



North Area Transportation Alliance Board Meeting

August 26, 2021



Agenda



- Welcome - Chair Jessica Sandgren – Thornton Mayor Pro tem
- Approval of July 29, 2021 NATA Meeting Minutes
- Action to approve draft revised NATA Mission Statement and Shared Values
- RTD Directors' Reports: Directors Buzek, Cook, Davidson, Guissinger, Whitmore
 - NATA requests a brief update on RTD Accountability Committee's Recommendations
- CDOT GHG Rulemaking Presentation- Rebecca White, Director Division of Transportation Development
- HPTE I-25 Express Lanes TIFIA Loan – Nick Farber, HPTE Executive Director
- RTD ReImagine briefing and feedback from NATA – Julie Skeen, CIG

Please sign in using the chat box



Mission Statement and Shared Values



Mission Statement

- The North Area Transportation Alliance (NATA) is a partnership of public and private entities in the **North I-25 Corridor** working to identify, develop, advocate and lobby at the local, state and federal level for multimodal transportation solutions that will enhance sustainable mobility options and improve transit service, promote economic opportunity to improve quality of life and reduce traffic congestion to safely and equitably move all people in the north metro area.

Shared Values

- Multimodal transportation improvements in the north metro area are key to future economic development including creating and retaining jobs, improving mobility and reducing traffic congestion to safely and equitably move all people in the north metro area.
- NATA should take all steps to ensure that needed transportation improvements, as identified in NATA's Project Priority List, are included in appropriate DRCOG, RTD and CDOT plans and funding is secured.
- A complete metro-wide fixed rail system is an integral part of improving transportation in the Denver metro area. NATA should take all actions necessary to ensure that the entire FasTracks and Front Range Passenger Rail systems are built and completed. FasTracks is an integral part of improving transportation in the Denver metro area and the integrity of a metro-wide fixed rail system depends upon the entire system being built.
- NATA will advocate for environmentally sustainable mobility options that seek to improve air quality, reduce consumption of non-renewable fuels, cut greenhouse gas emissions and improve public health for all residents.



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COLORADO
Department of Transportation

Greenhouse Gas Pollution Standard For Transportation Planning DRAFT Rulemaking

August 2021



Rule Background and Outline

Background

- HB19-1261: statewide GHG goals
- GHG Pollution Reduction Roadmap: policy measures to meet HB1261
- SB21-260: required adoption of new guidelines setting GHG requirements on transportation planning
- Housed within CDOT's existing "Rules Governing Statewide Transportation Planning", which outline planning process requirements for CDOT and MPOs

Major Components

- Preamble/Statement of Basis and Purpose
- Definitions (which plans rule applies to, key terms)
- Section 8--new requirements



Primary Requirements

- Applies to CDOT and all 5 MPOs
 - Implementation is gradual for GVMPO, PACOG and PPACG
- MPOs and CDOT use modeling to determine total emissions from applicable planning documents and compare to set GHG reduction levels at four different time periods (2025, 2030, 2040, 2050)
- Reduction levels are specific to each MPO + CDOT “non-MPO” area
- If reduction levels can’t be met; option to utilize additional GHG Mitigation Measures
- GHG Report provided to TC would detail each of these steps, including a GHG Mitigation Plan (if needed)



GHG Reduction Level

Table 1: GHG Transportation Planning Reduction Levels

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



GHG Mitigation Measures

- Overall concept explained in regulation but will be developed in future CDOT Policy Directive (complete by April, 2022) to select and verify measures

Draft rule lists several “example” measures

- Addition of transit resources (infrastructure/service/ funding)
- Improving pedestrian and bike access/resources
- Emission reductions on construction projects
- Encouraging equitable transit oriented development
- Improving first and final mile connections to transit
- Encouraging more efficient vertical land use and parking



- If CDOT or an MPO can not demonstrate that these reduction levels are met, even after committing to Mitigation Measures, the Transportation Commission shall restrict the use of certain funds
 - In **non-MPO areas/ MPO areas that do not receive federal suballocations**, CDOT to use 10-Year Plan funds on projects that reduce GHG emissions
 - In **MPO areas** that receive federal suballocations, the MPO shall use those funds on projects that reduce GHG emissions and CDOT shall use 10-Year Plan funds anticipated to be expended on Regionally Significant Projects in the MPO area, on projects and approved GHG mitigation measures that reduce GHG emissions



