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NoCo Bike & Ped Collaborative

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Terri Blackmore, Executive Director
Becky Karasko, Regional Transportation
Planning Director
Aaron Buckley, Transportation Planner
Alex Gordon, Transportation Planner II/
Mobility Coordinator
Medora Kealy, Transportation Planner

Next TAC Meeting:

October 19, 2016
1:00-4:00 p.m.

Town of Windsor Wi-Fi

Username: Windsor-WLAN
Password: Windsor@WLAN

NFRMPO TECHNICAL ADVISORY COMMITTEE MEETING AGENDA

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

1:00 — 4:00 p.m.

1. Public Comment (*2 minutes each*)
2. Approval of August 17, 2016 Meeting Minutes (*page 2*)

CONSENT AGENDA:

No Items this Month

ACTION ITEM:

3. Critical Urban Freight Corridors (*page 5*) Karen Schneiders

OUTSIDE PARTNERS REPORTS (*verbal*):

4. NoCo Bike Ped Collaborative
5. Regional Transit Items
6. Senior Transportation
7. Regional Air Quality Council

DISCUSSION ITEMS:

8. FY2020-2021 Call for Projects Recommendations (*page 9*) Karasko
9. Updated 2040 RTP Amendment Call and Conformity
Schedule (*page 10*) Karasko
10. Non-Motorized Plan Update Buckley
11. FY2018-2021 TIP Development Process Discussion Buckley/Karasko
12. NoCo Bike & Ped Collaborative TAC
Representation Buckley

REPORTS:

Roundtable All

MEETING WRAP-UP:

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

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

Thank you.

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

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

**August 17, 2016
1:02 – 2:46 p.m.**

TAC MEMBERS PRESENT:

Dawn Anderson, Chair – Evans
Dennis Wagner, Vice-Chair – Windsor
Eric Bracke – Greeley
Stephanie Brothers – Berthoud
John Holdren – Severance
Dave Klockeman – Loveland Alternate
Suzette Mallette – Larimer County
Karen Schneiders – CDOT
Gary Thomas – SAINT
Martina Wilkinson – Fort Collins

NFRMPO STAFF:

Terri Blackmore
Aaron Buckley
Alex Gordon
Becky Karasko
Medora Kealy

TAC MEMBERS ABSENT:

Amanda Brimmer – RAQC
Aaron Bustow – FHWA
Gary Carsten – Eaton
John Franklin – Johnstown
Eric Fuhrman – Timnath
Paul Lee – APCD
Janet Lundquist – Weld County
Jessica McKeown – LaSalle

IN ATTENDANCE:

David Averill – Transfort
Sarah Boyd – NoCo Bike & Ped Collaborative
Nicole Hahn – Fort Collins
Will Jones – Greeley
Tim Kirby – CDOT
Kathy Seelhoff – CDOT

CALL TO ORDER

Chair Anderson called the meeting to order at 1:02 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE JULY 20, 2016 TAC MINUTES

Mallette moved to approve the July 20, 2016 TAC meeting minutes. Klockeman seconded the motion, and it was approved unanimously.

CONSENT AGENDA

No items this month.

ACTION ITEMS

FY2016 Q3 TIP Amendment – Buckley stated Planning Council approved the Q3 Transportation Improvement Program (TIP) Amendment at their August 4 meeting contingent on TAC concurrence. The Amendment moves Regional Priority Program (RPP) funds from the *NFR I-25: Post EIS Design & ROW* to the new *US 34: PEL Study* project. Bracke moved to concur with Planning Council's approval, Mallette seconded the motion and it passed unanimously.

OUTSIDE PARTNERS REPORTS (verbal)

NoCo Bike & Ped Collaborative – Boyd reported NoCo Bike & Ped Collaborative met August 10 at CSU to learn about the CSU Bike Plan and view the campus' bicycle infrastructure. Boyd invited TAC to send a representative to NoCo meetings. Boyd stated NoCo members are providing feedback on the Non-Motorized Plan. Mallette asked if NoCo members will review TA applications. Buckley stated he will send NoCo members an email to gauge interest.

Regional Transit Items – Klockeman stated Loveland was notified to vacate the COLT bus stop at the Orchards Shopping Center, which is used as a transfer center with FLEX. Options for relocating the transfer center are being discussed, and Klockeman will provide updates to TAC.

