

NFRMPO Planning Council November 5, 2020 Meeting

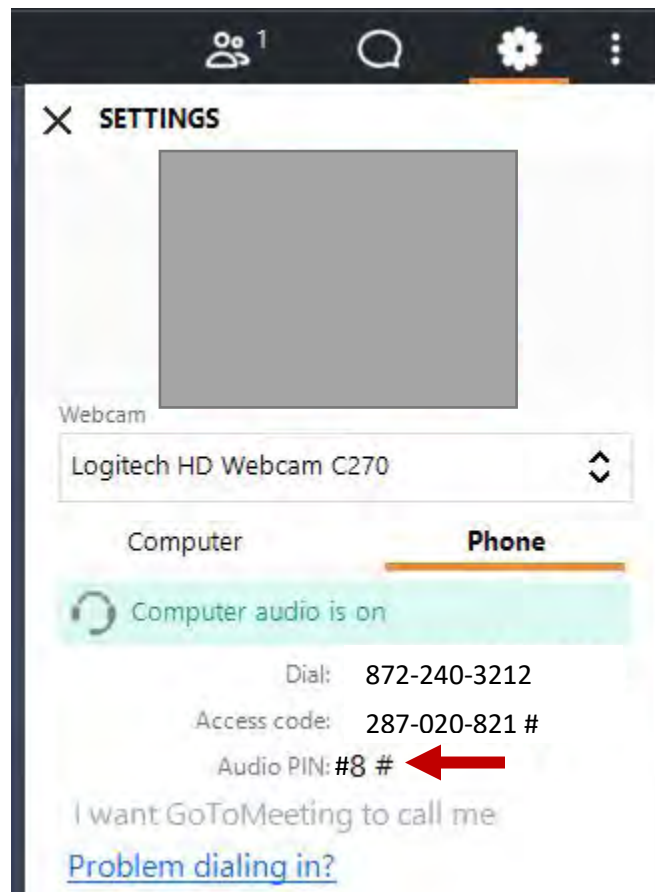
Remote Attendee Instructions

To access the audio for the meeting:

- 1) Call-in Number: **(872) 240-3212**
- 2) Once prompted, enter the Access Code: **123-628-109**
- 3) Once you have entered the conference call, **please mute your line. PLEASE DO NOT VERBALLY ANNOUNCE YOURSELF.** There will be a rollcall during the meeting and if you arrive late you will be asked for your name.

To access the online portion of the meeting:

- 1) Please mute your computer's sound to avoid feedback.
- 2) Please go to: <https://www.gotomeet.me/NFRMPO/nfrmpo-november-planning-council-meeting>
- 3) Enter your name and email then enter.
- 4) PLEASE DO NOT VERBALLY ANNOUNCE YOURSELF.
- 5) To connect your phone and your computer, please go to this screen and enter the information you see on your computer. Enter the audio pin shown at the red arrow on the phone.



Once the Planning Council Meeting has begun:

- 1) We will do a roll call once the meeting has been called to order.
- 2) **Please keep your line muted unless you are speaking**, this will help to cut down on background noise and make the audio clear for all participants.
- 3) **Please do not place the call on hold**, doing so could cause hold music to play and make participation by all other participants on the call impossible.
- 4) Please use the Chat box function as shown below, to indicate that you wish to speak by typing in your name, for example:

"I have a question regarding the TIP Amendment"

and wait to be recognized by the Chair before proceeding with your question or comment, so others do not talk over you and your question can be recorded for the Minutes.

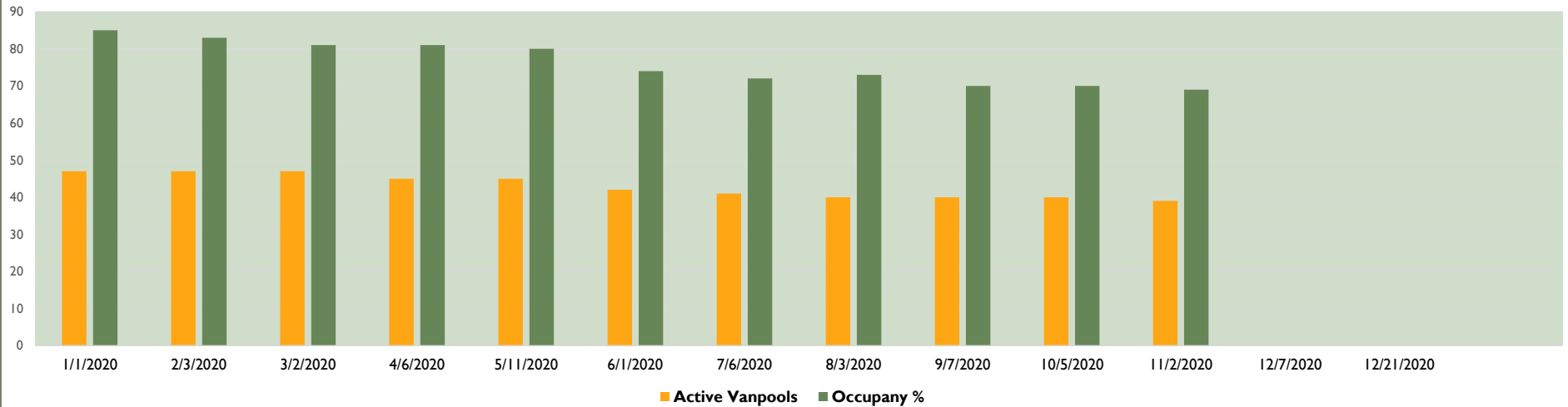
- 5) Each time you speak, **please state your name for the record** before proceeding with your question or comments.

If at any time during the meeting you have any questions or technical difficulties accessing the meeting, please contact Alex Gordon at (970) 289-8279 or agordon@nfrmpo.org.

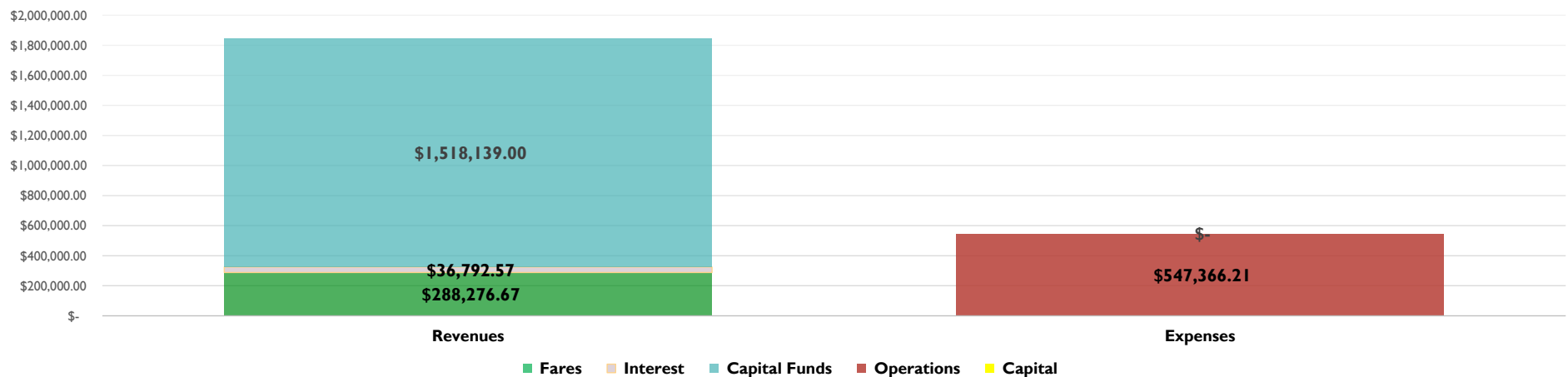
VanGo Vanpool Program 3rd Quarter Stats Year-to-Date



