

# State Implementation Plan Development

Jessica Ferko, Planning Director  
Regional Air Quality Council

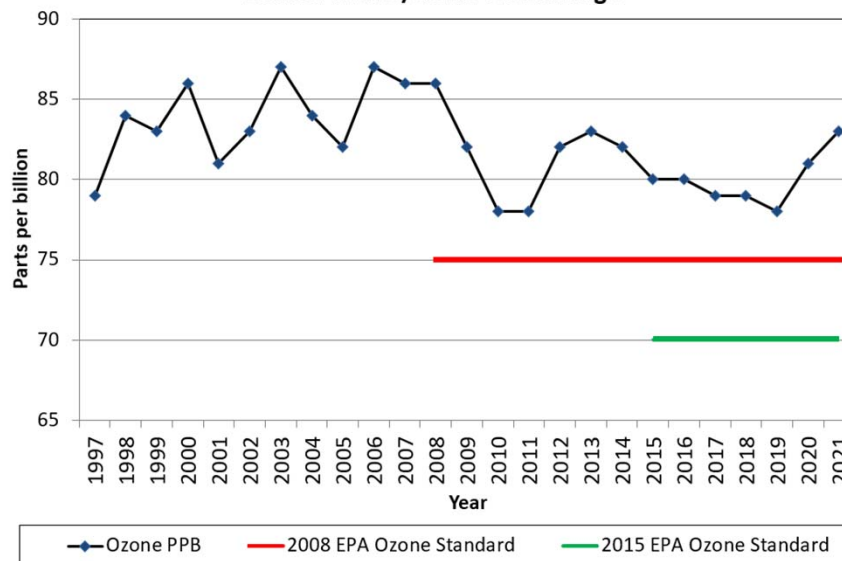


5/18/2022

May 2022 NFRMPO TAC Meeting

1

8-Hour Ozone Values for  
Denver Metro/North Front Range



5/18/2022

May 2022 NFRMPO TAC Meeting

2

## EPA'S Proposed Reclassifications for the DM/NFR Nonattainment Area

### Two Different Ozone Standards

- 2015: 70 parts per billion (ppb)
- 2008: 75 ppb

### Two Different EPA Actions, Both Addressing Colorado's Denver Metropolitan North Front Range

- Severe under 2008 standard
- Moderate under 2015 standard

### RAQC/State Plans to Address Both This Fall

### Reclassification is NOT yet in effect...

- Proposed on 4/13/22 (not yet final)
  - virtual public hearing 5/9/22
  - taking comments through 6/13/22

### Reclassification is anticipated to take effect this summer

- 30 days after final action is published in the Federal Register



5/18/2022

May 2022 NFRMPO TAC Meeting

3

## Required SIP Elements

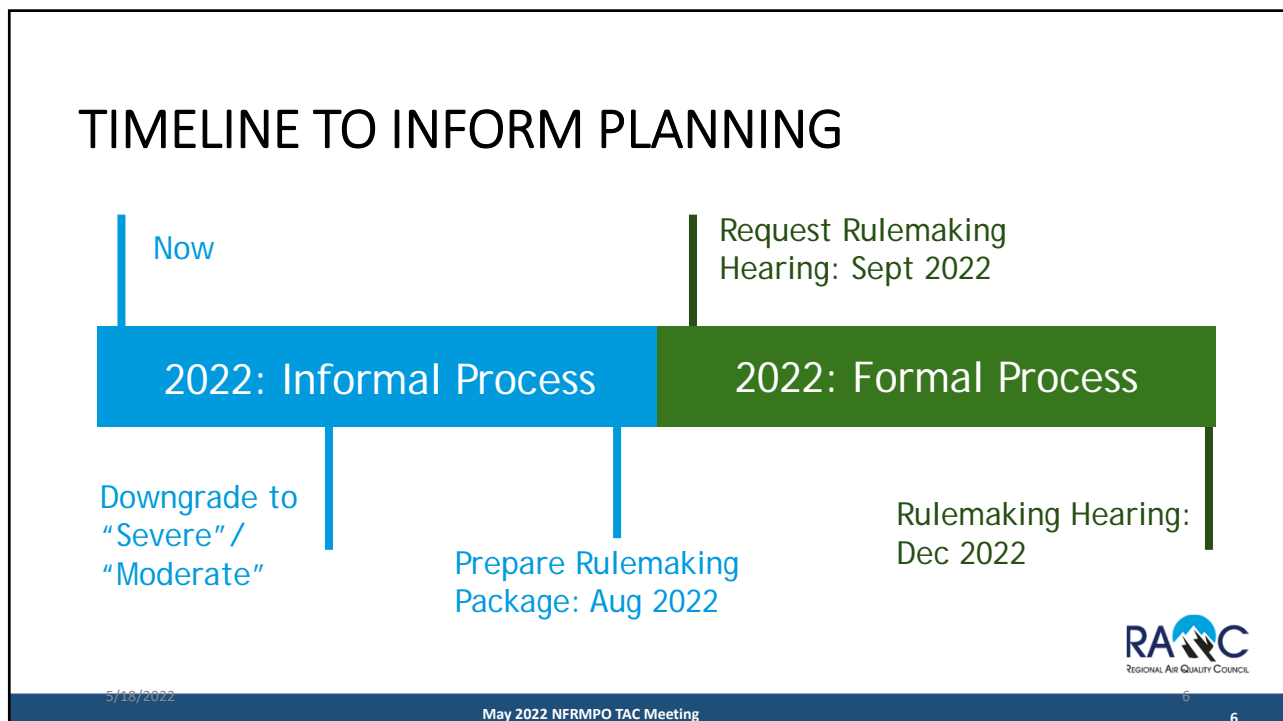
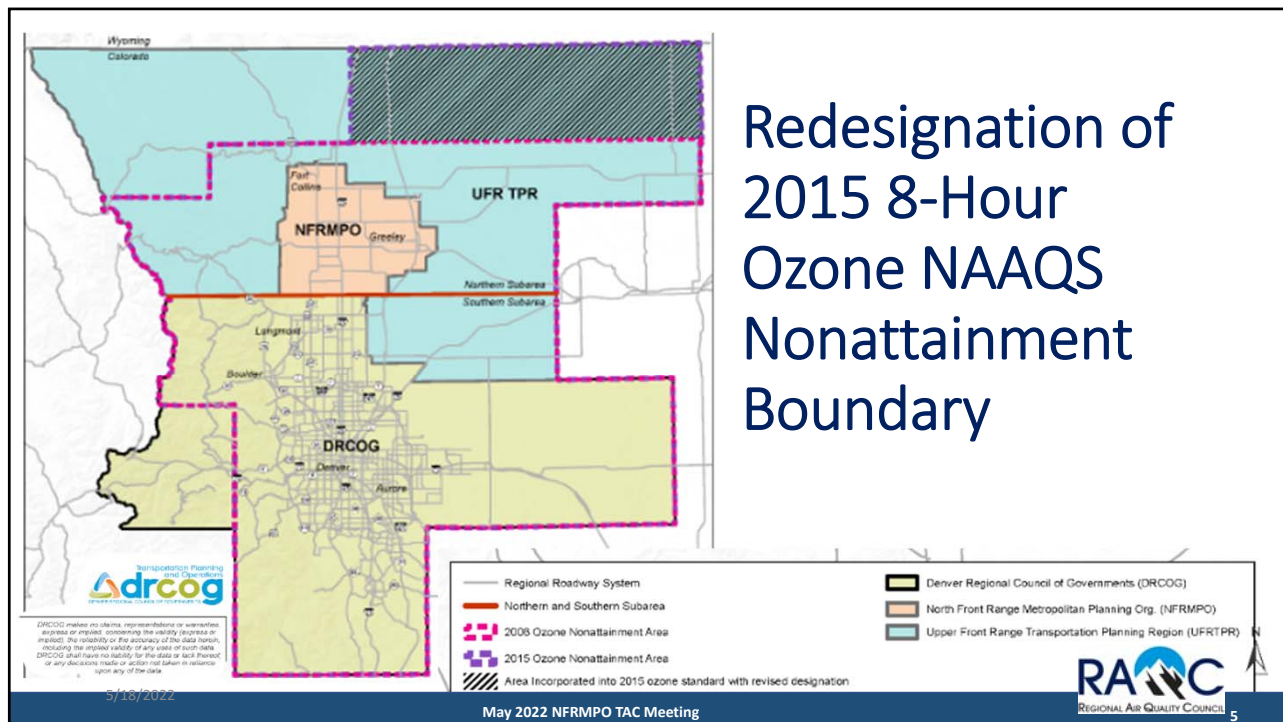
SIP Element	2015 NAAQS Submittal (Moderate)	2008 NAAQS Submittal (Severe)
Ch. 1 Background	X	X
Ch. 2 Monitoring Network	X	X
Ch. 3 Base Year/Milestone Emissions Inventory (EI)	X	X
Ch. 4 Attainment Year EI & Reasonable Further Progress	X	X
Ch. 5 Attainment Demonstration & Weight of Evidence	X	X
Ch. 6 Reasonably Available Control Technology	X	X
Ch. 7 Reasonably Available Control Measures	X	X
Ch. 8 Vehicle Inspection and Maintenance	X	X
Ch. 9 Nonattainment/New Source Review Program	X	X
Ch. 10 Contingency Measures	X	X
Ch. 11 MVEB & Transportation Conformity	X	X
Ch. 12 Clean Fuel Fleets Program	NA	X
Ch. 13 Vehicle Miles Traveled Offsets	NA	X
Ch. 14 Major Source Penalty Fee	NA	X
Ch. 15 Reformulated Gasoline	NA	X



