



COLORADO

Department of Transportation

PROPOSED Greenhouse Gas Pollution Standard For Transportation Planning

September 2021



Introduction

This proposed standard seeks to reduce pollution and greenhouse gas emissions from the transportation sector, improve air quality, reduce smog and provide more travel options for Coloradans.



The Colorado Department of Transportation and its Governor-appointed Commission has proposed this standard.



Background for Understanding this Rule

This proposed standard focuses on:

- ✓ Greenhouse gas emissions
- ✓ Transportation Planning
- ✓ Government agencies and regional planning organizations
- ✓ Passenger Cars (not trucks or ai





Where Did the Idea for This Rule Come From?

House Bill 19-1261- Climate Action Plan to Reduce Pollution

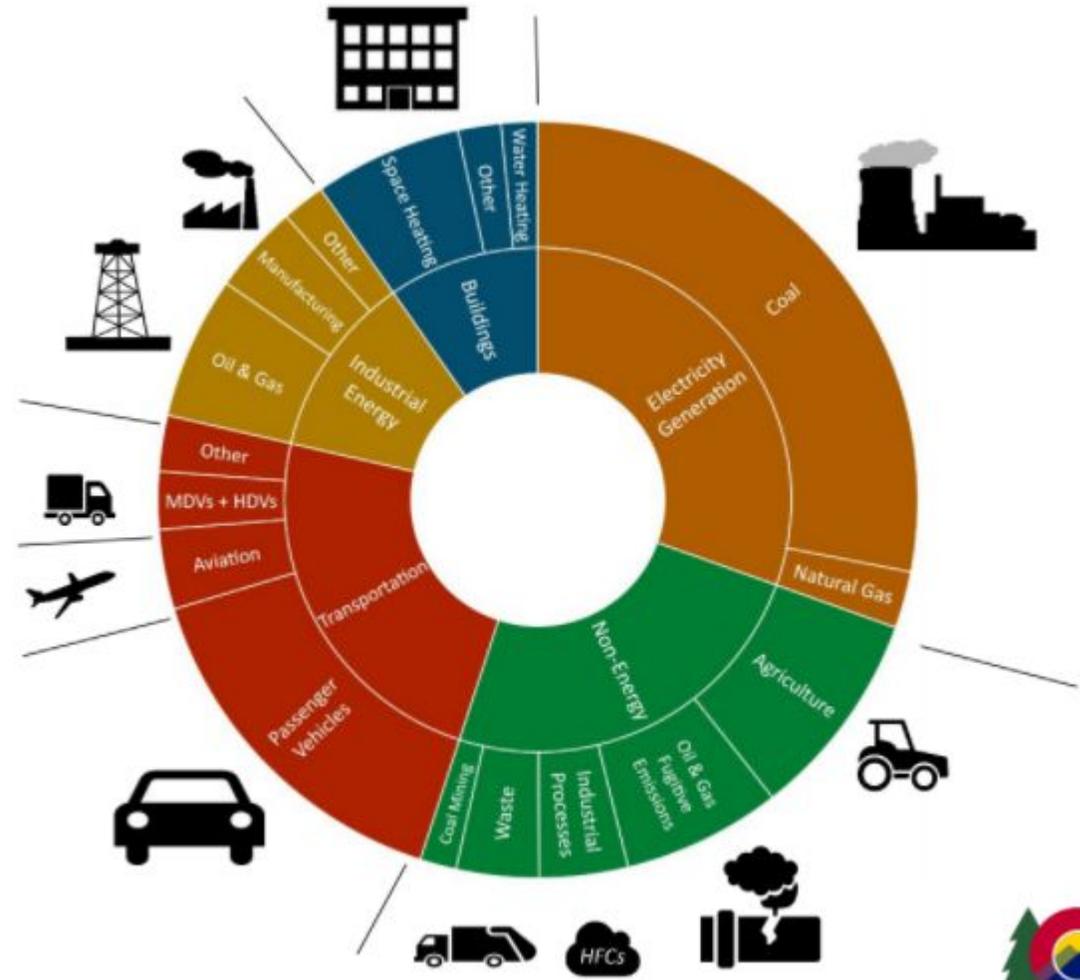
- Reduce GHG emissions 26% by 2025, 50% by 2030, and 90% by 2050

Colorado Greenhouse Gas Roadmap

- A list of near term actions the state will pursue over the next one to two years to make significant progress toward the Climate Action Plan goals.

Senate Bill 21-260

- Made the Roadmap recommendation for transportation planning a requirement.





Overview



Who is Impacted?

