

AGENDA

TRANSPORTATION ADVISORY COMMITTEE

Monday, October 24, 2016

1:30 p.m.

1290 Broadway

Independence Pass Board Room - Ground floor, West side

1. Call to Order
2. Public Comment
3. September 26, 2016 TAC Meeting Summary
(Attachment A)

INFORMATIONAL ITEMS

4. Briefing on draft *Metro Vision*.
(Attachment B) Brad Calvert
5. Briefing on draft *Report on Traffic Crashes in the Denver Region*.
(Attachment C) Steve Cook
6. Briefing on the Volkswagen settlement.
(Attachment D) Robert Spotts

ADMINISTRATIVE ITEMS

7. Member Comment/Other Matters
8. Next Meeting – November 28, 2016
9. Adjournment

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6744.



ATTACHMENT A

MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, September 26, 2016

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Jeanne Shreve	Adams County
Kent Moorman (Alternate)	Adams County-City of Thornton
Travis Greiman	Arapahoe County-City of Centennial
Dave Chambers	Arapahoe County-City of Aurora
Tom Reed	Aviation
George Gerstle	Boulder County
Phil Greenwald (Alternate)	Boulder County-City of Longmont
Steve Klausing	Business
Tom Schomer	Broomfield, City and County
Paul Jesaitis	Colorado Dept. of Transportation, Reg. 1
David Gaspers	Denver, City and County
Ryan Billings (Alternate)	Denver, City and County
Douglas Rex	Denver Regional Council of Governments
Art Griffith	Douglas County
John Cotten (Vice Chair)	Douglas County-City of Lone Tree
Rick Pilgrim	Environment
Greg Fischer	Freight
Bob Manwaring (Chair)	Jefferson County-City of Lakewood
Steve Durian	Jefferson County
Lenna Kottke	Non RTD Transit
Ken Lloyd	Regional Air Quality Council
Bill Sirois (Alternate)	Regional Transportation District
Sylvia Labrucherie	Senior
Aylene McCallum	TDM/Nonmotor

OTHERS PRESENT:

Mac Callison (Alternate)	Arapahoe County
Flo Raitano (Alternate)	Denver Regional Council of Governments
Tom Reiff (Alternate)	Douglas County-Town of Castle Rock
Mike Salisbury (Alternate)	Environment
Dave Baskett (Alternate)	Jefferson County-City of Lakewood
Hank Braaksma (Alternate)	Non RTD Transit
Kate Cooke (Alternate)	Regional Air Quality Council
Ted Heyd (Alternate)	TDM/Nonmotor

Public: Danny Herrmann, CDOT Reg. 1; Karen Schneiders, CDOT Reg. 4; Faye Estes, Douglas County; Dawn Sluder, City of Lakewood; Tim Harris, PB; Debra Baskett, Westminster

DRCOG staff: Jacob Riger, Steve Cook, Todd Cottrell, Robert Spotts, Derrick Webb, Ashley Summers, Justin Martinez, Brad Calvert, Mark Northrop, Matthew Helfant, Casey Collins

Call to Order

Chair Bob Manwaring called the meeting to order at 1:30.

Public Comments

There were no public comments.

Summary of August 22, 2016 Meeting

The meeting summary was accepted, with Lenna Kottke and Mike Salisbury being noted as attending the August 22 meeting. Also, Aylene McCallum was removed from the attendance sheet.

ACTION ITEMS

Discussion on reallocation of FYs 2016 and 2017 Station Area Master Plan/Urban Center (STAMP/UC) funds from a returned study.

Derrick Webb, Regional Planner, presented the proposal to reallocate \$160,000 funding that was returned by the City of Thornton on a Station Area Master Plan (STAMP) study for the North Thornton and Highway 7 TOD Master Plan project.

The next study eligible for funding, per the waiting list of ranked projects, was Broomfield's *SH-7 Arterial Bus Rapid Transit Station Design, Multimodal Station Connectivity Recommendations and Right-of-Way Needs Study*. Broomfield accepted the funding and also agreed to with Boulder County to have Boulder County be the official project sponsor.

