

NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL

VIRTUAL MEETING AGENDA

September 2, 2021

Call-in Number: (872) 240-3311

Access Code: 784-815-789

<https://www.gotomeet.me/NFRMPO/2021-nfrmpo-planning-council-meetings>

For assistance during the meeting, please contact Alex Gordon – agordon@nfrmpo.org or 970.289.8279

Pledge of Allegiance

Public Comment- 2 Minutes Each (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes - Lead Planning Agency for Air Quality/MPO – August 5, 2021 (Page 7)

Lead Planning Agency for Air Quality Agenda

REPORTS:

- | | | |
|--|---|------|
| 3) Air Pollution Control Division (APCD) | Dena Wojtach – Manager, Planning & Policy Program (15 min.) | 6:05 |
| 4) Regional Air Quality Council (RAQC) (Page 12) | (Written) | |
| 5) NFRMPO Air Quality Program Updates (Page 15) | Medora Bornhoft – Transportation & Air Quality Planner III (5 min.) | 6:20 |

Metropolitan Planning Organization Agenda

REPORTS:

- | | | |
|--|---|------|
| 6) Report of the Chair | Will Karspeck - Council Chair – Town of Berthoud (5 min.) | 6:25 |
| • Results of Council Member Survey | | |
| 7) Executive Director Report | Suzette Mallette - Executive Director (5 min.) | 6:30 |
| • Transportation Planner I Posting | | |
| • Joint Mobility Committee Meeting | | |
| 8) TAC (Page 16) | (Written) | |
| 9) Mobility | (Written) | |
| 10) Community Advisory Committee (CAC) (Page 17) | (Written) | |

DISCUSSION ITEMS:

- | | | |
|---|--|------|
| 11) NFRMPO TDM Program (Page 18) | Alex Gordon – Transportation Planner III (10 min.) | 6:35 |
| 12) 2021 Call for Projects Guidebook Discussion (Page 25) | AnnaRose Cunningham – Transportation Planner I (30 min.) | 6:45 |
| 13) CDOT Greenhouse Gas Transportation Plan Budgets (Page 35) | Medora Bornhoft (45 min.) | 7:15 |

COUNCIL REPORTS:

- | | | |
|----------------------------|--|------|
| Transportation Commission | Kathleen Bracke - Transportation Commissioner | |
| CDOT R4 Update | Heather Paddock - CDOT R4 Transportation Director | |
| STAC Report (Page 45) | (Written) | |
| I-25 Coalition | Scott James – Council Vice Chair, Weld County Commissioner | |
| Host Council Member Report | Kristen Stephens – Larimer County Commissioner (5 min.) | 8:10 |

MEETING WRAP UP:

- | | |
|---------------------------------------|------|
| Next Month's Agenda Topic Suggestions | 8:15 |
|---------------------------------------|------|



MPO Planning Council

Town of Berthoud

William Karspeck, Mayor - Chair

Alternate- Maureen Dower, Mayor Pro Tem

Weld County

Scott James, Commissioner - Vice Chair

Alternate- Perry Buck, Commissioner

City of Loveland

Dave Clark, Councilmember - Past Chair

Town of Eaton

Lanie Isbell, Mayor Pro Tem

Alternate- Glenn Ledall, Trustee

City of Evans

Mark Clark, Mayor Pro Tem

Alternate- Brian Rudy, Mayor

City of Fort Collins

Jeni Arndt, Mayor

Alternate- Tricia Canonico, Councilmember

Town of Garden City

Fil Archuleta, Mayor

Alternate- TBD

City of Greeley

Brett Payton, Councilmember

Alternate- John Gates, Mayor

Town of Johnstown

Troy Mellon, Councilmember

Larimer County

Kristin Stephens, Commissioner

Alternate- Jody Shaddock-McNally, Commissioner

Town of LaSalle

Paula Cochran, Trustee

Town of Milliken

Elizabeth Austin, Mayor

Town of Severance

Frank Baszler, Trustee

Town of Timnath

Lisa Laake, Trustee

Town of Windsor

Paul Rennemeyer, Mayor

Alternate- Ken Bennett, Mayor Pro Tem

CDPHE- Air Pollution Control Division

Dena Wojtach, Manager, Planning & Policy Program

Colorado Transportation Commission

Kathleen Bracke, Commissioner

Alternate- Heather Paddock, Region 4 Director



MPO MEETING PROCEDURAL INFORMATION

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
 - MPO Chair introduces the item; asks if formal presentation will be made by staff
 - Staff presentation (optional)
 - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
 - Planning Council questions of staff on the item
 - Planning Council motion on the item
 - Planning Council discussion
 - Final Planning Council comments
 - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

GLOSSARY

5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5326	FTA program funding to define “state of good repair” and set standards for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	CDOT’s Strategic Investment Program and projects—originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency

GLOSSARY (cont'd)

FAST ACT	Fixing America's Surface Transportation Act (federal legislation, signed December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GOPMT	Goals, Objectives, Performance Measures, and Targets
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Options Fund (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NMP	Non-Motorized Plan
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOx	Nitrogen Oxides
OBD	On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)
O₃	Ozone

GLOSSARY (cont'd)

PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RNMC	Regional Non-Motorized Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTE	Regional Transit Element
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRTS (see TA)	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG (previously STP-Metro)	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission
TAC	Technical Advisory Committee (of the NFRMPO)
TA (previously TAP)	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

**Meeting Minutes of the
NORTH FRONT RANGE TRANSPORTATION &
AIR QUALITY PLANNING COUNCIL**

**August 5, 2021
Weld County Administration Building
1150 O Street
Greeley, CO 80631**

Voting Members Present:

Will Karspeck- Chair	-Berthoud
Frank Baszler	-Severance
Kathleen Bracke	-Transportation Commission
Dave Clark	-Loveland
Mark Clark	-Evans
Lanie Isbell	-Eaton
Scott James	-Weld County
Brett Payton	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

Voting Members Absent:

Fil Archuleta	-Garden City
Jeni Arndt	-Fort Collins
Elizabeth Austin	-Milliken
Paula Cochran	-LaSalle
Lisa Laake	-Timnath
Troy Mellon	-Johnstown
Dena Wojtach	-CDPHE-APCD

MPO Staff:

Suzette Mallette, Executive Director; **Becky Karasko**, Transportation Planning Director; **Merideth Kimsey**, Accounting Manager; **Cory Schmitt**, Mobility Manager; **Alex Gordon**, Transportation Planner III; **Medora Bornhoft**, Transportation and Air Quality Planner III; **AnnaRose Cunningham**, Transportation Planner I

In Attendance:

Dawn Anderson, Abdul Barzak, Allison Baxter, Dan Betts, Perry Buck, Michael Command, Ray Cundiff, Spencer Dodge, Butch Hause, Joel Hemesath, Myron Hora, Wayne Howard, Will Jones, Dean Klinger, Dave Klockeman, Mitch Nelson, Heather Paddock, Evan Pinkham, Rebecca Rathburn, Elizabeth Relford, Jan Rowe, Mike Silverstein, Theresa Takushi, Rebecca White

Chair Karspeck called the MPO Council meeting to order at 6:04 p.m.

Public Comment:

There was no public comment.

Move to Approve Agenda:

James **moved** to *APPROVE THE AUGUST 5, 2021, MEETING AGENDA AS SUBMITTED*. The motion was **seconded** by D. Clark and **passed** unanimously.

Move to Approve Minutes:

Isbell **moved** to *APPROVE THE JULY 1, 2021, MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by James and **passed** unanimously.

Lead Planning Agency for Air Quality Agenda

Chair Karspeck opened the Air Quality portion of the meeting.

REPORTS:

Air Pollution Control Division (APCD)

A written report was provided.

Regional Air Quality Council (RAQC)

A written report was provided.

NFRMPO Air Quality Program Updates

Bornhoft reviewed the three items in the memo: the withdrawal of the Employee Traffic Reduction Program (ETRP) from the Air Quality Control Commission (AQCC) August rulemaking, the ongoing work on GHG budgets for transportation plans, and the submittal of the NFRMPO's public comment letter to the EPA regarding the proposed expansion of the ozone nonattainment area to include the entirety of Weld County. Council members expressed support for developing a voluntary approach to ETRP.

Metropolitan Planning Organization (MPO) Agenda

Chair Karspeck opened the MPO portion of the meeting.

REPORTS:

Report of the Chair

Karspeck stated SB21-260 created a new board, the Nonattainment Area Enterprise, which will begin meeting around March 2022, and noted the NFRMPO needs a representative to serve on the board. Mallette explained the Governor must approve the representative. James indicated his interest and will apply.

Executive Director Report

Mallette noted Renae Steffen is leaving the NFRMPO, and Barbara Bills will become the Office Administrator. Ryan Dusil also left the NFRMPO and a planner position will be posted soon.

NFRMPO and CDOT will set up a two-hour tour of N I-25 Segments 7 & 8 ahead of the October Planning Council meeting. The tour will meet near the Prospect interchange.

Finance Committee

A written report was provided.

TAC

A written report was provided.

Mobility

A written report was provided.

Q2 2021 TIP Modifications

A written report was provided.

Q2 2021 VanGo™ Dashboard

A written report was provided.

Community Advisory Committee (CAC)

A written report was provided.

PRESENTATIONS:

Front Range Passenger Rail Update

Spencer Dodge, CDOT Commission Liaison for the Southwest Chief & Front Range Passenger Rail (SWC & FRPR) Commission, presented on recent staff efforts and next steps for Front Range Passenger Rail. SB21-238 creates the Rail District which will replace the SWC & FRPR Commission and will begin meeting in 2022.

Dodge explained SB21-238 identifies the membership of the Rail District Board, the boundaries of the District, the powers of the District, and transparency measures. Prior to submitting a question to electors to establish any district tax, the District must create a Service Development Plan, an Operating Plan, and a detailed Financing Plan and the Board must approve sending the question through a super majority (two-thirds) vote.

