



HYBRID MEETING INSTRUCTIONS FOR THE CTAB MEETING ON MAY 23, 2022

- You can provide input/public comment for this meeting by emailing your comments to Valerie Ramirez-Elizalde (valerie.ramirez-elizalde@greeleygov.com), or by calling (970) 350-9282 to provide your comments
- You can attend the meeting at 2nd Floor Colorado Conference - 227, of City Center South, 1001 11th Avenue in person; or
- To view the meeting and/or participate remotely in real-time, email Valerie Ramirez-Elizalde (valerie.ramirez-elizalde@greeleygov.com) before the meeting begins to receive the log-in credentials. Instructions on how to access and participate in the remote meeting will be provided at that time.

**CITIZEN TRANSPORTATION ADVISORY BOARD
A G E N D A
Monday, May 23rd, 2022
3:00 PM – 4:30 PM**

HYBRID MEETING

**(See instructions on the previous page regarding how
to view/participate in this remote meeting)**

| | | |
|-------------|---|--------------------|
| 3:00 PM | I. CALL TO ORDER & INTRODUCTIONS | |
| 3:00 - 3:05 | II. APPROVAL of April 2022 minutes | |
| 3:05 - 3:10 | III. CHANGES TO THE AGENDA AND ANNOUNCEMENTS | |
| 3:10 - 3:15 | PUBLIC COMMENT | Public |
| 3:15 – 3:35 | IV. Green House Gas Presentation | Medora Bornoft MPO |
| 3:35 – 3:50 | MERGE Grant Application Update | Paul Trombino |
| 3:50 – 4:10 | Keep Greeley Moving Update | Paul Trombino |
| 4:10 – 4:20 | Bus and/or Walking Tour Discussion | Board |
| 4:20 - 4:30 | Propose June 2022 Agenda Items and Roundtable | All |
| 4:30PM | V. Adjourn | All |



Transportation & Air Quality Planning

Greeley Citizen Transportation Advisory Board

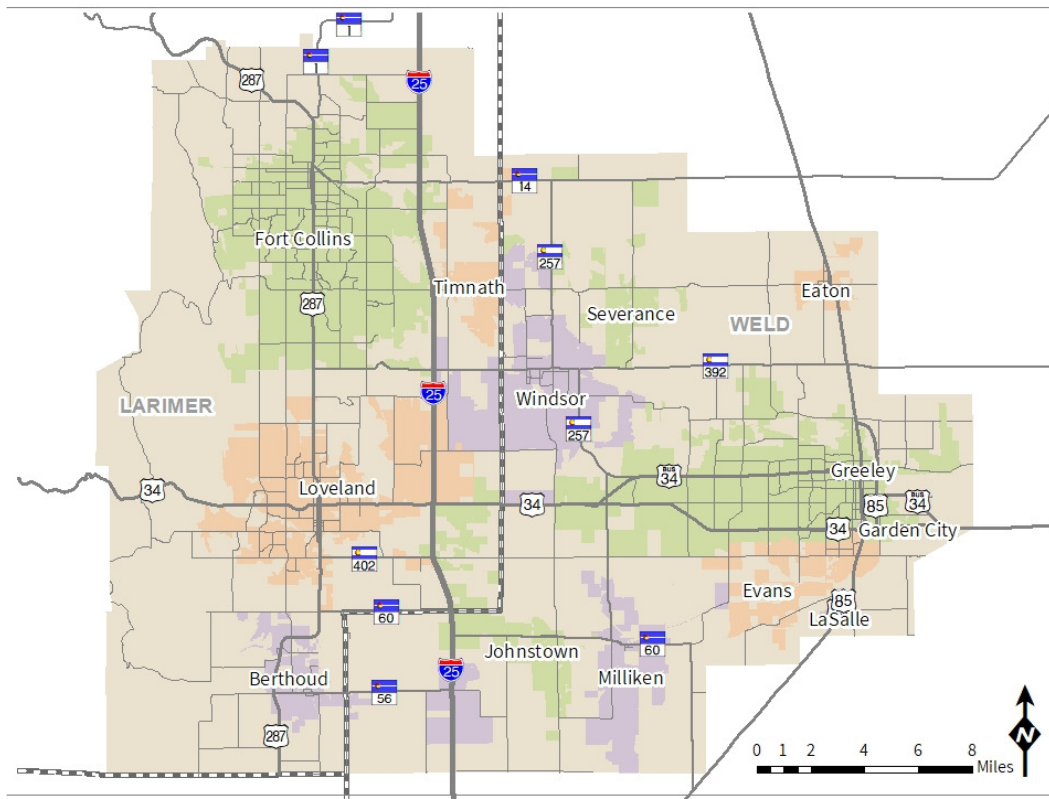
May 23, 2022





North Front Range
Metropolitan
Planning
Organization

North Front Range Metropolitan Planning Organization (NFRMPO)