PRESENTATION

Together We Go – Tim Kirby, CDOT, stated Together We Go is an initial public outreach effort to maximize the effectiveness of limited funding. Kirby stated safety, congestion relief, and improving the existing system were the top priorities for the NFRMPO region during the 2014 and 2016 Telephone Town Halls. Kirby stated two Statewide Plan goals correspond to those priorities: Safety and Mobility. Wilkinson asked how the Mobility goal addresses congestion relief. Kirby stated the Mobility goal is about integrating plans and improving operations. Wilkinson suggested changing “transit choice” to “travel choice” under the Mobility goal. Jones suggested adding “and others” after “Interregional Transit (Bustang)” under the Mobility goal.

Kirby then led a discussion on changing conditions and needs in the region. TAC members stated major regional changes include increases in overall and specifically senior populations, VMT, housing costs (which spur longer commutes and limit travel choices), the economy, tourism, and regional collaboration. Safety issues in the region include congestion on I-25, distracted driving, bicycle and pedestrian safety, and speed differentials on ramps. Kirby asked if improvements can be made to data and information provided by CDOT. Mallette stated the safety data available on the CDOT website is not intuitive. Schneiders stated there is local interest to have training on the OTIS system. Klockeman stated VMS should provide real time information about upcoming conditions. Kirby asked which emerging vehicle technology is most promising for increasing safety. TAC member responses included speed differential detection, automatic brake systems, autonomous vehicles, texting prevention systems, and clear pavement markings.

Kirby stated the presentation was created specifically for the North Front Range region, and TAC members can request changes to the presentation. Kirby encouraged TAC members use the presentation to help communicate with their boards and councils and other interested groups.

DISCUSSION

Critical Urban Freight Corridors/Alt Fuels Corridors – Schneiders stated the FAST Act enables designation of up to 160 miles of Critical Rural Freight Corridors (CRFCs) and 80 miles of Critical Urban Freight Corridors (CUFCs) statewide. The state of Colorado designates CRFCs. Depending on urbanized population size, CUFCs are designated by the state in consultation with MPOs, which is the case for the NFRMPO, or by the MPO in consultation with the state. Designated roads submitted to FHWA will be eligible for freight funding. Schneiders stated Colorado Freight Corridors are a separate state-level designation, and asked for recommended changes. No changes were suggested. Schneiders recommended submitting specific road sections for designation as CRFCs and CUFCs on an as-needed basis to align with projects which will go through the federal discretionary application process; TAC members concurred. Schneiders noted it would take approximately two weeks to add a designation, which requires the removal of an existing designation from another road.

Schneiders stated the Alt Fuel Corridors will be submitted to FHWA on August 22 and asked for any suggested changes. Mallette asked if the map displays current infrastructure or planned

infrastructure. Schneiders explained it shows both, since the intent is to build on what already exists. Some TAC members were concerned the map could be misleading, since many corridors do not yet have alternative fuel infrastructure. Kirby stated the map is not intended for widespread public distribution, and FHWA will make the final determination on Alt Fuel Corridors. TAC members suggested adding US 287 from Denver to the Wyoming state line.

FY2020-2021 Call for Projects – Gordon reviewed the Call for Projects deadlines. He stated CMAQ project descriptions were due August 16, and 10 descriptions were received. Gordon sent out data requests, and information is due August 26. All applications are due September 9 and must be emailed to both Gordon and Karasko. He stated the Call for the Volkswagen Settlement is being postponed due to a lack of information. The project scoring meeting will occur September 21. Please notify Karasko by September 16 if interested in participating on the Scoring Committee. Karasko stated the CMAQ project narratives were submitted to Aaron Bustow who will provide eligibility determinations by August 31.

2040 RTP Amendment and TIP Conformity Schedule – Karasko stated the Call for 2040 Regional Transportation Plan (RTP) Amendments will be open September 1 through 16. Karasko will send the form to TAC members, and amendment requests will be discussed at the September 21 TAC meeting. Karasko presented three possible schedules for completing the 2040 RTP Amendment and TIP Conformity, dependent on when a public hearing can be requested and held with the Air Quality Control Commission (AQCC). All three options conclude by May 2017.