Rick Pilgrim recommended to the Regional Transportation Committee reallocation of FYs 2016 and 2017 Station Area Master Plan/Urban Center (STAMP/UC) funds from a returned study. The motion was seconded and passed unanimously.

INFORMATIONAL ITEMS

Briefing on Collaborative Infrastructure Data Project.

Ashley Summers, DRCOG Information Systems Manager, presented on a regional infrastructure information system that is now publicly available for a variety of planning activities, such as municipal mapping, asset inventories, sidewalks, bicycle/pedestrian master plans, pedestrian routing, etc. The system was developed using planimetric features (i.e., the outlines of any permanent stationary infrastructure feature you can see from the air) as interpreted from DRCOG's 2014 Denver Regional Aerial Photography Project (DRAPP). DRCOG collaboratively created the system in a 1½-year data consortium with 21 planning partners, including local jurisdictions and agencies.

Other emerging uses include 3-D modeling, urban development scenario planning, and special district mapping. Justin Martinez, DRCOG Regional Economist, presented on development of DRCOG's Land Use Explorer to view and analyze land use forecasts, and to solicit feedback from member jurisdictions about their long range planning assumptions. Mr. Martinez demonstrated the application's capability to render detailed 3-D visualizations. The travel modeling process will eventually incorporate planimetric information. The project is currently open sourced, but the code is proprietary to DRCOG.

The project was initially completed in June 2016 and datasets will be updated using 2016 imagery in second quarter 2017. DRCOG would like to continue maintaining these datasets with help from community partners. Organizations interested in supporting this effort should contact Ashley Summers.

Briefing on the draft 2015 Annual Report on Roadway Traffic Congestion in the Denver Region.

Robert Spotts presented the draft annual traffic congestion report that provides information on VMT, performance measures, multimodal strategies, and recent projects.

The report noted that after a period of flat VMT growth from 2006-2011, 2015 saw the highest percentage growth of VMT in the region since the 1990's, and most likely the largest-ever raw growth in daily VMT. Potential reasons for this include a recovering economy and favorable gas prices. Mr. Spotts said VMT per capita also increased in 2015 after having been flat or declining since 2006. Total VMT growth over the 8-year period of 2006-2014 was 3.8 million; but in 2015 alone there was a VMT increase of over 3.0 million.

Member comments:

- Dave Baskett suggested getting data on VMT per gallon of gas consumed.
- Ted Heyd asked if other MPOs see this trend in VMT increase. Steve Cook said this region is doing relatively better in terms of VMT per capita than others nationally because VMT per capita has been flat or declining here since 2006 until 2015. He noted VMT data is easier to obtain at the federal and state levels, rather than at the MPO geography level.
- John Cotton wanted to know the effect of online ordering and delivery on VMT. It was noted it is difficult to obtain proprietary freight data.
- George Gerstle asked about transit ridership and any potential correlation with VMT trends. Mr. Spotts said, while rail ridership is up, total transit ridership is down a bit. Aylene McCallum noted the Downtown Denver Partnership commuter survey preliminarily indicates a decrease in transit ridership, while the driving rate remains the same. Bill Sirois said RTD has noted a national trend as well. Kent Moorman suggested adding total transit ridership to the report's VMT graph.
- Tom Reiff and George Gerstle suggested looking into how much the cost of affordable housing is affecting VMT.
- Ted Heyd suggested looking into tracking lost economic productivity (cost of time spent in congestion delay).
- Mac Callison suggested showing how travel sheds and corridors have performed, particularly where transit/system investment has occurred.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- Lenna Kottke is retiring as executive director at Via Mobility and was thanked for her service on the Transportation Advisory Committee.
- Jacob Riger said 2040 RTP amendment requests are due September 30th and asked that sponsors contact him before submitting.
- Doug Rex noted the RTD Board declined participation in the Mobility Choice Blueprint initiative. A special meeting of Mobility Choice is being held on September 27th to discuss next steps.
- Mr. Rex noted the DRCOG Board recommended the draft 2040 Metro Vision document for public review at its September 21st meeting. The draft is available for review on the DRCOG website. A public hearing will be held on November 16.