Active Vanpools & Occupancy Rate

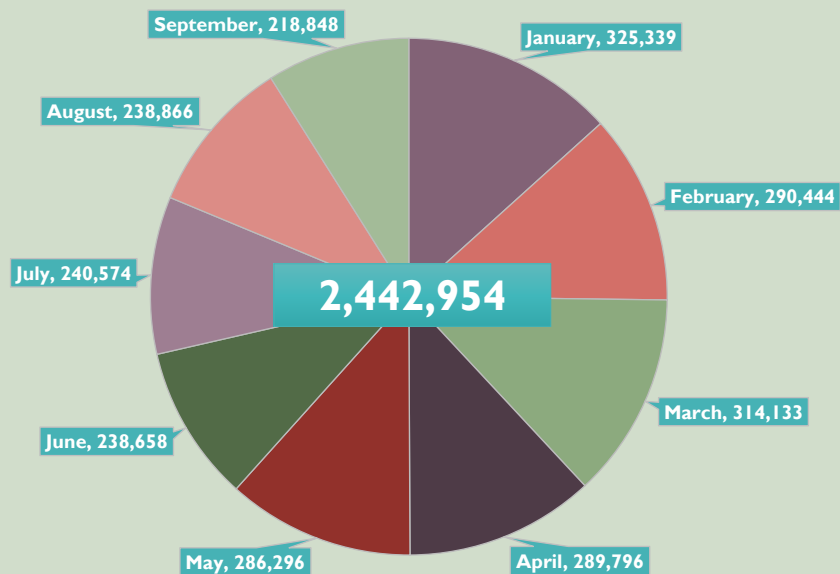


Revenue/Expenses Year-To Date

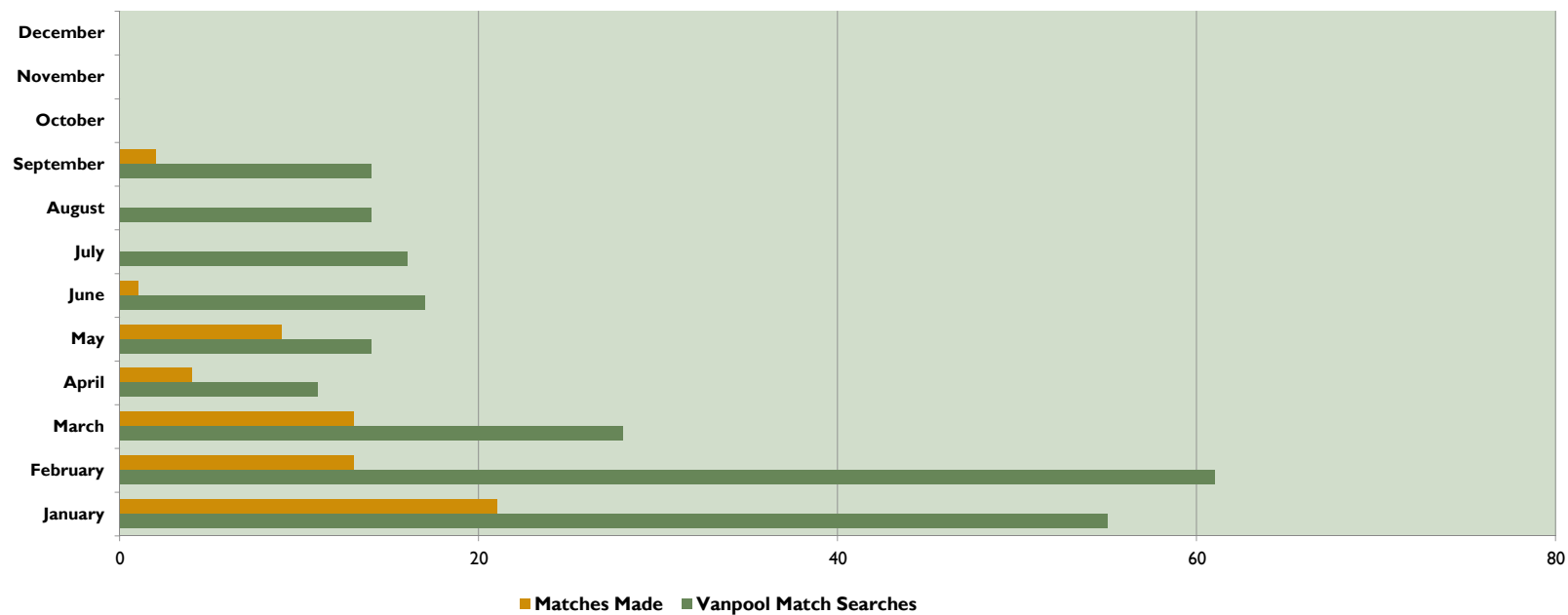


VanGo is the nationally-recognized vanpool program of the North Front Range Metroplitan Planning Organization (NFRMPO). This dashboard provides a snapshot of the programs operations and financials. The document will be updated online quarterly to provide transparency regarding the operating efficiency of the program to the hundreds of vanpoolers it serves.

Miles Saved-Year to Date:



Match Search Tracking www.vangovanpools.org



Weld County Mobility Committee (WCMC)—MINUTES
October 27, 2020
1:33 p.m. – 2:49 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Abdul Barzak, Town of Severance
- Celeste Ewert, Envision
- Julie Glover, Adeo
- Andrew Jones, Arc of Weld County
- Larry McDermott, Arc of Weld County
- Leiton Powell, GET
- Steve Teets, WAND

NFRMPO staff: Alex Gordon

2. Review of Agenda

3. Public Comment (2 minutes each)

4. Approval of August 25, 2020 Meeting Minutes

Ewert motioned to approve the minutes. Barzak seconded the motion, and it was approved unanimously.

ACTION ITEMS

No items this month.

PRESENTATIONS

No items this month.

DISCUSSION ITEMS

One Call/One Click Center Marketing Plan – Gordon reviewed the updates made since the previous meeting. The WCMC recommended some minor text changes, including highlighting the “quality of life” aspect that mobility provides, and the need for different kinds of advertising like flyers and billboards.