Waiver Provision

The Commission may waive the restrictions on specific projects on the following basis:

- The GHG Transportation Report reflected significant effort and priority placed, in total, on projects and GHG Mitigation Measures that reduce GHG emissions
- Demonstration that such waiver will not result in a substantial increase in GHG emissions when compared to the required reduction levels in the Rule



Rulemaking Hearings

At least 8 public Rulemaking Hearings across the state:

- Virtual and in-person option
 - 9/14: Durango
 - 9/17: Grand Junction
 - 9/23: Denver
 - 9/24: Colorado Springs
 - 9/27: South Metro/ Arapahoe County
 - 9/29: Limon
 - 9/30: Fort Collins
 - 10/4: Glenwood Springs
- Overview of rule concepts
- Opportunity for public testimony
- Spanish interpretation offered

→ 60-Day Written
Comment Period:
8/13- 10/15

https://www.codot.gov/programs/environmental/greenhouse_gas



DRAFT Rulemaking Timeline

subject to change and refinement due to TC action and rulemaking development

Authorize Rulemaking

Transportation Commission authorize staff to commence rulemaking and delegates a Hearing Officer to conduct rulemaking hearing.

Rulemaking Hearings

Opportunity for Public Testimony

Rule Effective

Rule becomes effective.



● - - - - - ●
**60 Day Written Comment Period
Starts 8/13 and Ends 10/15**

**Hearings may be held on or after September 14, 2021. Hearings to be a mix of virtual/in-person and held in multiple locations around the state.*



Public/Stakeholder Input Informing Draft Rule Development



GHG Planning Rule: Concept Development

Began working with stakeholders in January 2021.

- Convened a statewide GHG Advisory Group that has met continuously over the last 7 months.
- Held 11 Regional Meetings and 5 joint State Listening Sessions with CDPHE from January to April, reaching nearly 800 people
- Individual stakeholder meetings with MPO staff and boards, contractors, enviro NGOs, CCAT, CC4CA, etc

Issued white paper to describe overall approach and key policy issues.

<https://www.codot.gov/programs/environmental/greenhouse-gas>



GHG Advisory Group Membership

Ashley Stolzmann - DRCOG Louisville
Christian Willis - Club 20
Christine Berg - CEO
Cindy Copeland - Boulder County
Clay Clarke - CDPHE
Commissioner Cody Davis - Mesa County
Commissioner Holly Williams - PAACG local govt
representative
Transp Commissioner Karen Stuart
Commissioner Terry Hofmeister - Philliips County
Dana Brosig - GVMPO
David Schwietert - Alliance for Automotive Innovation
Elizabeth Babcock - Denver, CASR
Gail Klapper - Colorado Forum
Grace Rink -City of Denver
Greg Fulton - CMCA

John Adams - PACOG
John Liosatos - PPACG
Transportation Commissioner Kathy Hall
Commissioner Kristin Stephens - Larimer
County
Lauren McDonnell - CDPHE
Matt Frommer - SWEEP
Matt Hopper - Summit Strategies
Medora Bornhoft - NFRMPO
Mike Silverstein - RAQC
Randy Drennen - CCA
Robert Spotts - DRCOG
Ron Papsdorf - DRCOG
Suzette Mallette - NFRMPO
Tony Milo - CCA