The Colorado Department of Transportation and 5 “metropolitan planning organizations” that represent different regions of the state:

Denver: Denver Regional Council of Governments (DRCOG)

Colorado Springs: Pikes Peak Area Council of Governments (PPACG)

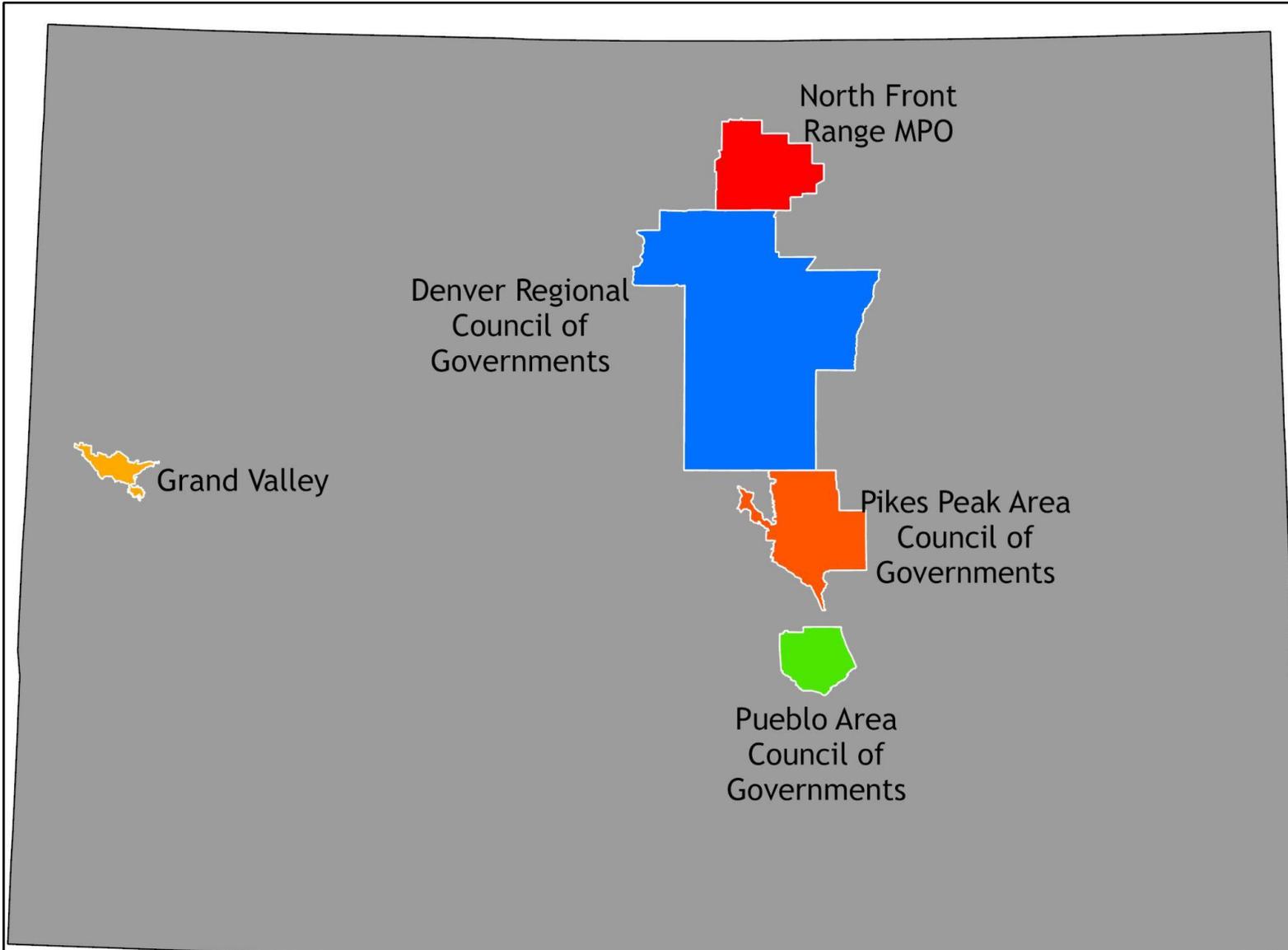
Ft Collins/Greeley: North Front Range Metropolitan Planning Organization (NFRMPO)

Pueblo: Pueblo Area Council of Governments (PACOG)

Grand Junction: Grand Valley Metropolitan Planning Organization (GVMPO)



Colorado's Planning Agencies



- Denver Regional Council of Governments (DRCOG)
- Grand Valley MPO (GVMPO)
- North Front Range MPO (NFRMPO)
- Pikes Peak Area Council of Governments (PPACG)
- Pueblo Area Council of Governments (PACOG)



What is Required?

CDOT and each metropolitan planning organization must adopt long-range transportation plans that reduce GHGs to set reduction levels.

Each plan must be “modeled” to make this determination.

There is a specific GHG reduction level for each of four years:

- 2025
- 2030
- 2040
- 2050

Each agency has a GHG reduction level specific just to them.