Coordinated Plan Discussion – Gordon presented the Coordinated Plan, explaining the expected growth in older adults and individuals with disabilities. Some of the issues brought up by the group for the Coordinated Plan were mobility questions in Weld County, the timing of connections between services, and the connections to the new hospital. Outreach and engagement will be different for this plan but offering a prize may get more people to participate. There is a need to support veterans and connect them to resources. Hiring drivers for transit and for non-profits continues to be an issue. More vehicles for agencies can help improve service.

One Call/One Click Center Project Updates – Gordon reported the NFRMPO is in the process of hiring the Mobility Manager to implement the One Call/One Click Center. Gordon also stated the NFRMPO is looking into different trainings, including ADA and dementia. Ewert and McDermott discussed different trainings to help work with individuals with disabilities, including sensitivity training.

GREELEY EVANS TRANSIT NEWS AND UPDATES



Powell stated GET is at about 40 percent of pre-COVID ridership and it is increasing. The Poudre Express returned to service and has steadied its ridership. GET will be wearing pink for a Breast Cancer Awareness Day, and celebrating Halloween on buses on Friday and Saturday. There were safety trainings done at the Operators Meeting.

WCMC MEMBER REPORTS

- Glover reported Adeo remains locked down. Adeo continues to roll out the new branding.
- Ewert reported Envision has closed in-person services because of a positive test and has switched to virtual programming. Expenses have not been reduced in the pandemic, but payments have been reduced. The NFRMPO and Envision are partnering on purchasing a vehicle, which requires a local match. Envision will be selling donated vehicles.
- Jones stated the Arc of Weld County continues to work remotely. A group for parents of kids with special needs is meeting and those interested should reach out to him.
- Teets stated WAND is reorganizing and electing a new chair. They have developed a list of ten issues, including housing, accessibility, and medical benefits.

5. Final Public Comment (*2 minutes each*)

6. Next Month's Agenda Topic Suggestions

- a) Gordon noted the next meeting will be December 1 due to the holidays. There will be an introduction of the new Mobility Manager, continued discussion of the Coordinated Plan, and a summary of what has happened in 2020.

7. Adjourn

- a) The meeting adjourned at 2:49 pm. The next WCMC meeting will be December 1, 2020.



November 5, 2020

Will Toor
Executive Director
Colorado Energy Office
1600 Broadway, Suite 1960,
Denver, Colorado 80202

Thank you for the opportunity to provide comment on the GHG Roadmap. The North Front Range MPO is comprised of 15 elected officials representing the urban portions of Larimer and Weld counties. This area is also part of the Denver-North Front Range 8-hour Ozone Nonattainment Area and understands the importance of clean air in our region and state.

While Greenhouse Gas (GHG) emissions are not a criterion pollutant through the Environmental Protection Agency (EPA), their control has benefits to the reduction in volatile organic compounds (VOC) and Nitrogen Oxides (NOx) which contribute to this area coming into compliance with the ozone standard. As this organization is concerned with transportation issues, the following comments are addressing the *Transportation Sector* portion of the [GHG Roadmap](#).

Zero Emissions Vehicles

The NFRMPO has previously identified concerns about the implementation and effects of these strategies. As the State moves towards converting the fleet mix to Electric Vehicles (EV) the income provided by the gas tax into the Highway Users Tax Fund (HUTF) will decrease. The [Roadmap](#) should address that while converting to an electric fleet will reduce emissions, the vehicles will still cause wear to the roads while not providing the same monetary contribution to maintenance and upkeep. The [Roadmap](#) does not address how this financial deficit will be made up. The NFRMPO identified issues regarding the current HUTF funding structure during the hearings of Regulation 20 in 2018, recognizing a need for EV fees to be in parity with gas-powered vehicle revenue contributions.

The [Roadmap](#) identifies the need to increase incentives for low-income consumers and addresses the disparity in availability of affordable new or used EVs. Until there is price parity between electric vehicles and traditional gas-powered vehicles, there is a concern that low-income consumers will be unable to transition to EVs. In addition, the need for charging infrastructure in low-income homes and communities may become a hinderance in the transition. The [Roadmap](#) identifies that state agencies may help provide grants but does not identify sources of funding to address these concerns. Without an available funding source this would put a disproportionate burden on low-income consumers.

Clean Trucking Strategy

Strategies are identified to increase the charging infrastructure in Colorado to accommodate the increased demand. Though Colorado is committed to these infrastructure goals, it is not addressed how interstate truck travel will be impacted. Specifically, the NFRMPO region lies along I-25 and is located near I-80, I-76, and I-70, which are major cross-country trucking corridors. To ensure trucks will be able to charge outside of Colorado, there must be coordination between neighboring states.

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Fort Collins, Colorado 80521
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nfrmpo.org



Additional consideration needs to be made to protect small employers or owner operators to ensure they are not pushed out of the market due to tightening restrictions. This can be addressed through grants or other support to help install charging infrastructure or purchase EVs.

Public Investment in Clean Vehicles and Infrastructure

The need for additional funding is discussed for several of the strategies outlined in the Roadmap. Specific funding sources or options should be tied to the proposed strategies in the Roadmap to be feasible. As the income received from the gas tax declines, and as municipalities (and the State) face budget concerns related to the COVID-19 pandemic, it is imperative for specific funding streams to be available for the strategies in the Roadmap to be implemented.

VMT Reduction Strategies

The NFRMPO projects VMT to increase by 43.29% from 2015 to 2030 with population and employment increasing 38.17% and 29.97% respectively. Between 2001 and 2010 the NFRMPO region only saw a 2.3% shift away from drive alone work trips. Current MPO modeling shows only a .44% decrease in drive alone work trips between 2015 and 2030. Additionally, VMT per capita in the region is only expected to decrease 3.71% in the same timeframe. Though the GHG VMT reduction strategies state the need to reduce VMT to 10% below 2030 projections that came from CDOT, those VMT estimates are only referenced at a statewide level, making it difficult to know whether the reduction is achievable in a specified geography.

The reduction in VMT has, in the past, been tied to a reduction in emissions from the transportation sector. However, as cars have gotten cleaner this is no longer the case. The Roadmap states reduction in Vehicle Miles Traveled (VMT) is critical in achieving GHG reductions over time. Current modeling for VOC and NOx indicates that while VMT is expected to increase over the next 25 years, the pollutants will decrease given technology and fuel improvements. This is the trend even though modeling performed by the NFRMPO and DRCOG does not currently account for vehicle electrification.

NFRMPO does support VMT reduction strategies to alleviate congestion.

TDM:

Clarification should be made that the VMT strategies are intended to help reduce emissions in the short term to reduce GHG emissions prior to fleet electrification being widespread. Additionally, the VMT reduction strategies include “both increasingly clean vehicles and also providing more choices to manage demand” (p. 74). This statement incorrectly makes a correlation that clean vehicle benefits result in VMT reductions.

The Roadmap also incorrectly states that if the Denver/North Front Range 8-hour Ozone Nonattainment Area is reclassified as Severe for ozone, a TDM program will be required per the Clean Air Act. As clarified by the Regional Air Quality Council (RAQC) and in [§7511a\(d\)\(1\)\(B\)](#) (p. 5799), employer trip reduction strategies are optional, not mandatory.