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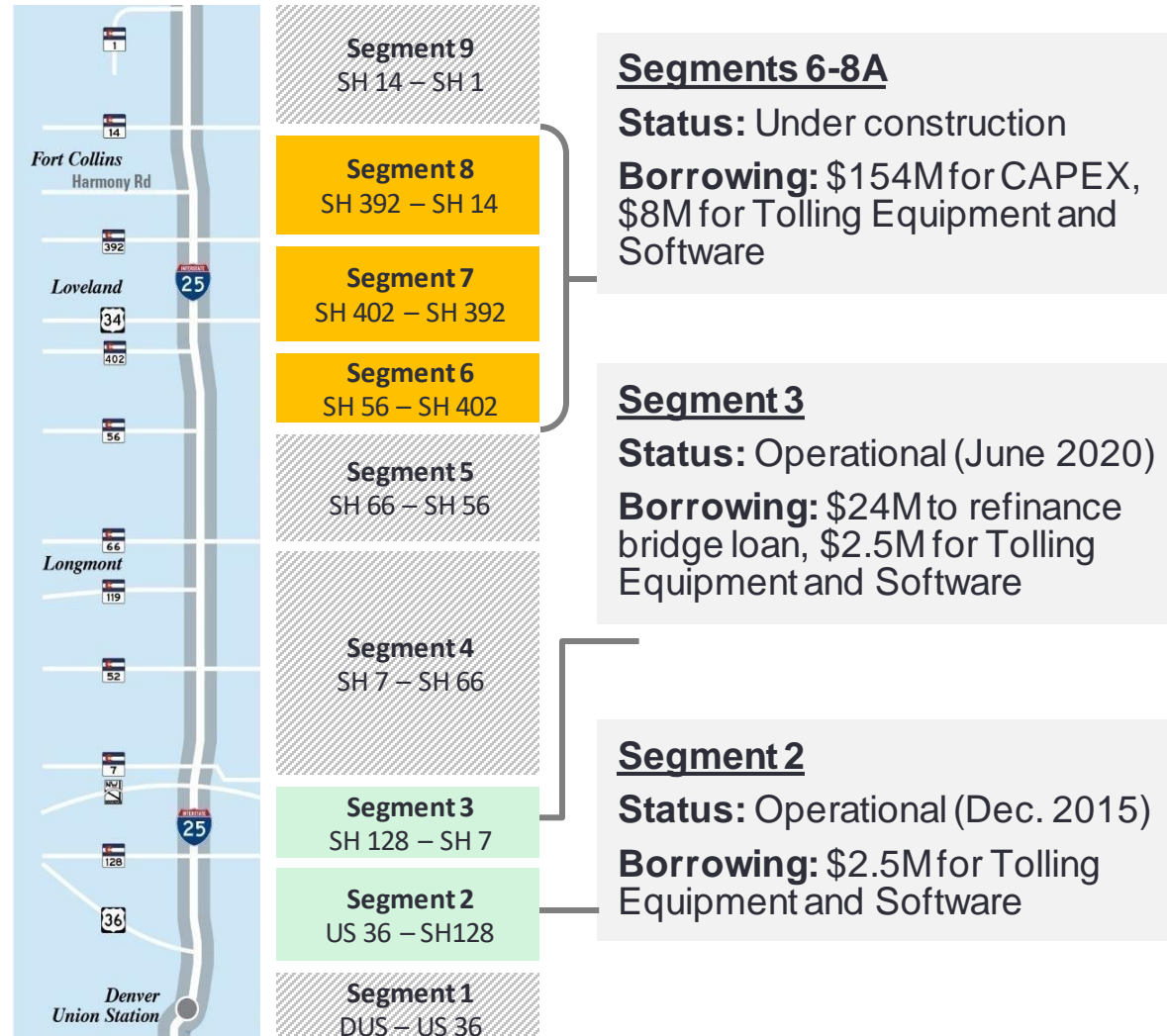