There are a range of technically feasible corridors with different partnership opportunities. In the North segment, one option is I-25/E-470 which leverages the I-25 mobility hubs. Another option would connect city centers from Fort Collins to Longmont along existing freight alignment. CDOT is coordinating with the NFRMPO's LinkNoCo effort, also known as the Premium Transit Analysis, to ensure the Front Range Rail can complement any future intraregional transit.

Amtrak recently released their ConnectsUS plan which identifies service from Cheyenne to Pueblo as a potential route. Dodge explained the California Zephyr and Southwest Chief run east-west through Colorado and do not connect anywhere between Iowa and California. The Front Range route would provide that connection, creating a denser network and opening service between cities. Amtrak's preliminary corridor vision is for three daily trips between Fort Collins and Pueblo and one daily trip extending to Cheyenne. Amtrak forecasts 196,000 riders per year by 2035. Dodge noted the statewide travel model and the forecasting method used by Amtrak produce different results and work is underway to reconcile the differences. The route is also a consideration in the Federal Infrastructure Plan.

In response to questions on the status of the SWC & FRPR Commission, Dodge explained the District represents an evolution of the Commission; it has the same mission and goals as the Commission but has defined boundaries and more authorities. Dodge clarified the current Commission will cease to exist and any funds left in the account will transfer to the Rail District at the end of the fiscal year. The Commission's account currently has around \$300K. On February 15, 2022, the Rail District will receive \$2.5M from SB21-260.

Regarding a question on route alignment, Dodge confirmed SB21-238 identifies a preferred alignment through Boulder based on cost and ridership; however, several corridors are still considered technically feasible and will be reviewed further. The route will not be finalized until the full NEPA process.

Regarding questions on transparency, Dodge noted the full Board will not be seated until March 2022, after the funding from SB21-260 is received. Dodge explained the Board is subject to the Colorado Sunshine Laws and all meetings will be posted online and recordings will be available. A comprehensive annual report of activities will be provided to the legislature, MPOs, and Councils of Governments (COGs). In addition, the State Auditor will conduct a financial audit if the ballot measure goes through.

James asked if the District has eminent domain authority and Dodge stated it does. James asked why the Upper Front Range (UFR) TPR is not represented on the Board when it is included in the District. Dodge stated he was unaware the UFR TPR was included in the District. James asked if there is an opt-out provision for residents of the District who will not benefit from the proposed service. Dodge explained there is no method currently but that will likely be discussed by the Board of Directors. James asked if revenue studies have been conducted. Dodge explained the three plans that must be completed prior to going to the ballot will address fares, operating costs, and revenues.

GHG Transportation Planning Budgets

Rebecca White, CDOT Director of the Division of Transportation Development (DTD), explained the purpose and background of greenhouse gas (GHG) budgets for transportation plans. GHG budgets are a strategy in the State's GHG Roadmap, which was developed in response to HB19-1261. The GHG Roadmap identifies GHG reductions for each sector to reach the statewide GHG reduction goals set in legislation. For transportation, the goal is 12.7 million metric tons (MMT) of GHG reduction by 2030. Of that total, 6 MMT is expected to be reduced due to fleet turnover and another 2 MMT reduction is expected from vehicle electrification rules. The remaining 4.7 MMT is intended to be reduced through a variety of strategies, including GHG budgets for transportation plans.

SB21-260 requires CDOT and the Transportation Commission (TC) to develop procedures to account for GHG impacts of regionally significant projects. It also requires CDOT, DRCOG, and NFRMPO to update their plans by October 1, 2022, demonstrating compliance with the GHG requirements to retain full flexibility for Multimodal Transportation and Mitigation Options Funds (MMOF).

White explained the concept and approach for the GHG budgets, the stakeholder engagement process, and the planned schedule for the rulemaking STAC voted to recommend delaying the rule and White explained TC considered STAC's comments but determined the rule needed to be released to allow for more meaningful discussion based on draft rule text.

James asked if a cap-and-trade approach could be used to achieve GHG reductions. White stated it has been used elsewhere but is complicated and is not the approach currently being pursued by the state. Several council members noted the substantial population growth forecasted for Northern Colorado and D. Clark recommended setting a per capita GHG budget. White explained population growth is considered in two ways. First, the rule has a long-time horizon and therefore it is important to be able to revisit the GHG budgets as conditions change. Second, the process for setting GHG reductions accounts for forecasted population growth in the baseline.

James asked how the GHG budget fits into the overall statewide GHG reduction identified in HB19-1261. White explained the legislation identified the total reduction and the GHG Roadmap identified the sector-specific reductions. Business as usual provides about half of the reduction for transportation. Fully electrifying the fleet, including heavy duty, eliminates GHGs from transportation but still leaves transportation issues such as congestion. Electrification is not expected to occur fast enough to meet the GHG reductions for each year, such as 2030.

Bracke noted a recent article in the Coloradoan describes how trips are lengthening in Northern Colorado. A variety of strategies are needed to address air quality, affordability, mobility, and livability in our interregional economic ecosystem – there is no single solution. Bracke recommended translating the GHG reduction into individual actions to make it more meaningful, such as reducing one trip a week.

Additional discussion addressed the “drive to qualify” phenomenon; the need to provide more transportation options; the need for behavioral changes; co-benefits of the GHG rule on quality of life, ozone reduction, and reduction congestion; the impact of water availability on housing affordability and commuting; the importance of land use planning by local governments; and the need for creative, multi-pronged solutions.

Isbell asked how rural communities which don't have as many resources will be impacted. White explained the rule is based around the five metropolitan planning areas, with CDOT taking the lead in rural areas. In addition, the rule will focus on the projects that make a difference in how people move around, which primarily occur in the metro areas.

CONSENT AGENDA:

2021 Q2 Unaudited Financial Statements

James **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** by D. Clark and **passed** unanimously.

ACTION ITEMS:

July 2021 TIP Amendment

Cunningham described the July 2021 TIP Amendment which includes requests to add two projects to the FY2022-2025 TIP.

Rennemeyer **moved** to approve RESOLUTION 2021-18 *APPROVING THE JULY 2021 AMENDMENT TO THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by D. Clark and **passed** unanimously.

COUNCIL REPORTS:

Transportation Commission

Bracke thanked CDOT for hosting the North I-25 tour on July 1. At the July TC meeting, \$238M was allocated from SB21-260 to projects in the 10-Year Pipeline, with about \$27M in Northern Colorado for mobility hubs on N I-25 and transit maintenance facilities planning for Bustang expansion. Bracke stated the process for identifying the year three of projects was rushed and CDOT staff has agreed to create a new process for the upcoming four years of projects for SB21-260 funding. Bracke

asked Council members to let her know of projects that are ready to go. Bracke thanked Paddock and other TC commissioners for addressing the US85 railroad right-of-way issue. Bracke explained a stakeholder group is meeting to set up a summit on the Pawnee Pioneer Scenic Byway in September.

CDOT R4 Update

Paddock stated the Four Chair TPR/MPO meeting was held last week. With many new faces, the meeting focused on how projects were prioritized for the 10-Year Pipeline. In the next four years, Paddock anticipates funding will be available for design and potentially right-of-way acquisition for Segment 5.

SH14 has been closed off and on due to flooding near Cameron peak. CDOT has flood watch and flood warning protocols in place. Currently, not much damage has occurred to the roadway; however, in the black hollow area some of the roadway embankment has been lost. The region received \$5M from the TC to upgrade culverts and that project is out for bid.

STAC report

A written report was provided.

I-25 Coalition

James reported the I-25 project is on track.

Host Council Member Report

James reported Weld County procured asphalt and public works can move forward with projects. He thanked Senator Kirkmeyer and Elizabeth Relford for their work on US85. Elizabeth Relford noted Weld County received an award for the US85 roundabout.

MEETING WRAP-UP:

Next Month's Agenda Topic Suggestions

None.

The meeting was adjourned at 7:46 p.m.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff



Date: August 24, 2021

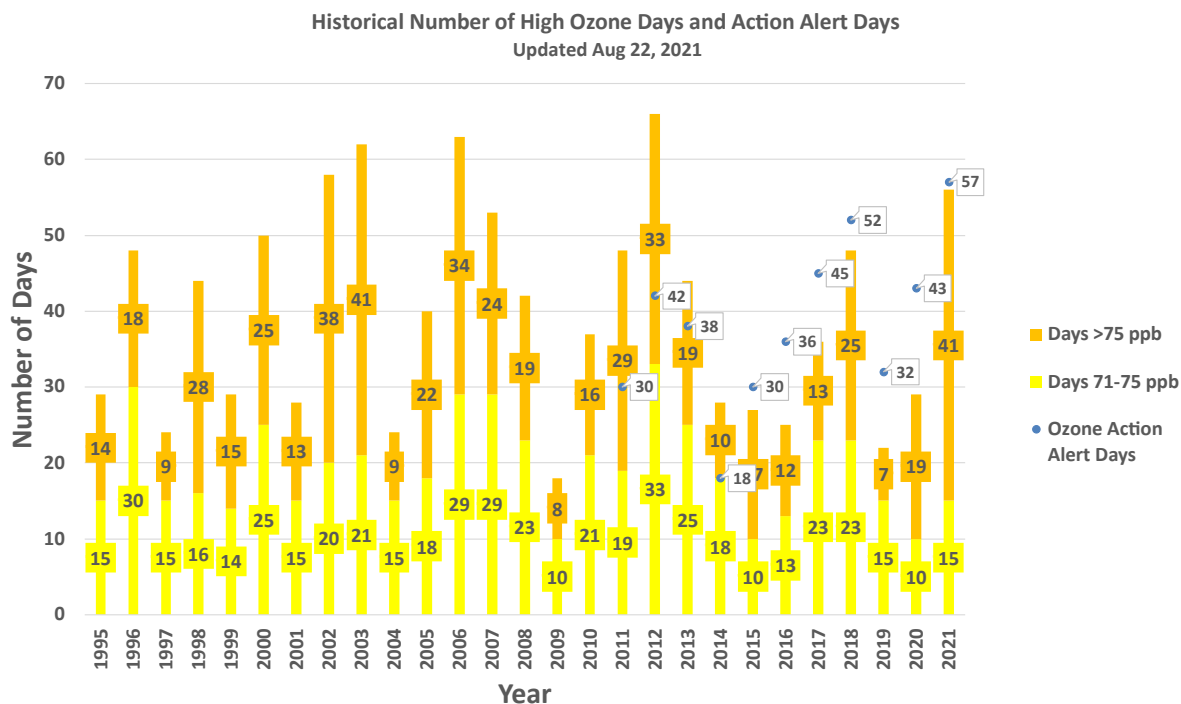
From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Briefing Memorandum

Summer Ozone Season.