5/18/2022

May 2022 NFRMPO TAC Meeting

4



# Questions?

**Jessica Ferko**

[jferko@raqc.org](mailto:jferko@raqc.org)

## **References:**

[Air Quality Planning Page](#)





## Nonattainment Area Air Pollution Mitigation Enterprise

*Update on the Enterprise*  
May 2022



## Enterprise Overview

Statute: C.R.S. § 43-4-1303

The Nonattainment Area Air Pollution Mitigation Enterprise is created to serve the primary business purpose of mitigating the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas that results from the rapid and continuing growth in retail deliveries made by motor vehicles and in prearranged rides provided by transportation network companies by:

- Providing funding for eligible projects that reduce traffic
- Including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution, such as retrofitting of construction equipment, construction of roadside vegetation barriers





## NAAPME Governing Board & Officers

Appointment	Appointment Criteria
Kristin Stephens, <i>Fort Collins</i> (Chair)	Serves as an elected official of a local government that is a member of the North Front Range Metropolitan Planning Organization
Lynn Baca, <i>Brighton</i> (Vice Chair)	Serves as an elected official of a disproportionately impacted community that is a member of the Denver Regional Council of Governments
Yessica Holguin, <i>Denver</i>	Serves as a representative of disproportionately impacted communities
Leanne Wheeler, <i>Aurora</i>	Serves as a representative of disproportionately impacted communities
Danielle “Stacy” Suniga, <i>Greeley</i>	Serves as an individual with expertise on environmental, environmental justice, or public health issues
Shoshana Lew	Executive Director, CDOT
Dena Wojtach	Executive Director Designee, CDPHE

Program Administrator: Darius Pakbaz  
Board Secretary: Jenni Fogel

3



## Powers and Duties/Reporting

- Promulgate rules to impose an “Air Pollution Mitigation Per Ride Fee” and an “Air Pollution Mitigation Retail Delivery Fee.”
- Notify the Department of Revenue by March 15 each year of the amount of the fee that would begin July 1.
- By June 1, 2022 publish a 10-Year Plan that “details how the enterprise will execute its business purpose and estimate the funding available for ten years.
- Create, maintain, and regularly update on its website a “public accountability dashboard” that includes the funding status and progress toward completion of each project.
- Prepare an annual report that details activities of the enterprise and present the report to the Transportation Commission and House and Senate Transportation Committees.

4



## 2 CCR 608-1 Nonattainment Area Air Pollution Mitigation Enterprise Fees

### Statutory Authority for Rulemaking

43-4-1303 (6)(h) "... To promulgate rules for the sole purpose of setting the amounts of the air pollution mitigation per ride fee and the air pollution mitigation retail delivery fee at or below the maximum amounts authorized in this section;"

43-4-1303 (7)(b)(I) &(II): Sets the per ride fee:

- Eleven and  $\frac{1}{4}$  cents for each prearranged ride that is a carshare ride or for which the driver transports the rider in a zero emissions motor vehicle;
- Twenty-two and  $\frac{1}{2}$  cents for every other prearranged ride.

