

TO: THE TRANSPORTATION COMMISSION
FROM: SOPHIE SHULMAN, CHIEF OF INNOVATIVE MOBILITY
DATE: AUGUST 19, 2020
SUBJECT: GREENHOUSE GAS AND AIR QUALITY WORKSHOP

Purpose

The purpose of this workshop is to continue discussion from last month's meeting regarding strategies to reduce greenhouse emissions and improve air quality from the transportation sector. Specifically, this month's conversation further refines potential actions to those within CDOT and the Transportation Commission's scope of influence, and staff seeks feedback on these potential actions.

Action

Information only.

Background

In 2019, H.B. 19-1261 laid out statewide greenhouse gas pollution reduction goals, and tasked much of the implementation to the Air Quality Control Commission (AQCC) and the Colorado Department of Public Health and Environment. As such, the AQCC is likely to pursue regulations in many sectors to meet these targets, including transportation. In addition, many Commissioners have expressed interest in prioritizing environmental impacts, air quality, and climate change in how CDOT does its work. There are many strategies, in addition to regulatory tools, that CDOT can and may choose to pursue, with varying level of difficulty, expense, and impact. The attached presentation in Appendix A goes through these options in more detail, for feedback and discussion from the Commission.

Next Steps

- August: Focused discussion on near-term actions
- September: Workshop on FY21 OIM budget
- October: Consideration of other tactical actions and update of policy documents; vote on FY21 OIM budget
- November: vote on remaining policy or budget decisions

Attachments

Appendix A: Greenhouse Gas/Air Quality: Transportation Commission Potential Actions





COLORADO

Department of Transportation

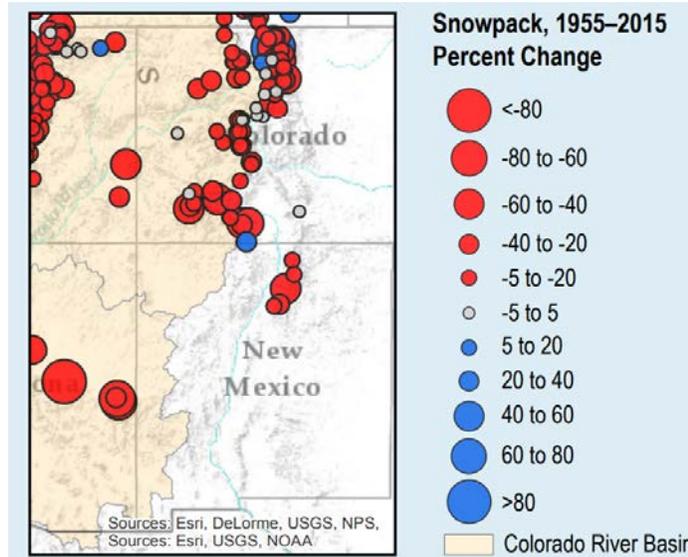
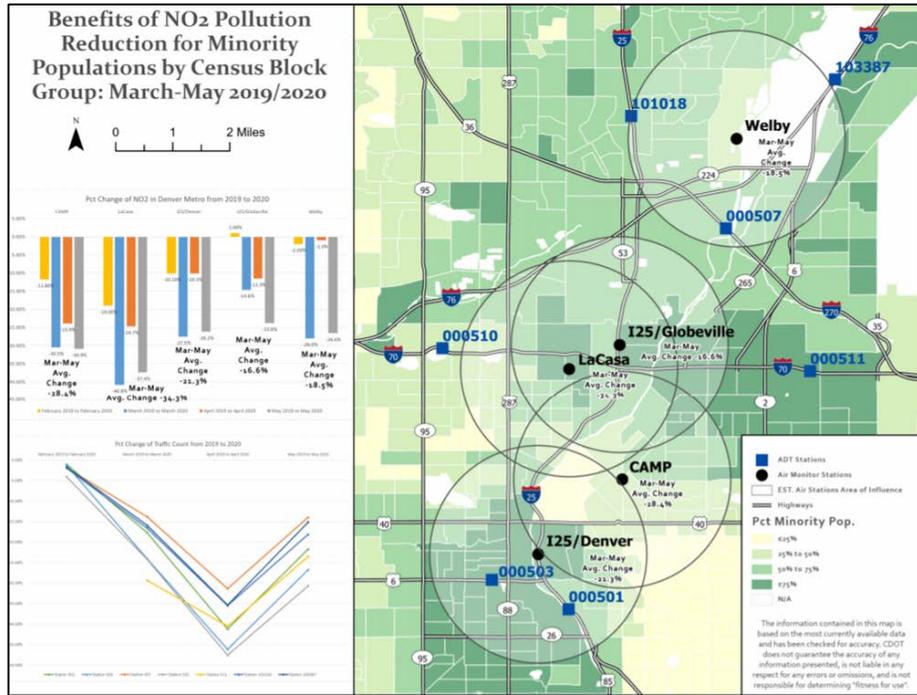
Greenhouse Gas/Air Quality: Transportation Commission Potential Actions

August 19, 2020



Reminder: Why are we doing this?