The meeting was adjourned at 2:49 p.m. The next meeting is scheduled for October 24, 2016.

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee
From: Brad Calvert, Director, Regional Planning and Development
(303) 480-6839 or bcalvert@drcog.org

Meeting Date	Agenda Category	Agenda Item #
October 24, 2016	Information	4

SUBJECT

Metro Vision plan available for public review and comment

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

[January 20, 2016](#) – Board approval of Metro Vision outcomes and outcome narratives.

[May 18, 2016](#) – Board approval of Metro Vision regional objectives, regional objective narratives, and supporting objectives.

[July 20, 2016](#) – Board approval of Metro Vision performance measures, strategic initiatives, and “preamble”.

[September 21, 2016](#) – Board directed staff to release the draft Metro Vision plan for public review and comment.

SUMMARY

Background

The DRCOG Board last adopted a major update to Metro Vision in February 2011. Since 2012, DRCOG staff has continuously engaged the public, stakeholders, and local government staff to prepare a draft plan update for the Board’s consideration. TAC provided guidance to staff and the Board at several key milestones during plan development, including:

- TAC shaped the development of regional scenarios and forwarded observations from scenario analysis to the Metro Vision Issues Committee.
- TAC reviewed the transportation element of the working draft, including participation in a joint meeting with the Metro Vision Planning Advisory Committee (MVPAC).
- TAC provided guidance on overall plan performance measures and targets.

Throughout 2015 and 2016, the Metro Vision Issues Committee (MVIC) and the Board of Directors (work sessions) developed and refined the draft Metro Vision plan. The Board’s review focused on aligning the draft with DRCOG’s Strategic Planning Model (Attachment 1). In three separate actions in 2016, the Board of Directors approved the following key components of the draft plan:

- **Overarching themes** – destination points that describe the region’s desired future
- **Outcomes** - high-level focus areas that represent a region-wide aspiration shared by DRCOG, local governments and other partners

- **Objectives** – continuous improvements needed to achieve a desired outcome
- **Strategic initiatives** – specific, voluntary opportunities for various regional and local organizations to contribute to Metro Vision outcomes and objectives
- **Plan performance measures** – track progress and verify that our collective actions are moving the region toward desired outcomes
- Plan “**preamble**” – serves as primary introductory text to the draft plan

The Board directed staff to release the draft Metro Vision plan for public review and comment in September 2016. A public hearing on the plan is scheduled for November 16, 2016. The public hearing will close the public comment period; staff will then prepare a report including all comments received and staff responses in advance of Board action. Board action on the final plan is anticipated in December 2016.

Information on the public hearing, the draft plan and how to provide comments can be found [here](#).

Staff will provide TAC members an overview of the draft Metro Vision plan.

PREVIOUS DISCUSSIONS/ACTIONS

- [January 28, 2013](#) – TAC provided guidance on Metro Vision scenario analysis
- [March 25, 2013](#) – TAC provided guidance on Metro Vision scenario analysis
- [April 22, 2013](#) – TAC provided guidance on Metro Vision scenario analysis
- [May 20, 2013](#) – TAC recommended 2040 network changes for scenario analysis
- [August 26, 2013](#) – TAC recommended additional regional scenarios to model
- [November 25, 2013](#) – TAC recommended final scenario observations
- [August 25, 2014](#) – TAC reviewed MV 2035 RTP goals, policies and action strategies
- [October 27, 2014](#) – Joint meeting with MVPAC – reviewed transportation section
- [December 1, 2014](#) – TAC reviewed transportation section, plan measures and targets
- [December 29, 2014](#) – TAC reviewed transportation section, plan measures and targets
- [April 27, 2015](#) – TAC recommended guidance to MVIC on measures and targets