Land use planning and land use incentives:

Commented [AC1]: Commissioner Bracke: Roadmap should emphasize the need for more state transportation funding to implement the local, regional, and state plans necessary to achieve these GHG reduction goals and targets. Will take increased investment and funding sources for technology (EVs, broadband, etc.) Transportation infrastructure, and multimodal mobility services and programs.

Roadmap should support and incentivize strategies that serve co-benefits and leverage resources. For example, emphasize strategies that reduce GHG emissions as well as achieve safety, mobility, congestion management, economic vitality and air quality goals. Best to spend \$1 to achieve 6 things instead of having to spend 6 different dollars.



Though the NFRMPO recognizes the correlation between land use and transportation, particularly regarding VMT reductions, metropolitan planning organizations (MPOs) have no regulatory authority over land use decisions. The NFRMPO has concerns on how the State intends to implement or enforce directives on land use for metropolitan planning areas.

Integrate GHG Pollution Standards and Analysis in Regional, and Statewide Plans:

Modeling capabilities completed by the Colorado Department of Health and Environment (CDPHE) and the NFRMPO are currently limited in how emissions are measured including no current outputs for GHG emissions, not accounting for electric vehicles in the fleet mix, and not being able to perform analysis at the project level.

The NFRMPO does not support incorporating GHG analysis as part of the federally required conformity rule. This should be a separate process as the modeling and conformity analysis performed for Ozone precursors ensures that projects which have been selected will not further contribute to air pollution. The modeling and conformity analysis at the regional level does not inform planning decisions but only ensures projects do not put the region out of conformity. The GHG Roadmap is a statewide plan yet the focus is on the nonattainment area. It does not adequately address how this process would work in MPOs that are in attainment. Additionally, MPO's should be an integral part of the development of a GHG budget process.

Additional clarification needs to be made on the inclusion and intent on social costs of carbon, what specifically is this concept, and how it would be measured.

Enhanced Multimodal Options:

The *Enhanced Multimodal Options* section of the Roadmap emphasizes the importance of transit investments in reducing VMT but does not discuss the intentions on converting transit to clean energy or electrification. As automobiles on the road become cleaner it is imperative that transit moves to clean energy as well for the full benefits of transit to be observed. Additionally, references to the Front Range Passenger Rail, including alignment and technology, incorrectly imply these decisions have been finalized when they are still in the development phase.

Indirect Source Rulemaking

This section is largely a land use regulation where MPO's have no regulatory authority.

Clean Fuel Standard

Agree that it is premature to move forward with Clean Fuel Standards at this time.

The NFRMPO appreciates your consideration of the comments submitted. If you have any questions please contact Suzette Mallette, Executive Director at smallette@nfrmpo.org.

Commented [AC2]: Commissioner Bracke: Strategies to achieve state GHG emission reduction goals should be determined locally through community-based land use and transportation plans, as well as through regional transportation Plans developed by MPOs and TPRs. To be most successful, should be a bottom-up approach, not top-down from the state.

Commented [AC3]: Commissioner Bracke: Roadmap should reflect and respect unique areas of the state and support flexible strategies tailored to urban, suburban, and rural areas. Not assume one-size fits all approach statewide, need to acknowledge more nuanced approach to best fit different areas of the state.

Commented [AC4]: Commissioner Bracke: Important to show partnerships needed with public and private sectors, and that a holistic set of actions are needed - not any one magic answer.



Sincerely,

Dave Clark, NFRMPO Chair

DRAFT



1

History

- Colorado's Climate Action Plan: House Bill 19-1261
 - Reduction of GHG pollution from 2005 Baseline
 - 26% by 2025
 - 50% by 2030
 - 90% by 2050
 - "The bill allows the AQCC to consider other actions, including other statutes, administrative or regulatory policies, local plans and rules, and voluntary efforts as it promulgates rules to reduce pollution and ensure an equitable distribution of benefits."

2

GHG Roadmap

2

Goals



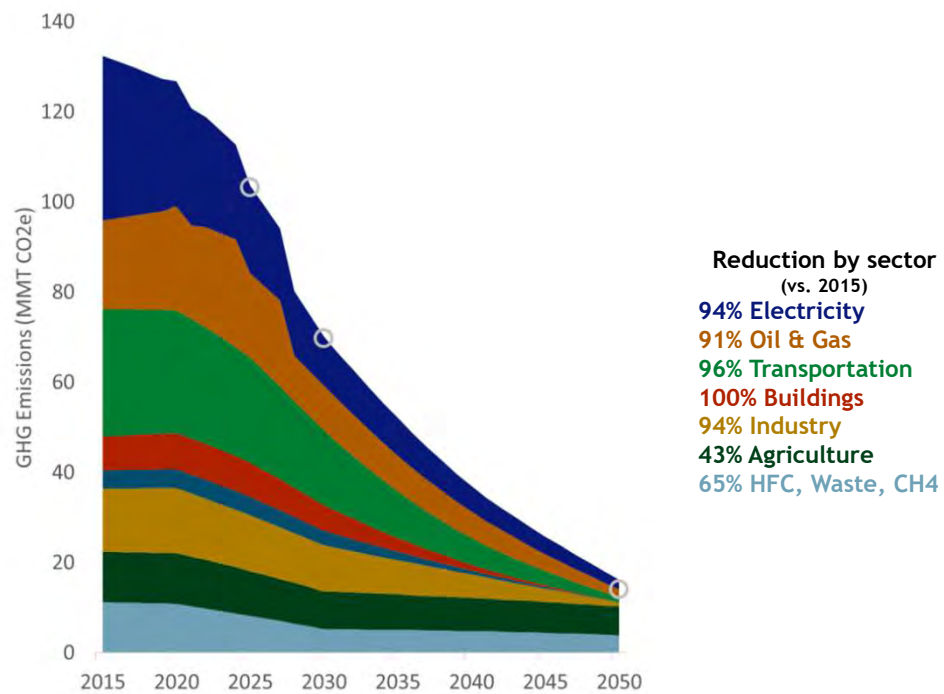
- Accurately assess sources of GHG pollution and progress made to date
- Identify a series of policy actions and other steps- informed by robust public feedback- to further reduce GHG pollution and progress towards HB19-1261 goals.