The 2021 summertime ozone season continues to be a difficult one. Yes, wildfire smoke contributes to, and sometimes causes, the poorest air quality events. But most of the time, our activities as residents, businesses and industry are the primary culprits. From driving around to mowing the lawn, from painting the house to producing oil and gas, from applying deodorant to land development and construction, most day-to-day actions of modern society generate air pollutants. As the images below illustrate, this has been one of the worst ozone seasons in recent years.



Denver Metro/North Front Range Area - 2021 8-Hour Ozone Summary*

Through 08/22/21

Monitor	1st Max 2021	2nd Max 2021	3rd Max 2021	4th Max			2019- 2021 Design Value^	2019-2021 Design Value excluding 2020 flagged days*
				2021	2020	2019		
Aurora East	81	78	77	77	77	66	73	70
	07/26/21	07/12/21	07/17/21	07/28/21				
Black Hawk	85	83	82	81	75	69	75	74
	07/12/21	07/19/21	07/27/21	07/20/21				
Boulder Reservoir	89	87	85	82	76	69	75	75
	07/20/21	07/27/21	06/15/21	07/19/21				
CAMP	81	77	77	77	74	67	72	70
	07/12/21	07/22/21	07/19/21	07/27/21				
Chatfield State Park	101	96	89	89	83	78	83	80
	07/12/21	07/22/21	07/30/21	07/21/21				
Evergreen ¹	83	81	79	79	63			
	07/12/21	07/28/21	07/22/21	07/11/21				
Fort Collins - CSU	80	79	78	76	67	64	69	67
	07/27/21	06/15/21	08/10/21	07/19/21				
Fort Collins - West	88	86	86	85	75	71	77	76
	06/15/21	07/27/21	03/20/21	07/20/21				
Greeley - Weld Tower	82	79	79	76	72	65	71	69
	07/27/21	07/22/21	07/19/21	07/28/21				
Highland	90	89	84	84	83	73	80	76
	07/22/21	07/12/21	07/11/21	07/26/21				
La Casa	92	88	83	83	78	65	75	73
	07/22/21	07/12/21	07/19/21	07/27/21				
NREL	94	93	90	89	87	75	83	81
	07/12/21	06/15/21	07/19/21	06/10/21				
Platteville Atmospheric Observatory ²	87	84	84	83	76			
	03/19/21	07/27/21	07/22/21	07/19/21				
Rocky Flats	94	89	88	87	84	72	81	79
	06/15/21	07/12/21	07/27/21	07/20/21				
Rocky Mtn. Nat'l Park**	82	80	77	77	72	65	71	69
	07/27/21	07/20/21	07/28/21	07/19/21				
Welby	82	81	81	79	78	60	72	70
	07/22/21	07/27/21	07/12/21	07/19/21				

* 2008 ozone standard: 75 parts per billion – exceedances in ORANGE

** 2015 ozone standard: 70 parts per billion – exceedances in YELLOW & ORANGE

The RAQC continues to disseminate Ozone Action Alerts and encourages positive action through the [Simple Steps. Better Air.](#) program. Weekly summaries of the ozone measurements can be found at the RAQC's [Ozone Season Tracking Page](#). To sign up for **Ozone Action Alerts**, and to find out what Simple Steps can be taken to minimize emissions, [sign up here](#).

The following table represents the general contribution to Front Range summertime ozone concentrations taken from recent modeling efforts. This information will assist the RAQC in developing effective emission reduction proposals and programs this next year.

Source Group
Light Duty Vehicles (Contribution: 5.7 ppb)
Oil & Gas Area Sources (Contribution: 5.3 ppb)
Non EGU Point Sources (Contribution 3.5 ppb)
Lawn & Garden (Contribution: 2.6 ppb)
Oil & Gas Point Sources (Contribution: 2.2 ppb)
Non-Road Sources, Balance (Contribution: 2.2 ppb)
Non-Road, Construction (Contribution: 2.2 ppb)
EGUs (Contribution: 1.8 ppb)
Oil & Gas Tanks (Contribution: 1.1 ppb)
Medium/Heavy Duty Vehicles (Contribution: 1.1 ppb)
Non Road, Trains (Contribution: 1.0 ppb)
Biogenics (Contribution: 0.8 ppb)
Other Area Sources (Contribution: 0.7 ppb)
Consumer Products (Contribution: 0.5 ppb)
Local Fires (Contribution: 0.4 ppb)
Background Concentration (Contribution: 47.4 ppb)

Employee Traffic Reduction Program.

The Air Quality Control Commission has formally dismissed further consideration of a formal ETRP rule, with strong direction for the development of an effective voluntary program. The RAQC intends to carry on with efforts designed to reduce commute and work-related trips and emissions, providing information and assistance to the region's transportation planners, employers, and workers. The RAQC also intends to convene agencies and partners to build and deploy a voluntary ETRP program.

MEMORANDUM

To: NFRMPO Planning Council

From: Medora Bornhoft

Date: September 2, 2021

Re: NFRMPO Air Quality Program Updates

Background

Employee Traffic Reduction Program (ETRP)

On August 19, 2021, the Air Quality Control Commission (AQCC) dismissed the Employee Traffic Reduction Program (ETRP) proposal from consideration following the Air Pollution Control Division's (APCD's) withdrawal of the ETRP proposal in July. Several parties to the rulemaking, including NFRMPO, have committed to supporting voluntary programs. NFRMPO staff is working with partner agencies to identify opportunities for voluntary trip reduction programs including opportunities in travel demand management (TDM), which is a key concept in ETRP. This topic will be discussed further during the "NFRMPO TDM Program" Discussion item (see pages 18-24).

Draft Transit Zero Emission Vehicle Roadmap

CDOT released a draft of Colorado's first *Transit Zero Emission Vehicle (ZEV) Roadmap* on August 23, 2021, and is accepting comments through September 3, 2021. NFRMPO staff are reviewing the draft *Transit ZEV Roadmap* and will submit comments.

GHG Transportation Budgets

The GHG Transportation Budgets will be discussed during the "CDOT GHG Transportation Plan Budgets" Discussion item (See pages 35-44).

Action

NFRMPO staff invites feedback on the NFRMPO Air Quality Program.

**EXECUTIVE SUMMARY of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council
August 18, 2021**

APPROVAL OF THE JULY 21, 2021 TAC MINUTES

Baxter moved to approve the July 21, 2021 TAC minutes. Klockeman seconded the motion, which was approved unanimously.

REGIONAL AIR QUALITY UPDATES

Bornhoft provided updates on the withdrawal of the Employee Traffic Reduction Program (ETRP) rulemaking, the notice of the Transportation Commission's greenhouse gas (GHG) rulemaking for transportation plans, and the status of the EPA's nonattainment designation for Weld County. Ferko provided updates on ozone exceedances.

DISCUSSION ITEMS

2021 Call for Projects Guidebook – Cunningham outlined the contents of the Draft *2021 Call for Projects Guidebook* which include funding estimates, proposed schedule, project requirements and scoring criteria for the CMAQ, STBG, and TA funding programs. Cunningham highlighted the changes which are being proposed for all funding programs and outlined the changes which have been made to the scoring criteria and subcriteria for CMAQ and STBG. TAC discussed further revisions to the scoring weights under the STBG program including decreasing the number of points available for environmental justice and increasing the points available for safety. Cunningham presented the changes to the Project Life Effectiveness table and TAC requested the removal of 'Other Alternative Fuel Vehicles' from the list as agencies will not be pursuing that project type due to the suspension of Buy America Waivers. TAC discussed revising the application for TA to include similar information as is required for STBG applications and adding the requirement for right-of-way documentation for all programs. Further comments on the Draft *2021 Call for Projects Guidebook* can be submitted to staff prior to August 31.

NFRMPO TDM Planning – Gordon stated members of the NFRMPO Planning Council are interested in exploring transportation demand management (TDM) strategies with the ETRP rulemaking being withdrawn from the Air Quality Control Commission (AQCC). Gordon defined, presented examples, and explained the benefits of TDM strategies and outlined TDM work which is already implemented in the region. TAC discussed the MPO's role in TDM planning and additional partners to be included in further discussions. Gordon stated this discussion will also be taken to the full Planning Council.

**Executive Summary of the
North Front Range Metropolitan Planning Organization
Long Range Planning Subcommittee of the
Community Advisory Committee**

August 12, 2021

Attendees: Louisa Andersen, AnnaRose Cunningham, Alex Gordon, Kathleen Mitchell, Cliff Moore, Gary Strome

What is the RTP?

Gordon presented an overview of the Regional Transportation Plan (RTP) is, highlighting that it is federally required to be updated every four years with a minimum 20-year planning horizon. The upcoming update to the RTP is scheduled to kick off in October 2021 and be adopted in September 2023. Gordon outlined the structure of the RTP, the timeline for plan development, and the associated plans which will be adopted during the development of the RTP.

