

NFRMPO Planning Council September 2, 2021 Meeting

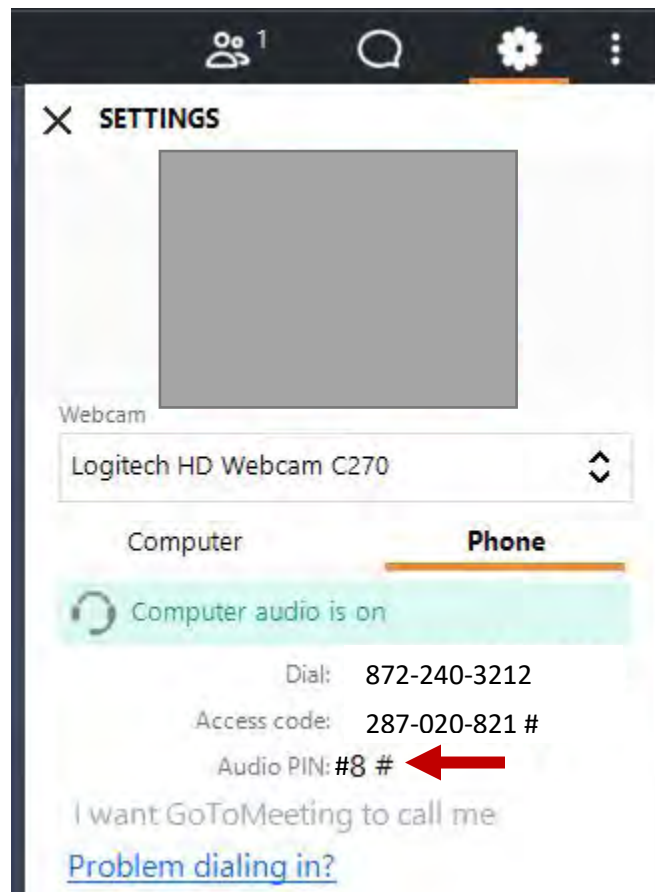
Remote Attendee Instructions

To access the audio for the meeting:

- 1) Call-in Number: **(872) 240-3311**
- 2) Once prompted, enter the Access Code: **784-815-789**
- 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/2021-nfrmpo-planning-council-meetings>
- 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.

August 2021 Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council Thursday, September 2, 2021

August 18 & 19, 2021 Air Quality Control Commission (Commission) Meeting:

- The Commission set a hearing for November 2021 to consider revisions to the lead-based paint abatement regulation. Proposed revisions will include updating regulatory language and lowering clearance and lead dust hazard levels to reflect changes in federal regulation.
- Following the Fall 2020 Regional Haze SIP rulemaking, the Commission set a second hearing, scheduled for November 2021, to consider revisions related to the control of NOx/SO2/PM emissions from the remaining Reasonable Progress sources identified as impacting Class I areas.
- The Commission adopted revisions to Regulations 11, 20, and 22 to reduce greenhouse gas emissions from the transportation sector, update existing provisions regarding the use and manufacture of hydrofluorocarbons, and update existing provisions as necessary in response to HB19-1261.
 - Regulation 11, Motor Vehicle Emissions Inspection Program was revised to tighten the emissions standards used in emissions testing in the Front Range Automobile Inspection and Readjustment (AIR) Program. Regulation 20, Colorado Low Emissions Automobile Regulation was revised to update incorporation by references to maintain alignment with California rules, as required under the Clean Air Act, Section 177.
 - Regulation 22, Part B, Colorado GHG Emissions Reductions Requirements was revised to update hydrofluorocarbon (HFC) rule spray foam definitions.
 - The Commission voted to approve the Division's motion to withdraw the Employee Traffic Reduction Program (ETRP) proposal from the hearing. The Division is working with partners to advance voluntary ETRP efforts.
- Commission meeting materials and additional information are available at <https://cdphe.colorado.gov/aqcc>.

Upcoming September 17, 2021 Commission meeting:

- The Air Pollution Control Division (Division) will request that the Commission set a hearing to consider revisions to Regulation Number 7 and Regulation Number 22 to establish oil and gas reduction strategies, monitoring, reductions, recordkeeping and reporting in response to SB19-096, HB19-1261 and SB19-181.

- Representatives from the Colorado Energy Office will brief the Commission regarding HB21-1186, which concerns building benchmarking.
- The Program Manager of the newly formed Environmental Justice Program at CDPHE will brief the Commission regarding the Department's ongoing and planned efforts to meaningfully address Environmental Justice issues in Colorado.
- Representatives from the Colorado Energy Office and the Division will discuss updates to the Colorado GHG Emission Reduction Roadmap with the Commission and progress made towards the Commission's sector based emissions targets established in the Greenhouse Gas Reduction Strategy Contingency Process Resolution.
- The Commission will hold a briefing regarding the finalization of Colorado's 2019 Greenhouse Gas Inventory and provide an update on GHG reporting and data gathering, which will be used to inform progress in meeting the Commission's goals in their Greenhouse Gas Reduction Strategy Contingency Process Resolution. The Division will report to the Commission on the metrics developed by the Climate Equity Framework Advisory Committee to evaluate the degree to which climate regulations are promoting equity. This will also provide an update on the public-facing climate dashboard.

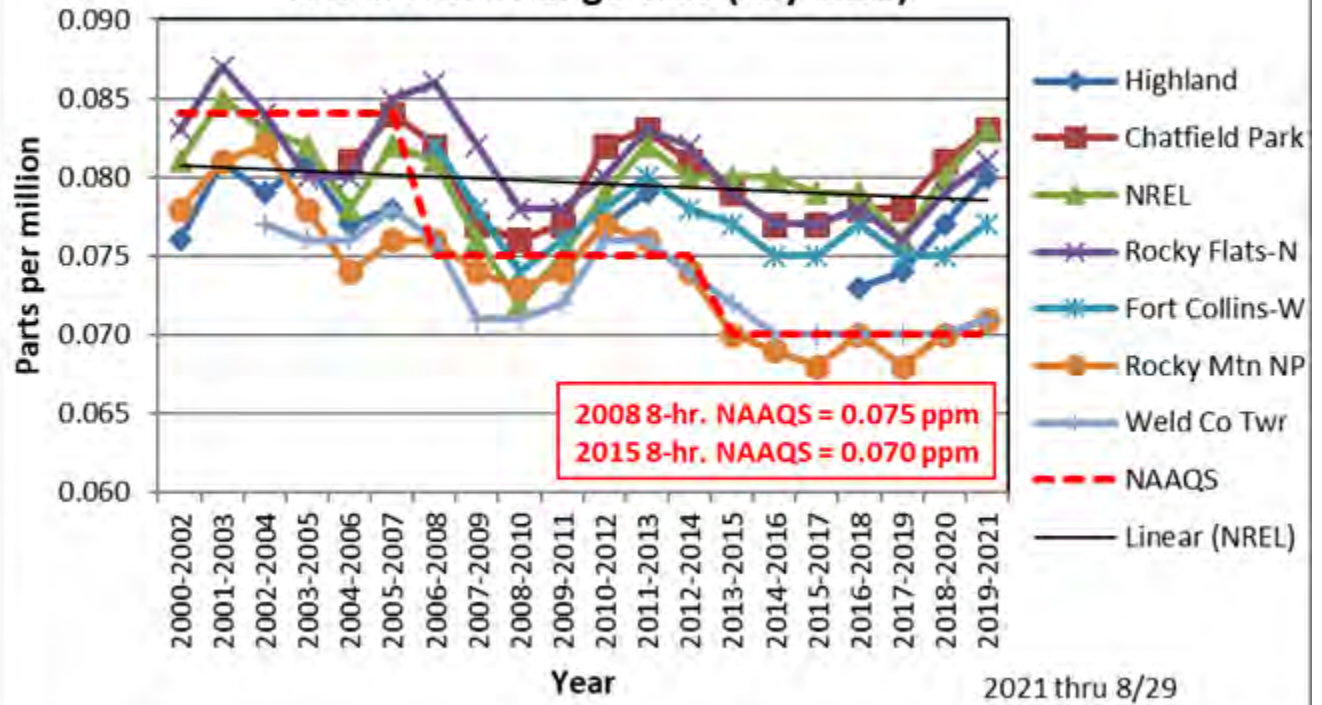
Additional Updates:

- A friendly reminder that the Division maintains various Air Quality Alert email lists, including Colorado Air Quality Health Advisory alerts, wildfire smoke outlook, and ozone advisories. For additional information and to subscribe to an email list, please visit: <https://cdphe.colorado.gov/public-information/air-quality-advisories>.
- The Division submitted to the U.S. Environmental Protection Agency, (EPA), Region 8, its comment letter on EPA's intended air quality designations for the 2015 ozone National Ambient Air Quality Standards (NAAQS), addressing the Weld County nonattainment area boundary. During the summer months, the Division maintains a monthly (or more often dependent upon conditions) ozone data summary and ozone action days summary, available at https://www.colorado.gov/airquality/html_resources/ozone_summary_table.pdf and <https://docs.google.com/spreadsheets/d/1BHUEiOiDaE2EvSlrD4KAN9xy9mQQWhLDAgZtA1iFSI4/edit#gid=1086397636>. A summary of recent ozone and PM levels is included below.



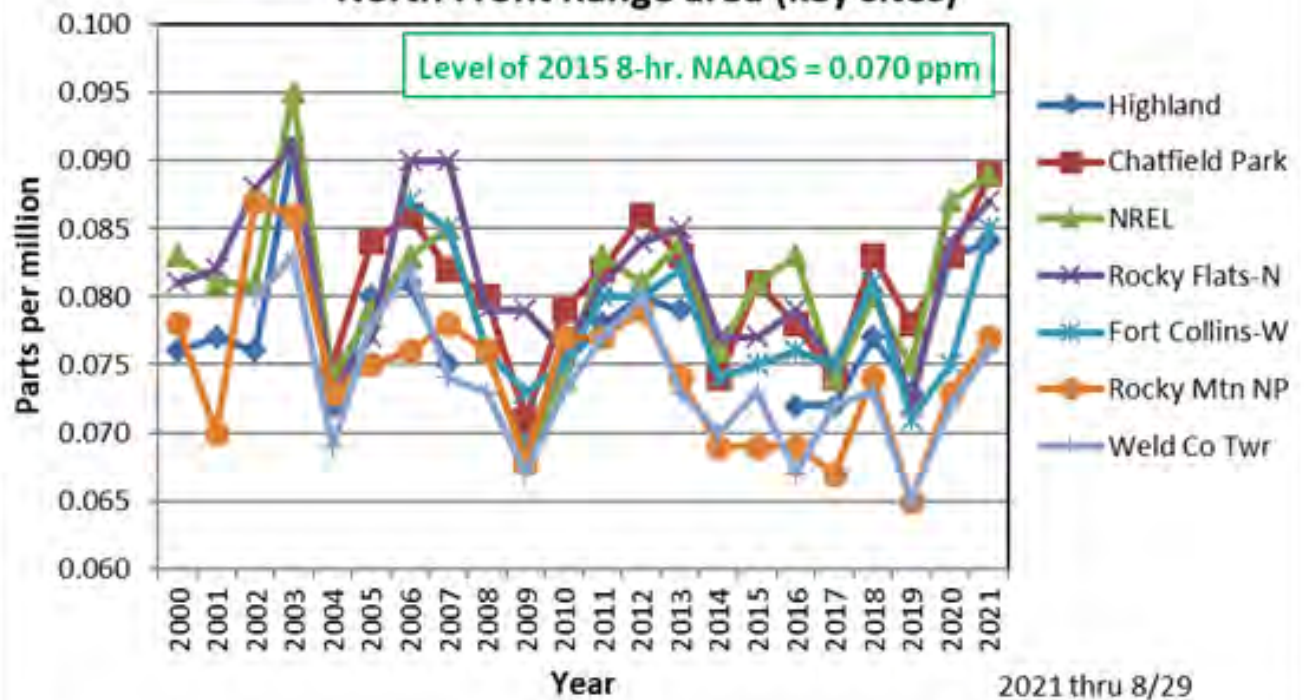
8-Hour Ozone --- 3-year Avg. of 4th Max.