43-4-1303 (8)(b): Sets the retail delivery fee:

- Seven-tenths of one cent per retail delivery.

5



## Rule Details

### 1.0 Statement of Basis and Purpose and Statutory Authority

- States the reason for the rule and where the authority lies in statute for the Enterprise to promulgate rules.

### 2.0 Definitions

- Duplicates many statutory definitions and defines terms that are used in the Rule.

### 3.0 Fees

- Sets the initial fees effective July 1, 2022.
- Assumes the adjustment for inflation and working with DOR to determine the new rate.
- Reiterates statute that the Enterprise must notify DOR of changes in the fee by each March 15.
- Based on Public Comment, correcting language in 3.3 to clarify that a "carshare ride"- like a ride that is in a zero emissions vehicle, is 11  $\frac{1}{4}$  cents, not 22  $\frac{1}{2}$  cents.

### 4.0 Declaratory Orders

- Every rule, by statute, must provide for the entertaining of, and prompt disposition of petitions for declaratory orders to terminate controversies or remove uncertainties surrounding the Rule.

*Adoption of Rules Occurred on April 14, 2022*

6





## Rule Implications

### Fees on Retail Deliveries and Prearranged Rides

- Rapid and continuing growth in retail deliveries made by motor vehicles and in prearranged rides arranged through transportation network companies will continue to increase traffic congestion and air pollution, including but not limited to, disproportionately impacted communities and communities adjacent to highways.
- To offset and mitigate these impacts, the enterprise will fund eligible projects that reduce traffic congestion and directly or indirectly reduce GHG emissions.
- Instead of reducing the impacts of retail deliveries and prearranged rides arranged through transportation network companies by limiting retail delivery and prearranged ride activity through regulation, the legislature opted to impose a small fee on each retail delivery and prearranged ride and use fee revenue to fund necessary mitigation activities.
- Essentially, the fee will apply to that delivery and be paid by the purchaser of the goods. When a TNC is utilized, the user of that service will pay the prearranged ride fee.

7



## Enterprise Funding Anticipated Revenues for Enterprise - FY23-FY32

### • Fee Levels Set by the Board

#### • Air Pollution Mitigation Per Ride Fee

- Eleven and ¼ cents for each prearranged ride that is a carshare ride or for which the driver transports the rider in a zero-emissions motor vehicle;
- Twenty-two and ½ cents for every other prearranged ride.

#### • Air Pollution Mitigation Retail Delivery Fee

- Seven-tenths of one cent per retail delivery.

### • Anticipated 10-Year Revenues:

- Fiscal Year 2023 - \$7.1 million
- 10-Year Total - \$183.6 million

**Nonattainment Area Air Pollution Mitigation Enterprise - Summary**  
FY 2022-23 to FY 2031-32

Fiscal Year	Mitigation Per Ride Fee	Mitigation Retail Delivery Fee	Total Fee Revenue
FY 2021-22	\$0	\$0	\$0
FY 2022-23	\$5,193,149	\$1,932,077	\$7,125,226
FY 2023-24	\$6,350,348	\$2,131,003	\$8,481,351
FY 2024-25	\$7,799,651	\$2,294,681	\$10,094,332
FY 2025-26	\$9,325,133	\$2,597,962	\$11,923,096
FY 2026-27	\$11,713,055	\$2,871,891	\$14,584,946
FY 2027-28	\$14,330,228	\$3,177,431	\$17,507,658
FY 2028-29	\$17,528,868	\$3,432,886	\$20,961,753
FY 2029-30	\$21,626,892	\$3,900,463	\$25,527,354
FY 2030-31	\$26,448,435	\$4,328,152	\$30,776,588
FY 2031-32	\$31,857,744	\$4,808,073	\$36,665,817
10-Year Total	\$152,173,502	\$31,474,619	\$183,648,121

8



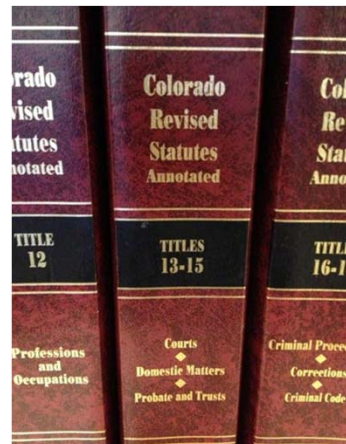


## Accountability and Transparency

### *Statutory Requirements*

#### C.R.S. 42-4-1303 - Nonattainment Area Air Pollution Mitigation Enterprise

- (10)(a)(I) - 10-Year Plan
  - Details how the Enterprise details its business purpose and estimates the amount of funding needed to implement the plan.
  - Required to be published by June 1, 2022
  - Encompasses fiscal years 2022-23 through 2031-32
  - New 10-Year Plan required in fiscal year 2031-32
- (10)(a)(II) - Public Accountability Dashboard
  - Implementation of 10-Year Plan
  - Details regarding funded projects including funding and completion
  - Enterprise funding and expenditures
- (10)(a)(III) - Public Engagement
  - Regularly engage the public regarding the purpose of the Enterprise
  - Including Disproportionately Impacted Communities and Interest Groups
- (10)(a)(IV) - Annual Report
  - Present to Colorado Transportation Commission
  - Present to State House Transportation and Local Government Committee
  - Present to State House Energy and Environment Committee
  - Present to State Senate Transportation and Energy Committee



9



## Funding Focus Areas

### *Choosing Projects and Seeking Public Input*

- Projects must be in nonattainment areas (DRCOG, NFRMPO, and UFRTPR areas).
- Seek input from communities, including but not limited to disproportionately affected communities and local governments, to:
  - Mitigate the environmental and health impacts of highway projects
  - Reduce traffic congestion
  - Improve neighborhood connectivity for communities adjacent to highways
- The Enterprise shall include mitigation strategies that consider the input as well as issues and impacts of particular importance to the state such as reduction of greenhouse gas emissions and fine particulate matter.

