



TRANSPORTATION NEWSLETTER

DATE: MAY 2021

Vince Rogalski, Chairman Gunnison Valley TPR vrogal@montrose.net

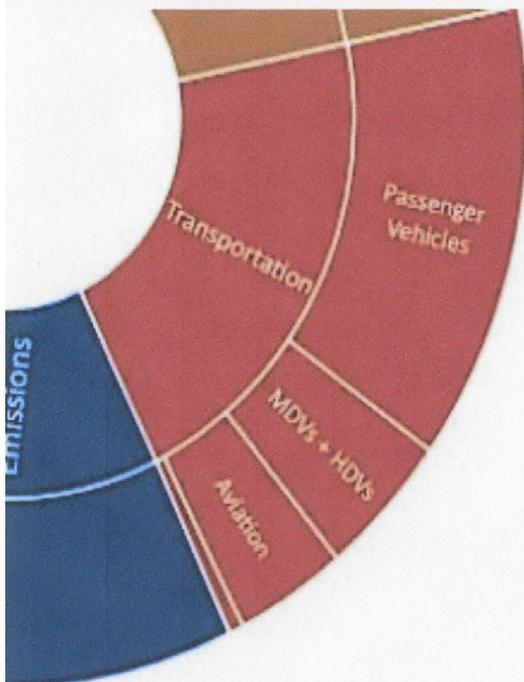
Colorado's Efforts To Address Climate Change

HB-1261

- Colorado General Assembly passed House Bill-1261 in 2019 The Climate Action Plan to Reduce Pollution
- GHG reduction targets: 26% by 2025, 50% by 2030, and 90% by 2050 from 2005 levels
GHG Roadmap
- Lays out near/long term actions in every sector to meet the established targets



Transportation GHG Emissions



- Transportation is a large and complex sector that involves several different emissions sources--from passenger cars, to semi-trucks, and airplanes.
- Reducing emissions within this sector will require a range of actions, including new technologies.
- This proposed Rule/Policy focuses on the transportation planning process, recognizing that the projects we invest in are an important factor in how people travel.
- This proposed Rule/Policy would apply to CDOT and Metropolitan Planning Organizations (MPOs) and the long range transportation plans these organizations are charged with developing.



Regulatory Approach

This framework includes two components: 1) A rulemaking promulgated by the Air Quality Control Commission and 2) Policy Directives issued by the Colorado Department of Transportation.

GHG Transportation Rule

Sets overall framework and GHG reduction goals

Draft Rule Concepts development led by CDOT

Informed by Stakeholders, Advisory Group

Rulemaking Process led by CDPHE & supported by CDOT

Approved by the Air Quality Control Commission (AQCC)

GHG Transportation Policy

Describes specific requirements as it relates to the planning process

Led by CDOT

Informed by Stakeholders, Advisory Group

Approved by the Transportation Commission

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At last month's Transportation Commission Meeting the following was presented.

Update on GHG Proposed Rulemaking and Policy Directive (Rebecca White and Theresa Takushi)

Purpose:

This workshop presented an updated status of the GHG Transportation Policy/Rulemaking Process.

Action: N/A

Discussion:

- The Air Quality Control Commission is in the process of taking up a new regulation that would apply a greenhouse gas standard to our transportation plans and CDOT has had a very active role in development of the standard.

- Commissioners questioned whether it was more appropriate that the GHG Reduction Rule is being done by the Air Quality Control Commission (AQCC) than the Transportation Commission. The authority lies with the AQCC according to House Bill 1251, but the details of implementation will be set by the Commission. The AQCC will be invited to participate in conversations with the Commission to discuss the nature and details of the rule-making and its implementation to maintain appropriate level of authority with the CDOT.
- CDPHE continues to use a 100-year climate forcing calculation for methane equivalent, which is not consistent with 20 or 25-year baseline used by the Intergovernmental Panel on Climate Change (IPCC), and therefore may inaccurately show transportation as the current number one contributor to greenhouse gases. CDPHE has been encouraged to shift to the IPCC standard but has not done so.
- Considering CDOT can only affect a small amount of the total GHG's contributed through transportation, CDOT is taking care to set its obligations to GHG reduction at a commensurate level to its ability to control those GHG reductions.
- CDOT will need to consider how to provide leadership with its MPOs and other planning partners to encourage GHG reduction criteria be on-par with safety, mobility and equity, etc. when evaluating transportation projects. Increasing freight rail usage and investments in rail facilities will also be critical in maximizing reductions of VMT and emissions.

DATE: May 14, 2021

TO: Statewide Transportation Advisory Committee (STAC)

FROM: Marissa Gaughan, Manager, Multimodal Planning Branch

SUBJECT: Statewide Plan Lessons Learned Report

Purpose

To brief the STAC on the Statewide Plan Lessons Learned Report that provides an overview of key themes and findings of what worked well and what could be improved from the 2045 planning process, as well as recommendations for the 2050 planning process.

Action

No action is required.

Background

CDOT strives to make every plan better than the last. Lessons Learned assessments are conducted at the end of each planning cycle with this goal in mind so that we can continuously improve from one plan to the next.

Details

After the Transportation Commission's adoption of the Statewide Transportation Plan and associated Statewide Transit Plan, 10 rural Regional Transportation Plans, 10 Regional Transit Plans and 10-Year Vision Document, the project team conducted an online survey and small group and one-on-one interviews with key stakeholders to identify lessons learned from the 2045 planning process.

To ensure broad representation in the Lessons Learned data collection effort, the team reached out to both internal (CDOT) and external stakeholders to engage in the survey and interview process. Participants in the Lessons Learned survey and/or interviews include:

- CDOT Executive Management Team and Headquarters Staff
- CDOT Region Staff
- Federal Agency Representatives
- Metropolitan Planning Organization (MPO) Staff
- Transportation Planning Region (TPR) Chairs

Summaries of key findings from the survey and interviews are provided in the Draft Lessons Learned Report (see link below).

Next Steps

After the May STAC briefing, CDOT will finalize the Lessons Learned Report and work toward implementing the recommendations for the 2050 planning process.

Attachments

Link to Draft Lessons Learned Report:

<https://drive.google.com/file/d/1vcny-3pwHgzcPocwEgckJInch67c18v7v/view?usp=sharing>

Transportation TPR Meeting
NEXT MEETING NOTICE TPR meeting July 1, 2021
Region 10 at 10am to Noon
Possible Video Conference Only