North Front Range area (key sites)

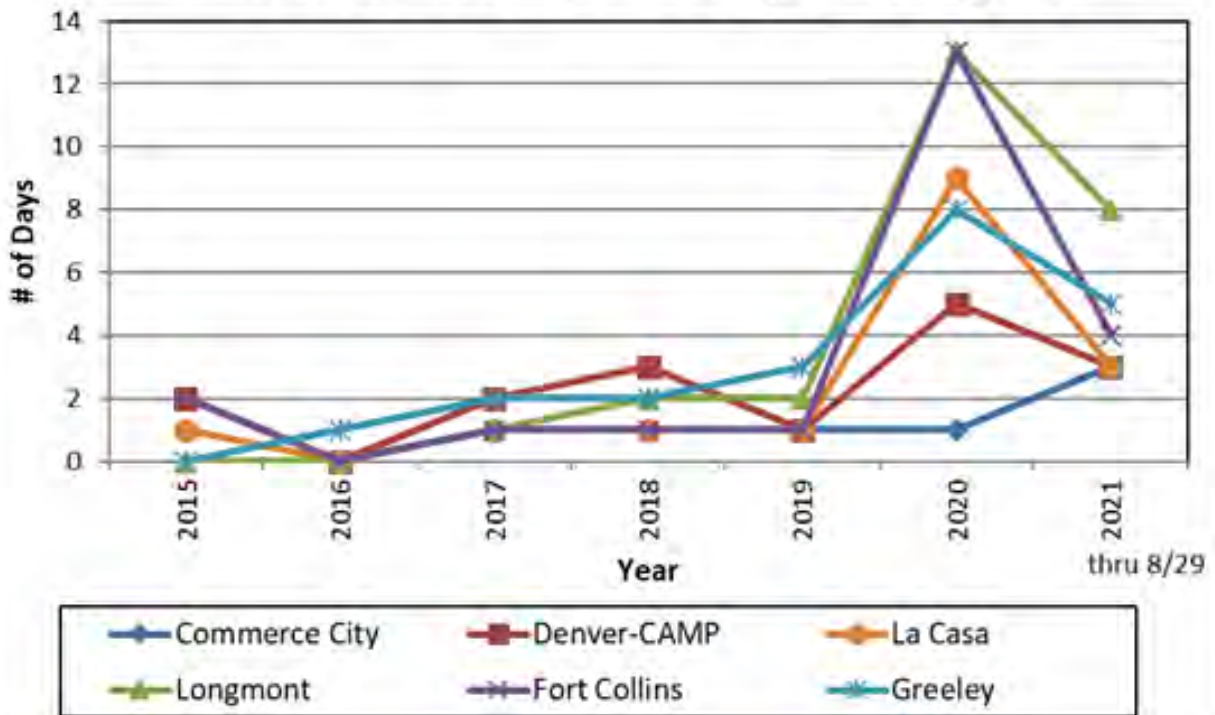


8-Hour Ozone --- 4th Maximum

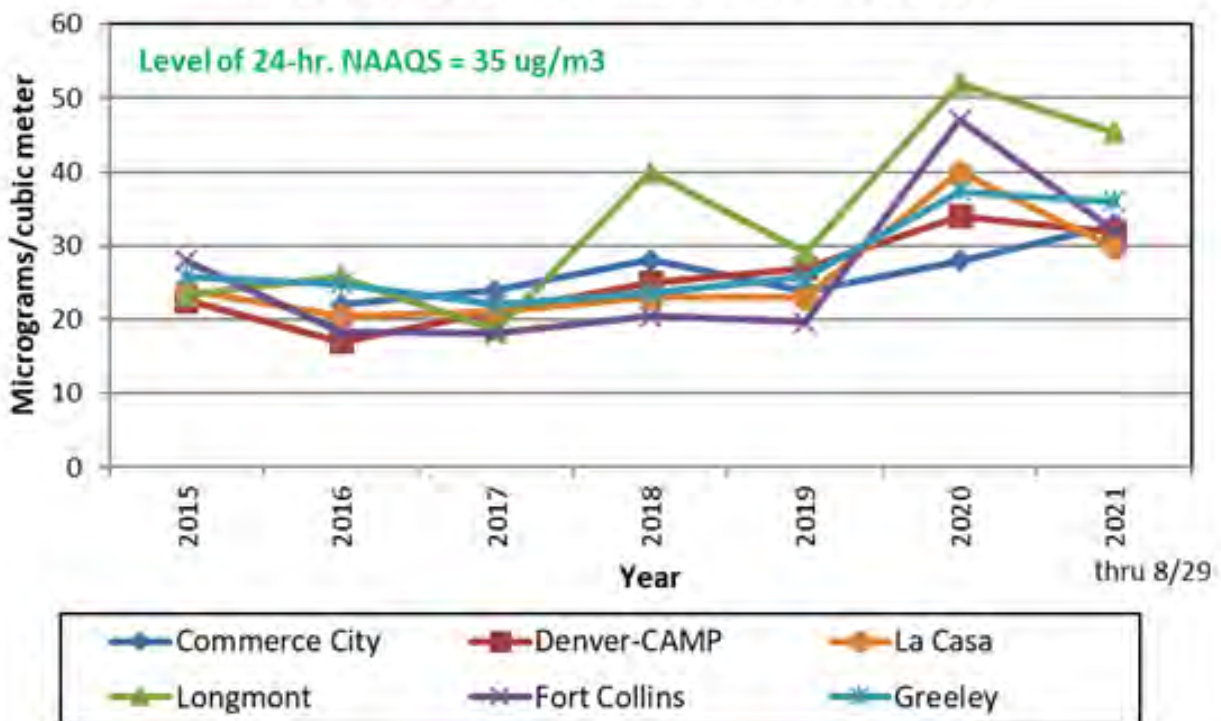
North Front Range area (key sites)



24-Hour PM2.5 --- # Days > 35 ug/m3



24-Hour PM2.5 --- 98th Percentile



Joint Regional Mobility Meeting —MINUTES

August 24, 2021

1:00 p.m. – 4:00 p.m.

1. Call Meeting to Order, Welcome and Introductions

In Person:

- Cory Schmitt, NFRMPO
- Hanna Johnson, NFRMPO
- Ruth Fletcher-Carter, RAFT
- Katlyn Kelly, Transfort
- Celeste Ewert, Envision
- Kim Werners, Red Feather Lakes
- Margie Martinez, Weld United Way
- Angel Bond, Boulder County
- Jim Becker, N40MA/Citizen
- Megan Kaliczak, zTrip
- Janet Bedingfield, 60+ Ride
- Nichole Seward, Weld County AAA
- Connie Nelson-Cleverley, SAINT
- Elizabeth Relford, Weld County
- Robyn Upton, WAND
- Steve Teets, WAND

Virtual:

- Alex Gordon, NFRMPO
- Suzette Mallette, NFRMPO
- Lorye McLeod, PAFC
- Leiton Powell, GET
- Michelle Johnson, GET
- Bridie Smith, COLT
- Anna Russo, Transfort
- Nicole Limoges, Larimer County Office on Aging
- Olivia Egen, WCDPHE
- Kimberly Baker, LCDPHE
- Aidan Johan, Boulder County
- Meredith Greene, Nelson/Nygaard
- Ezra Pincus-Roth, Nelson/Nygaard
- Vanessa Solesbee, Estes Park
- Andrew Jones, Arc of Weld County
- Blake Van Jacobs, CDOT
- Jan Rowe, CDOT
- Kim Redd, Congressman Joe Neguse
- Dan Betts, Congressman Ken Buck

2. Group Introductions and Review of Agenda

Both virtual and in person attendees introduced themselves. In person Weld County Mobility Committee (WCMC) members matched with Larimer County Mobility Committee (LCMC) members for ice breaker activity.

Coordinated Plan

1) Boulder County Coordinated Plan Presentation (slides attached) –Greene



Greene presented on the Boulder County Mobility and Access for All Coordinated Plan. In the past, the Denver Regional Council of Governments (DRCOG) has completed the Coordinated Public Transit/Human Services Transportation Plan (Coordinated Plan) on behalf of Boulder County and other Metro Denver counties. This plan represents the first Coordinated Plan specific to Boulder County.

Following the presentation, the group discussed several items related to the Boulder County Coordinated Plan, such as funding sources for implementing projects and priorities from the plan, whether the plan will culminate in a project-list or be bigger-picture strategies, and attention given to affordability of transportation options.

Greene said the plan is looking beyond just \$5310 funding when it comes to implementing strategies and goals outlined in the planning process and that the final product will include a combination of both specific projects and broader suggestions for improving access and mobility in Boulder County. Greene noted that the topic of affordability will be addressed throughout the plan.

2) NFRMPO Coordinated Plan Presentation (slides attached) – Johnson

Johnson presented about the NFRMPO Coordinated Plan and asked the audience for feedback on the Plan's vision statement and goals. Attendees suggested examining the terminology surrounding "delivery of transit options" and the use of the word "transit" in the plan in general as it gives the impression of focusing on only larger public transit agencies rather than the whole spectrum of provider types. Clarifying questions about the definition of resiliency were also asked.

Gordon shared parallel mobility planning efforts being done by the NFRMPO, including:

- The LinkNoCo project examining regional transit corridors
- The Regional Transportation Plan, the long-range transportation plan for the region.
- Transportation Demand Management for reducing single-occupancy vehicles through a toolbox of strategies.

The group discussed examining transit service south into Boulder County in addition to Cheyenne, Wyoming, to which Gordon specified that the Wyoming study was being funded by CDOT and WYDOT and that Boulder County's current US287 Bus Rapid Transit Study is considering service needs further north into Larimer County, so there is some collaboration happening.

Bedingfield brought up that current paratransit service policies are not always conducive to serving older adults in the community. Michelle Johnson validated Bedingfield's remarks and said Greeley Evans Transit (GET) was beginning the process of examining changes to paratransit policies to make using the service less of a time demand on riders along with other ways to improve the rider experience. Fletcher-Carter also mentioned the continuing need for better communication with Non-Emergent Medical Transportation (NEMT) brokers to improve service delivery.

Relford asked if the intent of the Coordinated Plan was to aid in the creation of a list of specific projects that could be supported if funding became available, to which Gordon affirmed as a great outcome of



the planning process. Relford remarked that balancing both local and regional benefits of projects and necessary funds to expand or implement service could improve partnerships and collaboration.

3) Small Group Breakout Activity + Report Out (notes attached)

The virtual group had a discussion regarding Non-Transportation Improvements. In person attendees split among the four other strategy areas: Coordination, Collaboration, Education, and Infrastructure/Funding. Each group spent 20-25 minutes discussing activities, purposes, methods, and performance measures related to each strategy area. At the end, each group reported out their findings:

- **Virtual Group: Non-Transportation Improvements**

- Takeaway: non-transportation improvements tie back into other strategy areas.