Transportation and
Air Quality Planning
NFRMPO



Legend

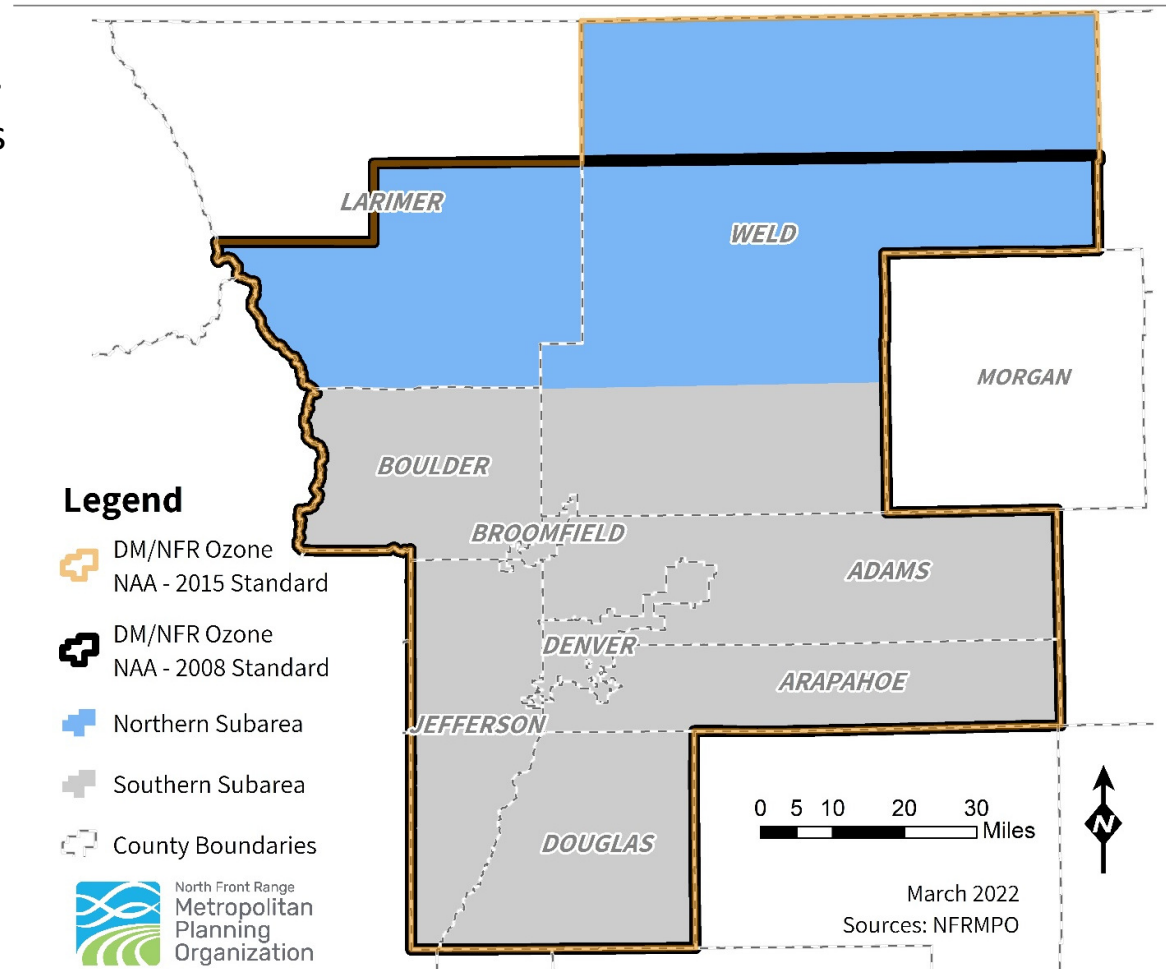
-  County Boundary
-  NFRMPO Planning Area

October 2021
Sources: CDOT, NFRMPO



- NFRMPO Planning Area
 - 13 municipalities and portions of two counties
 - 530,000 residents (2020)
 - 340,000 jobs (2020)
- MPOs are federally required for urbanized areas of 50K or more
- Lead transportation planning agency
- Air quality planning

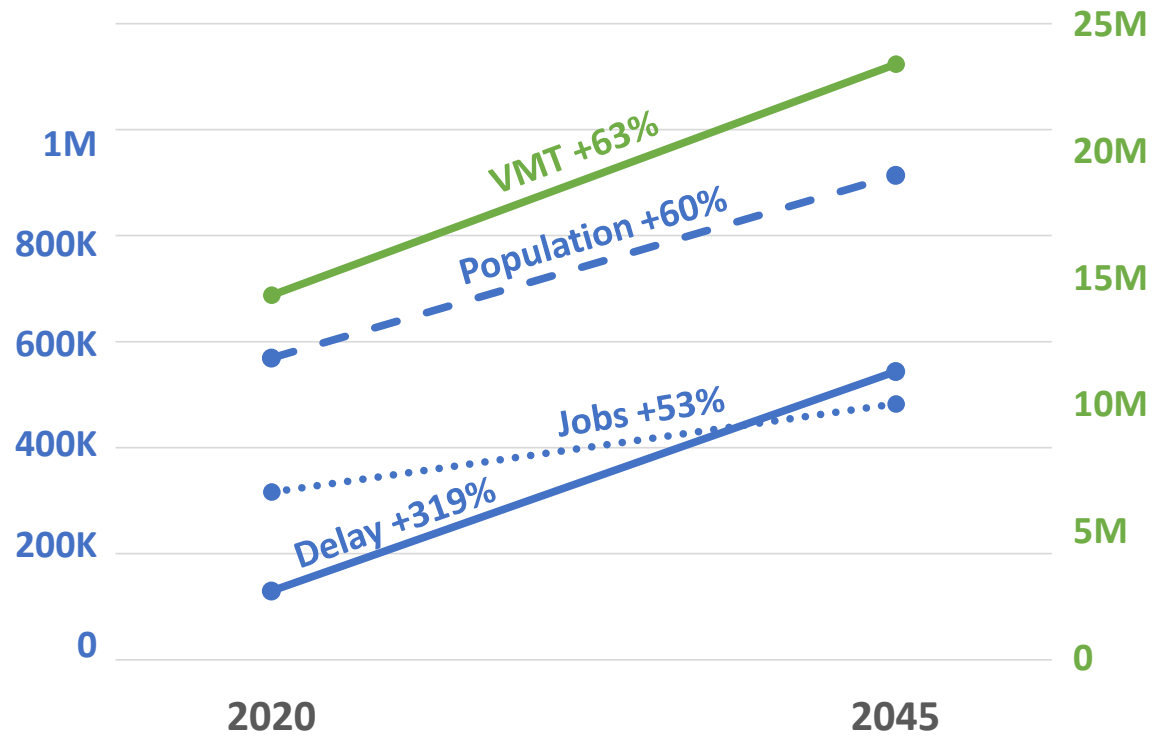
- The nine county **Denver Metro-North Front Range (DM/NFR)** is designated nonattainment for ozone.
- Currently classified as
 - **Serious** for the 2008 ozone standard of 75 parts per billion (ppb)
 - **Marginal** for the 2015 ozone standard of 70 ppb
- NFRMPO conducts transportation conformity analysis for northern subarea