PROPOSED MOTION

N/A

ATTACHMENTS

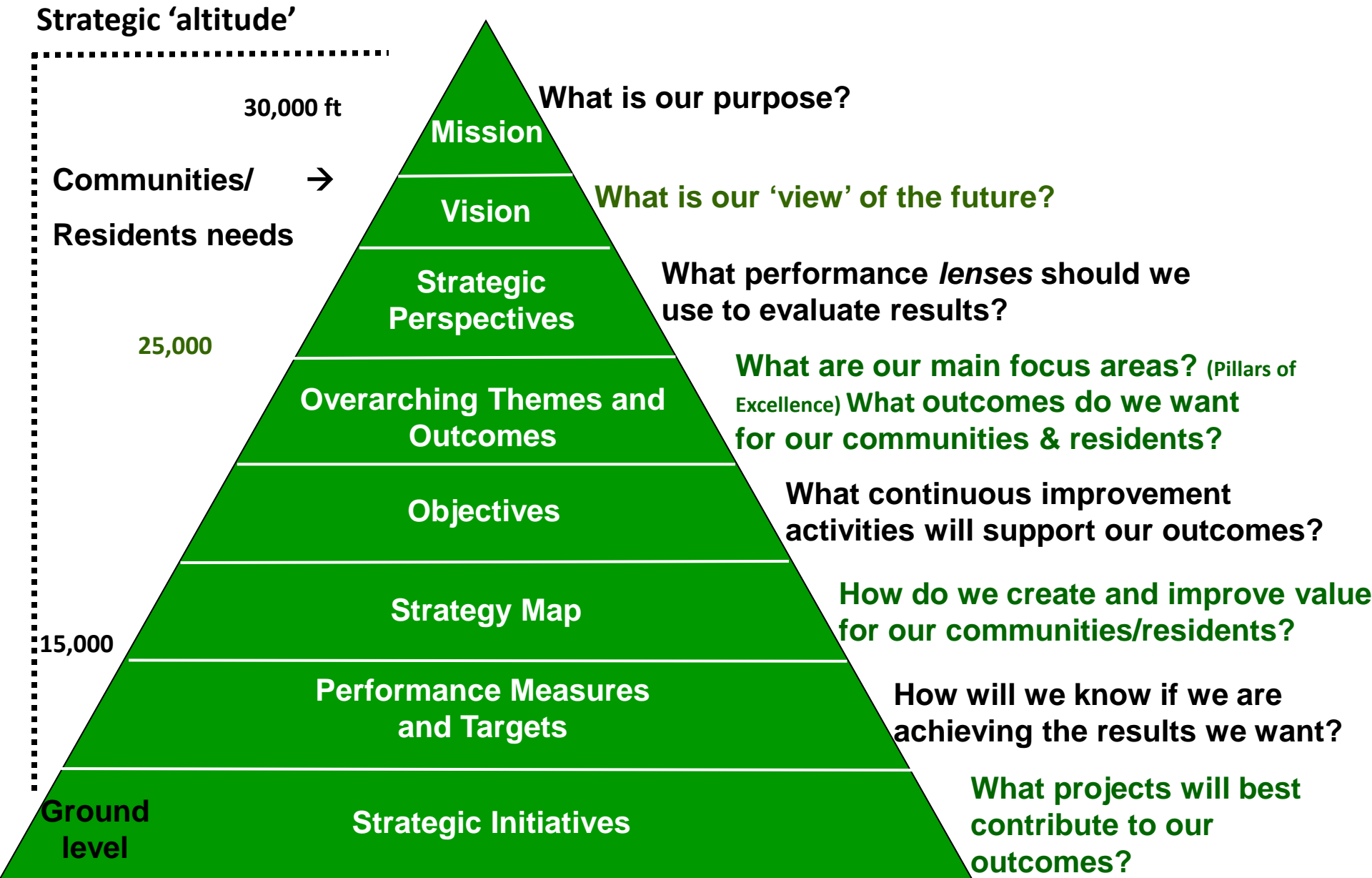
1. DRCOG’s Strategic Planning Model
2. Staff presentation

Link: [Draft Metro Vision plan](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Brad Calvert, Regional Planning and Development Director at (303) 480-6839 or bcalvert@drcog.org or Jacob Riger, Transportation Planning Manager at (303) 480-6751 or jriger@drcog.org.