Suggested Methods:

- Coordination with land use planners and developers
- Customer service Diversity and Inclusion training, particularly related to inclusion of non-verbal users
 - Performance measure: number of complaints (Transfort, GET, COLT already track this)
 - De-escalation training
- Coordination with Emergency Management (both natural disasters and public health crises)
 - Having one central point of contact
- Guides for individuals with visual impairments and lower literacy
 - More icons and large print
 - Transfort prints in braille, available by request
- Connections to active transportation and trails
 - Having bike racks and education
 - Better infrastructure and connections between stops and trails
- Technology literacy
 - Working with IT partners
 - Boulder County has technology ambassador program
 - Aiden can set up a meeting with himself, NFRMPO staff, and Angel

- **Coordination**

- Ask that the definition be expanded to be inclusive of other organizations, groups, and stakeholders beyond just transportation providers.
- Developing reciprocity agreements for eligibility agreements
- Coordinating with health care providers
- Sharing database to track customers
- Pooled funding for trips taken
- Shared service standards so providers are accountable for customer experience



- Identifying gaps in available services
- Coordinated funding applications
- Establishing a means for cross-jurisdictional projects and services
 - Coordinating drop off locations to get riders across boundaries

- **Education**

- Purpose: bring awareness and education to people on all mobility options and provide training on how to access those resources.
- Awareness campaign
 - Physical documents/brochures. Having multiple sources (GET, Rider's Guide, Transfort, etc.)
 - QR Codes
 - Social media, yard signs, etc.
- Broaden partner organizations to provide info to people such as the hospitality and business community
- Training for partner organizations
 - Intake assessments and annual assessments
- Performance measures:
 - Increased awareness of services. Likely a survey
 - One-on-one meetings
 - Post-surveys 12 to 18 months later
 - Increased ridership with a goal to increase across the board, not just for one provider or transit type
- May want to add "communication" to this strategy

- **Collaboration**

- Coordinate an information and services exchange to share grant-writing capabilities, documents such as job descriptions, and software tools such as scheduling systems.
- Bringing in areas to the east such as Morgan County since they have needs but not as many resources
- Building relationships and growing together
 - Annexing "border" towns into service areas
 - Bridging arbitrary boundaries to serve people better

- **Infrastructure and Funding**

- Activity: inventory of current infrastructure to identify needs
 - Hard infrastructure: vehicles, etc.
 - Soft infrastructure: volunteers, organizational capacity, etc.
- Method:
 - Outreach to stakeholders for infrastructure needs
 - Then look for appropriate funding opportunities
- Performance Measure:
 - Where did the funding go?



- How much funding was obtained?
- Who did this help? Was there an increase in rural clients served? Was there an increase in rides?
- Decrease in vehicle breakdowns?
- Other thoughts:
 - Incorporate broadband into this focus area because technology is so important to accessing many services

One Call/ One Click Center

1) RideNoCo Roll Out Update (slides attached) – Schmitt and Johnson

Schmitt presented about the RideNoCo launch and roll out, which is taking a phased approach:

- Phase I: Website and call center
- Phase II: Trip Discovery with GTFS-Flex technology
- Phase III: Trip Dispatching

Schmitt demo'd the pre-beta RideNoCo website that is due to launch at the beginning of September. Fletcher-Carter asked how quickly provider information could be updated on the website, to which Schmitt replied instantly as the website utilizes WordPress. Johnson discussed lessons learned when doing outreach for the program thus far.

Next Steps for Coordinated Plan:

Sept 2021: 30-day public comment period

Oct-Nov 2021: Bring to Weld County Mobility Committee and Larimer County Mobility Committee for review and motion to approve Plan.

Nov 2021: Present to NFRMPO Planning Council for discussion.

Dec 2021: Present to NFRMPO Planning Council for adoption.

2022 and beyond: progress reviewed by mobility committees on semi-annual basis

Upcoming Meetings:

- a. Weld County Mobility Committee (WCMC) Meeting: October 26th
- b. Larimer County Mobility Committee (LCMC) Meeting: November 18th

2021 Coordinated Plan

Joint Mobility Committee Meeting



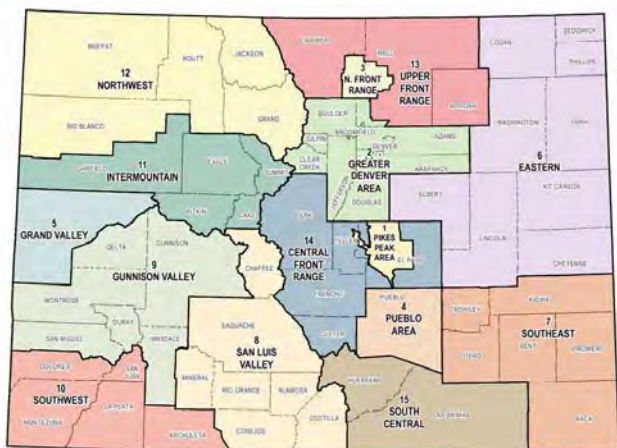
North Front Range
Metropolitan
Planning
Organization



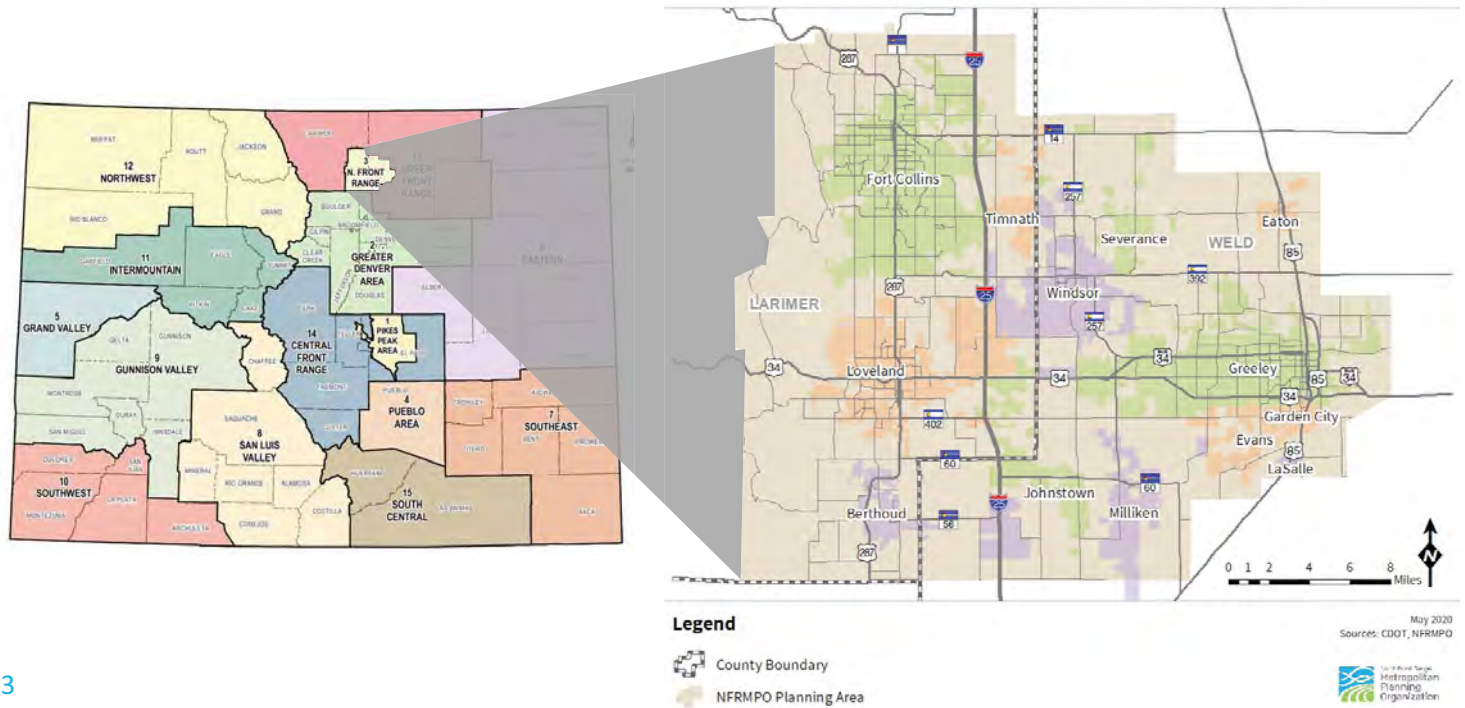
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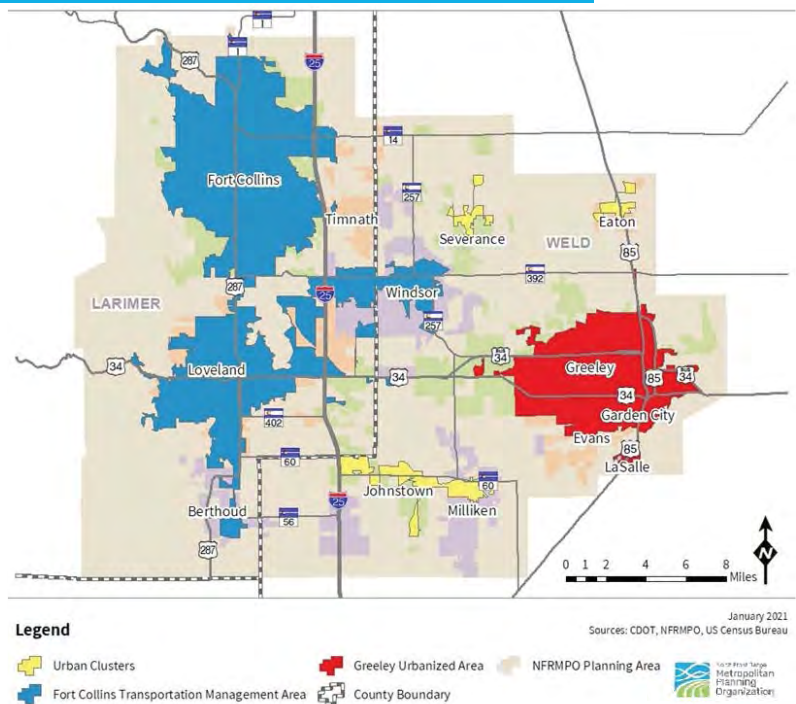


NFRMPO



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Background



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Plan

Purpose



- What are the existing transportation options and demographic data?
- What gaps exist between transportation needs and availability?
- What are strategies we can implement to address these gaps?

Evergreen question:

- How do we keep momentum going?

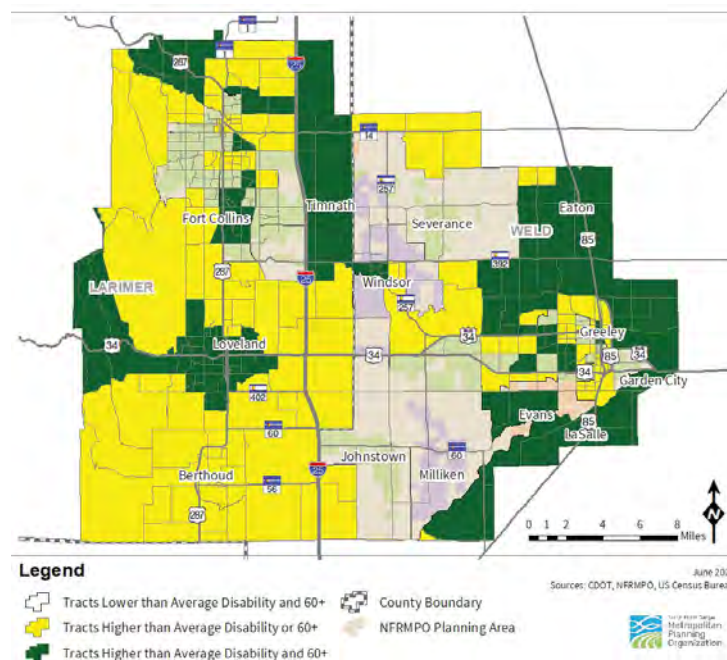
Vision Statement

The **2021 Coordinated Plan** will improve regional mobility for all residents through effective coordination, collaboration, planning, and delivery of transit services.

Goals

- **Mobility:** An integrated, multimodal transit system that provides local, regional, and interregional connectivity and is affordable, efficient, and easy to use.
- **Safety:** A resilient transit network that makes travelers feel safe and secure.
- **Asset Management:** A high-quality transit system that is financially sustainable and operates in a state of good repair.