The first step in RTP development is outlining the value statement and goals which will guide the plan. The value statement and goals are intended to reflect the priorities of the region and the group discussed how multimodal priorities are leveraged against available funding and local needs. Gordon presented an overview of how the RTP will be organized and stated this plan will focus on trends; what the transportation system looks like now and what the transportation will look like in the future. The group expressed support for focus areas such as safety, incident management, resiliency, initiatives, and technology.

Role of the Long Range Planning Subcommittee?

Gordon stated the vision for the Long Range Planning Subcommittee is to help refine the values and goals to help identify regional priorities and to provide input on topics people in the community would like to focus as well as helping identify how outreach can be conducted during the development of the plan.

Outreach

Gordon outlined the four proposed phases of outreach for the RTP: Goal and Problem Identification, Goal Ranking and Corridor Visions, Scenarios and Projects, and Education. Further discussion of outreach tools and methods will take place at later Long Range Planning and Outreach and Inclusive Planning Subcommittee meetings.

Next Steps

NFRMPO staff will create a Google Document identifying the values and goals for the Subcommittee to provide detailed feedback on. The Document will be sent out the week of August 16 giving the Subcommittee three weeks prior to the next Community Advisory Committee to provide feedback.

The meeting adjourned at 7:01 p.m. The next Community Advisory Committee (CAC) meeting will be held on September 9, 2021.

NFRMPO Transportation Demand Management (TDM) Program

North Front Range Transportation & Air Quality Planning Council



North Front Range
Metropolitan
Planning
Organization



September 2, 2021

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ETRP vs. TDM vs. TMA vs. MPO						
	ETRP	TDM	TMA	TMA	MPO	
Means	Employee Traffic Reduction Program	Transportation Demand Management	Transportation Management Association	Transportation Management Area	Metropolitan Planning Organization	
Purpose	Employer plans to reduce vehicle miles traveled by employees who commute to and from a Worksite	Strategies/toolbox to reduce trips via single-occupancy vehicles	Non-profit, member-controlled organizations that provide transportation services in a particular area	Designated by the Secretary of Transportation as having an urbanized area population of over 200,000	Lead the continuing, cooperative, and comprehensive (3-C) planning process	
Key Actors	Employers CDHPE	TMA's Local communities Organizations	Non-profit (Chambers) Local governments	USDOT (FHWA, FTA)	Planning Council TAC FHWA FTA CDOT/TC APCD	ogram

2

What is TDM?



- A set of strategies aimed at maximizing traveler choices while minimizing congestion
- Adaptable and flexible, not one-size-fits-all
- Offering choices, not mandating requirements
- More than *Employee Traffic Reduction Programs (ETRP)*

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NFRMPO TDM Program

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Voluntary ETRP Options



- Voluntary ETRP could include informing and encouraging employers to:
 - Survey employees on their commutes
 - Report survey results to a clearinghouse
 - Identify and implement TDM strategies to reduce commuting in single occupancy vehicles (SOV)
- Strategies could include:
 - Communicating benefits to employers
 - Working with employers to identify location-specific TDM strategies
 - Sharing a commuting survey template

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NFRMPO TDM Program

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What are example TDM strategies?

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Image credit: [TODT MPO TDM Program](#)

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The NFRMPO and TDM

- Congestion Mitigation Process
- Active Transportation Plan
- Regional Transportation Plan
- Transit planning
- VanGo™
- Mobility Program

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NFRMPO TDM Program

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What are overarching benefits to TDM to Employers?



- Reduce Overhead Costs
- Enhance Employee Recruitment and Retention
- Expand Employee Benefits at Low/No Cost
- Enhance Corporate Image
- Solve Localized Transportation Problems
- Expand service hours
- Lower absenteeism and tardiness
- Increase employment opportunities for individuals with disabilities and others unable to meet traditional work hours
- Reduce employee stress
- Enhance employee productivity

Taken from [Quantifying the Business Benefits of TDM](#)

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NFRMPO TDM Program

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Financial Incentives to Employers



Commuter Tax Benefits

Employees can have the monthly cost of their commute deducted from pay before taxes

- Reduced federal payroll taxes
- More take-home pay for employees
- More info:
<https://commutingsolutions.org/wp-content/uploads/Pre-tax-benefit-FAQ-sheet1.pdf>



Reduced parking costs

Building and maintaining parking can be expensive:

- A single surface parking space costs about \$3,000 to build, plus annual maintenance, taxes, and opportunity costs
- A space in a covered parking structure costs a minimum of \$20,000 per space to build and at least another \$150/year to maintain.

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NFRMPO TDM Program

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Economic Benefits to Employers



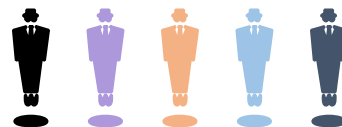
Enhanced Corporate Image

Employers with environmental image problems and/or difficulties with their neighbors often seek to mitigate the problems with TDM strategies

Diverse Workforce

Increase employment opportunities for those unable to meet traditional work hours or commutes

- Opens up workforce to individuals with disabilities, people who live farther away, etc.
- Expands hours of operation if people can work at different hours, availability



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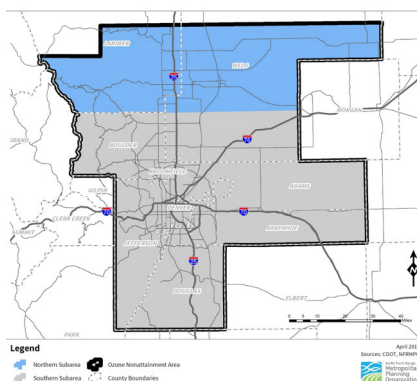
NFRMPO TDM Program

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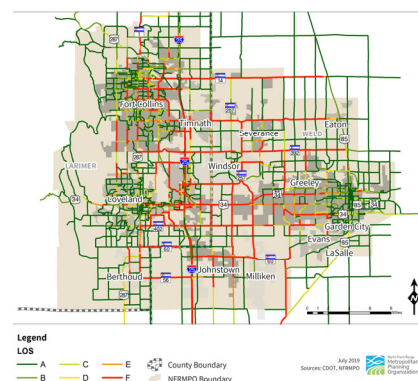
Regional Benefits



Air Quality



Congestion (Choices)



10

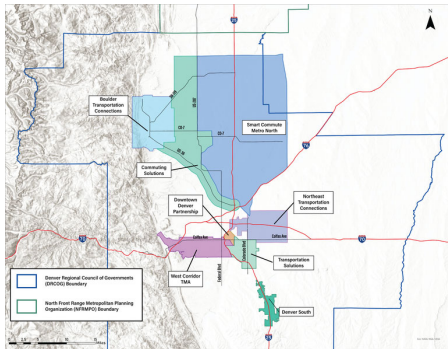
NFRMPO TDM Program

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Examples of TDM in Colorado



Transportation Management Associations



waytogo
A program of DRCOG

EcoPass



VanGo



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NFRMPO TDM Program

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Conversation so far



- NFRMPO staff has met with:
 - CDOT
 - Fort Collins Chamber of Commerce
 - Weld County
 - Upstate Colorado
 - Greeley Chamber of Commerce
 - NCLA
 - NFRMPO TAC
 - CAMPO (Austin, TX)
 - Upper Front Range TPR

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NFRMPO TDM Program

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TDM in our Region Discussion



- Needs to be a partnership between communities and businesses
- What is the MPO's role?
- How do we define success? How do we measure success?
- Can we position our region for funding from SB260 and federal programs?

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NFRMPO TDM Program

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Questions



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Mobility Manager
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Medora Bornhoft, PTP
Transportation & Air Quality Planner III
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NFRMPO TDM Program

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MEMORANDUM

To: NFRMPO Planning Council

From: AnnaRose Cunningham

Date: September 2, 2021

Re: 2021 Call for Projects Guidebook

Background

The 2021 Call for Projects to award FY2024 and FY2025 funding in the Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs, as well as remaining FY2021 SYBG and TA funds, will be held this fall. The *Draft Guidebook for the Call for Projects* is attached and linked below along with project applications for each of the three funding programs. The *Draft Guidebook* identifies eligible entities, eligible project types, project requirements, and scoring criteria for each funding program.

The [2021 Draft Call for Projects Guidebook](#) carries forward most of the policies from the [2018 Call for Projects](#). Substantial changes include:

- Inclusion of a \$5M CMAQ Set-Aside in FY2025 for North I-25 and setting the request limit for CMAQ to be 50 percent of the remaining CMAQ funds available for allocation.
- Revisions to CMAQ (p. 11) and STBG (p. 16) scoring criteria, including:
 - New scoring criteria categories;
 - Criteria weights for small and large communities; and
 - Addition of scoring subcriteria and scoring guidelines.
- Inclusion of Environmental Justice (EJ) criterion in the scoring for all three funding programs and requirement for each project applicant to submit an EJ Analysis with each application (p. 41).
- Addition of the requirement for each application to include a Performance Measure Impact Worksheet (p. 29).
- Clarification on Scoring Committee membership (p. 6).
- Additional references to assist with the application process (p. 25-42).
- Revisions to project applications

Action

Staff requests Planning Council review the *Draft 2021 Call for Projects Guidebook* and be prepared to discuss during the meeting. The Call for Projects Process and *Guidebook* will be an Action Item at the September 15, 2021 TAC Meeting and October 7, 2021 Planning Council meeting. The call is scheduled to open on October 8, 2021



Attachments

1. [*2021 Draft Call for Projects Guidebook*](#)
2. Updated CMAQ, STBG, and TA Applications

Congestion Mitigation and Air Quality (CMAQ) Project Application

2021 Call for Projects



Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:	
Mailing Address:		City:	State:	Zip Code:
Additional Financial Sponsors (if applicable):				

Project Description

Project Name (60-character limit):	Jurisdiction(s):
Project Limits (to and from):	Project Length (miles):
Is this part of an ongoing project? If so, please describe:	
Project Description:	

Project Planning

Which 2045 Regionally Significant Corridor (RSC), Regional Transit Corridor (RTC), or Regional Active Transportation Corridor (RATC) is the project on?