Land Use and Travel Forecast

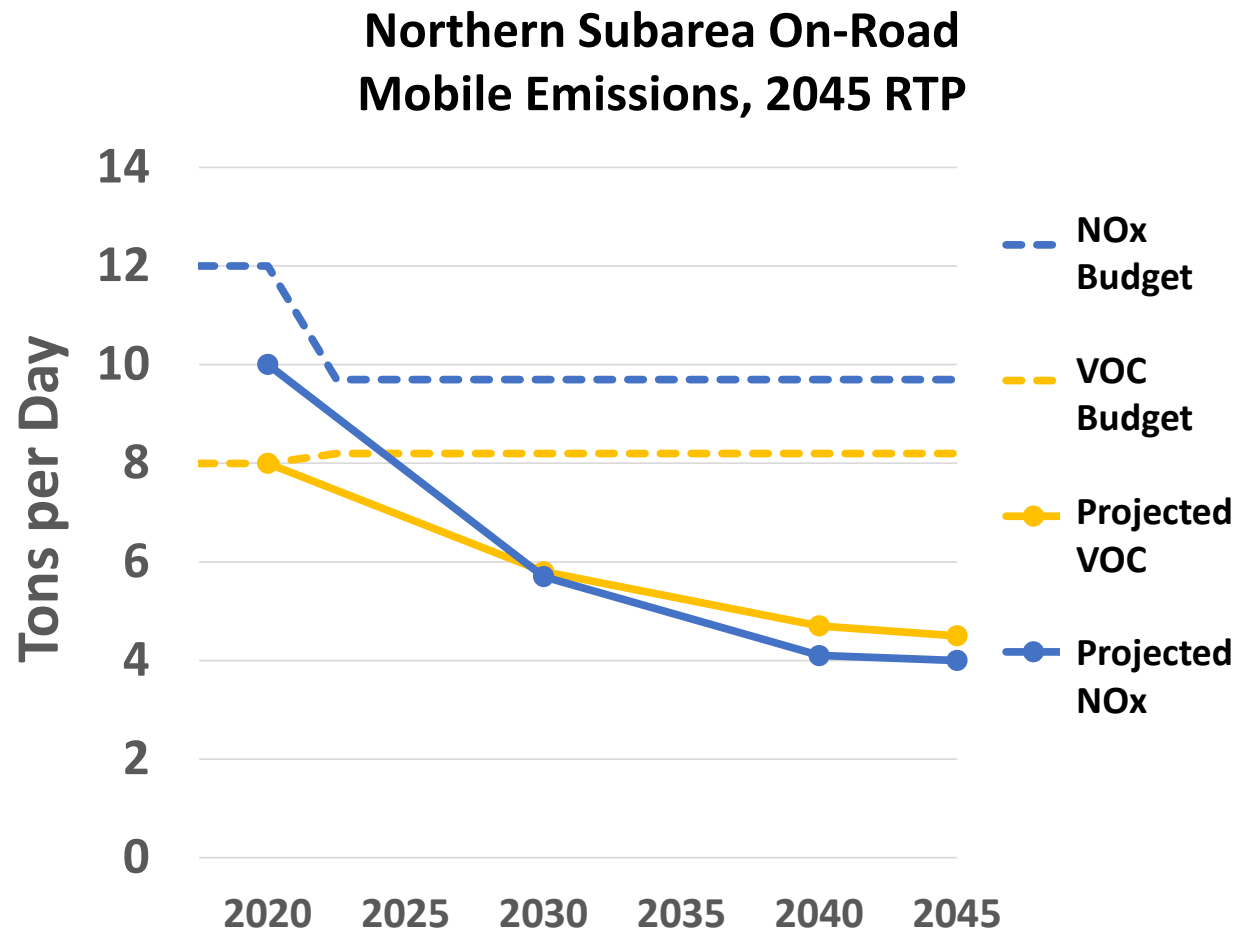
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Northern Subarea Forecast



Ozone Conformity Results

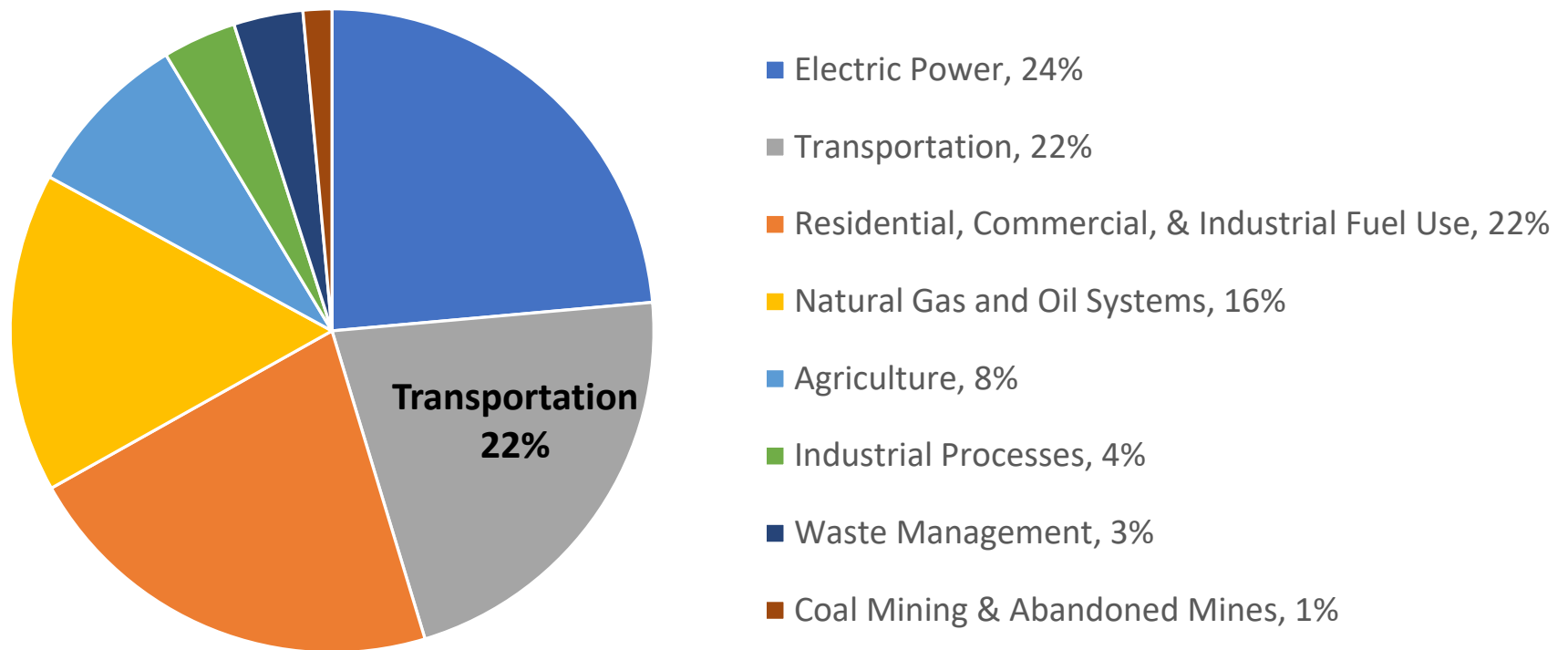
- The NFRMPO's adopted Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) **meet conformity requirements**.
- Projected emissions are at or below budgets set for the two ozone precursors: nitrogen oxides (NOx) and volatile organic compounds (VOC)