DRCOG Strategic Planning Model





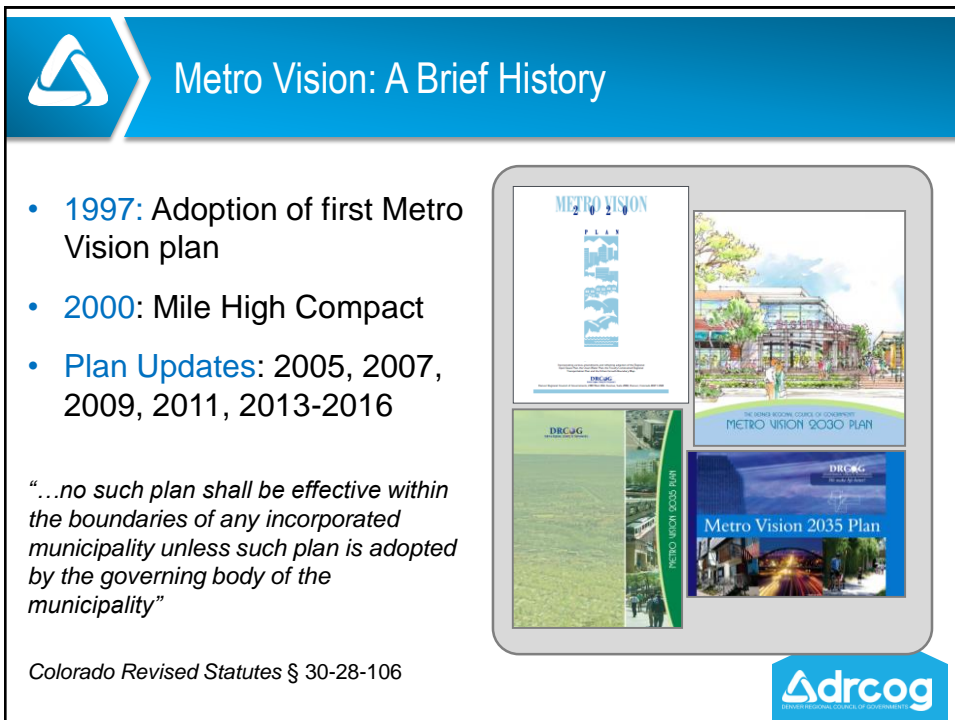
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DRAFT Metro Vision Plan

Presented by:
Brad Calvert

October 24, 2016

Transportation Advisory Committee
October 24, 2016



Metro Vision: A Brief History

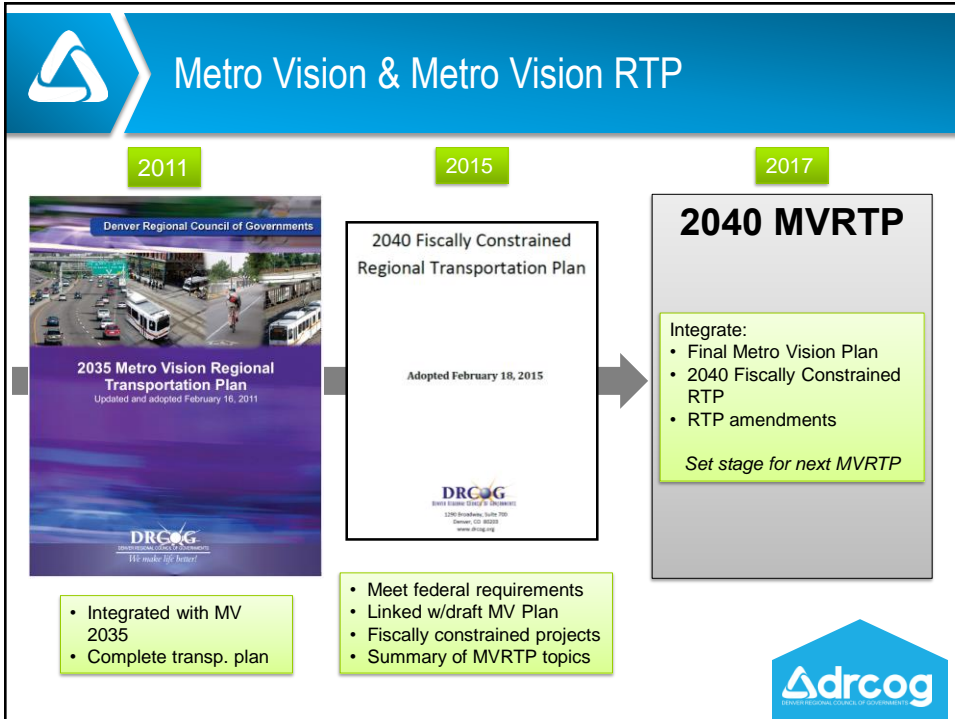
- **1997:** Adoption of first Metro Vision plan
- **2000:** Mile High Compact
- **Plan Updates:** 2005, 2007, 2009, 2011, 2013-2016