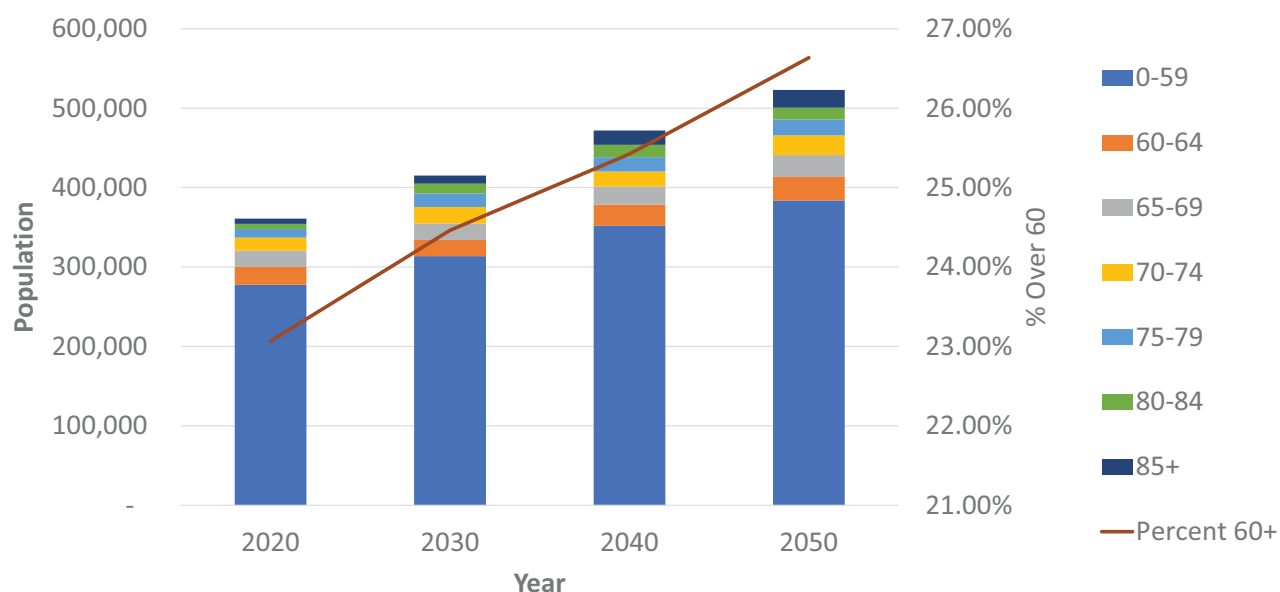
Key Demographic Data



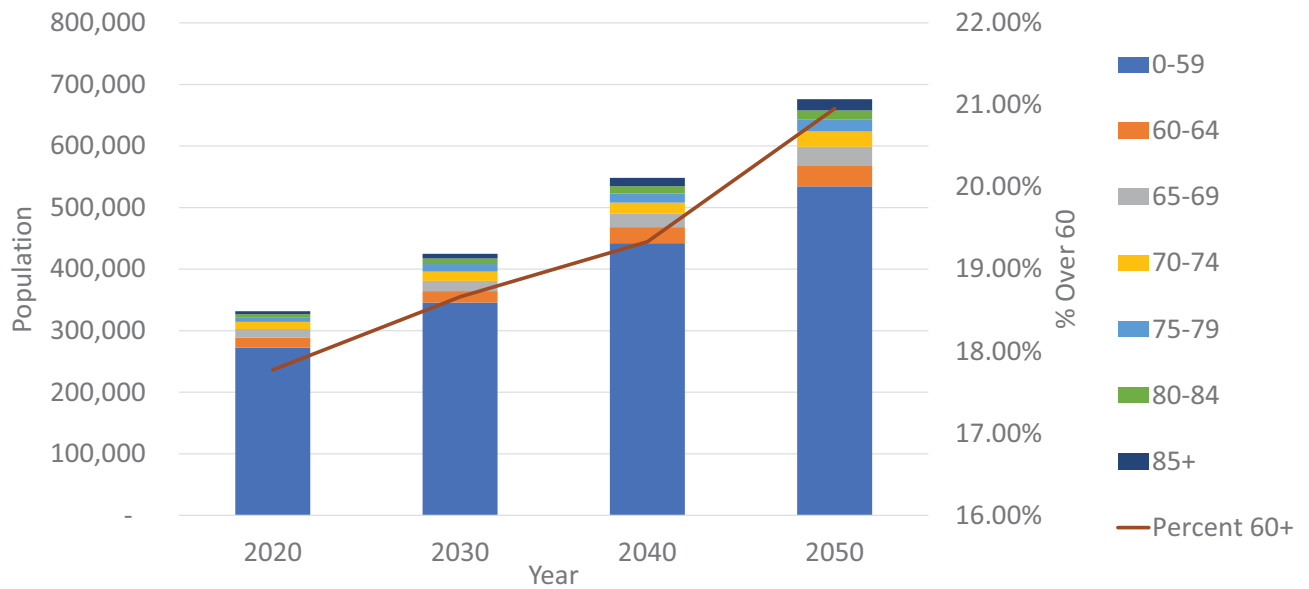
Key Demographic Data

| Community | Population over 60 | Percent over 60 | Population with a Disability | Percent with a Disability |
|--------------|--------------------|-----------------|------------------------------|---------------------------|
| Berthoud | 1,262 | 17.55% | 716 | 10.1% |
| Eaton | 1,290 | 24.26% | 619 | 11.6% |
| Evans | 2,057 | 10.02% | 1,973 | 9.6% |
| Fort Collins | 25,276 | 15.26% | 12,978 | 7.9% |
| Garden City | 37 | 17.29% | 42 | 19.6% |
| Greeley | 18,059 | 17.05% | 11,605 | 11.2% |
| Johnstown | 2,517 | 16.88% | 992 | 6.7% |
| LaSalle | 434 | 16.09% | 202 | 7.5% |
| Loveland | 19,829 | 25.76% | 9,118 | 11.9% |
| Milliken | 1,172 | 16.31% | 729 | 10.1% |
| Severance | 753 | 15.87% | 413 | 8.7% |
| Timnath | 330 | 9.49% | 176 | 5.1% |
| Windsor | 5,496 | 20.50% | 2,143 | 8.0% |

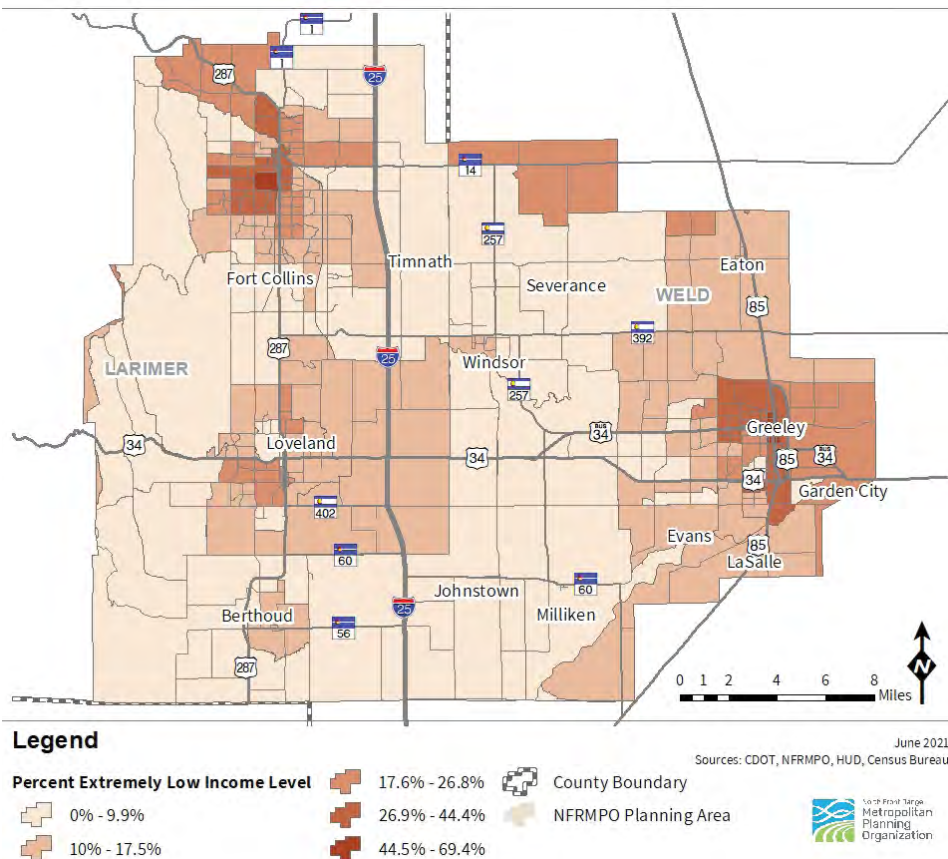
Larimer County Population Growth



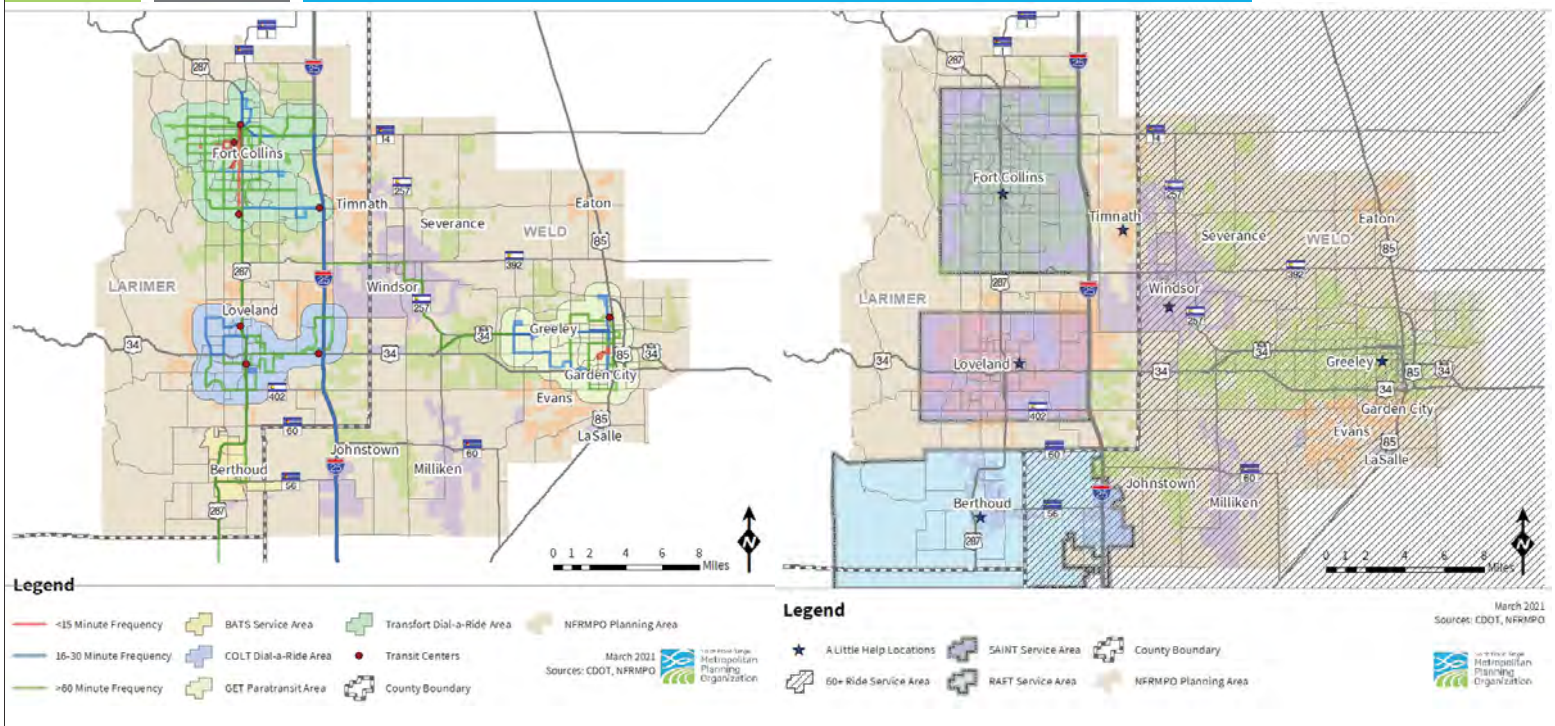
Weld County Population Growth



Low Income Data



Transportation Availability



Outreach Efforts

- Weld County AAA Advisory Board
- LCOA Advisory Council
- Fort Collins Senior Advisory Board
- Loveland Senior Advisory Board
- Fort Collins Commission on Disabilities
- Greeley Commission on Disabilities
- Loveland Commission on Disabilities
- Larimer County Mobility Committee
- Weld County Mobility Committee
- Boulder County Mobility and Access Coalition
- Survey
- YouTube Presentation
- Project website
- Social media
- Fact sheet
- Conversations

What themes have we heard?