ROUNDTABLE

Mallette stated she was asked to serve as the local representative for the I-25 design-build team, and Lundquist is the alternate. Mallette requested TAC members notify her of any comments or concerns they or their communities may have about the project so she can bring them to CDOT. She noted the standing meeting for the I-25 design-build team is at the same time as TAC meetings. Schneiders asked TAC if they would like to receive updates on I-25 from the project manager. Wilkinson suggested TAC should receive updates at strategic milestones. Blackmore suggested receiving updates if there are major changes.

Schneiders stated 18 TAP applications were submitted from CDOT Region 4. The selection panel will email any questions to applicants the week of August 22, and applicants will have until the end of the month to respond. The selection panel meeting is scheduled for late September, and applicants will likely be notified of project selection after the beginning of the year.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – 2040 Regional Transportation Plan Amendment, Call For Projects Scoring, and Transportation Improvement Program Conformity Schedule

Meeting adjourned at 2:46 p.m.

Meeting minutes submitted by:

Medora Kealy, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, September 21, 2016 in the Windsor Recreation Center, Pine Room.

National Highway Freight Network

The [Fixing America's Surface Transportation Act](#) (FAST Act) repealed both the Primary Freight Network and National Freight Network from Moving Ahead for Progress in the 21st Century Act (MAP-21), and directed the FHWA Administrator to establish a [National Highway Freight Network](#) (NHFN) to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. States and in certain cases, Metropolitan Planning Organizations (MPOs), are responsible for designating public roads for the CRFCs and CUFCs in accordance with section 1116 of the FAST Act.

The NHFN includes the following subsystems of roadways:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consist of 41,518 centerlines miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,511 centerline miles of Interstate, nationwide, and will fluctuate with additions and deletions to the Interstate Highway System.
- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The NHFN is an element of the [National Multimodal Freight Network](#) (NMFN), which also includes freight rail systems of Class I railroads, public ports of the U.S. that have total annual foreign and domestic trade of at least 2,000,000 short tons; inland and intra-coastal waterways of the U.S.; the Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported; the 50 airports located in the U.S. with the highest annual landed weight; and other strategic freight assets.

The initial NMFN will be designated by December 4, 2016. There is no deadline for [designating and certifying CRFCs and CUFCs](#), although no formula funds from the National Highway Freight Program (NHFP) may be expended on a corridor prior to its designation. Designations may occur at any time, may be full or partial designations of the CRFCs or CUFCs mileage, and the two types do not need to be designated at the same time. Designations and certification may be provided to FHWA on a rolling basis. FHWA recommends that State Freight Plans are updated to include these routes once designated.

Excluding the CRFCs and CUFCs, the [NHFN in Colorado](#) currently includes the interstates, small segments of E-470, US 6, US 85, and SH 2 in the metro Denver area and eight intermodal connectors in the metro Denver area.

- 1,217.17 miles
 - PHFS: 789.94 miles
 - PHFS Intermodal Connectors: 13.52 miles
 - Non-PHFS Interstates: 172.67 miles
 - CRFC: 160.69 miles
 - CUFC: 80.35 miles

National Highway Freight Program

The [National Highway Freight Program](#) (NHFP) provides formula funds to the States to improve the efficient movement of freight on the NHFN. Colorado is anticipated to receive approximately \$15 million annually through this program, beginning in FY 16. In order for a project to be eligible for funding under the NHFP, a project must be located on the NHFN, or be a freight intermodal or freight rail project. The NHFP provides a wide range of eligibility, including but not limited to:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.

- A wide range of other activities supporting freight movement including ITS, truck parking, highway ramp metering, truck-only lanes, climbing and runaway truck lanes, traffic signal optimization, etc.

Critical Corridor Designation – Proposed Approach

- Use [State Highway Freight Plan](#) (Colorado Freight Corridors and Freight Project Areas) as starting point
- Focus on smaller, logical corridor segments rather than entire corridors given limited allotment of miles
- Consider leaving some portion of miles unallocated to retain flexibility and assign if/when needed.
- Expedited process to identify initial corridor designations this fall – get in early in tandem with designation of NMFN, get corridors designated in order to provide expanded eligibility of projects as we move forward in identifying priorities for funding under the formula freight program.
- Solicit input through Regions, TPRs, MPOs, STAC, and FAC
- Coordinate with DRCOG and PPACG processes for urbanized areas > 500,000
- Building on initial analysis, input and designations, conduct more detailed analysis of corridors and priorities as part of Multimodal Freight Plan development.
- Develop annual update process to update corridors annually as projects are completed, needs change, etc.