Greenhouse Gas (GHG) & Transportation

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GHG Emissions by Source in Colorado, 2019



Source: Colorado 2021 Greenhouse Gas Inventory Update, 2021

Colorado GHG Background

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HB19-1261 set statewide goals for GHG reductions compared to 2005 levels:

- 2025 – 26% reduction
- 2030 – 50% reduction
- 2050 – 90% reduction

GHG Pollution Reduction Roadmap (Jan. 2021) identified pathway to meet HB19-1261 goals with strategies and GHG reduction targets in each sector, including the following targets for transportation:

- 2025 – 25% (7.7 MMT reduction)
- 2030 – 40% (12.7 MMT reduction)
- 2050 – 99% (30.5 MMT reduction)

GHG Roadmap Transportation Strategies

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GHG Pollution Reduction Roadmap sets a goal to reduce **12.7 million metric tons (MMT)** of GHG in 2030 from the transportation sector.

**4.7
MMT**

| GHG Roadmap Transportation Strategies | Status |
|---|----------------------------------|
| GHG Pollution Standards for Transportation Plans | Rule Adopted in December 2021 |
| Commute Trip Reduction Program – (voluntary) ETRP, encouraging telecommuting for large employers | Voluntary program to be explored |
| Incentivize Land Use – increase housing near jobs | Under evaluation |
| Indirect Source Rule – requires new developments to mitigate emissions from vehicle trips to/from the site e.g. shopping malls, offices, warehouses, and industrial sites | Under evaluation |
| Clean Truck Strategy – infrastructure, fleet incentives, potential regulation | In progress |
| Fuel Economy Standards – participate in developing post-2025 vehicle standards (state and federal) | Federal and CARB processes |
| Expand Public Transit – Front Range Passenger Rail, RTD NW rail | In progress |

Strategies in Place

- 6 MMT – Low and Zero Emission Vehicle rules
- 2 MMT – Utility and public investment to support light-duty zero emission vehicles

GHG Transportation Planning Standard

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- CO's Transportation Commission adopted the **GHG Rule** on Dec 16, 2021.
- The Rule sets **GHG Reduction Levels** for each MPO and for CDOT in the non-MPO area for four compliance years: 2025, 2030, 2040, and 2050.
 - Reductions are relative to “baseline plan” as of ~2021.
- Applies to the NFRMPO's short-range and long-range plans (**TIP** and **RTP**).
- Prioritizes benefits to Disproportionately Impacted (DI) Communities

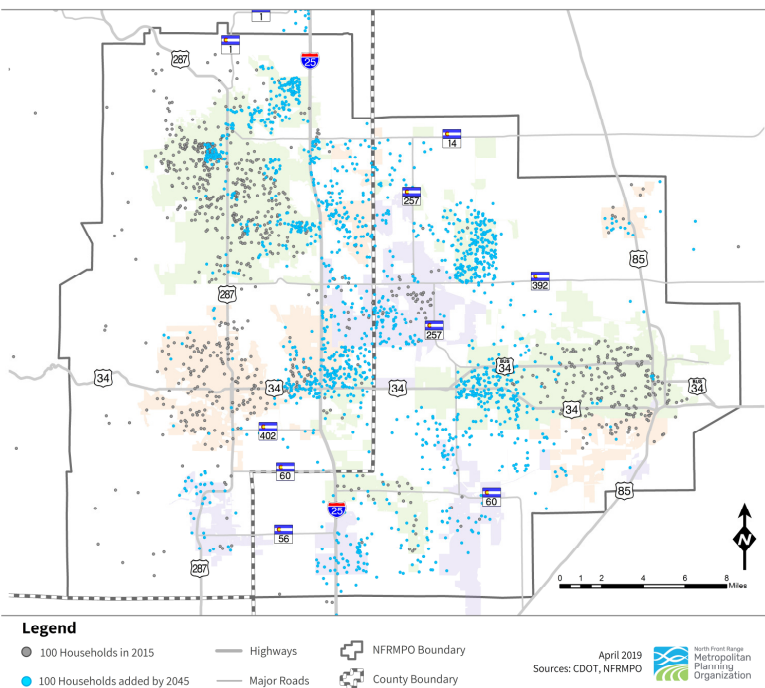
GHG Reduction Levels

- GHG Reductions Levels range from ~2-9% from baseline forecasts
- Statewide, reduction levels sum to 1.5 MMT in 2030