- **Limited service outside of fixed-route, especially rural areas and between communities**
- **Lack of awareness of existing programs**
- **Drivers and Driver Retention**
- **Funding and Cost**

Example Strategies

- Larimer County Mobility Committee and Weld County Mobility Committee
- Technical assistance
- Dial-a-Taxi (Transfort & COLT)
- Rider's Guides (nfrmpo.org/mobility)
- One Call/One Click Center project (RideNoCo)

Strategy Areas

- **Coordination**
- **Education**
- **Collaboration**
- **Infrastructure and Funding**
- **Non-Transportation Improvements**



Other NFRMPO Efforts

LINKNoCo
UNITING THE NORTH FRONT RANGE



- **LinkNoCo** – studying premium transit along corridors connecting Larimer and Weld counties
 - **Added task:** feasibility of transit between Northern Colorado and Cheyenne
- **Regional Transportation Plan** – long range transportation plan for NFRMPO region
- **Transportation Demand Management** – reducing single-occupancy vehicles through toolbox strategies

Questions

Alex Gordon
Transportation Planner III
agordon@nfrmpo.org
(970) 289-8279

Small Group Activity

- **In your group, identify activities and goals for your strategy area:**
 - ❖ **Activity**
 - ❖ **Purpose**
 - ❖ **Method**
 - ❖ **Performance Measures**
- **In-Person Groups:**
 - Coordination
 - Education
 - Collaboration
 - Infrastructure and Funding
- **Virtual Group:**
 - Non-Transportation Improvements

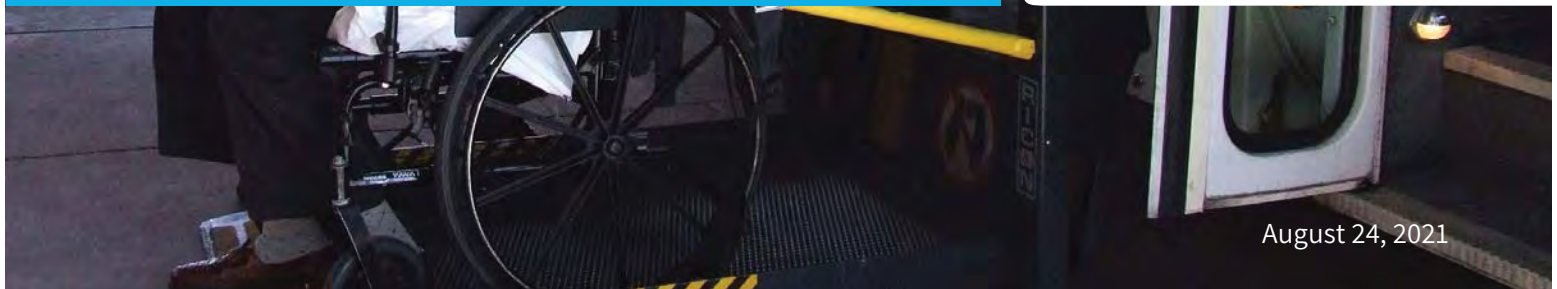


RideNoCo Roll Out

Joint Regional Mobility Meeting



North Front Range
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Organization



August 24, 2021

Background



North Front Range
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Planning
Organization

Larimer County Senior Transportation Implementation Plan



LARIMER
COUNTY



North Front Range
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- 2013-2018 Larimer County Strategic Plan set a goal to evaluate the transportation needs and challenges for seniors across the County.
- Assessments and pilots set stage for One Call/One Click Center identified in Larimer County Senior Transportation Implementation Plan.
- Learn more at about the road to RideNoCo at:
www.nfrmpo.org/mobility/ococ-project/

Milestones: One Call/One Click Center



- **Fall 2019:** Larimer County Senior Transportation Implementation Plan
- **January 2020:** NFRMPO Planning Council dedicates funding to One Call/One Click Center
- **December 2020:** Mobility Manager hired
- **February 2021:** Soft launch to support access to COVID vaccines
- **May 2021:** Mobility Coordinator hired
- **June 2021:** RideNoCo brand unveiled
- **August 2021:** Website and Call Center officially launched

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Joint Mobility Meeting-August 2021

Milestones: Technical Assistance



- **January 2020:** Greeley Center for Independence (Adeo) receives new vehicle to transport residents and clients
- **January 2021:** Envision receives new vehicle to transport clients
- **April-December 2021:** Partnership with Via Mobility on pilot expansion into rural southwestern Weld and southeastern Larimer counties
- **Fall 2021:** Supporting start up of transportation service between Red Feather Lakes and Fort Collins
- **Spring 2022:** Town of Milliken to receive new vehicle to transport older residents to and from Senior Center and other destinations

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Joint Mobility Meeting-August 2021

Connecting You & Northern Colorado



Connecting You & Northern Colorado embodies the two overarching goals of the program:

1. Improving **individual mobility**, particularly for vulnerable groups such as older adults, individuals with disabilities, lower income individuals, and people who do not speak English as a first language.
2. Improving **regional mobility** through enhanced coordination and collaboration among regional public and private transportation providers, especially in rural areas of Larimer & Weld counties.



**RIDE
NOCO**
CONNECTING YOU & NORTHERN COLORADO

Connecting You & Northern Colorado



RideNoCo is a system that:

1 2 3

Is **simple** for anyone to easily find information about available transportation options



Has **robust financial capabilities** related to trip costs, trip payment, invoicing, and eligibility



Provides and shares accurate information to allow for **data-driven decisions**



Empowers and enables providers to share trips to make the best use of vehicles and provide more rides

The vision of RideNoCo is to **develop a coordinated system that schedules rides across multiple providers with seamless and accessible options for users.**

Connecting You & Northern Colorado



- **Goal 1:** Make it easier for people to find out what services are available.
- **Goal 2:** Market the mobility management program and the importance of transportation options.
- **Goal 3:** Support the ability of existing providers to provide efficient and coordinated services.
- **Goal 4:** Develop a mobility management program that brings value to the region and is sustainable.
- **Goal 5:** Implement a One Call/One Click Center for Northern Colorado.

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Joint Mobility Meeting-August 2021

Social Impact Measures Vote



Goal 4, Task 1: Identify two to four shared community measures of social impact that RideNoCo and transportation providers can affect and ways to measure the impact of program activities on attaining them.

- **Social Impact Measure #1:** Percent change in no-show rates with local healthcare providers
- **Social Impact Measure #2:** Percent change in annual ridership on regional public transit agencies
- **Social Impact Measure #3:** Percent change in feelings of social/community connectedness
- **Social Impact Measure #4:** _____

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Joint Mobility Meeting-August 2021

A Phased Approach

Phase 1

2021

Website + Call Center

- Introduction of RideNoCo
- Central hub to identify transportation options across region and beyond

Phase 2

2022

Trip Discovery

- Ability to find and plan trips on public transit and human service providers in region
- Utilizing GTFS-Flex technology

Phase 3

2023

Trip Dispatching

- Find, plan, and book ride in one place across multiple providers
- Flexibility for transportation providers to schedule riders across different agencies

Ongoing-Data Collection: Where are mobility needs being met and where do gaps remain?

Phase 1: Website

Phase 1

2021



Phase 2: Trip Discovery



Phase 2 2022

- **RFP to be released late August 2021**
 - Building a custom trip-planning tool
 - **Find and plan trips on RideNoCo website**
 - With public and human service transportation providers
 - **Utilizing GTFS-Flex Technology**
 - Allows demand-response services to be incorporated
 - Complements CDOT's Connected Colorado project
- Joint Mobility Meeting-August 2021

Phase 3: Trip Dispatching



Phase 3 2023

- **Take lessons learned from regional peers**
 - Incorporate best practices from past efforts
- **Empower providers and riders**
 - Find, book, and pay for ride in one place
- **Form Technology Steering Committee**
 - Arrive at a system that meets the wants and needs of providers

Technology Steering Committee



Vision
A coordinated scheduling system that schedules rides across multiple providers with seamless and accessible options for users



Listen



Formulate



Evaluate



Guide

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Joint Mobility Meeting-August 2021

Timeline: Steering Committee



- **Fall 2021:** Technology Steering Committee members recruited and convened
- **Winter 2021/2022:** Committee defines scope and objectives for trip scheduling and guides RFP creation
- **Spring 2022:** RFP released and vendor selected
- **Summer 2022:** Project underway
- **Winter 2022/2023:** Scheduling platform debuts



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Joint Mobility Meeting-August 2021

Outreach: What We've Heard

- **Outreach Tools for Partners**
 - Media Toolkit: pre-made materials for easy sharing
- **Conduct outreach where people and relationships are:**
 - Fairs, farmer's markets, outdoor events
 - Community, recreation, and senior centers
 - Partner with organizations that have strong client relationships
- **Expand relationships with human and medical service providers**
 - Some solutions aren't adding transportation service but rather adjusting human and medical services (locations, times, scheduling, etc.)



Joint Mobility Meeting-August 2021

Next Steps: Coordinated Plan

- **September 2021:** 30-day public comment period
- **October-November 2021:** Bring to Weld County Mobility Committee and Larimer County Mobility Committee for review and motion to approve Plan
- **November 2021:** Present to NFRMPO Planning Council for discussion
- **December 2021:** Present to NFRMPO Planning Council for adoption
- **2022 and beyond:** Progress reviewed by Mobility Committees on semi-annual basis



Joint Mobility Meeting-August 2021

Thank You!