3

GHG Roadmap



3

Getting to Colorado's 2050 Climate Goals




4

4



Proposed Near Term Actions





- **Transportation**
 - GHG pollution standards for transportation plans
 - Trip reduction/TDM requirements
 - Clean trucking strategy
 - New revenue mechanisms
 - Incentives for land use decisions by local governments
 - Indirect source standards
 - Expansion of public transit


5

GHG Roadmap

5



Proposed Near Term Actions





- **Electricity**
 - Clean Energy Adoption
 - Regional Haze Rulemaking
 - Mechanisms to incentivize deeper reductions


6

GHG Roadmap

6



Proposed Near Term Actions





- **Buildings and Natural Gas Utilities**
 - Expanding energy efficiency investments from natural gas
 - Setting carbon reduction goals
 - Requirement for large commercial buildings to track energy
 - Support adoption of advanced building codes
 - Require electric utilities to create programs supporting adoption of electric heat pumps and other forms of electrification


7

GHG Roadmap

7



Proposed Near Term Actions




- **Oil and Gas**
 - Continued AQCC rulemaking to achieve deep methane emissions reductions

8

GHG Roadmap

8

Proposed Near Term Actions




North Front Range
Metropolitan
Planning
Organization

- **Industry**
 - AQCC action on energy and emissions audits requirements and further HFC reduction

9
GHG Roadmap

9

Proposed Near Term Actions





North Front Range
Metropolitan
Planning
Organization


- **Agriculture**
 - Expansion of “Advancing Colorado Renewable Energy and Energy Efficiency” (ACRE3) Program
 - Improving soil function and carbon sequestration through regenerative farming practices
 - Increasing participation in Field to Market, Soil Health Partnership and Precision Agriculture programs

10
GHG Roadmap

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Proposed Near Term Actions





- **Natural and Working Lands**
 - Reducing GHG pollution and protecting and enhancing carbon sequestration on Natural and Working Lands


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GHG Roadmap

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Proposed Near Term Actions

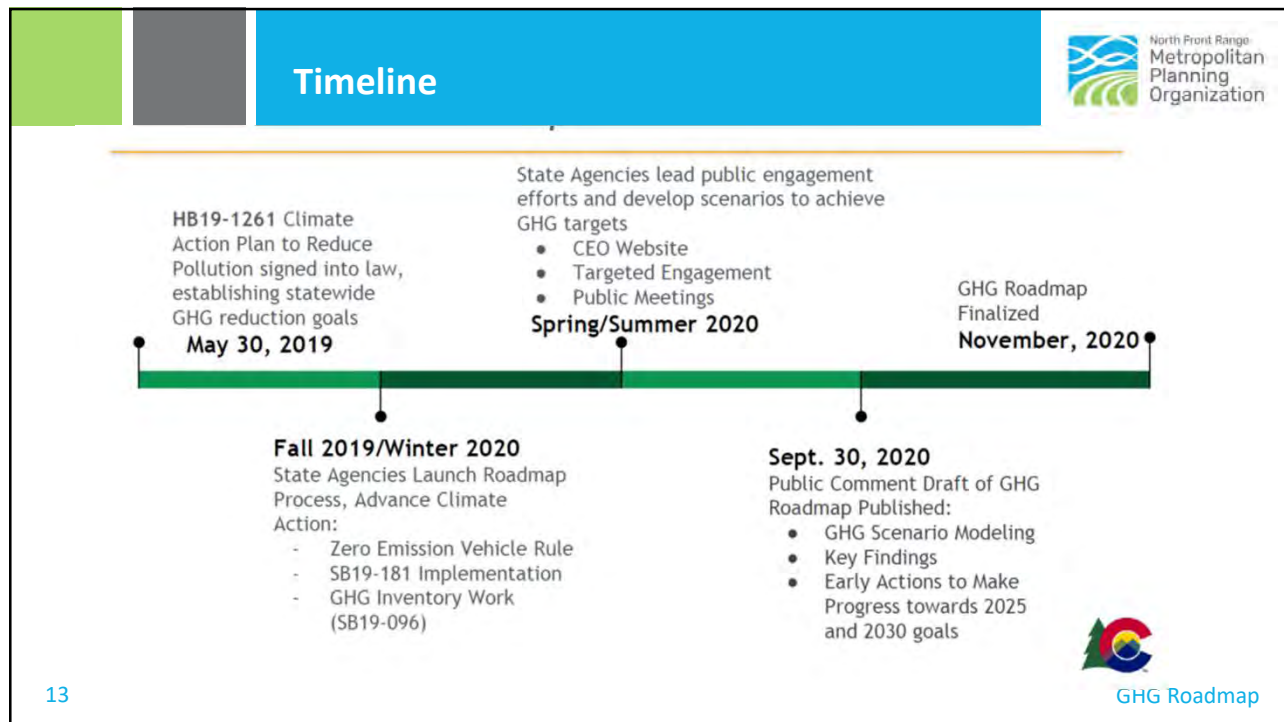


- **Waste**
 - Reducing methane emissions from coal mines, landfills, sewage treatment plants, and agriculture through renewable natural gas incentives and potential AQCC rulemaking

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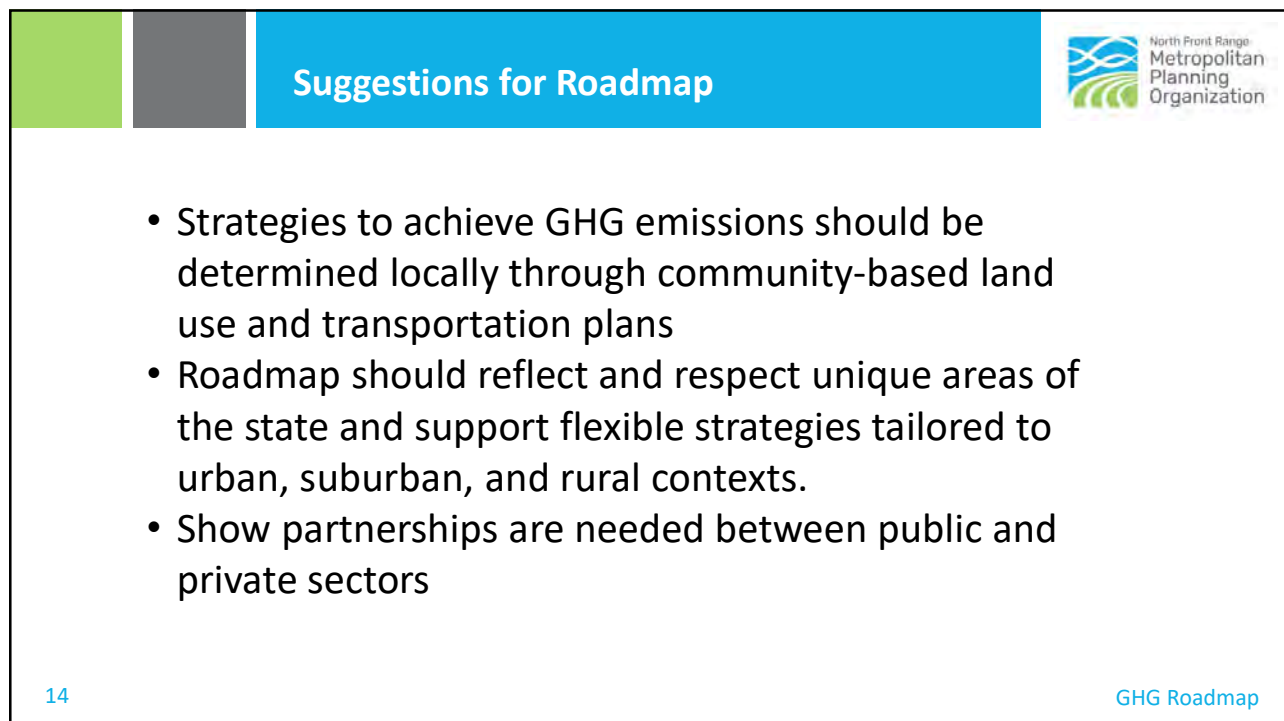
GHG Roadmap

12



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Suggestions for Roadmap



- Emphasize the need for more state transportation funding
- Support and emphasize strategies with co-benefits
- NFRMPO drafting letter to energy office offering suggestions to refine the roadmap
- Other ideas?