10



## Public Outreach

### *Proposed Outreach Activities*

- **Rulemaking Public Comment and Hearing**
  - Concluded on April 14, 2022
- **Updated Website and Email Subscription Updates**
  - Updated Monthly
  - Contacting Enterprise Staff
  - Subscription Service for Updates
  - Board Meeting Notices, Board Meeting Minutes/Decisions, Video of Past Meetings
- **Public Outreach Meeting**
  - Engage with Communities through Virtual Meetings
  - Facilitated Discussion Setting for Participants to Provide Feedback on Their Priorities for the 10-Year Plan
- **Public Outreach Survey**
  - Solicit Feedback on Funding Focus Areas
  - Understand opinions for the next 10 years & Priorities for Enterprise Investments
- **Enterprise Informational Video**
  - Education on Enterprise Purpose, Funding Mechanisms, & Funding Focus Areas
  - Provide Options for Audience to Provide Feedback
- **Engagement with Stakeholder Committees**
  - Presentation and Engagement with Statewide Transportation Advisory Committee
  - Presentation and Engagement with Metropolitan Planning Organizations
  - Presentation and Engagement with Transportation Planning Regions

11



## Future Meetings and Agenda

### Upcoming Dates:

- May 26, 2022, 3:00 PM - 4:30 PM - *Enterprise Board Meeting*
- June 1, 2022, *Statutory Deadline to Publish NAAPME 10-Year Plan*
- June 26, 2022, 3:00 PM - 4:30 PM - *Enterprise Board Meeting*

### Upcoming Meeting Topics:

- Adoption of 10-Year Plan
- Public Outreach and Results
- FY2023 Revenue and Budget

12



# NAAPME Information & Resources

Website: <https://www.codot.gov/programs/planning/naapme>

Email: [cdot\\_nonattainmententerprise@state.co.us](mailto:cdot_nonattainmententerprise@state.co.us)

*Email Subscription  
Service for Updates  
from the Enterprise*

*Available on NAAPME  
Website*

## Nonattainment Area Air Pollution Mitigation Enterprise

The Enterprise mitigates the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas.



### About the Nonattainment Area Air Pollution Mitigation Enterprise

This Enterprise was created under the Colorado Department of Transportation (CDOT) to support mitigation of the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas that result from the rapid and continuing growth in road deliveries made by motor vehicles and in passenger miles provided by transportation network companies.

CDOT is currently working on projects that reduce traffic, including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution, such as incentivizing carpooling and transit use. CDOT is also working on projects that reduce traffic, including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution, such as incentivizing carpooling and transit use. CDOT is also working on projects that reduce traffic, including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution, such as incentivizing carpooling and transit use.

- Enterprise Board Members**
- Lynn Rose (Boulder, Colorado) - Serves as an elected official of a transportation impacted community that is a member of the Denver Regional Council of Governments
  - Kristin Stephens (Fort Collins, Colorado) - Serves as an elected official of a local government that is a member of the North Front Range Metropolitan Planning Organization
  - Kristina Higgins (Denver, Colorado) - Serves as a representative of transportation impacted communities
  - Lauren Wheeler (Durango, Colorado) - Serves as a representative of transportation impacted communities
  - Shoshana Lee - Executive Director (2023)
  - Dana Mitchell - Executive Director (2024)

### Contact Us

[cdot\\_nonattainmententerprise@state.co.us](mailto:cdot_nonattainmententerprise@state.co.us)

### Resources

[Board Assessments](#)

[Enterprise Funds](#)

[Board Powers & Duties](#)

### Upcoming Meetings

May 09, 2022 - NAAPME Board Meeting

[Join Link](#)

[YouTube Live Stream Link](#)

### Prior Meetings

Board of Directors Meeting & Proposed Permanent Rulemaking Hearing - April 14, 2022

[Board Meeting Packet](#)

[Board Registry of Actions](#)

[Video Recording](#)

Board of Directors Meeting Feb 24, 2022

[Board Meeting Packet](#)

[Board Registry of Actions](#)

[Video Recording](#)

Board of Directors Meeting - Jan 27, 2022

[Board Meeting Packet](#)

[Video Recording](#)

### Subscribe for NAAPME Updates

\* Indicates required

Email Address \*



**COLORADO**

Department of Transportation

## Clean Transit Enterprise Update

North Front Range MPO TAC  
May 18, 2022



## Total SB 260 Electrification Investments



**\$733 million of new fee revenue supports 3 new electrification and charging infrastructure Enterprises:**

### Charging Infrastructure & Electric Vehicle Equity

- ◆ New **'Community Access' Enterprise** in Colorado Energy Office (CEO).
- ◆ Build charging infrastructure in communities across the State, and support electric vehicle and eBike adoption in low and moderate income communities.
- ◆ **\$310 million** investment
- ◆ Paired with existing CO EV Infrastructure Fund - \$115 million and potential federal funding

### Fleet Electrification Incentives

- ◆ New **'Clean Fleet' Enterprise** in CO Department of Public Health and Environment (CDPHE)
- ◆ Support fleet replacement (delivery trucks, TNCs, school buses, and other light/medium/heavy duty vehicles) with incentives to meet climate and air quality goals
- ◆ Support CDPHE's Mobile Source Program to complement vehicle investment.
- ◆ **\$289 million** investment

### Public Transit Electrification

- ◆ New **"Clean Transit" Enterprise** in Colorado Department of Transportation (CDOT).
- ◆ Support electrification of public transit through electrification planning efforts, facility upgrades, fleet vehicle replacements and associated charging infrastructure.
- ◆ **\$134 million** investment



## Clean Transit Enterprise Expected Revenue

- Department of Revenue begins collecting fees on July 1, 2022
- Clean Transit Retail Delivery Fee is an ongoing revenue stream for Clean Transit Enterprise activities
- Expected revenues reflect first 10 years of revenue projections