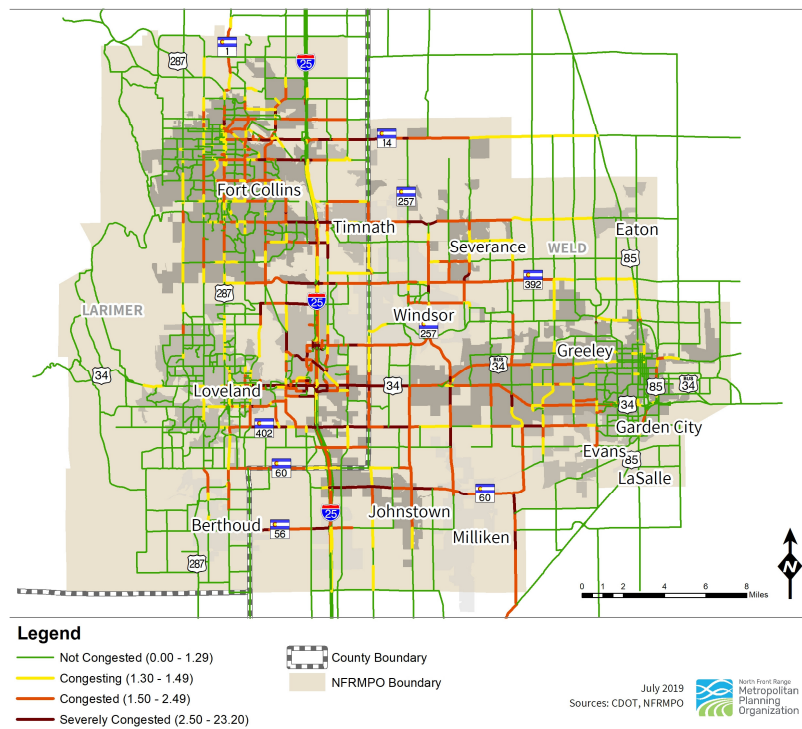
Modelling Process

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Land Use Model



Travel Demand Model

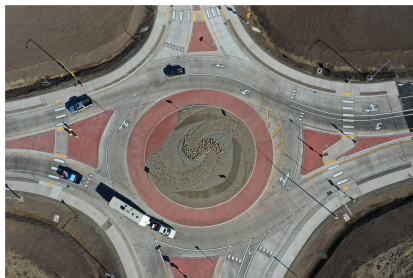


EPA's Emissions Model



GHG Mitigation Measures





- Many smaller-scale GHG-reducing projects cannot be represented in the travel model (e.g. roundabouts, bikeshare programs, parking policies, etc.)
- MPOs/CDOT have option to identify “mitigation measures” and account for their GHG benefits
- Mitigation measures require annual status reporting (project timeline, annual benefit quantification for completed measures, DI community impact, etc.)



- If GHG Reduction Levels are not met, certain funding sources are restricted to **projects that reduce GHG emissions** (MMOF, CMAQ, STBG, and 10-Year Plan funds).
 - In MPO areas, each project must reduce GHG to receive the restricted funding source.
 - In non-MPO areas, only regionally significant projects must reduce GHG to receive the restricted funding source.
- The Rule includes a **waiver process** that could allow specific projects to proceed.

Planning Implications

- Air quality is integral to the **NFRMPO planning process** and the 2045 RTP's **performance framework**:

| | Performance Measure | Benchmark | Target | Status |
|---|----------------------|--------------|--------------|---|
| Objective: Conform to air quality requirement | CO Reduction | 1,664 kg/day | 105 kg/day |  |
| | NOx Reduction | 673 kg/day | 105 kg/day |  |
| | VOC Reduction | 9,996 kg/day | 1,426 kg/day |  |
| Objective: Increase mode share of non-single occupancy vehicles (SOV) modes | Daily VMT per Capita | 24 | <=24 |  |

- The NFRMPO will develop a GHG Transportation Report and updated RTP by October 1, 2022 in compliance with the State's new **GHG rule for transportation plans**.
- The NFRMPO is developing a **Transportation Demand Management (TDM) Action Plan** to support and encourage non-SOV modes.

Air Quality/Transportation Funding Sources

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- **Congestion Mitigation and Air Quality (CMAQ)** – Longstanding federal funding source for surface transportation projects to reduce NAAQS pollutants.
 - NFRMPO awarded \$5M in CMAQ in March 2022, another \$5M to be awarded later this year
- **Multimodal Transportation and Mitigation Options Fund (MMOF)** – State funding for multimodal and GHG-reduction projects (re-established with SB21-260).
 - NFRMPO awarding \$10M in MMOF in summer 2022
- **Carbon Reduction Program** – New federal program in the Bipartisan Infrastructure Law (BIL) for transportation projects that reduce carbon emissions to be awarded by CDOT/MPOs.

Air Quality/Transportation Funding Sources

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State Enterprises Created with SB21-260

- **Nonattainment Enterprise (NAAPME)** – Reduce transportation-related emissions (including GHG) in ozone nonattainment areas
<https://www.codot.gov/programs/planning/naapme>
- **Clean Transit Enterprise** – Electrification of public transit through electrification planning efforts, facility upgrades, fleet vehicle replacements and associated charging infrastructure
<https://www.codot.gov/programs/innovativemobility/cte>
- **Clean Fleet Enterprise** – Fleet replacement (delivery trucks, TNCs, school buses, and other light/medium/heavy duty vehicles)
<https://cdphe.colorado.gov/clean-fleet-enterprise>
- **Community Access Enterprise** – Build charging infrastructure across the State; support electric vehicle and eBike adoption in low and moderate income communities <https://energyoffice.colorado.gov/boards-commissions/community-access-enterprise>