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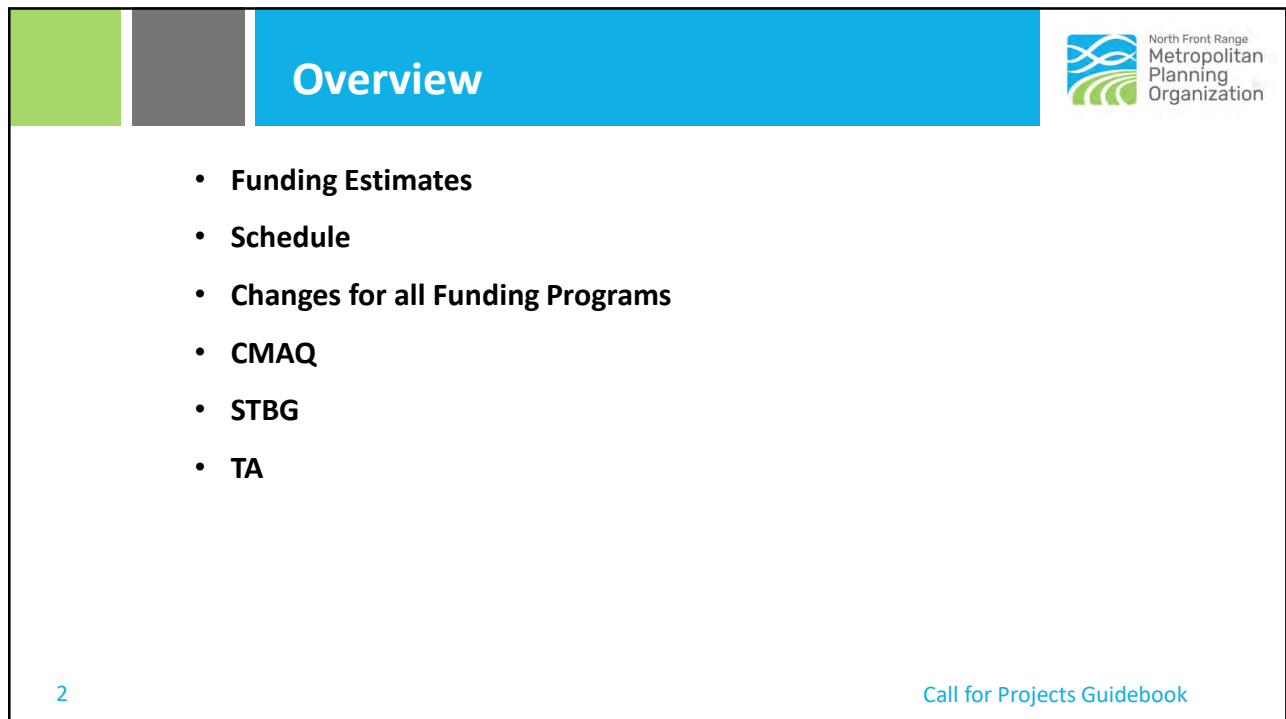
RideNoCo

mobility@nfrmpo.org

(970) 514-3636



1



2

Funding Estimates



| Program | Rolled Funding | FY2024 | FY2025 | Federal Funding Total | Set-Asides | Funding Available for Allocation |
|---------|----------------|-------------|-------------|-----------------------|---------------------|----------------------------------|
| CMAQ | \$0 | \$5,038,797 | \$5,038,943 | \$10,077,740 | \$5,000,000* | \$5,077,740 |
| STBG | \$2,276,057 | \$3,911,925 | \$3,932,558 | \$10,120,540 | \$50,000** | \$10,070,540 |
| TA | \$85,264 | \$258,536 | \$259,824 | \$603,624 | \$0 | \$603,624 |

*\$5M CMAQ Set-aside for North I-25

** \$25,000 per year set-aside for the Regional Air Quality Council (RAQC) for Ozone modeling.

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[Call for Projects Guidebook](#)

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Proposed Schedule

| Activity | Date |
|----------------------------------------------------------------------|--------------------------------------------------|
| TAC Discussion on Call for Projects Process | Wednesday, August 18, 2021 |
| Planning Council Discussion on Call for Projects Process | Thursday, September 2, 2021 |
| TAC Action on Call for Projects Process | Wednesday, September 15, 2021 |
| Planning Council Action on Call for Projects Process | Thursday October 7, 2021 |
| Call for Projects Opens | Friday October 8, 2021 |
| TAC Call for Projects Application Presentation | Wednesday October 20, 2021 |
| CMAQ Project Descriptions and ITS Descriptions Due | Friday October 29, 2021 |
| Mini-Applications Due to CDOT | Friday October 29, 2021 |
| NFR Creates and Send AQ Data forms to Applicants | Wednesday November 3, 2021 |
| CDOT provides review to applicants | Friday, November 12, 2021 |
| CMAQ Air Quality Data Due | Wednesday, November 17, 2021 |
| NFR Completes Emissions calculations and sends to applicants | Wednesday December 1, 2021 |
| Applicants notify NFR of Concerns with Emissions Calculations | Friday, December 10, 2021 |
| CMAQ, STBG, and TA Applications Due | Friday, December 10, 2021 |
| CMAQ and STBG Scoring Committee | December 15-18, 2021 or January 4-7, 2022 |
| Non-Motorized TA Project Scoring Meeting by NoCo Bike and Ped | December 15-18, 2021 or January 4-7, 2022 |
| NFRMPO Develops Project Funding Phasing Plan | Wednesday January 12, 2021 |
| TAC Discussion of Recommended Projects – Staff Presentation | Wednesday, January 19, 2022 |
| Council Discussion of Recommended Projects – Applicant Presentations | Thursday, February 3, 2022 |
| TAC Action on Recommended Projects | Wednesday, February 16, 2022 |
| Council Action on Recommended Projects | Thursday, March 3, 2022 |

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Changes for All Funding Programs



- Scoring Committee requirements
- GHG Emission inputs for selected projects
- Environmental Justice Analysis and Performance Measure Impact Analysis
- New Environmental Justice scoring criteria
- Added guidance to facilitate more objective scoring
- Ties back to NFRMPO plans

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CMAQ: Scoring Criteria & Request Limits



- Request Limits
 - 50% of Available Funding
 - Available funding:
\$5,077,740
 - Request Limit:
\$2,538,870


| Criteria | Points Possible |
|------------------------------------------------|-----------------|
| Cost Effectiveness | 60 |
| Contribution to the Achievement of Targets | 30 |
| Congestion Management Process (CMP) Strategies | 10 |

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| STBG Community Targets | | | | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------|-----------------------------------|-----------------------------------------------|-----------------------------|-----------------------------|-------------------------------|
| Community | | 2019 Population (DOLA) | Percent of Total Population | Percent of Large Communities Population | Population- based Target | Allowable Additional 30% | Maximum Federal Request |
| Small Communities | Berthoud | 8,939 | 1.7% | - | \$171,023 | - | \$171,023 |
| | Eaton | 5,707 | 1.1% | - | \$109,187 | - | \$109,187 |
| | Evans | 21,104 | 4.0% | - | \$403,766 | - | \$403,766 |
| | Garden City | 248 | 0.0% | - | \$4,745 | - | \$4,745 |
| | Johnstown | 15,106 | 2.9% | - | \$289,011 | - | \$289,011 |
| | LaSalle | 2,337 | 0.4% | - | \$44,712 | - | \$44,712 |
| | Milliken | 8,113 | 1.5% | - | \$155,220 | - | \$155,220 |
| | Severance | 6,235 | 1.2% | - | \$119,289 | - | \$119,289 |
| | Timnath | 4,915 | 0.9% | - | \$94,035 | - | \$94,035 |
| | Weld County | 14,620 | 2.8% | - | \$279,713 | - | \$279,713 |
| | Windsor | 31,815 | 6.0% | - | \$608,691 | - | \$608,691 |
| | <i>Small Community Set-Aside Fund</i> | | | | | | \$1,139,696 |
| Small Community Total | | 119,139 | 22.6% | - | \$2,279,391 | - | \$3,419,087 |
| Large Communities | Fort Collins | 170,318 | 32.4% | 41.8% | \$2,781,894 | \$834,568 | \$3,616,462 |
| | Greeley | 108,633 | 20.6% | 26.7% | \$1,774,360 | \$532,308 | \$2,306,668 |
| | Loveland | 77,553 | 14.7% | 19.0% | \$1,266,714 | \$380,014 | \$1,646,728 |
| | Larimer County | 50,723 | 9.6% | 12.5% | \$828,485 | \$248,546 | \$1,077,031 |
| | Large Community Total | | | | | | \$6,651,453 |
| | Total | | | | | | \$8,930,844 |
| <p>Small communities (those with a population of 50,000 or less) may apply for the small community set-aside fund in addition to their population-based target. The fund is equal to 50 percent of the cumulative population-based small community targets. Small communities may also apply to partner with large communities. The overall target for small communities is the sum of their population-based targets and the set-aside fund.</p> <p>Large communities (those with a population over 50,000) may apply for up to thirty percent additional funding beyond their population-based target. The overall target for large communities is the sum of their population-based targets.</p> | | Small Communities Overall Target | | | | | \$3,419,087 |
| | | STBG Funding Percent | | | | | 34.0% |
| | | Population Percent | | | | | 22.6% |
| | | Large Communities Overall Target | | | | | \$6,651,453 |
| | | STBG Funding Percent | | | | | 66.0% |
| | | Population Percent | | | | | 77.4% |
| | | RAQC Ozone Modeling Set-Aside | | | | | \$50,000 |
| | | Total STBG Funding Available | | | | | \$10,120,540 |

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| Scoring Criteria: STBG | | |  | |
|------------------------|----------------------|----------------------|---------------------------------------------------------------------------------------|--|
| Criteria | Small Communities | Large Communities | | |
| Safety | 35 | 35 | | |
| Mobility | 20 | 25 | | |
| System Preservation | 15 | 10 | | |
| Environmental Justice | 10 | 15 | | |
| Partnerships | 15 | 10 | | |
| Economic Development | 5 | 5 | | |

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Scoring Criteria: TA



| Criteria | Points Possible |
|---------------------------------------------------------------------------------------|-----------------|
| Enhance Safety | 20 |
| Maximize Transportation Investment / Network Connectivity Improvement | 20 |
| Improve State and Regional Economy | 10 |
| Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health | 12 |
| Provide Transportation Equity | 12 |
| Project Readiness | 6 |
| Integration with Plans and Community Documented Support | 20 |

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[Call for Projects Guidebook](#)

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Next Steps



- September TAC/October Planning Council
 - Action on Call for Projects Process and Guidebook
- October 8, 2021
 - Call for Projects opens

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[Call for Projects Guidebook](#)

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Questions?



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Greenhouse Gas (GHG) Rule Overview and Initial Analysis

Background

- HB19-1261 set statewide goals for GHG reductions compared to 2005 levels.
- The State's *GHG Pollution Reduction Roadmap*, finalized in January 2021, identified strategies and GHG reduction goals for each sector, including transportation.
- SB21-260 requires CDOT and the Transportation Commission (TC) to develop new policies and procedures for CDOT and Metropolitan Planning Organizations (MPOs) to address GHG emissions.

Rule Overview

- The TC is proposing to revise the existing statewide transportation planning rules in 2 CCR 601-22.
- Nine rulemaking hearings are scheduled for 9/17/21-10/7/21. TC action is scheduled for November 2021.
- Rule identifies GHG Reduction Levels for each MPO and for CDOT in the non-MPO area for four compliance years: 2025, 2030, 2040, and 2050.
- Applicable plans, such as the Regional Transportation Plan (RTP) for MPOs and the 10-Year Plan for CDOT in non-MPO areas, would need to meet the GHG Reduction Levels through approved modeling and analysis.
- If GHG Reduction Levels are not achieved, any CMAQ and STBG funds available through the MPO would be restricted to projects that reduce GHGs. CDOT's 10-Year Plan funds for regionally significant projects would be restricted to projects that reduce GHGs. The Rule includes a waiver process that could allow specific projects to proceed.

Concerns

- GHG Reduction Levels may not be feasible.
- Rulemaking schedule may not accommodate data-driven requirements or data-driven comments.
 - Modeling conducted by CDOT to set GHG Baselines and GHG Reduction Levels is incomplete and appears to have errors; CDOT has proposed re-analyzing.
 - NFRMPO requested GHG analysis using the NFRMPO travel model; analysis is underway by CDPHE staff.
 - CDOT is developing documentation of method and rationale for the GHG Baselines and GHG Reduction Levels; no timeline for availability.
- Rule should require periodic reassessment of GHG reduction levels.

- Due to updated growth forecasts and potential for MPO boundary changes, GHG Reduction Levels should account for change (either with per capita budgets or updates to the baselines and reduction levels).
- Many of the GHG strategies are outside the control of MPOs and CDOT, e.g.:
 - MPOs have no land use authority and very limited ability to encourage land use changes
 - MPOs cannot fund ongoing transit operations through CMAQ or STBG
- Implementers of GHG Mitigation Measures should not be restricted to only CDOT and MPO (i.e. local government efforts should also count).
- The rule lacks specificity on processes, roles, and responsibilities (e.g. no specified timing for TC determination, unclear when funding restrictions occur, lack of process for addressing any concerns from APCD).
- The GHG Mitigation Measure reporting process may be onerous without providing much value.
- If an area does not meet the GHG budget, non-regionally significant projects funded through CMAQ and STBG should not require a waiver to proceed, as with the 10-Year Plan Funds.