### Clean Transit Retail Delivery Order Fee

FY 2022-23 to FY 2031-32

Clean Transit Retail Delivery Order Fee -		
Fiscal Year	Rate Per Trip	Total
FY 2021-22	\$0.0000	\$0
FY 2022-23	\$0.0300	\$8,280,329
FY 2023-24	\$0.0308	\$9,132,872
FY 2024-25	\$0.0308	\$9,834,347
FY 2025-26	\$0.0323	\$11,134,125
FY 2026-27	\$0.0331	\$12,308,104
FY 2027-28	\$0.0339	\$13,617,560
FY 2028-29	\$0.0339	\$14,712,367
FY 2029-30	\$0.0357	\$16,716,268
FY 2030-31	\$0.0366	\$18,549,225
FY 2031-32	\$0.0375	\$20,606,029
10-Year Total		\$134,891,225



## Members of the Clean Transit Enterprise Board

### For terms expiring 9/28/2024

**Matt Frommer** (Denver): **CHAIR** Member with an expertise in zero-emissions transportation, motor vehicle fleets or utilities

**Bonnie Trowbridge** (Berthoud): Member representing a public advocacy group that has transit or comprehensive transit expertise

**Dawn Block** (La Junta): Member representing a transportation-focused organization that services an environmental justice community

### For terms expiring 9/28/2025

**Mark Garcia** (Pagosa Springs): Member of the Transportation Commission and have statewide transportation expertise

**Cris Jones** (Boulder): Member representing an urban area, having transit expertise

**David Averill** (Telluride): **VICE-CHAIR** Member representing a rural area having transit expertise

### Agency Appointments

**Theresa Takushi**: Colorado Department of Transportation designee

**Kelly Blynn**: Colorado Energy Office designee

**Richard Coffin**: Colorado Department of Public Health & Environment designee



## Clean Transit Enterprise Business Purpose

The Clean Transit Enterprise is created to serve the primary business purpose of reducing and mitigating the adverse environmental and health impacts of air pollution and greenhouse gas emissions produced by retail deliveries by:

- Supporting the replacement of existing gasoline and diesel public transit vehicles with electric motor vehicles,
- Providing the associated recharging infrastructure for electric transit fleet motor vehicles,
- Supporting facility modifications that allow for the safe operation and maintenance of electric transit motor vehicles,
- Funding planning studies that enable transit agencies to plan for transit vehicle electrification



## Powers and Duties/Reporting

- Promulgate rules to impose a “Clean Transit Retail Delivery Fee” and govern the process for awarding and overseeing grants. **COMPLETED 4/12/22**
  - ◆ Notify the Department of Revenue by March 15 each year of the amount of the fee that would begin July 1.
- By June 1, 2022 publish a 10-Year Plan that “details how the enterprise will execute its business purpose and estimate the funding available for ten years.
- Issue Grants, Loans, and Rebates; Issue Revenue Bonds.
- Create, maintain and regularly update on its website a “public accountability dashboard” that includes the funding status and progress toward completion of each project.”
- Prepare an annual report that details activities of the enterprise and present the report to the Transportation Commission and House and Senate Transportation Committees.





# Clean Transit Enterprise 10-Year Plan Development (Due 6/1/22)

## Draft Outline

1. Introduction
    - a. SB21-260 Language
    - b. State of Colorado ZEV Goals
  2. Anticipated Fee Revenues for FY23-FY32
    - a. Fee Levels
    - b. Anticipated Revenues by Year
    - c. Potential Matching Funds
  3. Transit Electrification Barriers & Opportunities
    - a. Current State Transit Fleet Inventory
    - b. Technology Availability
    - c. Barriers to Implementation
    - d. Anticipated Costs & Timelines
    - e. Supporting Policies & Actions
  4. Clean Transit Enterprise Funding Strategy
    - a. Funding Mechanisms
    - b. Funding Category Prioritization
    - c. Project Prioritization
    - d. Match Levels
    - e. Scrapping Requirements
    - f. Replacement Ratios
    - g. Other Policy Decisions
  5. Implementation & Tracking
  6. Conclusions
- Diagram illustrating the draft outline and associated stakeholders:
- Legislation and 2020 Colorado EV Plan (linked to Introduction)
  - CDOT Division of Accounting & Finance (CDOT DAF) and Colorado Department of Revenue (DOR) (linked to Anticipated Fee Revenues for FY23-FY32)
  - Colorado Transit Zero Emission Vehicle Roadmap (linked to Transit Electrification Barriers & Opportunities)
  - Focus of Clean Transit Enterprise Board & Stakeholder Conversations (linked to Clean Transit Enterprise Funding Strategy)

7



## Upcoming Opportunities to Engage with CTE

### Stakeholder Engagement

- ~~April 7, 2022~~ - Transit Monthly Meeting
- ~~April 12, 2022~~ - Clean Transit Enterprise Board Meeting
- ~~April 20, 2022~~ - CEVC Transit Subgroup Meeting
- ~~May 5, 2022~~ - Transit Monthly Meeting
- ~~May 11, 2022~~ - Clean Transit Enterprise 10-Year Plan Work Session
- ~~May 13, 2022~~ - Transit & Rail Advisory Committee (TRAC) Meeting
- ~~May 18, 2022~~ - CEVC Transit Subgroup Meeting
- May 23-27, 2022 - CASTA Spring Conference
- May 25, 2022 - Clean Transit Enterprise Board Meeting
- June 1, 2022 - 10-Year Plan Completion Deadline

8





## Ongoing Opportunities to Engage with CTE

Complete the CTE 10 Year Plan stakeholder engagement survey:

<https://forms.gle/ukQoViJXPzEvnpPo9>

Submit comments & questions via email:

[cdot\\_cleantransitenterprise@state.co.us](mailto:cdot_cleantransitenterprise@state.co.us)

9



## Clean Transit Enterprise Information

<https://www.codot.gov/programs/innovativemobility/cte>

Home | Travel Center | News | Safety | Performance | Business Center | **Programs** | Projects | About CDOT | Library

Search... Search A-Z

**COLORADO**  
Department of Transportation

**Programs**

Home | Programs | Innovative Mobility | Clean Transit Enterprise

**Resources**

- Mobility Technology
- Mobility Services
- Electrification
- Transit and Rail
- Electric Vehicle Ride & Drive Events
- Clean Transit Enterprise

**Clean Transit Enterprise**

To support Colorado's transit electrification through planning efforts, transit site upgrades, procurement of electric transit buses, and deployment of associated charging infrastructure.