Climate change is already impacting Colorado's way of life, outdoor recreation industry and the resilience of our transportation infrastructure.



Trends in April snowpack in New Mexico and Colorado, 1955-2013. The snowpack has declined at most monitoring sites in both states. Source: EPA.



Orjan F. Ellingvag / Dagens Naringsliv / Corbis via Getty Images

A RIVER RUNS THROUGH ITSELF

40 million Americans depend on the Colorado River. It's drying up.

By Eric Holthaus on Dec 13, 2018

Poor air quality impacts low-income and environment justice communities disproportionately



How does this align with Transportation Commission's goals and authorities?

Policy Directives & Guiding Principles

- **PD 14:** Sets policy direction and priorities for CDOT. Current version hints at but does not include measures for environment or sustainability. TC is currently reviewing PD for updates.
- **PD 1601:** Outlines the process for 1601 access approvals. TC is currently reviewing the PD for updates, like TDM.
- **PD 1901:** Establish goals and direction of CDOT air quality policy requiring CDOT follow the Air Quality Action Plan, which presents CDOT's strategies on reducing air pollution from the transportation sector and tracks emission trends of criteria pollutants (e.g., CO, PM, and ozone) and greenhouse gases.
- **PD 1905:** Commission direction for CDOT to incorporate the concept of resilience into day-to-day CDOT business and use data related to risk to hazards to inform policy decisions.
- **TC's Current Guiding Principles include focus on mobility:** "Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of "gaps" or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities."

Funding

- Directing project selection for new funding sources (e.g. SB267) to include environmental criteria.
- Support for staff efforts to provide technical assistance, research, and implementation of these programs (incl. OIM budget, FTE).



Questions for discussion

- *What feedback should staff consider as we update various PDs?*
- *Are there other tools that we should consider?*
- *What additional data do you need?*



TC discussions to implement GHG strategy

- July: Initial TC feedback on available tools
 - Launched clean trucking strategy, including ongoing outreach through August/September
 - Hosted internal GHG workshop (70+ CDOT staff participated)
- August: Focused discussion on near-term actions
 - Finalizing Roadmap report with other state agencies (draft will be available for public comment)
 - Regional Air Quality Commission adoption of an Ozone State Implementation Plan (SIP) for serious nonattainment status. Strategies for this SIP (and possible Severe SIP) have GHG co-benefits
 - Posted new GHG environmental specialist position (modeling and technical capability)
- September: Workshop on FY21 OIM budget; Workshop to update mobility measures within PD 14
- October: Consideration of other tactical actions and update of policy documents; vote on FY21 OIM budget; Workshop to update PD 1601
- November: vote on remaining policy or budget decisions

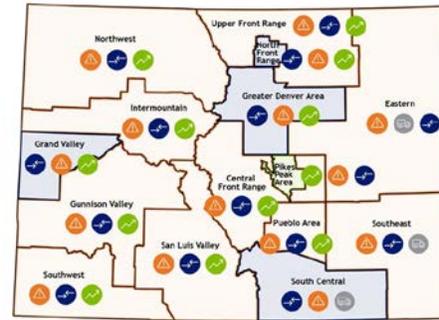
Mobile sources (vehicles)



Potential action steps include:

- New regulatory actions
- Charging infrastructure
- Consumer education
- Fleet replacements

Infrastructure (planning and projects)



Potential action steps include:

- GHG conformity budgets
- NEPA processes
- Green construction
- Multimodal funding
- Land use

Human factors (behavior change)



Potential action steps include:

- Managed lanes/pricing strategies
- Voluntary/mandatory TDM (marketing and tools to support mobility options)



Mobile Sources: Vehicles

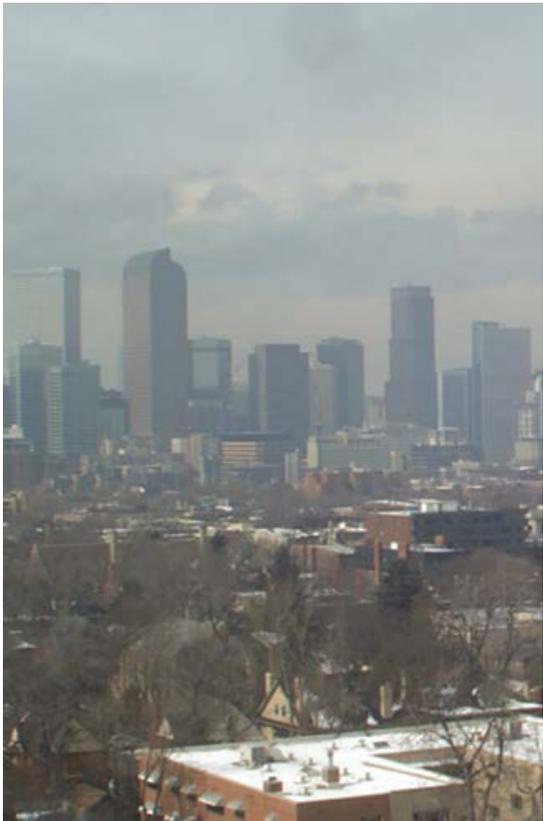
Policy tool	TC Action	CDOT Action
Funding fleet turnover	Update PD 14	Fund projects through existing grant programs (i.e. VW Settlement)
Developing infrastructure to support zero emission vehicles	Update PD 14; support funding for OIM Budget	Fund projects through existing grant programs (i.e. Charge Ahead Colorado), in conjunction with highway corridor projects (light, medium & heavy duty)
Outreach, education and workforce training	Support funding for OIM Budget, Freight Office	Program development underway for light duty and planning funding available for transit; Develop programs for medium and heavy duty
Exploring new business models for shared mobility and last mile delivery	Support funding for pilots through OIM, Freight Office, DTR	Implement pilots in collaboration with industry, local governments; share best practices
Leading by example through green fleet procurement	Update PD 14, support for maintenance and DTR budgets	CDOT procurement policies for Bustang, projects, light and heavy fleet; support “good actors” using cleaner fuels