CDOT Greenhouse Gas (GHG) Transportation Plan Budgets

North Front Range Transportation & Air Quality Council




North Front Range
Metropolitan
Planning
Organization

September 2, 2021



Agenda



- Greenhouse Gas (GHG) Budgets Background
- Transportation Commission (TC) Rulemaking Schedule
- GHG Rule Description
- Digging Deeper
 - Role of Modeling
 - Role of Population Growth
 - Feasibility of Reductions
 - Impact to Planning Process
- Initial Analysis and Council Discussion
 - Support
 - Concerns

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CDOT GHG Transportation Plan Budgets

GHG Budgets Background



- **HB19-1261** – Set statewide goals for GHG reductions compared to 2005 levels:
 - 2025 – 26% reduction
 - 2030 – 50% reduction
 - 2050 – 90% reduction
- **State's GHG Pollution Reduction Roadmap** – Identified pathway to meet HB19-1261 goals with strategies and GHG reduction targets in each sector, including the following targets for transportation:
 - 2025 – 25% (7.7 MMT reduction)
 - 2030 – 40% (12.7 MMT reduction)
 - 2050 – 99% (30.5 MMT reduction)
- **SB21-260** – Section 30 creates new requirements for CDOT and MPOs to account for GHG emissions.

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CDOT GHG Transportation Plan Budgets

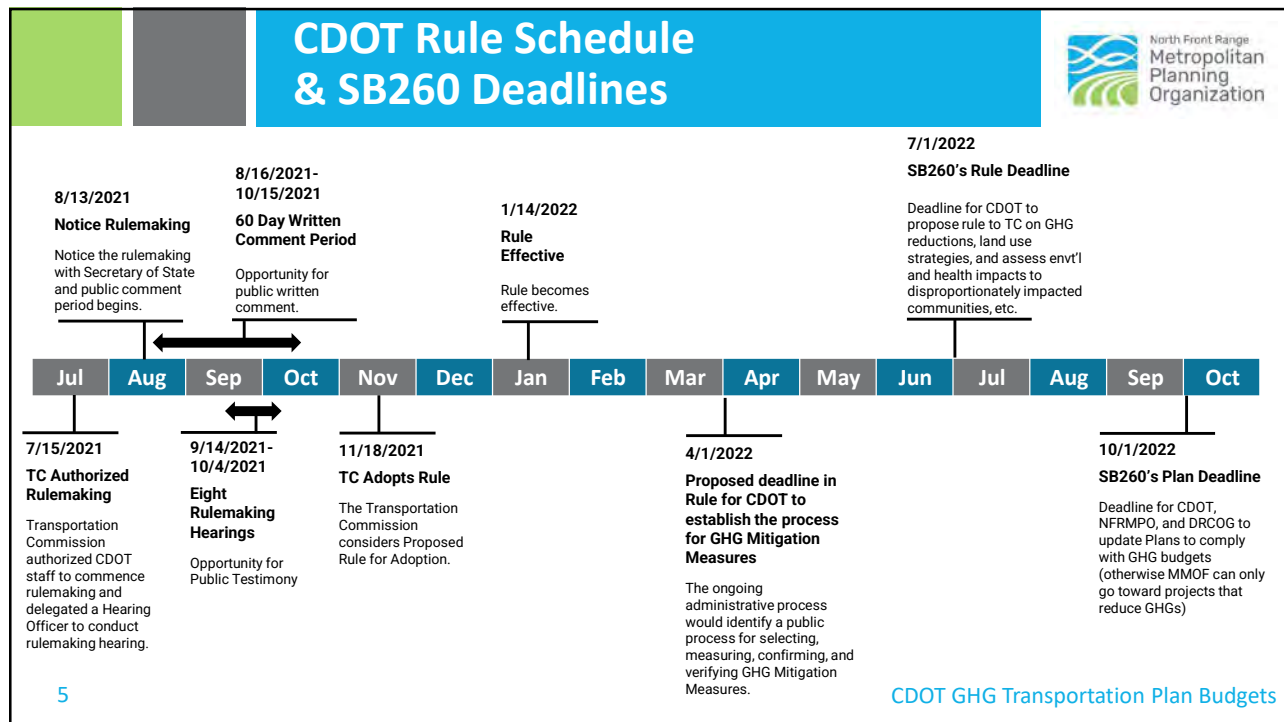
Rule Notice



- TC is considering revising the rules on the **statewide transportation planning process** and transportation planning regions, 2 CCR 601-22.
- The revisions establish **greenhouse gas (GHG) pollution reduction planning levels** for transportation that will improve air quality, reduce smog, and provide more sustainable options for travelers across Colorado.
- CDOT and MPOs will be required to **establish plans that meet GHG transportation reduction targets through a mix of transportation projects** that limit and mitigate air pollution and improve quality of life and multimodal options.
- CDOT and MPOs will be required to **demonstrate through travel demand modeling and approved air quality modeling** that statewide and regional aggregate emissions resulting from its state or regional plans do not exceed a specified emissions level in total.

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CDOT GHG Transportation Plan Budgets



Proposed Revision to State Transportation Planning Rules

- §1 – Definitions for 19 new terms
- §4.06 – Requires statewide plan to include analysis of GHG impact and include 10-Year Plan as an appendix
- §6.01 – Identifies amendment process for the 10-Year Plan (led by CDOT in coordination with TPRs)
- **§8 – GHG Emission Requirements**
 - §8.01 – GHG Reduction Levels
 - §8.02 – Compliance Determination
 - §8.03 – GHG Mitigation Measures
 - §8.04 – Air Pollution Control Division (APCD) Confirmation and Verification
 - §8.05 – Enforcement
 - §8.06 – CDOT Report on GHG (every five years)

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CDOT GHG Transportation Plan Budgets

GHG Reduction Levels (§8.01)



- **Baseline** - estimates of GHG emissions for each of the MPOs, and for the non-MPO areas, prepared using the **MPO Models or the Statewide Travel Model**. Estimates must include GHG emissions resulting from the existing transportation network and implementation of the most recently adopted RTP for all MPOs and the 10-Year Plan in non-MPO areas as of the effective date of these Rules.
- **GHG Reduction Level** - the amount of the GHG expressed as CO₂e reduced from the projected Baseline that CDOT and MPOs must attain through transportation planning.
- **Compliance years** – 2025, 2030, 2040, and 2050

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CDOT GHG Transportation Plan Budgets

GHG Reduction Levels (§8.01)



GHG Reduction Levels in Million Metric Tons (MMT) of CO₂e by Compliance Year

| | 2025 | | 2030 | | 2040 | | 2050 | |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Regional Areas | Baseline | Reduction | Baseline | Reduction | Baseline | Reduction | Baseline | Reduction |
| DRCOG | 14.9 | 0.27 | 11.8 | 0.82 | 10.9 | 0.63 | 12.8 | 0.37 |
| NFRMPO | 2.3 | 0.04 | 1.8 | 0.12 | 1.9 | 0.11 | 2.2 | 0.07 |
| PPACG | 2.7 | N/A | 2.2 | 0.15 | 2.0 | 0.12 | 2.3 | 0.07 |
| GVMPO | 0.38 | N/A | 0.30 | 0.02 | 0.30 | 0.02 | 0.36 | 0.01 |
| PACOG | 0.50 | N/A | 0.40 | 0.03 | 0.30 | 0.02 | 0.4 | 0.01 |
| CDOT/Non-MPO | 6.7 | 0.12 | 5.3 | 0.37 | 5.2 | 0.3 | 6.1 | 0.18 |
| TOTAL | 27.4 | 0.5 | 21.8 | 1.5 | 20.6 | 1.2 | 24.2 | 0.7 |

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CDOT GHG Transportation Plan Budgets

GHG Reduction Levels (§8.01)



Extent of GHG Reduction Levels

| | 2025 Reduction Percentage | 2030 Reduction Percentage | 2040 Reduction Percentage | 2050 Reduction Percentage |
|---------------|------------------------------------------|------------------------------------------|------------------------------------------|------------------------------------------|
| NFRMPO | 1.7% | 6.7% | 5.8% | 3.2% |
| CDOT/Non-MPO | 1.8% | 7.0% | 5.8% | 3.0% |
| TOTAL | 1.8% | 6.9% | 5.8% | 2.9% |

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CDOT GHG Transportation Plan Budgets

Applicability (§8.02)



Applicable Planning Documents for NFRMPO

- Regional Transportation Plan (RTP)
 - Amendments and New Plans
- Transportation Improvement Program (TIP)
 - New TIPs (Amendments are exempt)

Applicable Planning Documents for CDOT

- CDOT's 10-Year Plan in non-MPO areas
 - Amendments and New Plans
- CDOT's Four-Year Prioritized Plan in non-MPO areas
 - Amendments and New Plans

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CDOT GHG Transportation Plan Budgets

GHG Transportation Report (§8.02)



A **GHG Transportation Report** is required for each Applicable Planning Document. The report must include:

- **GHG Emissions Analysis**
 - Travel Model and Air Quality Model Analysis of existing transportation network and implementation of **Regionally Significant Projects**.
 - Must estimate total CO₂e emissions for each compliance year (2025, 2030, 2040, and 2050) and compare to the Baseline.
- **Mitigation Action Plan**
 - Identifies **GHG mitigation measures** needed to meet the GHG reduction levels.
 - For each measure, report start and completion dates, estimate of GHG emissions reductions (where feasible), co-benefits (other pollutants, travel impacts), and impact to Disproportionately Impacted Communities (as defined by SB21-260).

Regionally Significant Projects

- Rule allows MPOs to use existing definitions
- In NFRMPO, includes new roadway capacity (2+ lane miles), new intersections, new or removed major transit, etc.

GHG Mitigation Measures

- Non-Regionally Significant Project strategies implemented by CDOT and MPOs that reduce transportation GHG pollution and help meet the GHG Reduction Levels.

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CDOT GHG Transportation Plan Budgets

GHG Transportation Report (§8.02)



The **GHG Transportation Report** must either:

- Demonstrate GHG Reduction Levels are met for each compliance year (2025, 2030, 2040, and 2050), OR
- The NFRMPO must utilize **CMAQ and STBG funds** on projects or approved GHG mitigation measures that **reduce GHG emissions**, and CDOT utilizes **10-Year Plan funds** anticipated to be expended on **Regionally Significant Projects** in the MPO area on projects that **reduce GHG emissions**.

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CDOT GHG Transportation Plan Budgets

Verification/Approval (\$8.02, \$8.04, and \$8.05)



APCD Verification

- ≥ 45 days prior to the NFRMPO's adoption of an Applicable Planning Document, submit technical data in the **GHG Transportation Report** to APCD for review and verification.
- APCD has 30 days to verify. If they do not, document is considered acceptable.

TC Approval

- ≥ 30 days prior to the NFRMPO's adoption of an Applicable Planning Document, provide the TC a GHG Transportation Report.
- TC must determine by resolution if the **GHG Transportation Report** meets requirements.
- No time limit for TC to make the determination.
- If TC determines the requirements are not met, funding restrictions are imposed (for NFRMPO, applies to **CMAQ, STBG, and some 10-Year Plan funds**).