**Contact Us**  
[cdot\\_cleantransitenterprise@state.co.us](mailto:cdot_cleantransitenterprise@state.co.us)

**Resources**

- Board Appointments
- Enterprise Funds
- Board Powers & Duties
- 2021 Transit Zero Emission Vehicle (ZEV) Roadmap

**Upcoming Meetings**

Board Meeting  
March 29, 2022 at 2:00 p.m. MT

Proposed Permanent Rulemaking Hearing  
April 12, 2022 at 1:30 p.m. MT

Meeting Registration  
Proposed Permanent Rule

**Prior Meetings**

January 31st, 2022  
[Video Recording](#)  
[Meeting Minutes](#)  
[Slide Presentation](#)  
[Agenda Packet](#)

February 22, 2022  
[Video Recording](#)  
[Meeting Minutes](#)  
[Slide Presentation](#)  
[Agenda Packet](#)

**About the Clean Transit Enterprise**

This enterprise is created within the Colorado Department of Transportation (CDOT) to support public transit electrification planning efforts, facility upgrades, fleet motor vehicle replacement, as well as construction and development of electric motor vehicle charging and fueling infrastructure. The bill allows the enterprise to impose a clean transit retail delivery fee to fund its operations, and to issue grants, loans or rebates to support electrification of public transit.

**Clean Transit Enterprise Governing Board**

The Clean Transit Enterprise Board includes six members appointed by the governor, and executive directors or their designees from CDOT, Colorado Department of Public Health and Environment (CDPHE) and the Colorado Energy Office. Appointed board members will serve terms of three or four years.

### Subscribe for CTE Updates

\* indicates required

Email Address \*

First Name

Last Name

Organization/Affiliation

Subscribe



Thank You!





1

<i>What is GOPMT?</i>	<b>2050 RTP</b>
<ul style="list-style-type: none"> <li>• <b>Goals</b> – Goals address the key desired outcomes for the region and are the first step in supporting the Vision Statement</li> <li>• <b>Objectives</b> – Objectives are needed to support and accomplish the established goals</li> <li>• <b>Performance Measures</b> – An expression used to establish targets and assess progress towards achievements of goals and objectives</li> <li>• <b>Targets</b> – A quantifiable value to be achieved</li> </ul>	

2

2

**Vision Statement****2050 RTP**

**2045 RTP** - We seek to provide a multi-modal transportation system that is safe, as well as socially and environmentally sensitive for all users that protects and enhances the region's quality of life and economic vitality.

**2050 RTP** - The multimodal transportation system in Northern Colorado will be safe, socially, and environmentally sensitive, and supportive of the region's quality of life and economic vitality.

3

3

**2045 GOPMT Framework****2050 RTP**

	Goal Area 1 Economic Development & Quality of Life			Goal Area 2 Mobility			Goal Area 3 Multi-Modal			Goal Area 4 Operations		
MPO GOAL	Foster a transportation system that supports economic development and improves residents' quality of life			Provide a transportation system that moves people and goods safely, efficiently, and reliably			Provide a multi-modal system that improves accessibility and transportation system continuity			Optimize operations of transportation facilities		
NATIONAL GOALS	Infrastructure Condition			Safety			Infrastructure Condition			Congestion Reduction		
	Freight movement and economic vitality			Congestion Reduction			System Reliability			Freight Movement and Economic Vitality		
	Environmental Sustainability			System Reliability						Reduced Project Delivery Delays		
OBJECTIVES	Conform to air quality requirement	Maintain transportation infrastructure and facilities	Increase investment in infrastructure	Reduce number of severe traffic crashes	Reduce congestion	Improve travel time reliability	Support transportation services for all including the most vulnerable and transit-dependent populations	Increase mode share of non-single occupancy vehicles (SOV) modes	Develop infrastructure that supports alternate modes and connectivity	Optimize the transportation system	Enhance Transit Service in the NFR region	Reduce project delivery time frame

4

4

**Goals & Objectives****2050 RTP****Goal 1: Regional Health**

Improve economic development, residents' quality of life, and air quality

**Goal 2: Mobility**

Move people and goods safely, efficiently, and reliably on a continuous transportation system

**Goal 3: Multimodal**

Improve accessibility of and access to transit and alternative modes of transportation

**Goal 4: Operations**

Optimize operations, planning, and funding of transportation facilities

5

5

**Regional Performance Measures - 2045****2050 RTP**

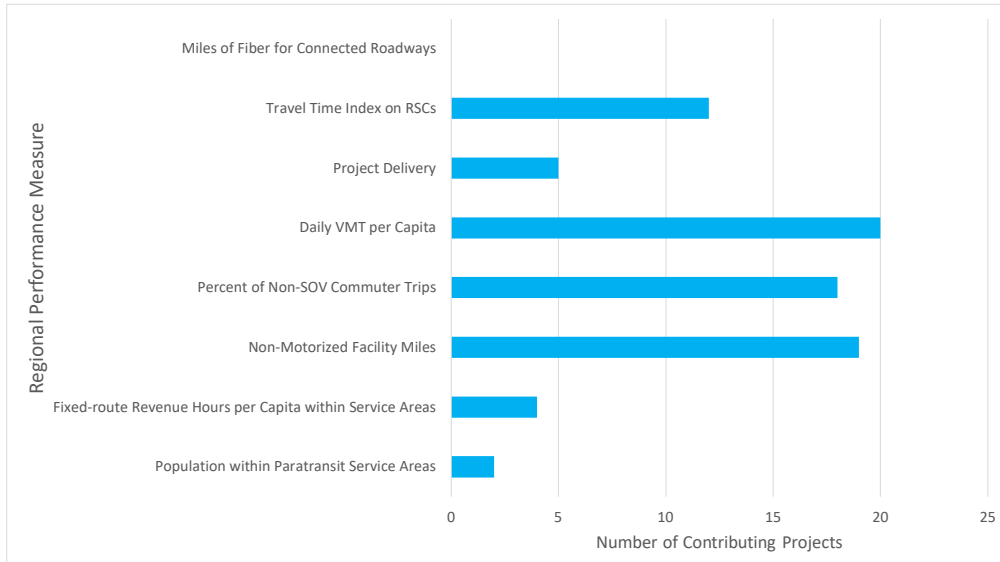
- Population within Publicly-Operated Paratransit and Demand Response Service Area Within the
- NFRMPO Boundary (Population within Paratransit Service Areas)
- Fixed-route Revenue Hours per Capita within Service Areas
- Non-Motorized Facility Miles
- Percent of Non-Single Occupant Vehicle (SOV) Commuter Trips
- Daily VMT per Capita
- Federally Funded Projects within the NFRMPO Boundary Reported as Financially Inactive for more
- than Three Quarters (Project Delivery)
- Travel Time Index on RSCs
- Miles of Fiber for Connected Roadways