Critical Rural Freight Corridors

- 160.69 miles, designated by the State

Criteria

- Is not inside an Adjusted Urbanized Area Boundary (areas over 50,000)
- Meets at least one of the following criteria:
 - Rural Principal Arterial with a minimum of 25% of AADT of the road measured in passenger vehicle equivalent units from trucks
 - Provides access to:
 - Energy exploration, development, installation or production areas
 - Grain elevators
 - Agricultural facilities
 - Mining facilities
 - Forestry facilities
 - Intermodal facilities
 - Significant air, rail, water or other freight facilities in the State
 - Connects the PHFS or Interstate System to facilities that handle more than:
 - 50,000 20 foot equivalent units per year
 - 500,000 tons per year of bulk commodities
 - Is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.
- States are encouraged to consider first or last mile connector routes from high-volume freight corridors to key rural freight facilities including manufacturing centers, agricultural processing centers, farms, intermodal, and military facilities

Proposed Timeline and Approach

June

- Identify starting point for corridors based on:
 - Colorado Freight Corridors
 - Freight Project Areas

July-September

- Regions and TPRs/MPOs provide input on:
 - Most important logical segments
 - Missing corridors (i.e. corridors important to freight not identified as Colorado Freight Corridor)
 - Location of facilities important to freight (i.e. grain elevator, ag facilities, etc.)

October

- Identify up to 160 miles of initial Critical Rural Freight Corridors, based on Region, TPR/MPO, STAC, and FAC input and additional staff analysis
- Present to Transportation Commission and STAC

November/December

- Transportation Commission review
- Submit Critical Rural Freight Corridors to FHWA

Critical Urban Freight Corridors

- 80.35 miles, designated by the State in consultation with MPO, or in urbanized areas with a population of 500,000 or more, designated by the MPO in consultation with the State.

Criteria

- Is inside an Adjusted Urbanized Area Boundary (areas over 50,000)
- Meets at least one of the following criteria:
 - Connects an intermodal facility to the PHFS, Interstate System, or an intermodal freight facility
 - Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
 - Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land, or
 - Is important to the movement of freight within the region, as determined by the MPO or the State.
- States and MPOs are encouraged to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial zoned land.

Proposed Timeline and Approach

June

- Identify starting point for corridors based on:
 - Colorado Freight Corridors
 - Freight Project Areas

July-September

- GVMPO, NFR MPO, and PACOG provide input on:
 - Most important logical segments
 - Missing corridors (i.e. corridors important to freight not identified as Colorado Freight Corridor)
 - Location of facilities important to freight (i.e. grain elevator, ag facilities, etc.)
- DRCOG, PPACG:
 - Identify Critical Urban Freight Corridors
- Coordinate with MPOs, negotiate mileage allocation between DRCOG, PPACG, and other urban areas

October

- Identify initial XX miles of Critical Urban Freight Corridors outside of DRCOG and PPACG, based on Region, MPO, STAC, and FAC input and additional staff analysis
- Present to Transportation Commission and STAC