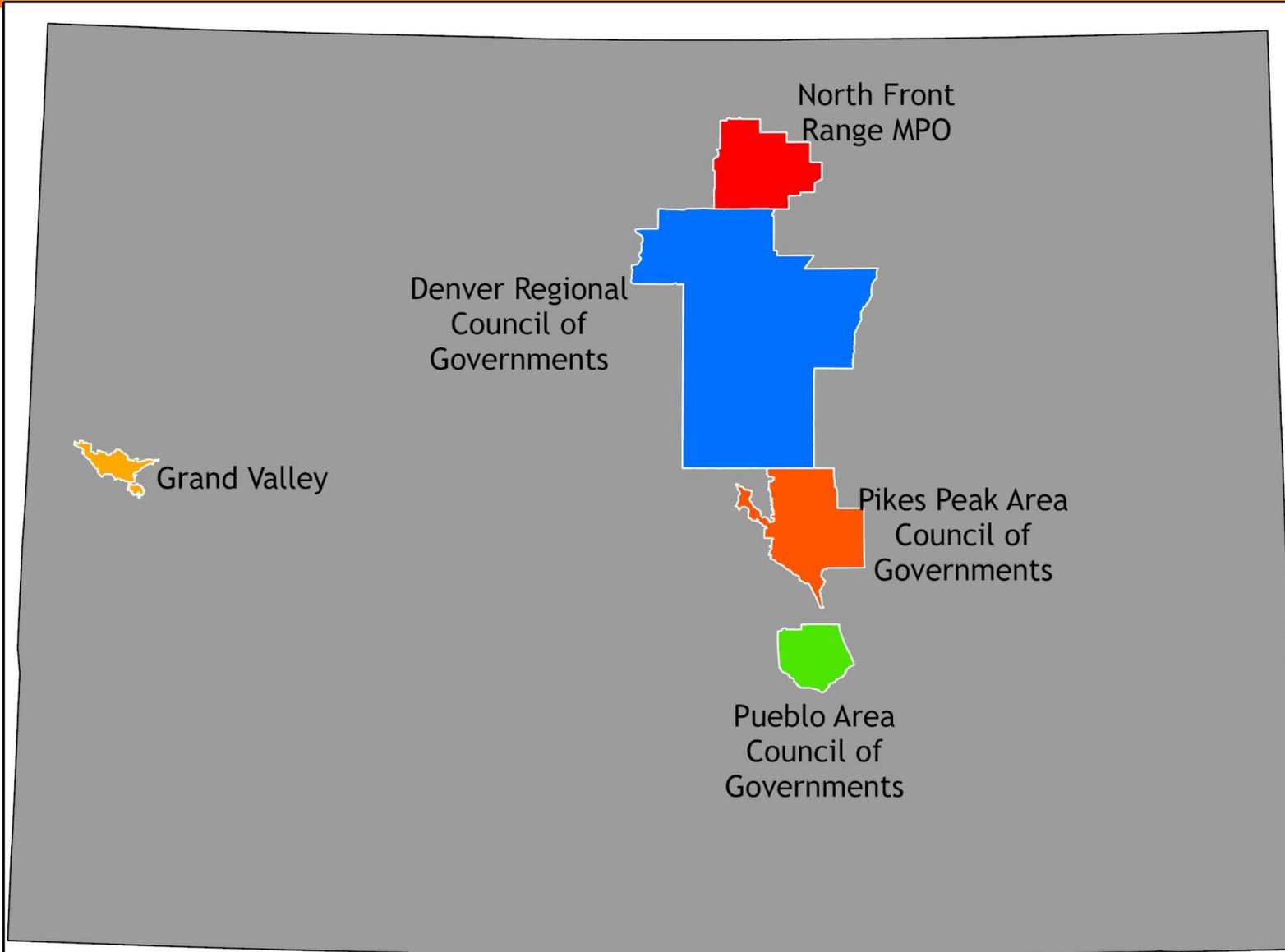


Table 1: GHG Transportation Planning Reduction Levels

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



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Focusing on What Matters

- Not every project can be modeled and not every project should be.
- This proposed standard focuses on “regionally significant” projects that really impact how Coloradans choose to move.





What if the GHG Standard Can't Be Met?

Standard allows for selection of optional GHG Mitigation Measures IF needed to demonstrate compliance.

A subsequent policy document will provide the specifics on these measures, which could include:

- 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





What if the GHG Standard STILL Can't Be Met?

- If CDOT or an MPO can not demonstrate that these reduction levels are met, even after committing to Mitigation Measures, the draft standard requires that:
 - CDOT use 10-Year Plan funds on projects that reduce GHG emissions
 - MPOs that receive certain federal funds use those funds on projects or Mitigation Measures that reduce GHG emissions
- Importantly, this provision does NOT take away funding.



Waiving the Funding Restriction

The draft standard also provides that the Transportation Commission may waive the funding restrictions to allow specific projects to move forward, IF an agency can show:

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



The Proposed Standard

<https://www.codot.gov/programs/environmental/greenhousegas>

- Rule, Fact Sheet and Frequently Asked Questions
- Cost/Benefit and Regulatory Analysis
- Many of these materials are available in Spanish

Greenhouse Gas Roadmap

<https://energyoffice.colorado.gov/climate-energy/ghg-pollution-reduction-roadmap>



Comment Opportunities

Written comments welcome at any time during the 60-Day Written Comment Period: 8/13- 10/15.

Join any one of 9 hearings--virtually or in person--and make a comment.

- Grand Junction, 9/17
- Denver, 9/23
- CO Springs, 9/24
- Littleton, 9/27
- Limon, 9/29
- Fort Collins, 9/30
- Glenwood Springs, 10/4
- Firestone, 10/5
- Durango, 10/7

More information can be found here:

<https://www.codot.gov/programs/environmental/greenhousegas/publichearing>



Thank you