6

6

## 2019 MMOF & 2021 Call for Projects Analysis

2050 RTP



7

7

## 2019 MMOF & 2021 Call for Projects Analysis

2050 RTP



8

8



Status Report	Regional Performance Measure	Baseline	Target	Current Status	Notes
	Population within Publicly-Operated Paratransit and Demand Response Service Area Within the NFRMPO Boundary	63%	At least 75%	68.7%	Does not account for non-profit paratransit service operators
	Fixed-route Revenue Hours per Capita within Service Areas	0.65	Increase by 10%	0.62	
	Non-Motorized Facility Miles	3,352 miles	Increase by 50% (5,028 miles)	4,524 miles	Increase may be due to data quality as well as construction of new facilities.
	Percent of Non-Single Occupant Vehicle Commuter Trips	23%	At least 25%	23.01%	Do we want a full NFRMPO PM in addition to the federally required one for the Fort Collins TMA
	Daily VMT per Capita	24	24	24.9	
	Federally-Funded Projects within the NFRMPO Boundary Reported as Financially Inactive for more than Three Quarters	0	0	6	Does this measure what we want it to?
	Travel Time Index on RSCs	90% of RSCs have a TTI <= 1.5	90%	94.9%	
	Miles of Fiber for Connected Roadways	Under Development	250 Miles	58 miles	Did not have a baseline, does not specify if this is only NHS

9

GOPMT Integration	Regional Health	Mobility	Multimodal	Operations
	Improve economic development, residents' quality of life, and air quality	Move people and goods safely, efficiently, and reliably on a continuous transportation system	Improve accessibility of and access to transit and alternative modes of transportation	Optimize operations, planning, and funding of transportation facilities
	Performance Measures			
	PM3: System Performance	PM1: Safety	Regional PM	TAM
	CMAQ Emissions Reductions	PM2: Pavement and Bridge Condition	Population within Publicly-Operated Paratransit and Demand Response Service Area Within the NFRMPO Boundary	PM3: System Performance
	Non-SOV Travel	PM3: System Performance	Fixed-route Revenue Hours per Capita within Service Areas	Regional PM
	PHED	PHED	Non-Motorized Facility Miles	Federally Funded Projects within the NFRMPO Boundary Reported as Financially Inactive for more than Three Quarters
	Regional PM	TTRI	Daily VMT per Capita	
	Percent of Non-Single Occupant Vehicle Commuter Trips	Transit Safety		
	Daily VMT per Capita	Regional Performance Measure		
		Travel Time Index on RSCs		

10

10



**Recommendations & Considerations****2050 RTP**

- Does the GOPMT framework reflect regional priorities? Is there anything missing?
- Are the Goals and Objectives addressed by regional performance measures?
  - Economic development, quality of life, freight, continuity, operations
  - What additional performance measures could help address the gaps?
- Staff Recommendations:
  - Non-SOV Commuter Trips for the NFRMPO Region
  - Asset management on RSCs
  - Population served by paratransit

11

11

**QUESTIONS / CONTACT****2050 RTP****Alex Gordon, PTP**

Transportation Planner III

[agordon@nfrmpo.org](mailto:agordon@nfrmpo.org)

(970) 289-8279

**AnnaRose Cunningham**

Transportation Planner II

[arcunningham@nfrmpo.org](mailto:arcunningham@nfrmpo.org)

(970) 818-9497

12

12

# Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, May 11, 2022

GoToMeeting Virtual Meeting

## Bicycle Colorado Legislative Update

Piep van Heuven, Bicycle Colorado, reviewed legislation from the 2022 Legislative Session important to multimodal transportation.

### PASSED:

- HB22-1026 Colorado Safety Stop
- HB22-1104 Powerline Trails
- HB22-1324 Pawnbroker Bill
- SB22-193 Air Quality
- SB22-179 Deter Tampering Emission Systems
- SB22-180 Reduce Ozone through Transit
- HB22-1126 Employer Tax Credit
- HB22-1321 Devices to Assess Motorist Impairment
- SB22-215 Federal Grant Match Dollars

### FAILED:

- HB22-1138 Employee SOV Trips
- HB22-1080 Automated Vehicle ID Systems to Ballot
- SB22-179 Mobile Electronic Devices and Motor Vehicle Driving

## Bicycle Colorado Long Range Discussion

Rachel Hultin, Bicycle Colorado, discussed her role at Bicycle Colorado focused on Sustainable Transportation. Her focus on developing and advocating for projects and strategies to reduce greenhouse gas emissions. Bicycle Colorado and its partners developed [Recalibrating Transportation: A 2030 Roadmap](#). Hultin asked NoCo Bike & Ped about priorities in the NFRMPO region. Answers included prioritizing safe crossings, regional Safe Routes to School programs, and Vision Zero improvements.

## Construction Costs Discussion

NoCo discussed the increased cost of materials and labor for bicycle and pedestrian projects. Loveland is using a contract that sets a maximum amount of funding to see how much the contractor can complete. Brighton has developed a multiyear contract with price limits, which has helped mitigate steep cost increases. Communities have reduced the number of projects they are constructing due to the higher costs.

## NFRMPO Call for Projects Debrief

Cunningham reviewed feedback for the most recent Call for Projects, including improving communication, shifting timelines, and other concerns.

## Roundtable

- The MMOF Call for Projects opened May 6, 2022 and will close June 3, 2022. A workshop was held for interested parties on May 9, 2022, and a recording is available on the [NFRMPO website](#).