Colorado Transportation Commission Freight, Regional & Interstate Mobility committee.

1

Freight, Regional and Interstate Mobility

The Committee focus is on freight specific issues, regional connectivity within the state, as well as, interstate Connectivity for the traveling public and economic activity.

Whether it be tourism, energy, agriculture, military, or other major industries, Freight is the backbone for supporting all of Colorado citizens and their needs.

2

Just a little historical Perspective



3

Estimated 20 to 30 Wagon loads and day long trips to the railroad in Hugo, CO.

Would now be 4 to 6 semis in 3 to 4 days from anywhere in the US.



4

Big Red Barn Built in 1915



5

Freight, Regional and Interstate Mobility

- The connectivity, reliability, and efficiency of Colorado's Transportation network and system is critical in giving everyone economic opportunity and the ability for economic mobility to all residents of Colorado.
- Underlying all activity is Freight and the movement of goods and services, to us all, for every aspect of our lives whether it be by Truck, Rail, Plane or Ship. (someday space ship with the space port east of Denver)
- No matter what our future energy source for transportation is, there will always be the need for a sound transportation plan and robust well maintained infrastructure.

6

Freight Committee partners

- CDOT Freight Office Staff (Michelle Sheuerman and Craig Hurst)
 - Oversee the National Highway Freight Funding
 - Over size – Over weight permitting and routing
 - Freight planning

Freight Advisory Committee (FAC)

Is a group of freight industry representatives and partners that give input and feedback on funding priorities, projects, and concerns affecting the freight industry.

Such as: Truck Parking issues, Mountain Driving Safety awareness

Jenyce Houg is the industry representative that chairs the committee.

7

The Goals of the Committee

- Raise awareness of Freight needs in the planning process since every resident and business is served by freight (Home, Store, or Office)
- Local freight studies and routing tracked in one place.
- Study Freight data to create a plan that increase efficiency, conflicts and provides alternative routes to reduce congestion and offer redundancy to the system.
- Look at and track what neighboring states are doing that affect our freight and traffic flows.
- Continue to support the work the FAC has started; such as safety and truck parking, Passing lane improvements etc.

8

Your Freight plan @ NFRMPO.org/freight

Above is the link to your regions plan.

It is importance that these routes and corridors be consistent across the state to connect to the larger state and interstate system.

In example: Hwy 34 jumps back and forth from 4 and 2 lanes to connect from I-25 to I-76 which reduces safety and efficiency of freight movement.

A final Goal of the Freight Committee is to plan toward making corridors consistent in design, safety and efficiency for their type of use.

9

Questions? Input

Gary Beedy
Colorado Transportation Commissioner
District #11

10

Ports-to-Plains

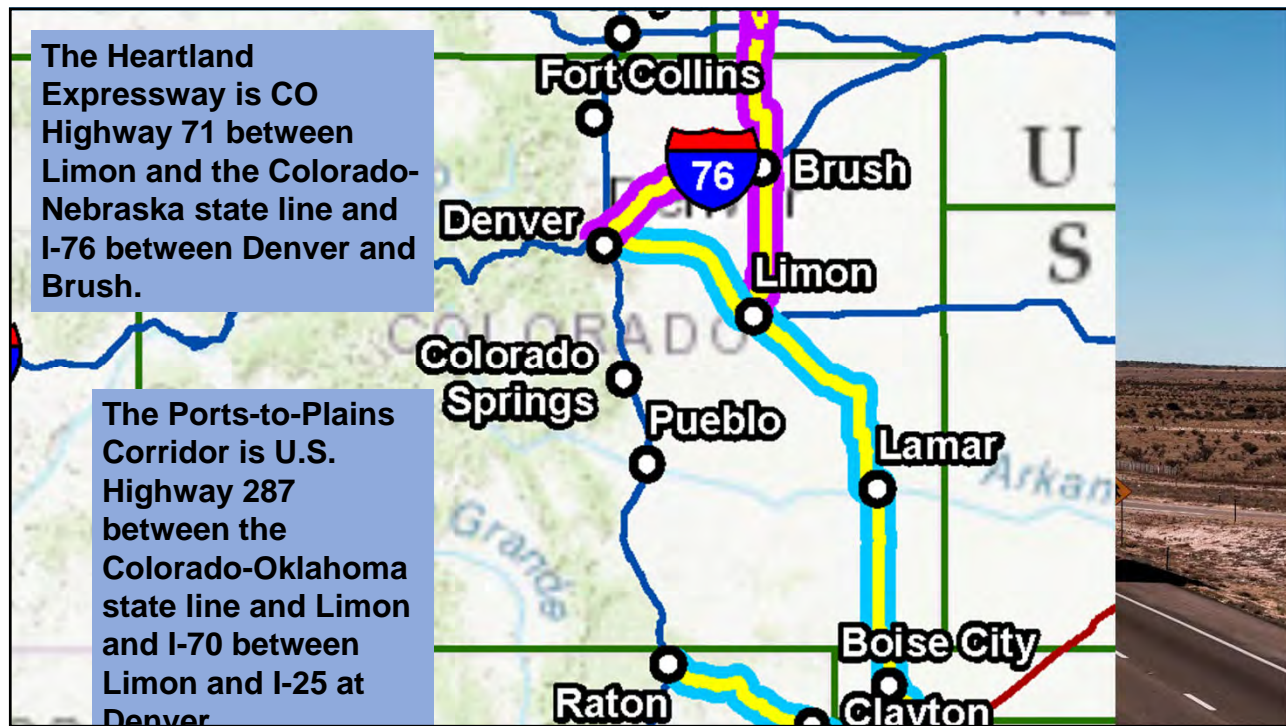
November 5, 2020



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Colorado Highway 71 Truck Freight Diversion Feasibility Study



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CO-71 Truck Freight Diversion Feasibility Study