Contact

Transportation and
Air Quality Planning
NFRMPO

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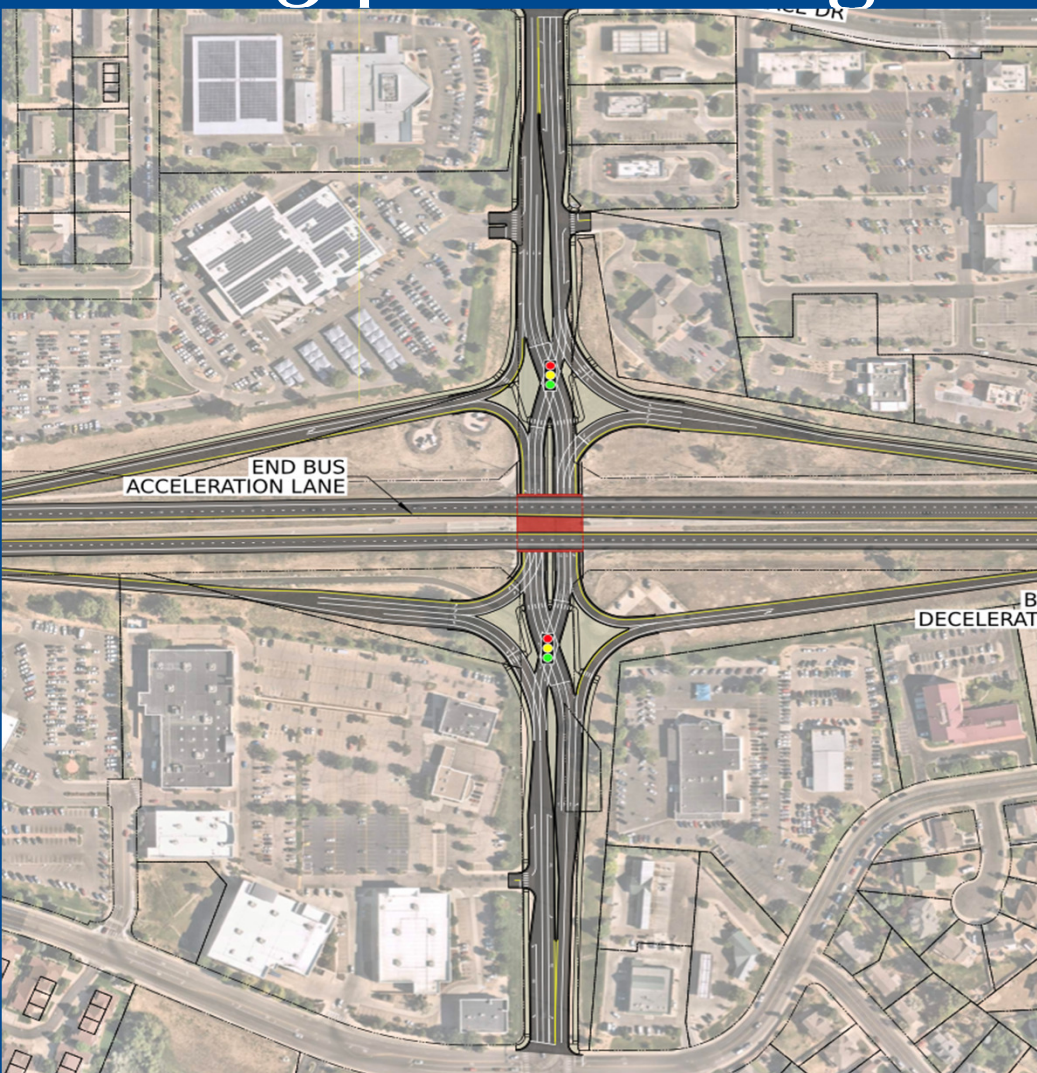
May 17, 2021