I-25 North TIFIA Loan Update

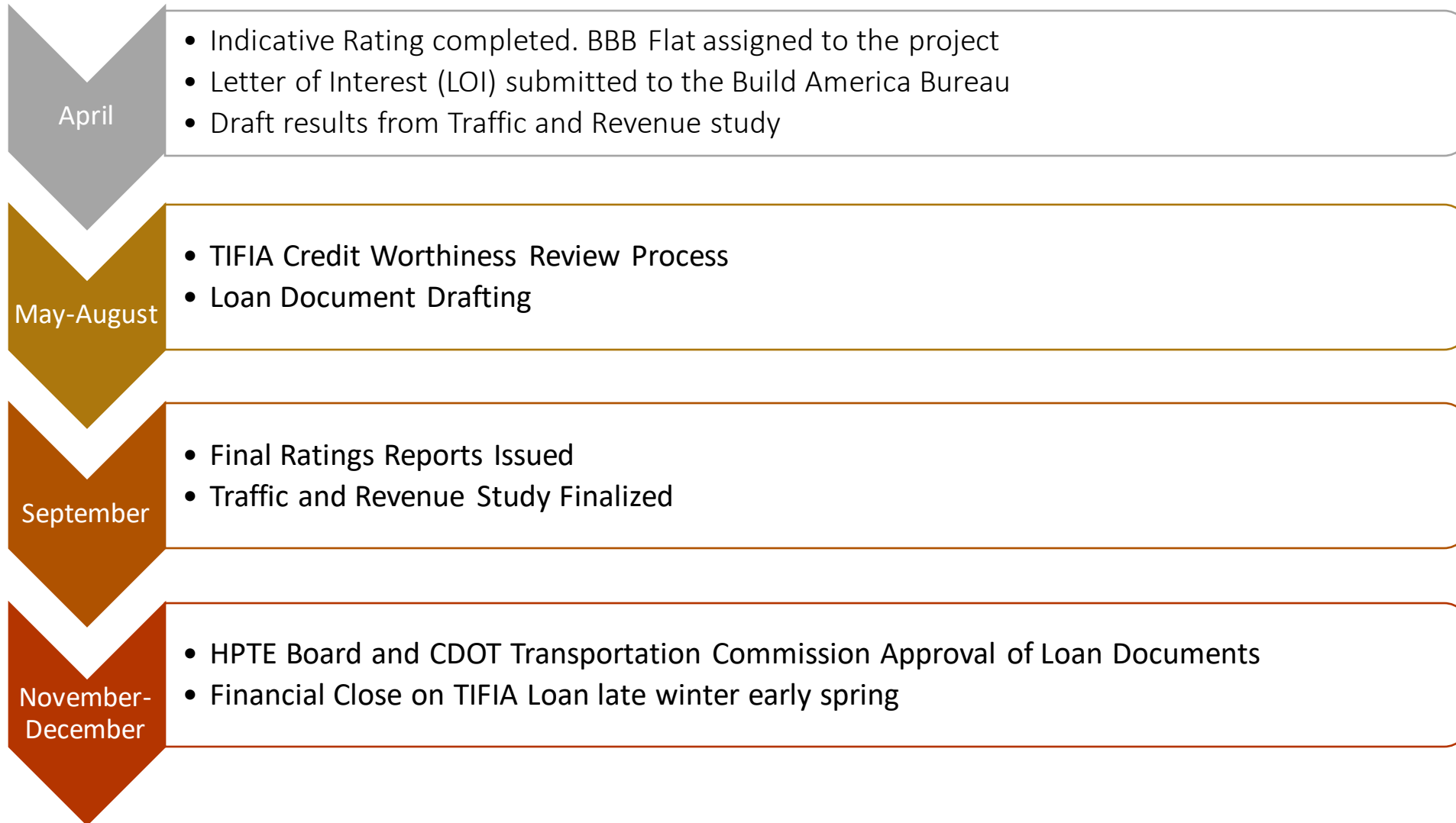


I-25 North Loan: Overview

- Total Request: \$191M
- Operational Segments 2 and 3 will serve as the initial pledge source to secure the TIFIA loan.
- Toll revenue from Segments 6-8 will fund debt service once the Express Lanes are open.
- Segment 1 is operated under a separate revenue-risk P3 agreement and excluded from this financing.



I-25 North Loan: Current Schedule





Thank You!





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Reimagine RTD

NATA Meeting

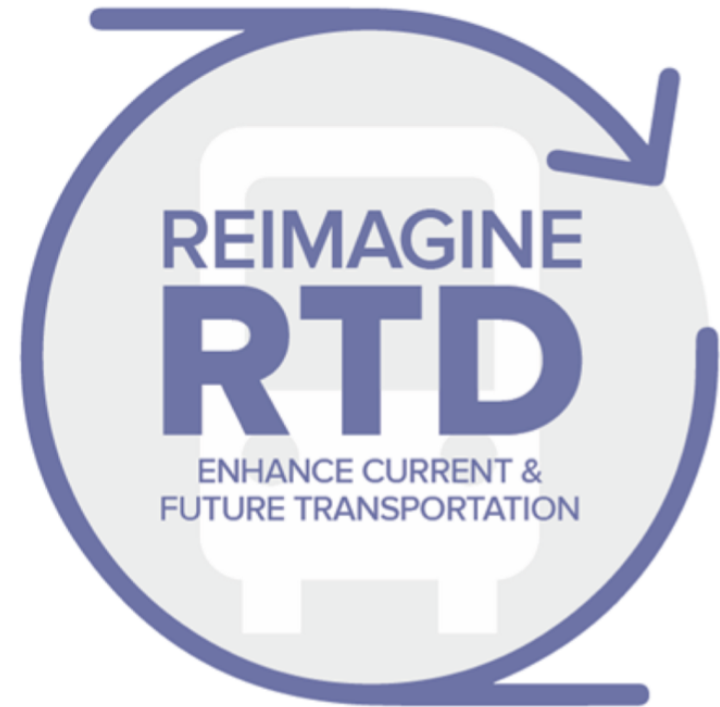
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Reimagine RTD Overview