Study Area

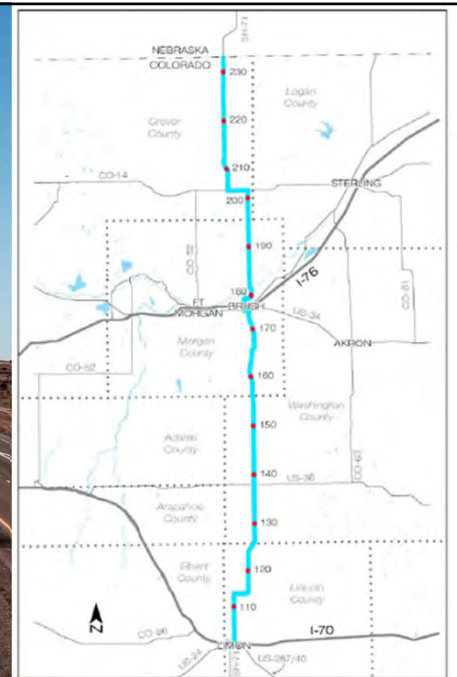


Figure 1: CO 71 Study Corridor

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CO-71 Truck Freight Diversion Feasibility Study

- **Shoulders with Passing Lanes** - 12-foot passing lanes and 8-foot shoulders
- **Four Lane Highway** - four full 12-foot wide lanes with 8-foot shoulders

Alternatives



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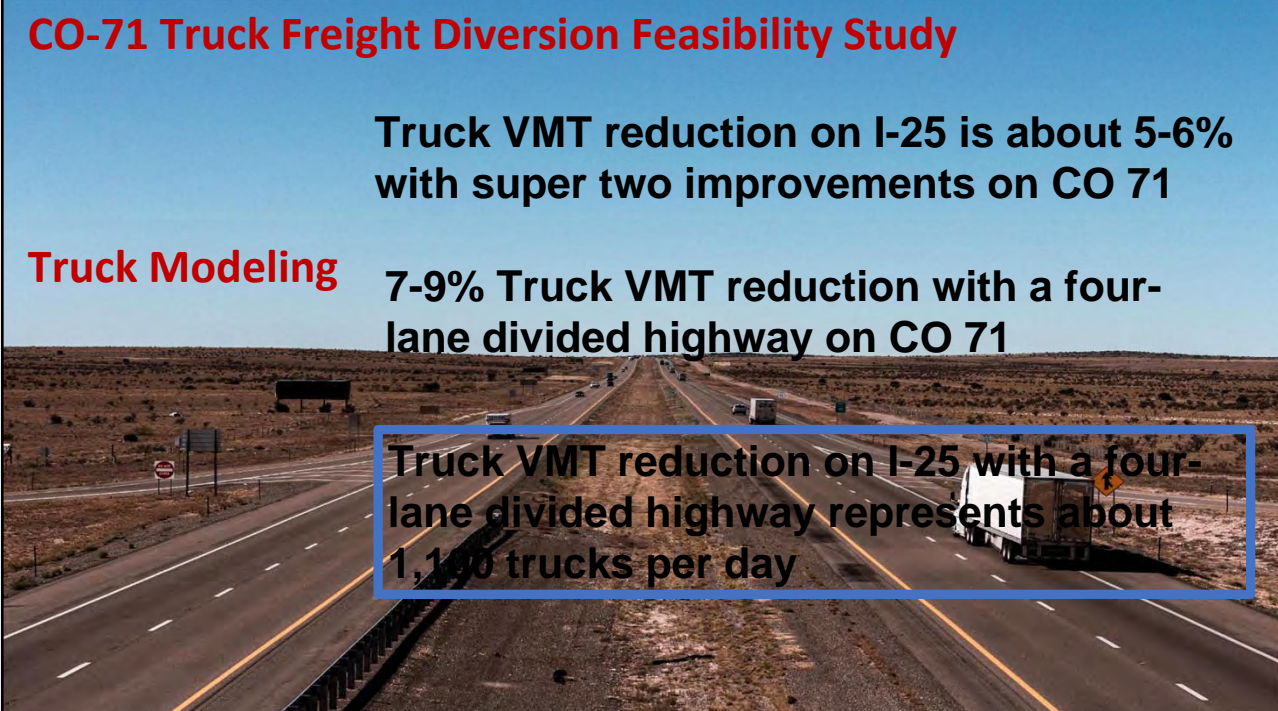


CO-71 Truck Freight Diversion Feasibility Study

- Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) from the National Truck Freight Travel Demand Model from a national perspective
- Travel time savings
- Reduced crash rate
- Project costs (e.g. operating and capital costs)

What Was Measured

7



CO-71 Truck Freight Diversion Feasibility Study

Truck VMT reduction on I-25 is about 5-6% with super two improvements on CO 71

Truck Modeling 7-9% Truck VMT reduction with a four-lane divided highway on CO 71

Truck VMT reduction on I-25 with a four-lane divided highway represents about 1,100 trucks per day

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CO-71 Truck Freight Diversion Feasibility Study

Source: Table 12: Summary of Benefit Cost Analysis, 2019 \$Millions, Present Value

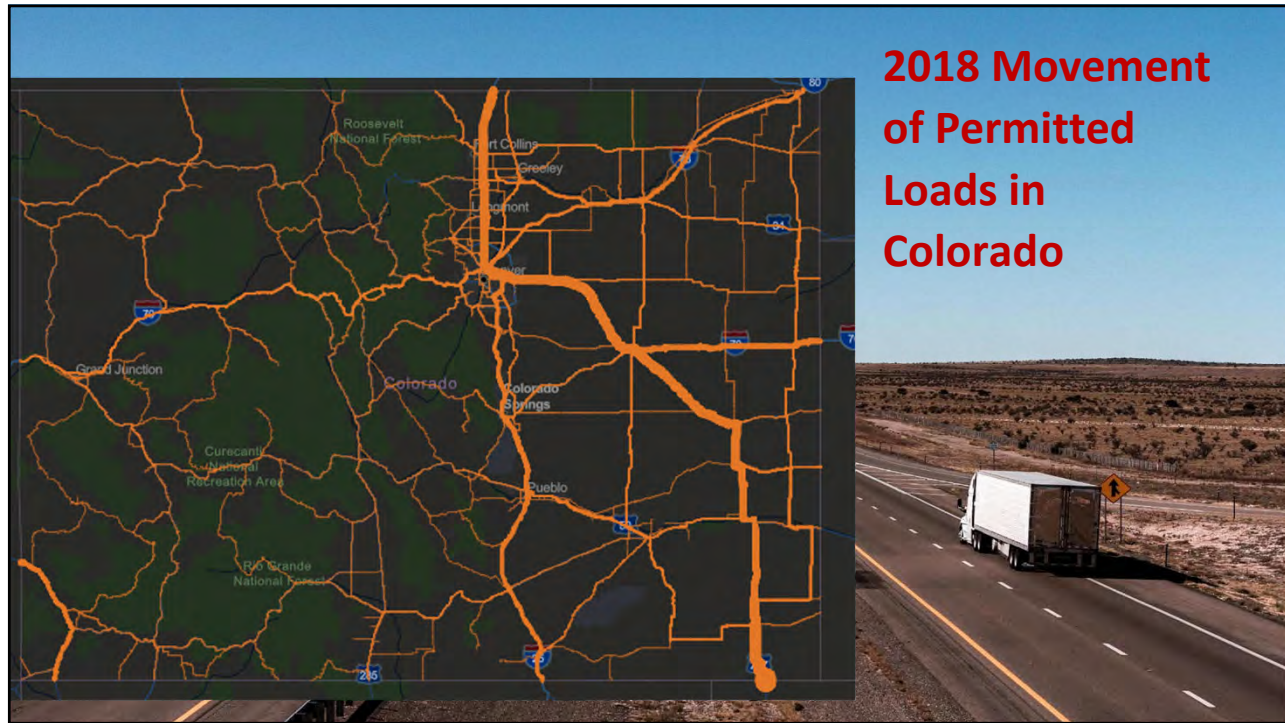
	Shoulders with Passing Lanes (millions)	Four-Lane Highway (millions)
Total Benefits	\$321	\$593
Total Costs - Medium Range	\$231	\$483
BCR - Medium Range	1.39	1.23
Net Present Value – Medium Range	\$90	\$110