Infrastructure: Projects & Planning

Policy tool	TC Action	CDOT Action
Utilizing CDOT Access Control Permits to encourage land use priorities	Update to PD 1601 to include TDM	Follow TC direction and provide technical assistance to local communities
Expand efforts thru NEPA to quantify and mitigate emissions for capacity-expansion efforts	Update PD 14 and 1901	Revise guidance documents for NEPA implementation.
Evaluate updates to the 10yr plan based on GHG goals	Update PD 14 and 1901; revise Commission's guiding principles	Develop framework to evaluate projects
CDOT Green Construction practices	Update PD 14	Implement through CDOT procurement practices
Continue commitment to multimodal funding	Update PD 14	Continued work through DTR and DTD
Utilize CDOT research program to study new technologies and construction methods	Update PD 14	Expand current focus to seek new research ideas in this area

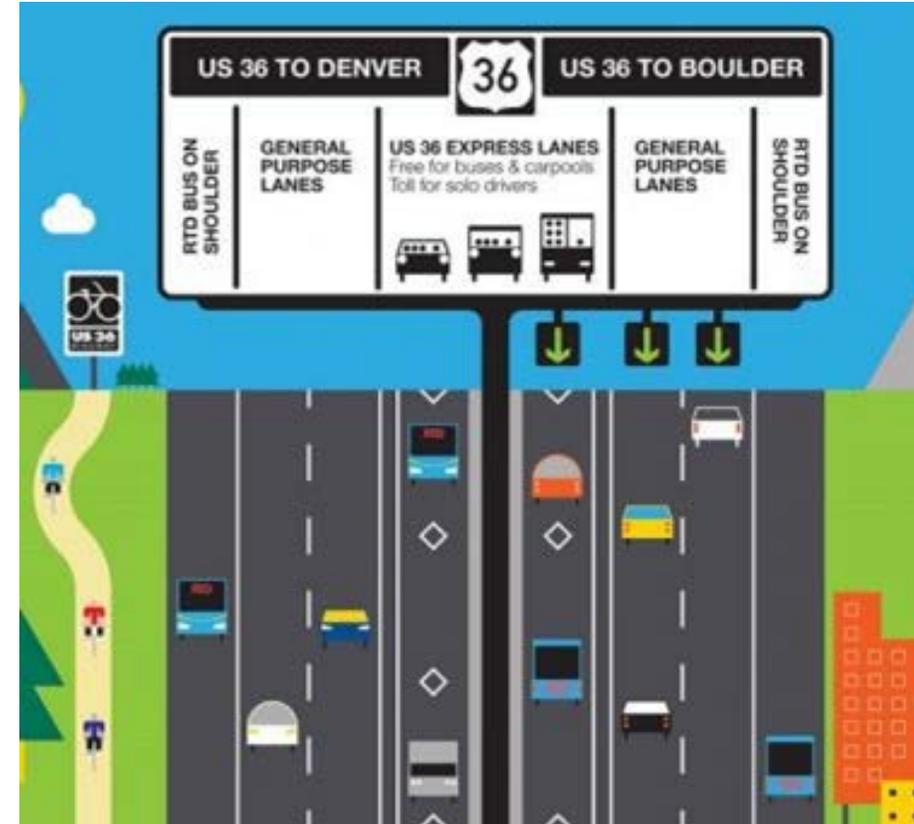




Human Factors: Behavior Change

Policy tool	TC Action	CDOT Action
Support CDOT and TMAs' existing efforts (including grants) to encourage voluntary TDM	Update PD 14 and PD 1601; support for OIM budget	Continue implementation of TDM grant programs; develop additional technical assistance or funding programs, best practices
Utilizing managed lanes and tolls to control traffic flows, fund expansion projects, and create space for managed uses (i.e. transit-only lanes).	Update PD 14	Consider in any current/future expansion projects. Provide best practices from US 36 experience.

It will be critical to monitor the impacts of COVID-19 on our transportation system; This includes a continued emphasis on a “new normal” that includes telework for those who can, as well as transportation for essential workers and those who don’t have access to a car.





- *What feedback should staff consider as we update various PDs?*
- *Are there other tools that we should consider?*
- *What additional data do you need?*