Long- and Short-term Objectives

- **Reimagine RTD**

- Two-year process to answer “what’s next” for RTD
- **System Optimization Plan (SOP)**
 - Redesign RTD’s services to balance mobility needs and fiscal limitations
 - Initial SOP implementation took place with adoption of January 2021 runboard
 - Rebuilding Service Working Group established to provide input to RTD on performance measures, metrics, indicators and milestones
- **Mobility Plan for the Future**
 - Identify long-term strategies (i.e., between now and 2050) to address region’s future mobility needs

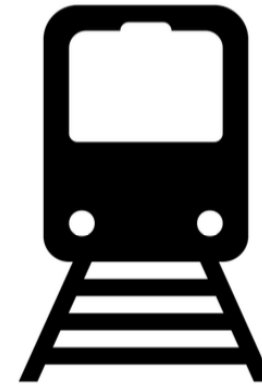


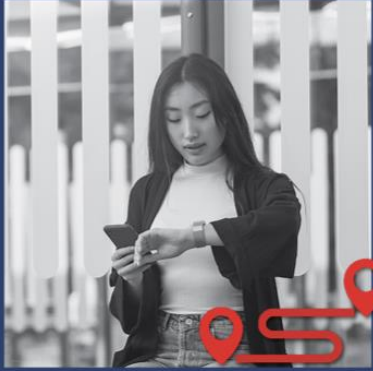
Managing Expectations for “Rebuilding Service”

- Valuing employee’s health, safety, and wellbeing
 - Current service levels aligned with workforce
- Equity is priority for service
 - RTD’s post-pandemic customer base to continue to receive service
 - Title VI will guide service and fare decisions
- Significant financial uncertainty due to fare revenue instability related to ridership losses
 - One-time federal revenues can support 85% of pre-pandemic service hours through 2026
 - Major asset management backlog

Managing Expectations for “Rebuilding Service” (cont.)

- Predictors of ridership trends
 - Impact of telework
- Not all pre-pandemic routes will be restored
 - System optimization examined as service is rebuilt
 - Important considerations
 - Family of services
 - Service standards
 - Transit network integrity





Mobility

Provide safe, reliable transportation service to improve the quality of life of residents, customers, and visitors.



Equity

Remove barriers to accessing transportation services that enable customers to have the freedom to get where they want to go.



Financial

Leverage resources and maximize cost efficiencies, serving as a good steward of taxpayer dollars.



Partnerships

Pursue partnerships with both public and private organizations that can help identify innovative opportunities to enhance mobility throughout the region.