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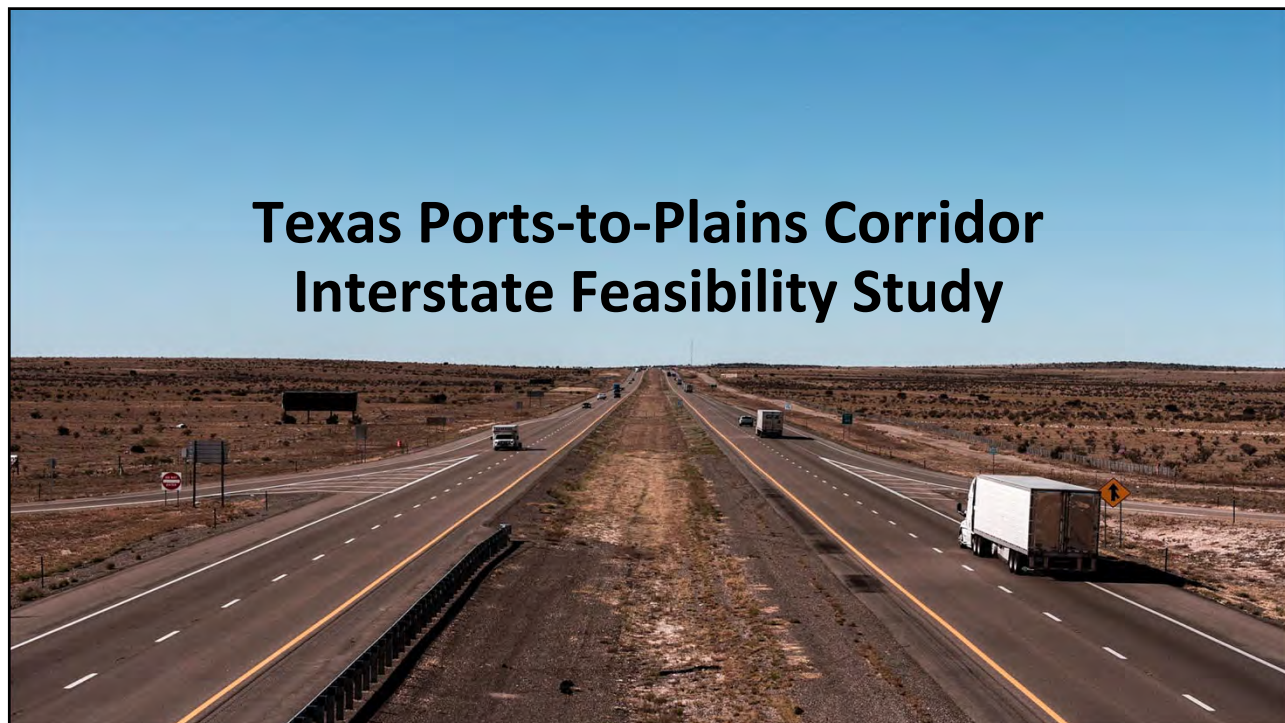
<https://www.codot.gov/library/studies/co71-truckdiversion-study>



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12

Economic Impact and Return on Investment



Ports-to-Plains Corridor Statewide Benefits

- **\$4.1 Billion** Total Annual Travel Cost Savings
- **22,110 Jobs** Total Increase in Employment
- **\$2.84 Billion** Total Annual Increase in GDP

Return on Investment

\$17.8b or 76%



Benefit Cost Ratio

2.4

13

Future Interstate Designation Legislation



14

Future Interstate Designation

Senator Cory Gardner
introduces

S. 4701



EDW20387 584

S.L.

116TH CONGRESS
2D SESSION

S. _____

To amend the Intermodal Surface Transportation Efficiency Act of 1991 with respect to future interstate designations, and for other purposes.

IN THE SENATE OF THE UNITED STATES

Mr. GARDNER introduced the following bill; which was read twice and referred to the Committee on _____

A BILL

To amend the Intermodal Surface Transportation Efficiency Act of 1991 with respect to future interstate designations, and for other purposes.

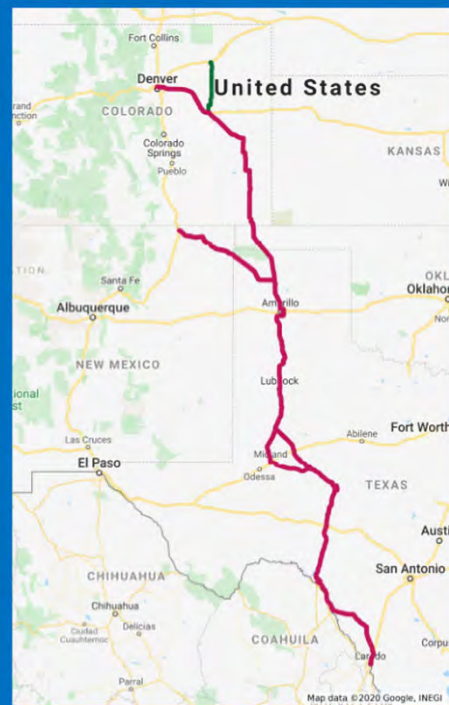
- 1 *Be it enacted by the Senate and House of Representa-*
- 2 *tives of the United States of America in Congress assembled,*
- 3 **SECTION 1. SHORT TITLE.**
- 4 This Act may be cited as the "Ports-to-Plains High-
- 5 way Act of 2020".

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Future Interstate Designation

Senator Cory Gardner
introduces

S. 4701



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“With Colorado’s population growing at one of the fastest rates in the country, it is critical that we are making necessary investments in our state’s infrastructure,”

“The Ports-to-Plains Corridor is key to Colorado’s connectivity and the movement of goods, and it’s important we understand and consider our long-term infrastructure needs in the future. I appreciate the work of local stakeholders to support the corridor, and I will continue my efforts to support Colorado’s infrastructure needs at the federal level.”

Senator Cory Gardner ... September 28, 2020 News Release

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**Joe Kiely
Vice President of Operations
Ports-to-Plains Alliance
719-740-2240
joe.kiely@portstoplains.com**

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