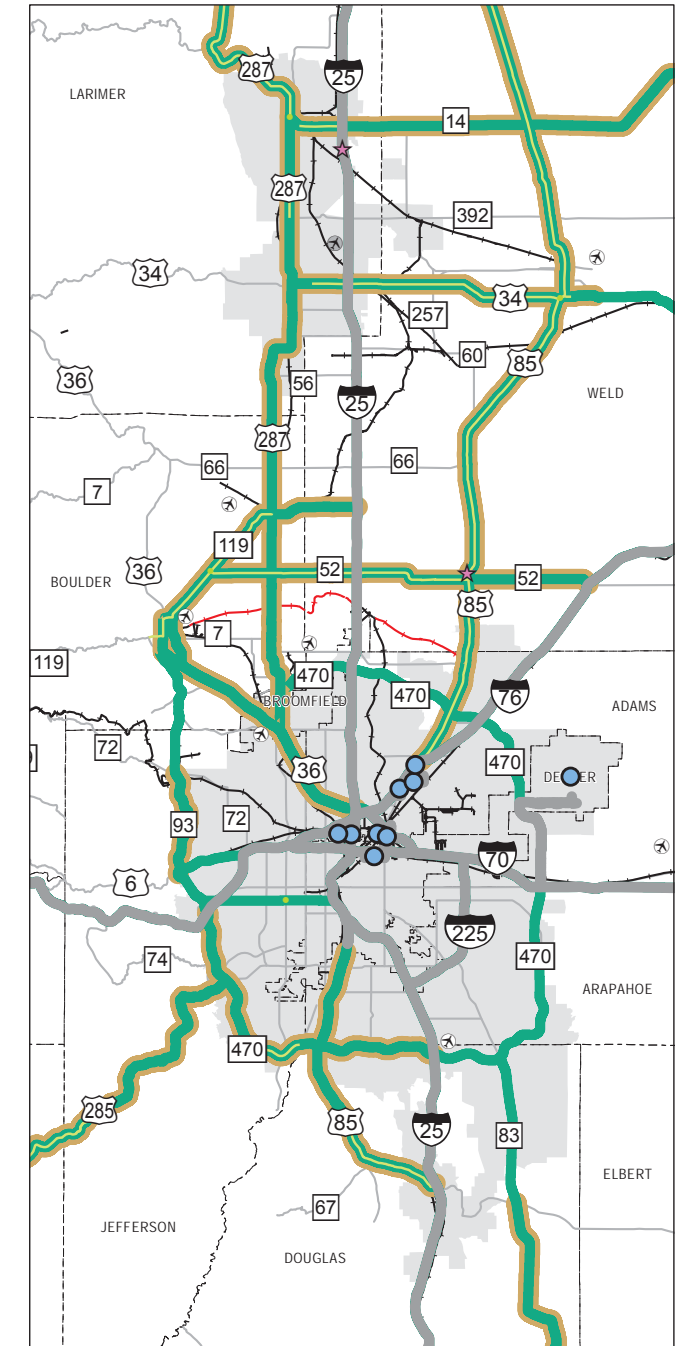
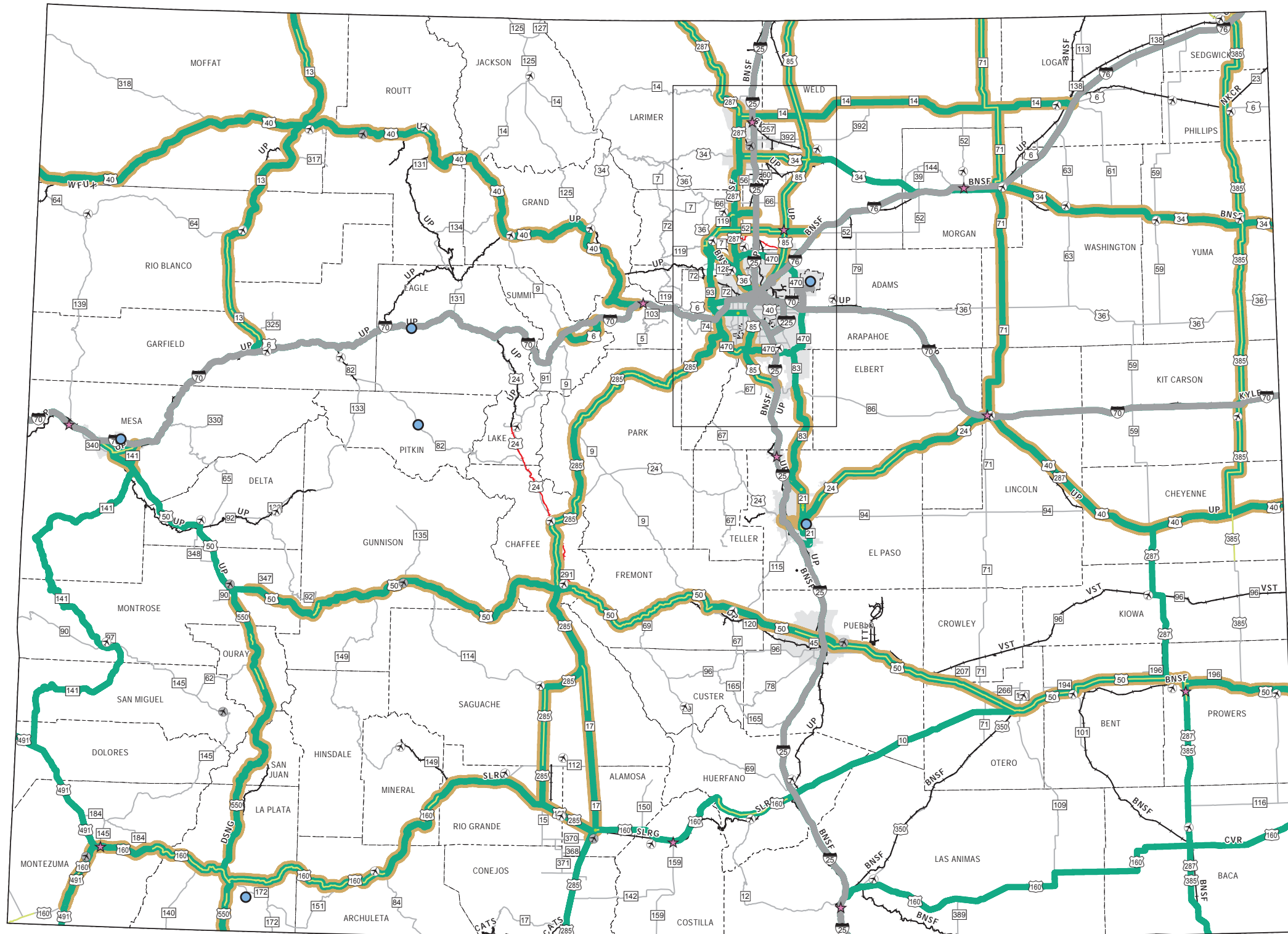
November/December