Workforce

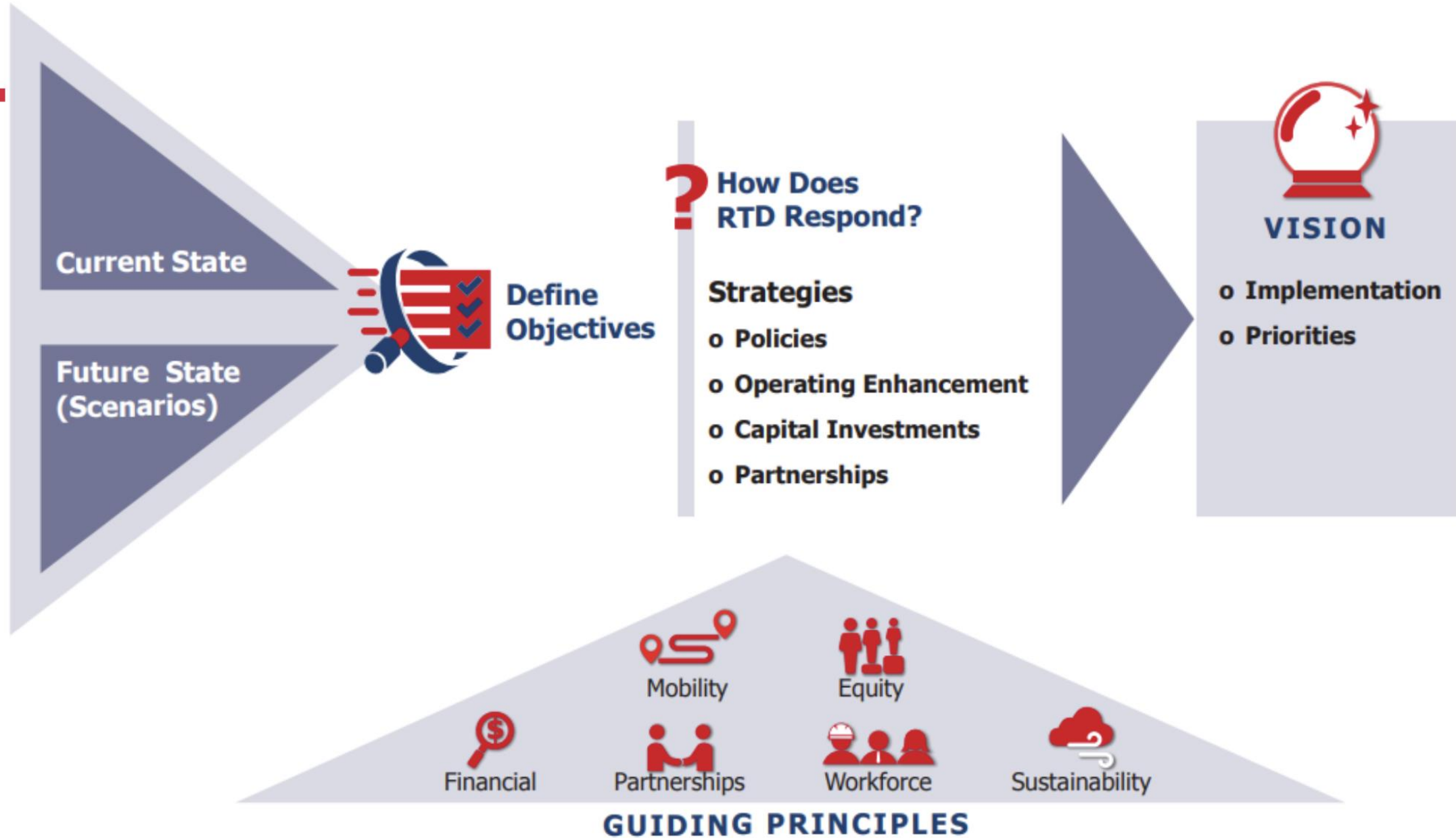
Foster a dynamic, diverse workforce that promotes engagement and innovation, recognizing team members as RTD's greatest asset.