Describe how the project fits with the corridor vision for the RSC, RTC, or RATC?

Right-Of-Way

Right-of-way or legal property description:

2045 RTP Goals

MPO Goal(s)	Project Impact (Please attach any relevant data)
Economic Development/ Quality of Life	
Mobility	
Multi-modal	
Operations	

2045 RTP Performance Measures and Targets

Identify the Performance Measure(s) impacted by the project. Describe the extent of impact for each selected measure in the Performance Measure Impacts attachment (Section 5.1 in Guidebook)	<input type="checkbox"/> PM 1: Highway Safety	<input type="checkbox"/> PM 2: Pavement and Bridge Condition	<input type="checkbox"/> PM 3: System Performance
	<input type="checkbox"/> Transit Asset Management	<input type="checkbox"/> Transit Safety	<input type="checkbox"/> Regional Performance Measures

Funding

	Source	FY2024	FY2025	Total
Federal Request	CMAQ		\$5M Set Aside for North I-25 to be reevaluated in FY2023	
Local Match				
Other Funding / Local Overmatch				

	Total Project Cost	
	Total Local Funding	
	Total CMAQ Funding Request	

Operations

If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations:

Eligibility for CMAQ Funding

Briefly describe how the project provides air emissions benefits:

Project Type (refer to Section 2.2 in the Guidebook for eligible project types):

Anticipated Project Milestone Dates

	Month-Year (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)	
FIR (Field Inspection Review) (Minimum of 3-12 months)	
FOR (Final Office Review) (Minimum of 3 months)	
Utility Clearance (Minimum of 1 month)	
Right of Way Clearance (Minimum of 12-18 months if acquiring)	
Environmental Clearance (Minimum of 6-8 months)	
Advertisement Date (Minimum of 3 months)	

Attachments

- | | |
|---|--|
| <input type="checkbox"/> Air quality data request form | <input type="checkbox"/> Letter of Support from Mayor/Town Administration* |
| <input type="checkbox"/> Air quality benefit worksheet | <input type="checkbox"/> Performance Measure Impacts Worksheet |
| <input type="checkbox"/> Project location map | <input type="checkbox"/> Environmental Justice Analysis Worksheet |
| <input type="checkbox"/> Detailed cost estimate per unit (if applicable) and by phase | |

*Resolutions may be submitted in lieu of a letter if preferred by the project sponsor. Letters of support from other entities may also be included in this attachment.

Surface Transportation Block Grant (STBG) Project Application



2021 Call for Projects

Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:
Mailing Address:		City:	State: Zip Code:

Additional Financial Sponsors (if applicable):

Project Description

Project Name (60-character limit):	Jurisdiction(s):
Project Limits (to and from):	Project Length (miles):

Is this part of an ongoing project? If so, please describe:

Project Description:

Project Planning

Which 2045 Regionally Significant Corridor (RSC), Regional Transit Corridor (RTC), or Regional Active Transportation Corridor (RATC) is the project on?

Describe how the project fits with the corridor vision for the RSC, RTC, or RATC?

2045 Goals, Objectives, Performance Measures, and Targets

MPO Goal(s)	Project Impact (Please attach any relevant data)
Economic Development/ Quality of Life	
Mobility	
Multi-modal	
Operations	

Identify the Performance Measure(s) impacted by the project. Describe the extent of impact for each selected measure in the Performance Measure Impacts attachment (**Section 5.1** in Guidebook)

<input type="checkbox"/> PM 1: Highway Safety	<input type="checkbox"/> PM 2: Pavement and Bridge Condition	<input type="checkbox"/> PM 3: System Performance
<input type="checkbox"/> Transit Asset Management	<input type="checkbox"/> Transit Safety	<input type="checkbox"/> Regional Performance Measures

Safety

Number of Fatality Crashes, Serious Injury Crashes, and Total Crashes:

Time Period of Crash
Data (at least three
years):

Data Source:

ADT on facility (if intersection, please provide ADT on all legs):

Time Period of ADT:

Data Source:

Describe the type of crashes that are occurring (rear-end, broadside etc.) and to what extent the project will address these issues. Please add any additional safety information that is not reflected in the data:

Mobility

Please describe how the project improves mobility.

System Preservation

Pavement Condition Index Type:

Please describe the pavement condition and how this project will impact / address system preservation.

Partnerships

If other agencies or organizations are partnering with you on this project, please list and describe each agency's role and the status of any agreements (e.g. ROW donations or easements):

Economic Development

Please describe qualitatively how the project supports economic development:

Right-Of-Way

Right-of-way or legal property description:

Funding					
	Source	FY2023*	FY2024	FY2025	Total
Federal Request	STBG				
Local Match					
Other Funding / Local Overmatch					
*The NFRMPO has \$2,276,057 STBG funds available immediately, if your project could accept funds in FY2023 please indicate so. The Federal request in FY2023 may not exceed \$2,276,057. Ability to take these funds does not impact the overall project's score.			Total Project Cost		
			Total Local Funding		
			Total STBG Funding Request		
Operations					
If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations:					
Environmental Considerations					
Which type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment, Environmental Impact Statement):					
Anticipated Project Milestone Dates					
					Month-Year (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)					
FIR (Field Inspection Review) (Minimum of 3-12 months)					
FOR (Final Office Review) (Minimum of 3 months)					
Utility Clearance (Minimum of 1 month)					
Right-of-Way Clearance (Minimum of 12-18 months if acquiring)					
Environmental Clearance (Minimum of 6-8 months)					
Advertisement Date (Minimum of 3 months)					
Attachments					
<input type="checkbox"/> Project location map <input type="checkbox"/> Detailed cost estimate per unit (if applicable) and by phase <input type="checkbox"/> Letter of Support from Mayor/Town Administration* <input type="checkbox"/> Performance Measure Impacts Worksheet <input type="checkbox"/> Environmental Justice Analysis Worksheet					
<i>*Resolutions may be submitted in lieu of a letter if preferred by the project sponsor. Letters of support from other entities may also be included in this attachment.</i>					

Transportation Alternatives (TA) Project Application

2021 Call for Projects



Applicant Information

Project Sponsor Agency:	Agency Contact:	Telephone:	Email Address:
Mailing Address:		City:	State: Zip Code:

Additional Financial Sponsors (if applicable):

Project Description

Project Name (60-character limit):	Jurisdiction(s):
Project Limits (to and from):	Project Length (miles):

Is this part of an ongoing project? If so, please describe:

Project Description (include details on how project may expand recreational opportunities, enhance quality of life, and

Project Planning

Which Regional Active Transportation Corridor (RATC) is the project on?

Describe how the project fits with the corridor vision for the RATC?

Is your project defined in a regional plan? Y or N If yes, please identify the plan:

Is your project defined in a local plan? Y or N If yes, please identify the plan:

Is your project part of a Governor's Initiative for the State of Colorado? Y or N If yes, please identify the initiative:

ELIGIBILITY

PROJECT CATEGORY – check all that apply

PEDESTRIAN & BICYCLE/ NON-MOTORIZED

- ☐ Bicycle & pedestrian / Non-Motorized transportation facilities
- ☐ Infrastructure related projects to provide safe routes for non-drivers
- ☐ Conversion of abandoned railway corridors to trails

HISTORIC / SCENIC TRANSPORTATION ACTIVITIES

- ☐ Construction of turnouts, overlooks, and viewing areas
- ☐ Control and/ or removal of outdoor advertising
- ☐ Historic preservation and rehabilitation of transportation facilities

ENVIRONMENTAL MITIGATION

- ☐ Mitigation of water pollution due to highway runoff
- ☐ Reduction of vehicle-caused wildlife mortality
- ☐ Vegetation management practices
- ☐ Archaeological activities relating to impacts from a transportation project

Funding					
	Source	FY2023*	FY2024	FY2025	Total
Federal Request	TA				
Local Match					
Other Funding / Local Overmatch					
*The NFRMPO has \$85,264 TA funds available immediately, if your project could accept funds in FY2023 please indicate so. The Federal request in FY2023 may not exceed \$85,264. Ability to take these funds does not impact the overall project's score.			Total Project Cost		
			Total Local Funding		
			Total TA Funding Request		
Partnerships					
If other agencies or organizations are partnering with you on this project, please list and describe each agency's role and					
Safety					
Number of Total Crashes and Number of Bike/Ped Involved Fatalities and Serious Injuries:			Time Period of Crash Data (at least three years):	Data Source:	
Describe the safety impact anticipated from this project:					
Economic Development					
Please describe qualitatively how the project supports economic development:					
Right-Of-Way					
Right-of-way or legal property description:					
Operations and Maintenance					
If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations:					

Environmental Considerations

Which type of environmental clearance is anticipated? (Categorical Exclusion, Environmental Assessment, Environmental

Anticipated Project Milestone Dates

	Month-Year (or N/A)
Completion of CDOT/Sponsor IGA (Intergovernmental Agreement) (Minimum of 6-8 months)	
FIR (Field Inspection Review) (Minimum of 3-12 months)	
FOR (Final Office Review) (Minimum of 3 months)	
Utility Clearance (Minimum of 1 month)	
Right-of-Way Clearance (Minimum of 12-18 months if acquiring)	
Environmental Clearance (Minimum of 6-8 months)	
Advertisement Date (Minimum of 3 months)	

Attachments

- ☐ Project location map
- ☐ Detailed cost estimate per unit (if applicable) and by phase
- ☐ Letter of Support from Mayor/Town Administration*
- ☐ Performance Measure Impacts Worksheet
- ☐ Environmental Justice Analysis Worksheet

**Resolutions may be submitted in lieu of a letter if preferred by the project sponsor. Letters of support*

MEMORANDUM

To: NFRMPO Planning Council

From: Medora Bornhoft

Date: September 2, 2021

Re: CDOT Greenhouse Gas (GHG) Transportation Plan Budgets

Background

CDOT, on behalf of the Transportation Commission (TC), released a Notice of Proposed Rulemaking on August 26, 2021, identifying the proposed amendments to the State's Planning Rules to create greenhouse gas (GHG) pollution standards for Colorado MPOs' long-range Regional Transportation Plans and CDOT's 10-year Plan.