- Transportation Commission review
- Submit Critical Urban Freight Corridors outside of DRCOG, PPACG to FHWA

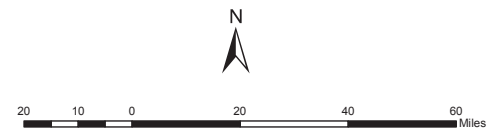
Maps

- **Critical Freight Corridor Designation**- Base map showing already identified NHFN corridors, Colorado Freight Corridors, and Freight Project Areas, Urbanized Areas, and other freight facilities such as ports of entry, airports, railroads, and intermodal facilities.
- **Colorado Freight Corridors with Freight Project Areas – Truck AADT** – Map (one version for rural, one for urban) showing Colorado Freight Corridors with an identified Freight Project Areas, and Truck AADT. Excludes corridors already identified NHFN corridors.
- **Colorado Freight Corridors with Freight Project Areas – Percent Truck AADT** – Map (one version for rural, one for urban) showing Colorado Freight Corridors with an identified Freight Project Areas, and percent off-peak Truck AADT. Excludes corridors already identified NHFN corridors.

Critical Freight Corridor Designation



- ★ Ports of Entry
- ✈ Commercial Service Airport
- ✈ Publicly-Owned and Operated Airport
- Counties
- Urban Areas (Pop. > 50,000)
- Intermodal Facilities
- National Highway Freight Network
- Colorado Freight Corridors
- Freight Project Areas (Non Interstates)
- Development Program Projects (Non Interstates)
- In Service Railroad
- Out of Service Railroad
- Highways



Data Source: CDOT 2015
Created: June 2016

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".



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Finance Manager*

Memorandum

To: NFRMPO Technical Advisory Committee
From: Becky Karasko
Date: September 21, 2016
Re: FY2020-21 Call for Projects

Background

The FY2020-2021 Call for Projects opened on Monday, July 25, 2016 and closed at 5:00 PM on Friday, September 9, 2016. All local agency members of the NFRMPO had the opportunity to provide applications through a competitive process to receive federal funds. The NFRMPO received a total of 16 applications for the FY2020-2021 Call for Projects. Specifically, nine applications were received for CMAQ; six were received for STBG; and one was received for TA.

On September 14, 2016 the NoCo Bike and Ped Collaborative reviewed the TA application and recommended it be funded. The Project Scoring Committee will meet prior to the September 21, 2016 TAC meeting at the Windsor Recreation Center to review projects for funding. Members of TAC make up the Project Scoring Committee. TAC will identify projects based on the appropriate criteria approved by the Planning Council and used previously in the FY2016-2019 Call for Projects.

Once TAC refers the projects to Planning Council for discussion, the communities will present them at the October 6, 2016 P meeting. Applicants will be required to attend the meeting to present their project to the Planning Council.

Action

NFRMPO staff requests TAC members review the projects presented at the September 21, 2016 TAC meeting and refer the projects to the Planning Council for Discussion.