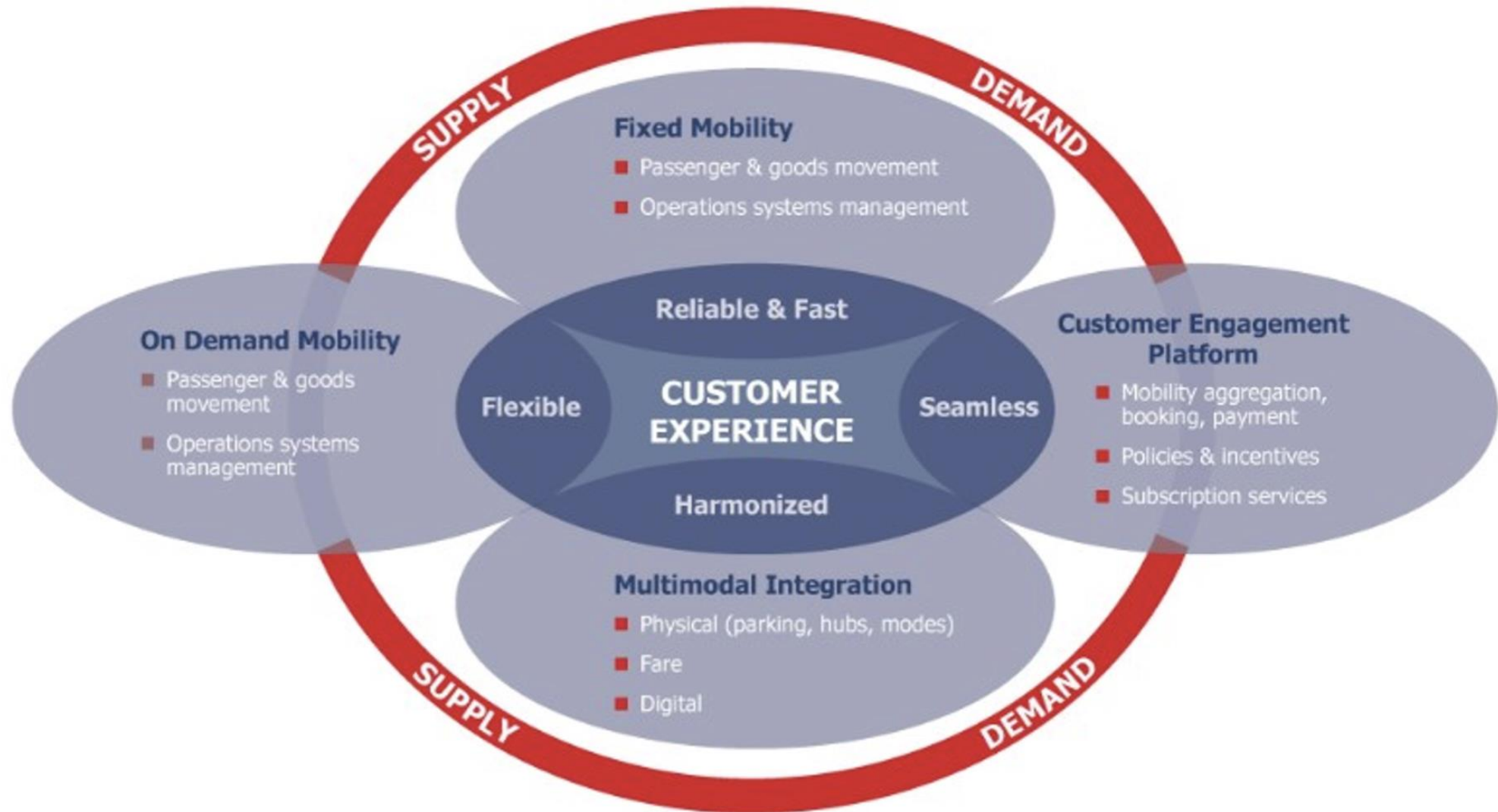
Sustainability

Provide sustainable mobility options while continually seeking to reduce RTD's environmental impact.

MOBILITY PLAN for the FUTURE



RTD Mobility Plan for the Future: MOD/MaaS Core



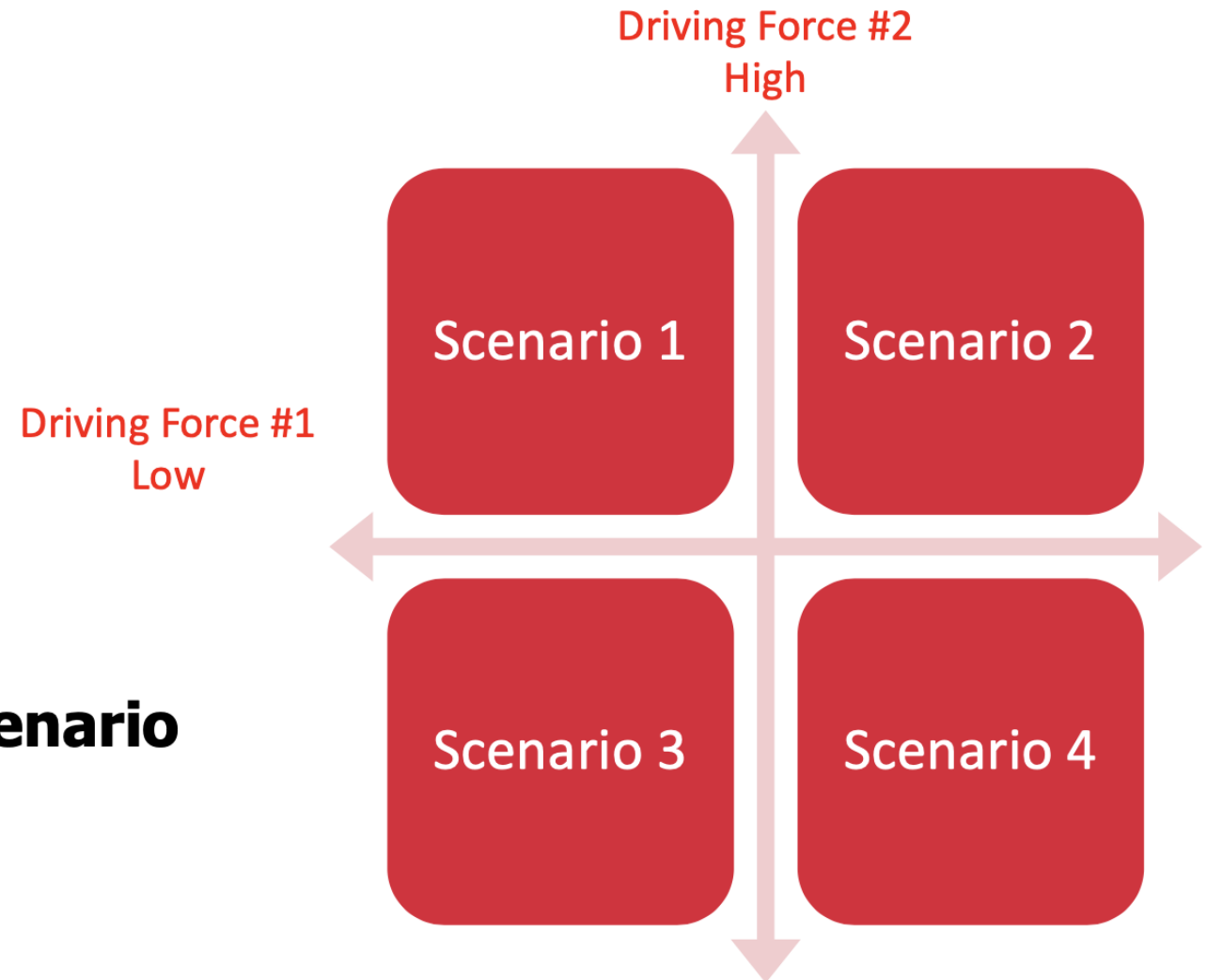
Modeling Results Will Be Used to Evaluate Strategies – October 2021