The TC will hold eight rulemaking hearings across the State in a hybrid format with both in-person and virtual attendance options, including one hearing within the NFRMPO region on September 30, 2021. The 60-day public comment period opened on August 13, 2021, and closes on October 15, 2021. The TC is scheduled to consider adoption of the proposed rule revisions on November 18, 2021.

NFRMPO staff is conducting a preliminary analysis of the proposed rule revisions. A presentation describing the proposal and discussion questions will be provided as a handout prior to the Planning Council meeting on September 2, 2021. Comments and discussion from the September Planning Council meeting will be used to inform the formal comment letter, which staff will develop and provide for Planning Council review at their meeting on October 7, 2021. Following that meeting, the comment letter will be finalized and submitted to CDOT prior to the October 15, 2021, public comment deadline.

The attached "Notice of Proposed Rulemaking" from CDOT contains a brief description of the proposed revisions (See II. Subject on page 36); the time, location, and registration link of the eight hybrid rulemaking hearings (See page 37); and the Statement of Basis and Purpose, Statutory Authority, and Preamble (See pages 38-39). The redline of the proposed rule revisions is available at https://www.codot.gov/business/rules/documents/2-ccr-601-22_redline_8-13-21.pdf.

Action

NFRMPO staff invites discussion and feedback from Planning Council on the TC's proposed GHG budgets for transportation plans.



COLORADO

Department of Transportation

2829 W. Howard Place
Denver, CO 80204-2305

Notice of Proposed Rulemaking

Transportation Commission of Colorado

Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions 2 CCR 601-22

I. Notice

As required by the Colorado Administrative Procedure Act found at section 24-4-103, C.R.S., the Transportation Commission of Colorado (Commission) gives notice of proposed rulemaking.

II. Subject

The Commission is considering revisions to the rules governing the statewide transportation planning process and transportation planning regions, 2 CCR 601-22. Specifically, the Commission proposes to 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. The purpose of the Pollution Reduction Planning Standards is to limit the pollution which would result from the transportation system if the plan was implemented, consistent with the state greenhouse gas pollution reduction roadmap. This will be accomplished by requiring the Colorado Department of Transportation (CDOT) and the Metropolitan Planning Organizations (MPOs) 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. These standards address the Colorado General Assembly's directive to reduce statewide GHG pollution in § 25-7-102(2)(g), C.R.S., as well as the directive for transportation planning to consider environmental stewardship and reducing GHG emissions, § 43-1-1103(5), C.R.S.

Additionally, the Commission proposes to clarify that the Statewide Transportation Plan will include an analysis of how it aligns with Colorado's climate goals and helps reduce, prevent, and mitigate GHG pollution throughout the State. The Commission proposes to include the 10-Year Plan as a required appendix of the Statewide Transportation Plan. The Commission also proposes to establish a State Interagency Consultation Team, consisting of CDOT's Director of the Division of Transportation Development, the Colorado Department of Public Health and Environment's Director of Air Pollution Control Division, and the Director of each MPO. The Commission proposes to add nineteen (19) new defined terms relating to the establishment of the GHG pollution reduction planning levels for transportation and to reformat the defined terms into alphabetical order. Finally, the Commission proposes to make other minor changes or updates, such as capitalizing defined terms.

A detailed Statement of Basis, Purpose, and Specific Statutory Authority follows this notice and is incorporated by reference.



III. Rulemaking Hearings

The Commission plans to hold eight (8) hearings across the State as listed in the below table to hear testimony and receive comments on the proposed rule revisions. The public hearings will be conducted in a hybrid format, both in-person and virtually. All interested and affected parties may choose to attend one (1) or all eight (8) scheduled hearings either in-person or virtually.

Please note that the Commission may hold additional hearings, which will be posted on CDOT's website: <https://www.codot.gov/business/rules/proposed-rules.html>

Date	Location	Time	Virtual Hearing Registration Links
9/14/2021	CDOT Regional Office US160 Maintenance Training Facility 20581 Highway 160 Durango, CO 81301	3-7 p.m.	Virtual Registration Form
9/17/2021	CDOT Regional Office Bookcliff Conference Room 2328 G Road Grand Junction CO 81505	3-7 p.m.	Virtual Registration Form
9/23/2021	Swansea Recreation Center 2650 E. 49th Ave. Denver, CO 80216	3-7 p.m.	Virtual Registration Form
9/24/2021	CDOT Regional Office 1480 Quail Lake Loop #A Colorado Springs, CO 80906	3-7 p.m.	Virtual Registration Link
9/27/2021	South Suburban Sports Complex 4810 E. County Line Rd. Littleton, CO 80126	3-7 p.m.	Virtual Registration Link
9/29/2021	CDOT Regional Office Big Sandy Conference Room 2738 Victory Highway Limon, CO 80828	3-7 p.m.	Virtual Registration Form
9/30/2021	Christ United Methodist Church 301 East Drake Road Fort Collins, CO 80525	3-7 p.m.	Virtual Registration Form
10/4/2021	City Hall City Council Chambers 101 West 8th Street Glenwood Springs, CO 81601	3-7 p.m.	Virtual Registration Form

How to Register to Attend Hearings Virtually

If you plan to attend any of the scheduled hearings virtually, you must click on the registration link in the above table for each hearing that you wish to attend virtually. The registration links for each hearing are also available on the CDOT's website at <https://www.codot.gov/business/rules/proposed-rules.html>. When you register, you must provide your full name and email address. You may also provide your telephone number and the organization that you are representing. Lastly, please indicate whether you plan to testify during the hearing and/or submit written comments. You will receive instructions the day before the scheduled hearing on how to join, listen, and provide testimony if you wish.



IV. Statutory Authority

The specific authority under which the Commission shall establish these proposed rule revisions is set forth in §§ 43-1-106(8)(k) and 43-1-1103(5), C.R.S.

V. Copies of the Notice, Proposed Rule Revisions, and the Statement of Basis, Purpose & Authority

The notice of hearing, the proposed rule revisions, and the proposed statement of basis, purpose and authority are available for review at CDOT's website at <https://www.codot.gov/business/rules/proposed-rules.html>.

If there are changes made to the proposed rule revisions before the first scheduled hearing on September 14, 2021, the updated proposed rule revisions will be available to the public and posted on CDOT's website by September 9, 2021.

Please note that the proposed rule revisions being considered are subject to further changes and modifications after the public hearings and the deadline for the submission of written comments.

VI. Opportunity to testify and submit written comments

The Commission and CDOT strive to make the rulemaking process inclusive to all. Everyone will have the opportunity to testify and provide written comments concerning the proposed rule revisions. Interested and affected parties are welcome to testify and submit written comments.

Each hearing will have an identical format. The Hearing Officer opens the hearing and provides a brief introduction of the hearing procedures. CDOT will review exhibits to establish that the CDOT on behalf of the Commission met all the procedural requirements of the Administrative Procedure Act. A summary of the proposed rule revisions will be presented by CDOT staff. Interested and affected parties will then have the opportunity to give testimony either in-person or virtually.

Testimony

The testimony phase of each hearing will proceed as follows:

- The Hearing Officer will identify the participants who indicated that they plan to testify during the hearing based on the registration records.
- When the Hearing Officer exhausts the list, they will ask whether any additional participants wish to testify.

To ensure that the hearing is prompt and efficient, oral testimony may be time-limited.

Written Comments

You may submit written comments to dot_rules@state.co.us during the comment period between August 13, 2021, and October 15, 2021. **All written comments must be received on or before Friday, October 15, 2021, at 5 pm.**



Additionally, we will post all written comments to CDOT's website at <https://www.codot.gov/business/rules/proposed-rules.html>. However, please note that we will redact the following information for data privacy from the submissions prior to posting online: first and last names, contact information, including business and home addresses, email addresses, and telephone numbers.

All written comments will be added to the official rulemaking record.

VII. Recording of the Hearings

Each hearing will be recorded. After each hearing concludes, the recording will be available on CDOT's YouTube Channel at <https://www.youtube.com/channel/UC0WFfiQ-SE4kV07saKZdueA/videos>.

VIII. Special Accommodations

If you need special accommodations, please contact CDOT's Rules Administrator at 303.757.9441 or dot_rules@state.co.us at least one (1) week prior to the scheduled hearing date.

IX. Contact Information

Please contact CDOT's Rules Administrator, at 303.757.9441 or dot_rules@state.co.us if you have any questions.





COLORADO

Department of Transportation

2829 W. Howard Place
Denver, CO 80204-2305

**Transportation Commission of Colorado
Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions
2 CCR 601-22**

Proposed Statement of Basis and Purpose, Statutory Authority, and Preamble

Statement of Basis and Purpose and Preamble

Overview

The purpose of the Rules Governing the Statewide Transportation Planning Process and Transportation Planning Regions (Rules) is to prescribe the statewide transportation planning process through which a long-range multimodal, comprehensive Statewide Transportation Plan will be developed, integrated, updated, and amended by the Colorado Department of Transportation (Department or CDOT), in cooperation with local governments, Metropolitan Planning Organizations (MPOs), Regional Planning Commissions, Indian tribal governments, relevant state and federal agencies, the private sector, transit and freight operators, and the general public. This cooperative process is designed to coordinate regional transportation planning, guided by the statewide transportation policy set by the Department and the Transportation Commission of Colorado ("Commission"), as a basis for developing the Statewide Transportation Plan. The result of the statewide transportation planning process shall be a long-range, financially feasible, environmentally sound, multimodal transportation system plan for Colorado that will reduce traffic and smog.