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CDOT GHG Transportation Plan Budgets

Waiver Process (\$8.05)



- MPO, CDOT or a non-MPO TPR may request a waiver or ask for reconsideration of TC Determination.
 - **Waiver** – May request a waiver on specific projects not expected to reduce GHG emissions on the following basis:
 - GHG Transportation Report reflected significant effort and priority placed, in total, on projects and GHG Mitigation Measures that reduce GHG emissions; and
 - In no case shall a waiver be granted if such waiver results in a **substantial increase** in GHG emissions when compared to the required reduction levels in the Rule.
 - **Reconsideration** – May request TC reconsider the non-compliance determination and include explanation of how requirements are met.
- TC has 30 days or until next TC meeting (whichever is later) to act. If no action is taken, request is denied.

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CDOT GHG Transportation Plan Budgets

Effective Dates (§8.02)



By October 1, 2022

- NFRMPO and DRCOG must update their RTPs and CDOT must update 10-Year Plan and meet GHG reduction levels. If not, restrictions will be placed on **Multimodal Transportation and Mitigation Options Funds** (MMOF) per SB21-260.

After October 1, 2022

- For each Applicable Planning Document, meet the corresponding GHG reduction levels. If not, restrictions will be placed on **CMAQ, STBG, and some 10-Year Plan funds** per proposed rule.

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CDOT GHG Transportation Plan Budgets

Additional Requirements (§8.02, §1)



Intergovernmental Agreement

- Agreement between MPO, CDOT, CDPHE on modeling assumptions and agency responsibilities must be established prior to adoption of next RTP.

State Interagency Consultation Team

- Consists of CDOT, CDPHE, and each MPO. Group will approve regionally significant project definitions as needed.

Annual Status Report

- Annually, by April 1, each agency must provide a status report to the TC with the following info for each **GHG mitigation measure**:
 - Implementation timeline
 - Current status
 - Quantification of benefit or impact
 - Explanation for any delays, cancellations, or substitutions

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CDOT GHG Transportation Plan Budgets

GHG Mitigation Measure Process (§8.02)



GHG Mitigation Measure Process

- By April 1, 2022 – CDOT shall establish an ongoing administrative process for selecting, measuring, confirming, and verifying **GHG Mitigation Measures**.
 - Determine the relative impacts of mitigation measures.
 - Measure and prioritize localized impacts to communities and Disproportionately Impacted Communities.
 - Mitigation credit awarded to a specific solution shall consider aggregate and community impact.

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CDOT GHG Transportation Plan Budgets

GHG Mitigation Measures (§8.03)



- CDOT and MPOs allowed to use approved GHG Mitigation Measures to offset emissions and demonstrate progress toward compliance.
- Illustrative examples in the Rule:
 - Addition of **transit** resources to displace VMT.
 - Improve **ped and bike** access.
 - Encourage local adoption of more effective forms of vertical **development and zoning** plans (mixed use) in a way that rewards transportation project investments.
 - Improve **first- and final-mile access** to transit.
 - Changes to **parking and other policies** that encourage walking/transit.
 - Medium/heavy duty vehicle electric charging and hydrogen refueling.
 - Establishing **clean construction** policies.
 - Adopting **transportation demand management (TDM)** practices that reduce VMT.

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CDOT GHG Transportation Plan Budgets

Digging Deeper



- Role of Modeling
- Role of Population Growth
- Feasibility of Reductions
- Impact to Planning Process

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CDOT GHG Transportation Plan Budgets

Role of Modeling



Travel Demand Model - MPO or Statewide

- Incorporates land use forecast, with forecasted growth in population and employment from the State Demographer
- Projects can be added/removed
- Outputs show travel demand and behavior
 - Mode: SOV, carpool, medium/heavy trucks, transit, bike, ped
 - Roadway speeds and volumes by time of day
 - Transit ridership
 - Origins and destinations by zone

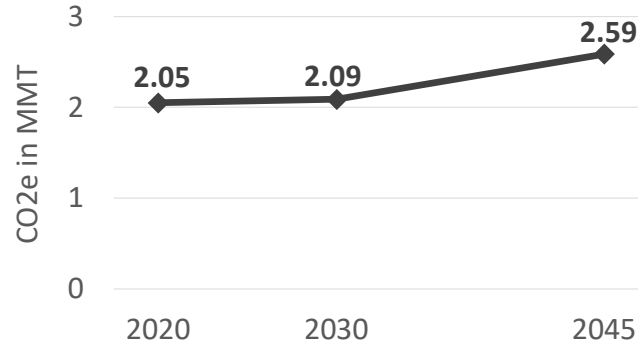
EPA Motor Vehicle Emissions Simulator (MOVES)

- Uses roadway speeds and volumes by time of day from the travel demand model
- Additional inputs include vehicle age distribution, vehicle types by roadway type, etc. from both local and national sources
- Outputs show emissions from on-road transportation
 - Ozone Precursors
 - GHG in CO₂e
 - Other criteria pollutants

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CDOT GHG Transportation Plan Budgets

Forecasted Annual On-Road Transportation GHG Emissions in the Northern Subarea



Notes

- **Preliminary** results from NFRMPO Travel Model + EPA MOVES3
- Does **not** account for current or forecasted EV share
- Due to different geography, **not comparable** to Rule's baseline GHG levels
- CDPHE is currently running updated MPO-specific analyses

CDOT GHG Transportation Plan Budgets

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Modeling the GHG Baselines and Reduction Levels



GHG Baselines

- Baseline set using statewide travel model instead of MPO models.
- GHG emissions by area are proxies based on VMT, not determined based on each area's GHG (which would account from congested speeds and VMT).

GHG Reduction Levels

- No explanation in rule or any published documentation on how the reduction levels were determined.
- Per CDOT, reductions were based on sketch modeling all the following strategies:
 - **Travel choices:** tripling telework, non-work trip reduction, broadband expansion, extensive sidewalk and bike improvements, e-bikes, arterial speed reductions, 50% transit fares
 - **Transit:** 6% annual service increase, 2022-2030; double service by 2050; bus fleet electrification
 - **Land Use:** 50% growth of urban mixed-use areas ($\geq 2,000$ people per sq mi and ≥ 500 retail/service jobs per sq mi) in NFRMPO, up from 10%

Are the GHG strategies used to set the GHG Reduction Levels applicable to MPOs?

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CDOT GHG Transportation Plan Budgets

Role of Population Growth



CDOT's GHG Budgets Account for Current Forecast

- High growth forecasted by state demographer: 83% population and 67% jobs from 2015-2045 in NFRMPO
- The GHG Budget for each compliance year accounts for the growth forecast

MPO Boundaries Can Change

- The MPO may choose to expand or may be required to expand due to updates to Urbanized Areas after a Decennial Census

Could the rule set GHG budgets per capita instead of total GHG?

Growth forecasts are Updated for each Planning Cycle

- Per federal planning requirements, the NFRMPO obtains new growth forecasts prior to updating the RTP. Growth may be higher or lower than the previous forecast.

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CDOT GHG Transportation Plan Budgets

Feasibility of Reductions



GHG Emissions Analysis (travel model analysis)

- Selecting a different mix of projects or building fewer/no capacity projects appears to have a limited impact on GHG – further analysis is underway

GHG Mitigation Measures (off-model analysis)

- The process for determining these measures and how they will be evaluated will not occur until after the rule is finalized
- Preliminary analysis by NFR staff indicates these measures can only provide 10-15% of needed reductions

Feasibility of GHG Reduction Levels is unknown. Analysis is underway and more time may be needed to develop data-driven GHG reductions.

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CDOT GHG Transportation Plan Budgets

Impact to Planning Process



Federal Requirements for the Metropolitan Planning Process

- MPOs meet federal requirements for planning the multimodal surface transportation system. This includes consideration of 10 planning factors:
 - Economic Vitality
 - Safety
 - Security
 - Accessibility and Mobility (people and freight)
 - Environment
 - Multimodal Integration
 - Efficient Operations
 - Preservation
 - Resiliency and Reliability
 - Travel and Tourism

Federal Requirements for Surface Transportation Block Grant (STBG)

- Restriction on providing STBG funds to specific transportation modes by a pre-set formula or percentage.

How will GHG rule interface with federal planning requirements?
Could the NFRMPO be restricted in providing STBG funds to important safety and operations projects?

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CDOT GHG Transportation Plan Budgets

Areas of Support



- Rule purpose and co-benefits to ozone and expanding transportation options
- Existence of a waiver process
- Establishing GHG Mitigation Measure process outside of the rulemaking (additional flexibility to update)
- Creation of State Interagency Consultation Team
- TC will not withhold funds from the MPO

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CDOT GHG Transportation Plan Budgets

Areas of Concern (1 of 2)



- GHG Reduction Levels may not be feasible.
- Rulemaking schedule may not accommodate data-driven requirements or data-driven comments.
 - Modeling conducted by CDOT to set GHG Baselines and GHG Reduction Levels is incomplete and appears to have errors; CDOT has proposed re-analyzing.
 - NFRMPO requested GHG analysis using the NFRMPO travel model; analysis is underway by CDPHE staff.
 - CDOT is developing documentation of method and rationale for the GHG Baselines and GHG Reduction Levels; no timeline for availability.
- Rule should require periodic reassessment of GHG reduction levels.
- Due to updated growth forecasts and potential for MPO boundary changes, GHG Reduction Levels should account for change (either with per capita budgets or updates to the baselines and reduction levels).

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CDOT GHG Transportation Plan Budgets

Areas of Concern (2 of 2)



- Many of the GHG strategies are outside the control of MPOs and CDOT, e.g.:
 - MPOs have no land use authority and very limited ability to encourage land use changes
 - MPOs cannot fund ongoing transit operations through CMAQ or STBG
- Implementers of GHG Mitigation Measures should not be restricted to only CDOT and MPO (i.e. local government efforts should also count).
- The rule lacks specificity on processes, roles, and responsibilities (e.g. no specified timing for TC determination, unclear when funding restrictions occur, lack of process for addressing any concerns from APCD).
- The GHG Mitigation Measure reporting process may be onerous without providing much value.
- If an area does not meet the GHG budget, non-regionally significant projects funded through CMAQ and STBG should not require a waiver to proceed, as with the 10-Year Plan Funds.

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CDOT GHG Transportation Plan Budgets

Next Steps



- **September 2, 2021** – Council Meeting Discussion
- **September 16, 2021** – TAC & Council Work Session
- **September 30 & October 5, 2021** – CDOT GHG Rulemaking Hearings in Larimer/Weld (additional seven hearings around the state 9/14-10/5)
- **October 6, 2021** – Council Meeting Discussion or Action to approve comments
- **October 14, 2021** – TAC & Council Work Session *(If Needed)*
- **October 15, 2021** – Deadline to submit public comment

CDOT Resources on the Proposed Rule, including the Redline and Notice:

<https://www.codot.gov/business/rules/proposed-rules>

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CDOT GHG Transportation Plan Budgets

CDOT GHG Rulemaking Hearings



| Date | Location | Time |
|-----------|------------------|--------|
| 9/17/2021 | Grand Junction | 2-5 pm |
| 9/23/2021 | Denver | 3-7 pm |
| 9/24/2021 | Colorado Springs | 3-6 pm |
| 9/27/2021 | Littleton | 3-7 pm |
| 9/29/2021 | Limon | 2-5 pm |
| 9/30/2021 | Fort Collins | 2-5 pm |
| 10/4/2021 | Glenwood Springs | 2-5 pm |
| 10/5/2021 | Firestone | 2-5 pm |
| 10/7/2021 | Durango | 2-5 pm |

Hybrid Meetings

To attend virtually, register at
<https://www.codot.gov/programs/environmental/greenhousegas/publichearing>

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Discussion Questions



- Should the NFRMPO submit a letter to the TC Hearing Officer requesting more time for the rulemaking?
- Does Council want to designate a Councilmember to provide policy comments at the Rulemaking Hearings on 9/30 and 10/5?
 - NFRMPO Staff would also attend and could provide technical comments
- What questions do you have on the proposed rule and initial analysis?
- What other information do you need to understand the proposed rule?
- What concerns and suggestions do you have?

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Questions?



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