**Next agenda topics:** Region 4 Safety Study

**Next meeting:** June 8, 2022

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

May 12, 2022

**Attendees:** Cliff Moore, Doran Azari, Kathleen Mitchell, Gary Strome

**Staff:** Alex Gordon, AnnaRose Cunningham

**A Year in Review**

Cunningham reviewed the different speakers, topics, and key takeaways from first year of meetings of the Community Advisory Committee. Cunningham noted there will be a Walk Audit in June through the lens of older adults and individuals with disabilities. CAC members have attended NFRMPO meetings, filled out surveys, expanded our public engagement network, and improved staff communications. Cunningham reviewed the intent, responsibilities, and structure of the CAC as well as potential discussion topics.

Azari asked if the Community Advisory Committee was meeting NFRMPO needs. Cunningham stated the CAC has been helpful, especially with slow processes like the Regional Transportation Plan. Gordon stated the CAC has improved his communication style but wishes there was better attendance. Mitchell asked if staff would solicit more members. Cunningham stated staff will be soliciting new members. Strome stated there are a lot of things to accomplish but may need funding to achieve that. The group stated there is no need for a chair and vice-chair at the moment.

Cunningham asked for future meeting topics.

- Transportation to appointments, medical facilities – spread awareness, needs are increasing
- What projects are being funded? – MMOF project applications
- Carbon Reduction Funds and Enterprises

The meeting adjourned at 6:45 p.m. The next meeting date will be June 9, 2022.

## MEMORANDUM

**To: NFRMPO Technical Advisory Committee (TAC)**

**From: Medora Bornhoft**

**Date: May 18, 2022**

**Re: 2045 RTP Update and Greenhouse Gas (GHG) Analysis - Update**

### Background

SB21-260 (“Sustainability of the Transportation System”) required the Transportation Commission (TC) to adopt implementing guidelines and procedures for addressing greenhouse gas (GHG) emissions in transportation planning, which led to the TC’s adoption of the “GHG Planning Standard” on December 16, 2021. For the NFRMPO, the GHG Planning Standard requires future Regional Transportation Plans (RTPs) to achieve GHG emissions reductions of 2 to 9 percent in four future staging years as compared with the NFRMPO’s adopted 2045 RTP.

SB21-260 requires the NFRMPO to update the RTP by October 1, 2022, in compliance with the new GHG Planning Standard. If the RTP does not comply by October 1, 2022, Multimodal Transportation and Mitigation Options Funds (MMOF) in FY2023 and beyond are restricted to projects that reduce GHG emissions, which could prevent some mobility projects from being funded. The Denver Regional Council of Governments (DRCOG) and CDOT are also required to update their plans in compliance with the new GHG Planning Standard by October 1, 2022.

NFRMPO staff have been gathering project information, coordinating with DRCOG and CDOT staff, and overseeing the work of the travel model consultant, Cambridge Systematics, in the development of additional model tools to better reflect the travel impacts of various GHG reduction strategies.

At the May TAC meeting, NFRMPO staff will present the GHG modeling work to-date. An additional opportunity for preliminary discussion will occur at the June TAC meeting. The 2045 RTP Update and GHG Transportation Report will be a Discussion Item at the July TAC meeting and an Action Item at the August TAC meeting to allow for Planning Council adoption of both documents at the Planning Council meeting on September 6, 2022.

See the attachment for detail on preliminary GHG modeling analysis.

### Action

Staff requests TAC members discuss the GHG strategies and preliminary GHG modeling work.



## 2045 RTP Update: Preliminary GHG Modeling Analysis

### Required Reductions

The NFRMPO is required to update the 2045 RTP in compliance with the GHG Planning Standard specified in the Code of Colorado Regulations (2 CCR 601-22). The GHG Planning Standard set GHG reductions levels for the NFRMPO in four compliance years. The GHG reduction levels range from 0.04 million metric tons (MMT) in 2025 to 0.12 MMT in 2030, with reduction levels between those extremes for 2040 and 2050, as shown in **Table 1**.

The GHG reductions are relative to “baseline” GHG emissions. The baseline is the forecasted GHG emissions of the NFRMPO’s 2045 RTP as adopted in September 2019. Baseline GHG estimates for the 2045 RTP are shown in **Table 1**, along with the GHG reduction percentage for each compliance year. Given the NFRMPO’s travel model extends to 2045, not 2050, estimates for 2050 are extrapolated from 2045 using methodology developed by CDOT and APCD to set the GHG reduction levels for 2050 in the GHG Planning Standard.

**Table 1. GHG Reduction Levels in Million Metric Tons (MMT) by Compliance Year**

NFRMPO	2025	2030	2040	2050
<b>GHG Reduction Level</b>	0.04	0.12	0.11	0.07
<b>Baseline GHG Estimates (2045 RTP)</b>	2.42	1.55	1.22	0.82
<b>GHG Reduction Percentage</b>	1.7%	7.7%	9.0%	8.5%

### GHG Strategies

The 2045 RTP and its associated modeling identify the major capacity projects, including major roadway and transit capacity expansion, that are planned for the region through 2045. The region will also invest in other critical elements of the transportation system, such as local bicycle and pedestrian facilities, Transportation Demand Management (TDM) programming, and enhancements to transit service, such as mobility hubs, that were not captured in the 2045 RTP document or modeling. These investments have an impact on the GHG emissions from transportation.

To address this gap, NFRMPO staff is identifying planned investments in GHG-reducing transportation strategies and incorporating them into the modeling of the region’s future transportation system. Incorporating them into the model provides a more comprehensive picture of the region’s transportation system and allows for the interactions between different travel choices to be more accurately represented. By identifying these strategies in the 2045 RTP Update, these strategies can be used to demonstrate compliance toward the new GHG Planning Standard.

Preliminary modeling results demonstrate a 0.05 MMT reduction in GHG emission for 2030, comprising 44 percent of the required 0.12 MMT reduction for 2030, based on the following assumptions:

- Expanding the local bicycle and pedestrian network
- Expanding TDM programming across the region



- Installation of mobility hubs and improved transit centers
- Increased adoption of ebikes
- Tripling telework rates

NFRMPO staff is continuing to review GHG-reduction strategies and coordinating with DRCOG and CDOT staff on how to reflect these investments in the travel model. If the GHG Reduction Level cannot be demonstrated through travel modeling, NFRMPO staff will review and identify GHG Mitigation Measures that could be used to further reduce GHG emissions.