Further, the purpose of the Rules is to define the state's Transportation Planning Regions for which long-range Regional Transportation Plans are developed, prescribe the process for conducting and initiating transportation planning in the non-MPO Transportation Planning Regions and coordinating with the MPOs for planning in the metropolitan areas. Memoranda of Agreement (MOA) that serve as the Metropolitan Planning Agreements (MPAs) pursuant to 23 C.F.R. § 450 between the Department, each MPO, and applicable transit provider(s) further prescribe the transportation planning process in the MPO Transportation Planning Regions. In addition, the purpose of the Rules is to describe the organization and function of the Statewide Transportation Advisory Committee (STAC) as established by § 43-1-1104, Colorado Revised Statutes (C.R.S.).

The Rules are promulgated to meet the intent of both the U.S. Congress and the Colorado General Assembly for conducting a continuing, cooperative, and comprehensive statewide performance-based multimodal transportation planning process for producing a Statewide Transportation Plan and Regional Transportation Plans that address the transportation needs of the State. This planning process, through comprehensive input, results in systematic project prioritization and resource allocation.

The Rules, governing the statewide planning process, emphasize Colorado's continually greater integration of multimodal, cost-effective, and environmentally sound means of transportation which leads to cleaner air and reduced traffic. The Rules reflect the Commission's and the Department's focus on multimodal transportation projects including highways, transit, rail, bicycles and pedestrians. Section 8 of these Rules establishes an ongoing administrative process for identifying, measuring, confirming, and verifying those best practices and their impacts, so that CDOT and MPOs can easily apply them to their plans in order to achieve the pollution reduction levels required by these Rules.



The specific purpose of this rulemaking is to establish Greenhouse Gas (GHG) pollution reduction planning levels for transportation within Section 8 of these Rules that will improve air quality, reduce smog, and provide more sustainable options for travelers across Colorado. The purpose of these requirements is to limit the GHG pollution which would result from the transportation system if the plan was implemented, consistent with the state greenhouse gas pollution reduction roadmap. This is accomplished by requiring CDOT and MPOs to establish plans that meet targets through a mix of 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. In the event that a plan fails to comply, CDOT and MPOs have the option to commit to implementing GHG Mitigation Measures that provide travelers with cleaner and more equitable transportation options such as safer pedestrian crossings and sidewalks, better transit and transit-access, or infrastructure that supports access to housing, jobs, and retail.

Examples of these types of mitigations, which also benefit quality of place and the economic resilience of communities, will include but not be limited to: adding bus rapid transit facilities and services, enhancing first-and-last mile connections to transit, adding bike-sharing services including electric bikes, improving pedestrian facilities like sidewalks and safe accessible crosswalks, investments that support vibrant downtown density and local zoning decisions that favor sustainable building codes and inclusive multi-use facilities downtown, and more. The process of identifying and approving mitigations will be established by a policy process that allows for ongoing innovations from local governments and other partners to be considered on an iterative basis.

If compliance still cannot be demonstrated, even after committing to GHG Mitigation Measures, the Commission shall restrict the use of certain funds, requiring that dollars be focused on projects that help reduce transportation emissions and are recognized as approved mitigations. These requirements address the Colorado General Assembly's directive to reduce statewide GHG pollution in § 25-7-102(2)(g), C.R.S., as well as the directive for transportation planning to consider environmental stewardship and reducing GHG emissions, § 43-1-1103(5), C.R.S.

Additionally, the Commission proposes to clarify that the Statewide Transportation Plan will include an analysis of how it aligns with Colorado's climate goals and helps reduce, prevent, and mitigate GHG pollution throughout the State. The Commission proposes to include the 10-Year Plan as a required appendix of the Statewide Transportation Plan. The Commission also proposes to establish a State Interagency Consultation Team, consisting of CDOT's Director of the Division of Transportation Development, the Colorado Department of Public Health and Environment's Director of Air Pollution Control Division, and the Director of each MPO. The Commission proposes to add nineteen (19) new defined terms relating to the establishment of the GHG pollution reduction planning levels for transportation and to reformat the defined terms into alphabetical order. Finally, the Commission proposes to make other minor changes or updates, such as capitalizing defined terms.

Context of Section 8 of these Rules Within Statewide Objectives

The passage of House Bill (HB)19-1261 set Colorado on a course to dramatically reduce GHG emissions across all sectors of the economy. In HB 19-1261, now codified in part at §§ 25-7-102(2) and 105(1)(e), C.R.S., the General Assembly declared that "climate change adversely affects Colorado's economy, air quality and public health, ecosystems, natural resources, and quality of life[.]" acknowledged that "Colorado is already experiencing harmful climate impacts[.]" and that "many of these impacts disproportionately affect" certain Disproportionately Impacted Communities. *see* § 25-7-102(2), C.R.S. The General Assembly also recognized that "[b]y reducing [GHG] pollution, Colorado will also reduce other harmful air pollutants, which will, in turn, improve public health, reduce health care costs, improve air quality, and help sustain the environment." *see* § 25-7-102(2)(d), C.R.S.



Since 2019, the State has been rigorously developing a plan to achieve the ambitious GHG pollution reduction goals in § 25-7-102(2)(g), C.R.S. In January 2021, the State published its Greenhouse Gas Pollution Reduction Roadmap (Roadmap). Available at:

<https://energyoffice.colorado.gov/climate-energy/ghg-pollution-reduction-roadmap>. The Roadmap identified the transportation sector as the single largest source of statewide GHG pollution as of 2020, with passenger vehicles the largest contributor within the transportation sector. Additionally, the Roadmap determined that emissions from transportation are a “significant contributor to local air pollution that disproportionately impacts lower-income communities and communities of color.” see Roadmap, p. XII.

A key finding in the Roadmap recognized that “[m]aking changes to transportation planning and infrastructure to reduce growth in driving is an important tool” to meet the statewide GHG pollution reduction goals. see Roadmap, p. 32. Section 8 of these Rules also advances the State’s goals to reduce emissions of other harmful air pollutants, including ozone.

Why the Commission is Taking This Action

Senate Bill 21-260, signed into law by the Governor on June 17, 2021, and effective upon signature, includes a new § 43-1-128, C.R.S., which directs CDOT and MPOs to engage in an enhanced level of planning, modeling and other analysis to minimize the adverse environmental and health impacts of planned transportation capacity projects. Section 43-1-128, C.R.S. also directs CDOT and the Commission to take steps to account for the impacts of transportation capacity projects on GHG pollution and Vehicle Miles Traveled and to help achieve statewide GHG pollution targets established in § 25-7-102(2)(g), C.R.S.

Under Colorado law governing transportation planning, CDOT is charged with and identified as the proper body for “developing and maintaining the state transportation planning process and the state transportation plan” in cooperation with Regional Planning Commissions and local government officials. see § 43-1-1101, C.R.S.

The Commission is responsible for formulating policy with respect to transportation systems in the State and promulgating and adopting all CDOT financial budgets for construction based on the Statewide Transportation Improvement Programs. see § 43-1-106(8), C.R.S. The Commission is statutorily charged “to assure that the preservation and enhancement of Colorado’s environment, safety, mobility and economics be considered in the planning, selection, construction and operation of all transportation projects in Colorado.” see § 43-1-106(8)(b), C.R.S. In addition, the Commission is generally authorized “to make all necessary and reasonable orders, rules and regulations in order to carry out the provisions of this part . . .” see § 43-1-106(8)(k), C.R.S.

As such, CDOT and the Commission are primarily responsible for ensuring compliance with GHG reductions in transportation planning.

What Relevant Regulations Currently Apply to Transportation Planning

Transportation planning is subject to both state and federal requirements. Under federal law governing transportation planning and federal-aid highways, it is declared to be in the national interest to promote transportation systems that accomplish a number of mobility objectives “while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes...” see 23 U.S.C. § 134; see also 23 U.S.C. § 135(a)(1). In the metropolitan planning process, consideration must be given to projects and strategies that will “protect and enhance the environment, promote energy conservation, improve the quality of life...” see 23 U.S.C. § 134(h)(1)(E); see also 23 C.F.R. Part 450, Subpart B (federal regulations governing statewide transportation planning and programming). The same planning objective applies to statewide transportation planning. see 23 U.S.C. § 135(d)(1)(E); see also 23 C.F.R. Part 450, Subpart C (governing metropolitan transportation planning and programming). Further, the Statewide Transportation Plan shall be developed, as appropriate, in



consultation with State...local agencies responsible for...environmental protection...” see 23 U.S.C. § 135(f)(2)(D)(i).

Under conforming Colorado law, the Statewide Transportation Plan is developed by integrating and consolidating Regional Transportation Plans developed by MPOs and regional transportation planning organizations into a “comprehensive statewide transportation plan” pursuant to rules and regulations promulgated by the Commission. see § 43-1-1103(5), C.R.S. The Statewide Transportation Plan must address a number of factors including, but not limited to, “environmental stewardship” and “reduction of greenhouse gas emissions.” see § 43-1-1103(5)(h) and (j), C.R.S.

Regional Transportation Plans must account for the “expected environmental, social, and economic impacts of the recommendations in the plan, including a full range of reasonable transportation alternatives...in order to provide for the transportation and environmental needs of the area in a safe and efficient manner.” see § 43-1-1103(1)(d), C.R.S. Further, in developing Regional Transportation Plans, MPOs “[s]hall assist other agencies in developing transportation control measures for utilization in accordance with state...regulations...and shall identify and evaluate measures that show promise of supporting clean air objectives.” see § 43-1-1103(1)(e), C.R.S.

