \$15 tickets
- Office on Aging Larimer County Community Fair, May 1st at the Ranch in Loveland.

Upcoming Meetings:

- a. Weld County Mobility Committee (WCMC) March 26, 2024
- b. Larimer County Mobility Committee (LCMC): April 23, 2024
- c. Northern Colorado Mobility Committee (NCMC): May 28, 2024



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What is TDM?

- Provide travelers with travel choices
 - Work location
 - Route
 - Time of travel
 - Mode
- Providing travelers with effective choices to improve travel reliability and efficiency of the system

- FHWA ([Integrating Demand Management into the Transportation Planning Process: A Desk Reference](#))

LEGEND

Carpool & Vanpool	Scooter	Rollerblade & Rollerskate	Compressed Work Week
Bike & Bikeshare	Walking	Telecommuting	Transit

2

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TDM Action Plan Goals

VISION

People in Northern Colorado will have the resources, support, and mobility options to make informed choices about how they travel around the region.



Improve **data** collection to support new and expanded investments and programming



Invest in infrastructure and resources to provide additional options and help people make informed transportation choices



Enhance **partnerships** and collaboration between local communities, businesses, regional and State agencies, and other interested parties.



Communicate the purpose, benefits, and successes of providing mobility options.



Create and enhance **regional TDM programming** to optimize people throughput.

3

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Vanpool Subsidy Pilot with Fort Collins & CSU

VANPOOL SUBSIDY PROGRAM 2024

UP TO \$100 OFF PER MONTH!

Vanpool Advantages

- ✓ Saves Time & Money
- ✓ Reduce Commute Stress
- ✓ Extends Automobile Life
- ✓ Guaranteed Ride Home

1-800-332-0950
www.vangovanpools.org
vango@nfrmpo.org



INVEST/ Invest in and prioritize new and expanded multimodal transportation options.

4

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My Way to Go Expansion



The NFRMPO is partnering with DRCOG to expand the My Way to Go platform into the North Front Range:

- ✓ \$\$\$ savings – *1/3 the cost of independent platform*
- ✓ Larger commuter pool – *more users equals more chances for carpool matches*
- ✓ Supports commuters likely to utilize platform – *20% of regional workforce commutes to Metro Denver*
- ✓ Existing brand awareness while retaining regional control of TDM activities
- ✓ Opportunities for cost-effective regional partnerships



INVEST/ Support RideNoCo as an informational resource and TDM partner.
Establish a regional Customer Relations Management (CRM) platform.

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NFRMPO TDM Program Planning Services

- **Builds off Action Plan to further formalize implementation of programming and role of the MPO**
 - **Implementation of TDM Program**
 - Roles, partnerships
 - Outreach/Education
 - Other TDM programming/activities to explore
 - Funding for all TDM activities, including TMOs
 - **Funding & Oversight of TMOs**
 - Call for Projects
 - Sustainability
 - Evaluation/Metrics



steer



PROGRAMMING/ Build support for investing in new and enhancing existing TDM strategies.



PARTNERSHIPS/ Develop a Transportation Management Organization (TMO).

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US34 TMO



steer



PARTNERSHIPS/ Develop a Transportation Management Organization (TMO).

Steer was selected to implement the first Transportation Management Organization (TMO) in the region in early 2024 along the US34 Corridor between Estes Park to Kersey:

- Planned launch of TMO in October 2024
- Kick off visit happening this week
 - Meeting with stakeholders
 - Touring the corridor
 - Initial implementation planning
- Project Managers:
 - Parama Ghosh Roy (parama.ghoshroy@steergroup.com)
 - Geoff England (geoff.england@steergroup.com)

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Questions?

Cory Schmitt

Mobility Director

cschmitt@nfrmpo.org

(970) 999-0072



RideNoCo

8am-5pm, Monday-Friday

mobility@nfrmpo.org

(970) 514-3636

8

8

MEMORANDUM

To: NFRMPO Planning Council

From: Suzette Mallette

Date: March 7, 2024

Re: CDOT DTR Contracts

BACKGROUND

The NFRMPO has annual FTA Urban and Rural §5310 contracts with CDOT Division of Transit and Rail (DTR) that supports the operation of the Mobility program throughout Larimer and Weld counties. These contracts run on a calendar year and the NFRMPO currently has an executed agreement for the Urban §5310 award while the Rural award is awaiting further apportionments from the Federal Transit Administration (FTA) prior to DTR executing further §5310 agreements.

Additionally, in 2019 DTR staff asked the MPO to move into a subrecipient management role for Weld County agencies and organizations seeking funding for capital purchases such as vehicles and support for transportation operations. The Mobility Team assumed this role to better assist our human service transportation providers though it required a significant amount of MPO staff time. In 2023, under new DTR leadership the subrecipient program was pulled back under DTR. However, there is still an outstanding contract and vehicle delivery during the time the MPO was serving as a passthrough entity for subrecipients which has not been executed for an ADA vehicle purchase for the Town of Milliken for their Senior Center.

The original award in 2021 had Creative Bus Sales as the vendor which DTR cancelled the order and Price Agreement contract with due to lack of chassis in the fall of 2022. The ADA van order is now through Davey Coach Sales, another vendor on the CDOT Price Agreement list that can fulfill the order. A revised contract was in the works with a target execution date of 12/31/23 with the Town of Milliken Town Board approving the cost increase on the local match in June 2023. As of the writing of this memo, 2/28/24, no contract has been executed. The primary concern is the longer the contract takes the more likely that the updated, already increased price will become obsolete, and the price will increase again, requiring an additional contract amendment.



Town of Milliken details:

	State	Match	Total
Original Contract November 2021	\$56,232.00	\$14,058.00	\$70,290.00
Amended Contract Pending- expect to sign in next 2 weeks	\$79,686.00	\$19,921.00	\$99,607.00
Difference	\$23,454.00	\$5,863.00	\$29,317.00

ACTION

The NFRMPO Executive Committee has asked to bring this to the whole Council and ask that our Transportation Commissioner and the Region 4 Director to assist in getting contracts executed in a timely manner.