Evaluate Through EMAT Tool

- Service levels
 - Funding
 - Workforce availability
 - Federal and state policy
 - Climate impact
- Telework
- Local policy
 - First and last mile

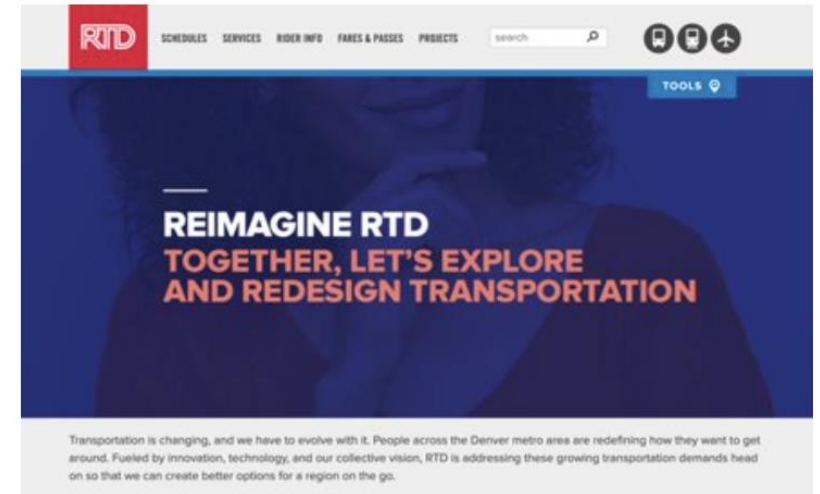
Evaluate Through DRCOG Scenario Planning

- Land use
- Costs (parking, fuel, fares)
- Competing modes (auto)



Public Engagement – Next Steps

- Late summer: Continue identifying strategies
 - Online engagement
 - Individual meetings (e.g., TMOs, TMAs, community advocacy groups)
 - Citizen’s Advisory Committee
 - RTD Local Governments team meeting
 - Customer panel
- Winter: Provide feedback on draft recommended strategies
 - Online engagement – updated survey
 - Public meetings
 - Telephone Town Halls
 - Individual meetings (e.g., chambers, local municipalities)
 - Customer outreach – tabling at high traffic stations
 - Youth listening session



<https://www.rtd-denver.com/reimagine>

Updates and Next Steps

- Board Study Session September 14
- Technical Working Group October 13, 2:30 p.m.
- Advisory Committee October 14, 7:30 p.m.



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