Putting Section 8 of these Rules into Perspective

Section 8 establishes GHG regulatory requirements that are among the first of their kind in the U.S. However, from an air pollutant standpoint, connecting transportation planning to emissions is not a new policy area. In fact, transportation conformity provisions within the Clean Air Act approach ozone much the same way. Transportation conformity ensures that federally funded or approved highway and transit activities within a Nonattainment Area are consistent with or “conform to” a state’s plan to reduce emissions. Colorado’s front range has been in ozone nonattainment for many years, which has required the North Front Range and the Denver Regional Council of Governments’ MPOs to demonstrate conformity with each plan adoption and amendment.

However, because the transportation sector encompasses the millions of individual choices people make every day that have an impact on climate, a variety of strategies are necessary to achieve the State’s climate goals. Section 8 of these Rules is one of many steps needed to achieve the totality of reduction goals for the transportation sector.

Purpose of GHG Mitigation Measures

The transportation modeling conducted for this rulemaking may demonstrate that certain projects increase GHG pollution for a variety of reasons. These reasons may include factors such as induced demand as a result of additional lane mileage attracting additional vehicular traffic, or additional traffic facilitated by access to new commercial or residential development in the absence of public transit options or bicycle/pedestrian access that provides consumers with other non-driving options. Transportation infrastructure itself can also increase or decrease GHG and other air pollutants by virtue of factors like certain construction materials, removal or addition of tree cover that captures carbon pollution, or integration with vertical construction templates of various efficiencies that result in higher or lower levels of per capita energy use. The pollution impacts of various infrastructure projects will vary significantly depending on their specifics and must be modeled in a manner that is context-sensitive to a range of issues such as location, footprint of existing infrastructure, design, and how it fits together with transportation alternatives.

Of note, many types of infrastructure have been demonstrated not to generate significant induced demand or increased emissions. For example, the state of California conducted a study of project types that should be considered “neutral” from the perspective of GHG pollution -- due to their use being related primarily to issues like safety and utility for emergency services. See here:



Furthermore, other aspects of transportation infrastructure can facilitate reductions in emissions and thus serve as mitigations rather than contributors to pollution. For example, the addition of transit resources in a manner that can displace Vehicle Miles Traveled can reduce emissions. Moreover, improving downtown pedestrian and bike access, particularly in areas that allow individuals to shift multiple daily trips for everything from work to dining to retail, can improve both emissions and quality of life.

There is an increasing array of proven best practices for reducing pollution and smog and improving economies and neighborhoods that can help streamline decision-making for state and local agencies developing plans and programs of projects.

Statutory Authority

The statutory authority is as follows:

- House Bill 19-1261 enacted into law on May 30, 2019.
- Senate Bill 20-260 enacted into law on June 17, 2021.
- § 25-7-102(2), C.R.S., which sets forth the legislative declaration to reduce statewide GHG pollution and establishes statewide GHG pollution targets.
- § 43-1-128, C.R.S., which directs CDOT and MPOs to engage in an enhanced level of planning, modeling, and other analysis to minimize the adverse environmental and health impacts of planned transportation capacity projects. Also directs CDOT and the Commission to take steps to account for the impacts of transportation capacity projects on GHG pollution and vehicle miles traveled and to help achieve statewide GHG pollution targets established in § 25-7-102(2)(g), C.R.S.
- § 43-1-1101, C.R.S., which authorizes CDOT to develop and maintain the state transportation planning process and the State Transportation Plan in cooperation with Regional Planning Commissions and local government.
- § 43-1-1103(5), C.R.S., which authorizes the Commission to promulgate rules to establish the formation of the Statewide Transportation Plan and the statewide planning process. Also requires the consideration of environmental stewardship and reducing GHG emissions as part of transportation planning.
- § 43-1-106(8), C.R.S, which authorizes the Commission to formulate policy with respect to transportation systems in the State and promulgate and adopt all CDOT financial budgets for construction based on the Statewide Transportation Improvement Programs.
- § 43-1-106(8)(b), C.R.S., which requires the Commission to assure that the preservation and enhancement of Colorado's environment, safety, mobility and economics be considered in the planning, selection, construction and operation of all transportation projects in Colorado.
- § 43-1-106(8)(k), C.R.S., which authorizes the Commission to make all necessary and reasonable order, rules and regulations.



STAC Summary – August 13, 2021

- 1) CDOT Update on Current Events – Herman Stockinger, CDOT Deputy Executive Director
 - Glenwood Canyon Incident Commander Mike Goolsby provided a slideshow overview of the extensive damage incurred to I-70 in Glenwood Canyon due to numerous debris flows and flooding over recent weeks and of CDOT's efforts to clear the roadway and prepare for a targeted partial re-opening on August 14. Once opened, it is expected to handle all commercial and vehicle traffic, albeit slow traffic. CDOT will make public announcements statewide so that freight trucks are aware of its reopening and avoid the detours.
 - Herman Stockinger shared some work that has been completed on the format of the 10-Year Plan in response to discussion and feedback received in July. Two additional drafts were shared, showing different presentations of additional information related to the projects in the Plan, including adding the highway labels, which year the project is listed in the Plan, what strategic funding is proposed and awarded on each, and links to project fact sheets. These are draft only at this point, as a suggested guideline for the next 10-Year Plan effort.
- 2) Federal Legislative Report – Herman Stockinger, CDOT Deputy Executive Director
 - Jamie Grimm, Office of Policy & Government Relations, provided an overview of the \$1 Trillion US infrastructure and transportation reauthorization bill that passed the US Senate this week. Considering the bill must first pass the US House, which was called back from recess August 25th, it is likely to see many changes or perhaps is killed altogether. This was passed with strong bipartisan support, garnering 69 votes. It contains over \$550 million in new funding with the majority going to roads and bridges but also includes significant funding for transit, rail, electrification, clean energy, water & environment, broadband and resiliency programs. In total, it will bring roughly \$795 million annually to Colorado highways for the next five years, which is about \$230 million increase over previous years' federal funding. This includes approximately \$20 million formula dollars in each of two new programs, one for carbon reduction, one for resiliency. Similarly, transit would see roughly \$185 million annually compared to \$140 million in recent years.
 - In addition to the infrastructure & reauthorization bill, the Senate has also moved forward to consider an additional \$3.5 Trillion budget reconciliation bill. It's very uncertain what will happen on that bill or if it will impact the likelihood of the infrastructure bill passing the House, which includes the 5-year reauthorization. The current authorization expires September 30.
- 3) Main Streets Listening Tour (Informational Update) – Rebecca White, Director, Division of Transportation Development (DTD) and Nathan Lindquist, CDOT Land Use Planner
 - Staff provided a summary of past project investments in the Revitalizing Main Streets Program (RMS) and another \$22 million of program awards announced this August. Colorado's Senate Bill 21-260 also appropriated another \$85 million to the program over the coming ten years, with \$22 million of stimulus funds available immediately. An overview was presented on the results of CDOT's recent outreach efforts to gain input on the type of needs that exist for the program and to discuss with STAC how the program should be structured going forward.

Discussion Summary:

 - STAC recognized the value of having local opportunities for agencies to hear about the program and to discuss their multimodal needs with CDOT as they have through the listening tour. Smaller entities often have many needs but don't necessarily know which projects are good candidates and how to seek funding.
 - CDOT received applications for 77 projects, of which 16 received funding in this round of awards. The legislature will be considering some additional remaining stimulus dollars, for which CDOT intends to ask for additional funding for this program, considering the amount of need we're hearing from local communities.
- 4) GHG Rulemaking Update (Discussion Item) – Rebecca White, Director, Division of Transportation Development
 - CDOT has been working hard to meet the August 13 target to release the draft Rule with the deadline at the end of the month to official file with the Secretary of State's Office. Staff will continue to work through today and tonight to get that into the best shape it can be, with the intent on a more detailed release on Monday, August 16.

- As many as 120 stakeholders have signed up to contribute to the rulemaking and many more have contributed already through the outreach, public meetings and advisory groups held by CDOT or CDPHE over the past seven months.
- The Greenhouse Gas Advisory Group includes over 30 members from across the state and representing various interest groups. Weld County, represented by Scott James, sits within a non-attainment area, and requested to be a member.
- CDOT's Transportation Demand Model is being used to generate the resulting Vehicle Miles Traveled (VMT) from significant projects in our transportation plan. Those VMTs are then used in a GHG model to determine the resulting emissions to be used in the GHG Rule.
- The specific GHG reduction values attributed to mitigation strategies will be determined prior to each planning cycle and be established in TC policy and procedural directives rather than through the Rule itself, considering the degree and complexity of the analysis required.

Discussion Summary:

- Questions arose as to whether construction projects within a public highway authority or a Regional Transportation Authority (RTA) would be limited or prevented by the rule. According to the Rule, GHG reduction targets may be met through planning and modeling of "regionally significant" projects or through the implementation of other GHG mitigation strategies related to transportation. If currently planned projects in an RTA cause a region's GHG to exceed targets, an MPO's STBG or CMAQ funds would need to be used on other mitigation projects to bring that into compliance. But the Rule does not prevent any one project from proceeding.
- MPOs expressed the importance of having enough time to do analysis on the projected GHG emission targets. Staff agreed to work closely to ensure they have the tools and support to do so, and wish to work closely with MPOs should the need for an extension of the Rulemaking be considered.

5) Other Business – Vince Rogalski, Statewide Transportation Advisory Committee (STAC) Chair

- STAC acknowledged the existing funding available through DOLA to support rural broadband investments in addition to the new funding for Broadband that will be available should the Infrastructure Bill pass the US House. Members of the South Central TPR were interested to know if and how local agencies might be able to make use of the fiber conduit as it is installed along I-25. It's understood that the fiber cannot be accessed for security reasons, but since smaller communities do not have the funding to install their own, might they be able to utilize the conduit for fiber facilities.
- The next STAC meeting will be in-person on September 10, with support for virtual Zoom participation available.