US 34 Interchanges & Mobility Hub

- 1. Project Overview
- 2. INFRA Grant Proposal
- 3. Recommendation of Support



US 34 Interchange – 47th Avenue

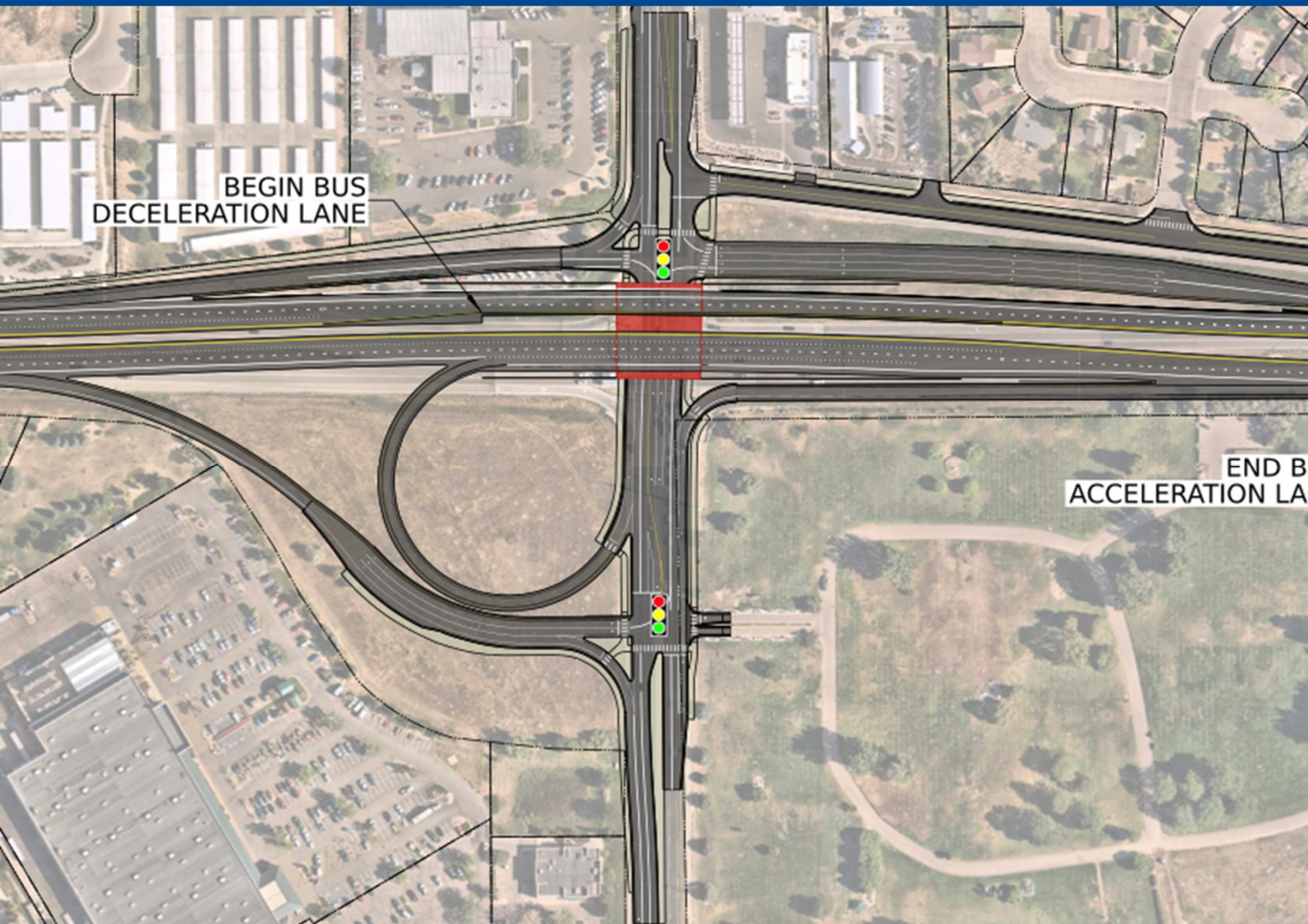


**Interchange Design Configuration –
Diverging Diamond Interchange
Cost Estimate = \$45M**



US 34 Over 47th Avenue

US 34 Interchange – 35th Avenue



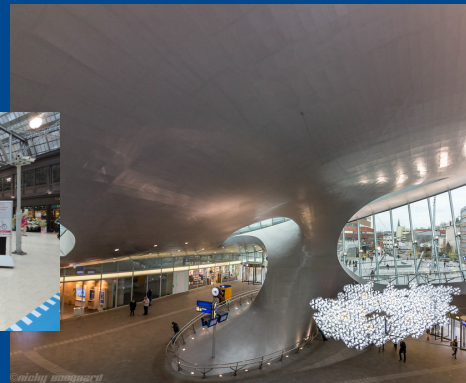
**Interchange Design
Configuration –
Tight Diamond with
Parclo-loop
Cost Estimate =
\$47M**



**US 34 Over
35th Avenue**

Mobility Hubs...

- **Connect people and goods to fulfill a variety of economic, social, and cultural purposes**
- **Facilitate regional transportation network connections**
- **Create seamless access between modes**
- **Serve and enabling dense, mixed-use development in adjacent areas**
- **Serves as a critical function in the regional system for local connectivity**



Equitable Accessibility with Mobility Hubs

- **Improved multimodal fosters local economic development**
- **Mobility networks become accessible and promote livable and improved access for all neighborhoods**
- **Efficient and flexible multimodal connections provide opportunities to achieve improved travel times for all modes**
- **Mobility hubs provide an efficient means of travel between locations by using sustainable forms of transport.**

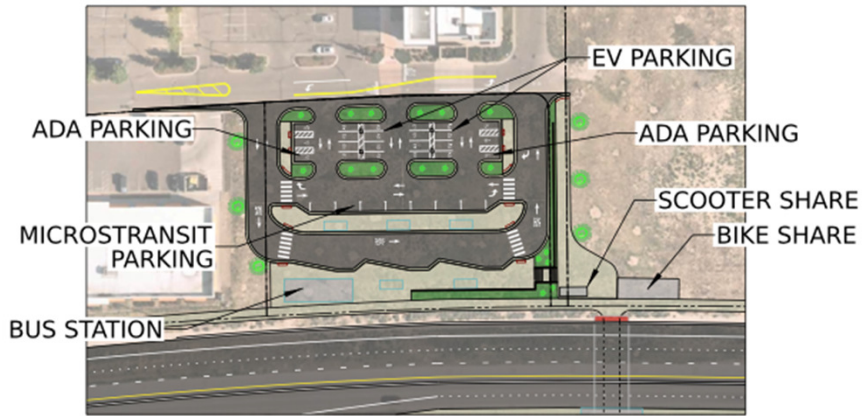


Keys to Mobility Hubs Success

- **Multimodality** – Hubs should offer the potential for transfer between various transportation modes.
 - A hub does not have to include transit; it could involve travel by a range of other modes (walking, cycling, shared mobility and micromobility, driving, etc.).
- **Scalability** – A mobility hub planning approach is applicable to nodes of any size.
- **Activity** – Hubs should be designed to promote active lifestyles and enable ease of movement from one mode to another.