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Paula Cochran
Town of LaSalle
Jordan Jemiola
Town of Milliken
Mayor Don Brookshire
Town of Severance
Paul Steinway
Town of Timnath
Commissioner Sean Conway- Past Chair
Weld County
Mayor John Vazquez
Town of Windsor*

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Finance Manager*

Memorandum

To: NFRMPO Technical Advisory Committee

From: Becky Karasko

Date: September 21, 2016

Re: 2040 RTP Amendment Call and TIP Conformity Schedule

Background

NFRMPO staff opened a call for 2040 RTP Amendments on Thursday, September 1, 2016 and it closed on Friday, September 16, 2016. Projects must be included in the 2040 RTP with an identified funding source to be submitted for TIP approval. Due to the closure date of the call, any 2040 RTP Amendment project requests received will be provided via email separately from the TAC packet.

The schedule for the 2040 RTP Amendment and TIP Conformity has been finalized and is attached.

Action

NFRMPO staff requests TAC members review the 2040 RTP Amendment requests once received and the attached schedule and provide comments.

2016

July

- July 25th—FY20-21 Call for Projects opened

August

- August 12th— FY2020-2021 Call for Projects Project Assistance Workshop

September

- September 1st—Call for 2040 RTP Amendments Opens
- September 9th— FY2020-2021 Call for Projects Closes
- September 14th—NoCo Bike Ped Collaborative Review of TA Submissions
- September 16th—2040 RTP Amendment Period Closes
- September 21st— FY2020-2021 Project Scoring and Selection Meeting (*morning*)
- September 21st—TAC Discussion on FY2020-2021 Project Selection (*afternoon*)
- September 21st—TAC 2040 RTP Amendment Discussion

October

- October 6th— Planning Council Discussion (with presentations from TAC members) of FY2020-2021 Project Selection
- October 6th— Planning Council 2040 RTP Amendment Discussion
- October 19th— TAC Recommendation on FY2020-2021 Project Selection
- October 19th— TAC Recommendation on 2040 RTP Amendment
- October 21st—Projects added to 2040 RTDM and model runs completed
- October 26th—*Submit Air Quality data from FY2020-2021 Project Selection, FY2018-2021 TIP, and 2040 RTP Amendment Call to CDPHE for Air Quality Conformity Analysis*

November

- November 3rd—Planning Council Action to open 45-day Public Comment period on 2040 RTP Amendment
- November 3rd— Planning Council Consent Approval of FY2020-2021 Projects
- November 4th—45-day Public Comment Period on 2040 RTP Amendment Opens
- *November 11th—Tentative date to receive Conformity Analysis results from CDPHE*
- November 16th—TAC discussion of FY2018-2021 TIP
- November 17th —Request December Hearing from AQCC

December

- December 1st—Planning Council Discussion of FY2018-2021 TIP
- December 1st—Planning Council Action to open 30-day Public Comment period on FY2018-2021 TIP
- December 2nd—30-day Notice for Public Hearing on Air Quality Conformity Released

- December 2nd— 30-day Public Comment period on FY2018-2021 TIP Opens
- December 15th—AQCC Hearing
- December 18th—45-day Public Comment Period on 2040 RTP Amendment Closes
- December 21st—TAC Recommendation on FY2018-2021 TIP
- December 31st—30-day Public Comment period on FY2018-2021 TIP Closes

2017

January

- January 5th—Public Hearing on Air Quality Conformity
- January 5th —Planning Council Air Quality Conformity Approval
- January 5th —Planning Council Consent Action on 2040 RTP Amendment
- January 5th —Planning Council Action on FY2018-2021 TIP
- January 6th —Submission to AQCC for Concurrence on Conformity
- January 6th —FY2018-2021 TIP submitted to CDOT for inclusion in the FY2017-2020 STIP
- January 6th —FY2018-2021 TIP submitted to FHWA for Review and Concurrence
- January 6th—Submit Conformity Package to FHWA/EPA for Review and Concurrence and 2040 RTP Redetermination
- *January 20th—Receive letter from FHWA*
- *January 23rd—Submit Full Conformity Package to AQCC for reference*

******The 2040 RTP Amendment and FY2018-2021 TIP Air Quality Conformity has been deemed as “non-routine”. This designation requires a public hearing and presentation to AQCC. This is a 2-month process (one month to request the review and one month to present to AQCC at their meeting). AQCC meetings are held on the 3rd Thursday of the month. ******