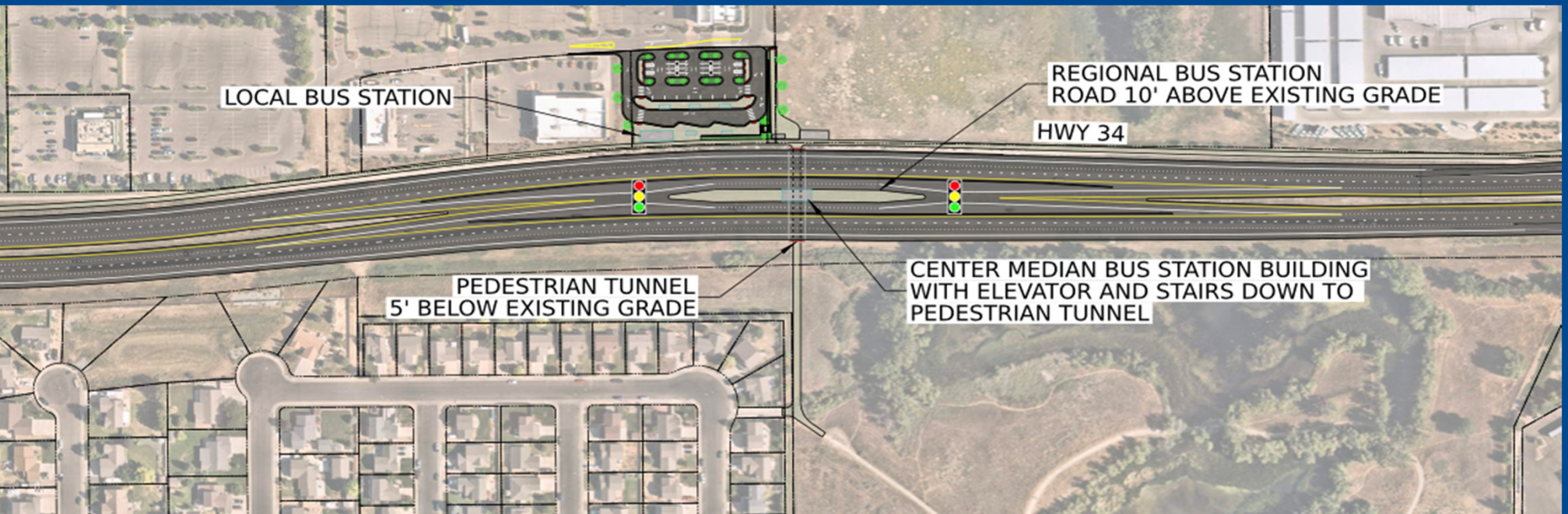


LOCAL BUS STATION



Mobility Hub @ Centerplace

Cost Estimate = \$25M





**Mobility Hub
@
Centerplace**



**Mobility Hub
@
Centerplace**

INFRA Grant Proposal Overview

PROJECT OVERVIEW

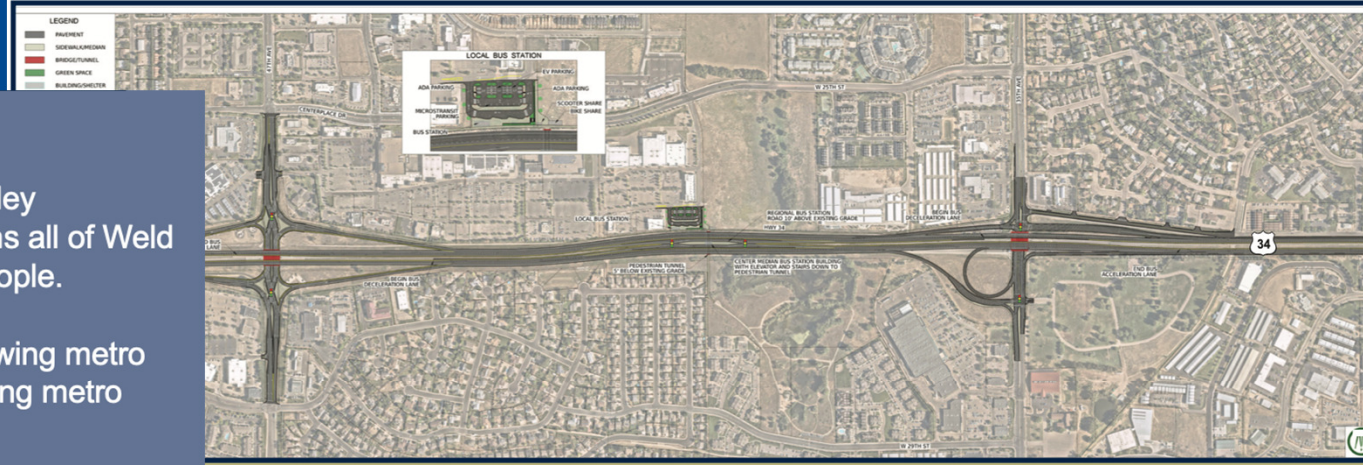
To support regional growth and expand mobility choices, the City of Greeley proposes to construct a regional mobility hub that integrates with the proposed interchanges on 35th and 47th Avenues with US Highway 34, a vital east/west corridor in the North Front Range region.

The City and CDOT are committed to successfully delivering this project, which will serve as a catalyst for mobility service improvements locally and regionally and facilitate the efficient movement of people, goods, and services in the region. In order to advance the construction of this desperately needed project, the City is applying for a federal Infrastructure For Rebuilding America (INFRA) grant for this project and seeks support from partners to strengthen the grant application.

BACKGROUND

From 2010 to 2020, the population of the Greeley metropolitan statistical area (MSA), which spans all of Weld County, increased from 252,825 to 328,981 people.

- The 30.1% increase makes it the fastest-growing metro area in Colorado and the fourth fastest-growing metro area in the country.
- In Greeley, 96% of this growth was among people of color.
- The median age in Greeley is 31.5 years old- significantly lower than the national average of 38 years old.
- 50% of the jobs in Weld County are located in Greeley.



INFRA Grant Proposal - Funding

- **Total Project Cost Estimate = \$117.5M**
 - Federal funding = \$70.5M (60%)
 - Non-Federal funding = \$47M (40%)
- **Non-Federal funding breakdown**
 - City of Greeley = \$31.5M*
*(\$30M from Quality of Life, \$1.5M from Transportation Development Fund)
 - CDOT = \$8M
 - NFR MPO Grant = \$7.5M



Council Resolution for Support

- **Staff Recommendation: Support of Resolution for INFRA Grant Application**
- **Application due on May 23, 2022**
- **USDOT Notices of Project Awards anticipated in Fall 2022**



Thank you and Questions



CTAB Meeting Schedule

| Current as of 05/19/2022 | | |
|--------------------------|---|--------------------------|
| Date | Description | Sponsor |
| May 23rd, 2022 | Green House Gas Presentation | Medora Bornhoft from MPO |
| | MERGE Grant Application Update | Paul Trombino |
| | Keep Greeley Moving Update | Paul Trombino |
| | Bus and/or Walking Tour Discussion | Board |
| June 27th, 2022 | Annual Mobility Safety Analysis (Annual) | |
| | Safety Update | Paul Trombino |
| | | |
| July 25th, 2022 | Capital Improvements Project and Operations Budget (Standing) | |
| | Quarterly Mobility and Operations Report (Standing) | |
| | | |
| | | |
| August 22nd, 2022 | | |
| | | |
| | | |
| | | |
| September 26th, 2022 | | |
| | | |
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| | | |
| October 24th, 2022 | Quarterly Mobility and Operations Report (Standing) | |
| | Keep Greeley Moving Update (Standing) | |
| | | |
| | | |
| November 28th, 2022 | | |
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