"...no such plan shall be effective within the boundaries of any incorporated municipality unless such plan is adopted by the governing body of the municipality"

Colorado Revised Statutes § 30-28-106



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Stakeholder Input Opportunities – Plan Development

- Board Work Sessions and Ad Hoc Committees
- DRCOG Committees (TAC and MVPAC)
- Advisory Committees (Citizen and stakeholder)
- Idea Exchanges
- Surveys (Local Gov't / Urban Center)
- Focus groups
- Online feedback
- Listening sessions

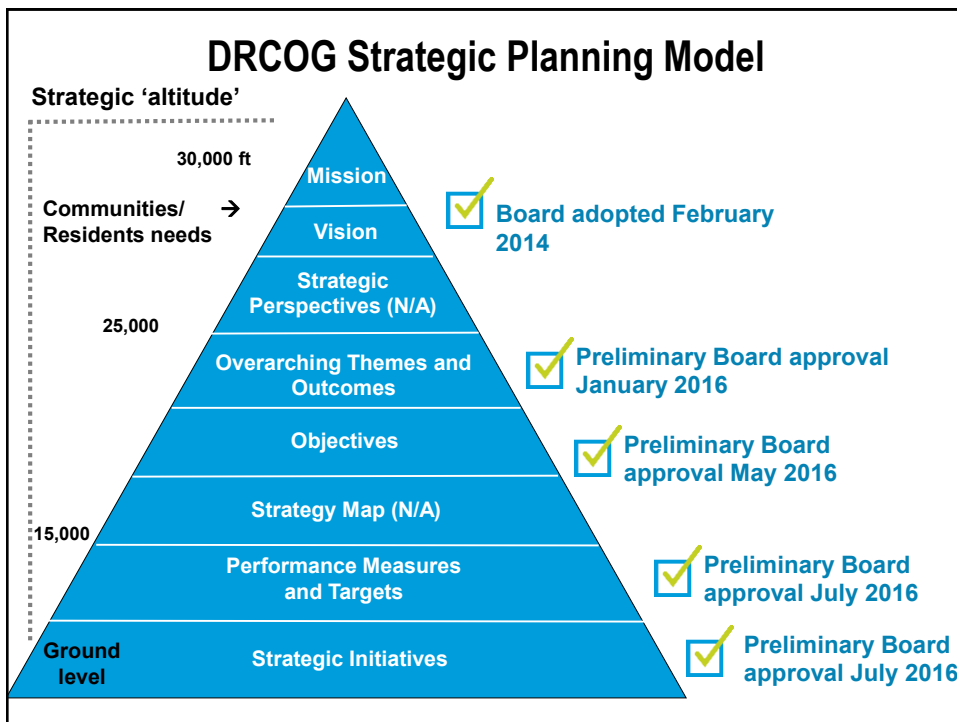



METRO VISION UPDATE




Big Picture Guidance

- **Build on existing** Metro Vision plan, particularly the emphasis on plan performance measures
- Individual topics are important, but critical to highlight **linkages** across issues
- Make **connecting** to the plan **easier**
 - Many would like to aim for alignment, but in the previous version they did not know **where to start**






Overarching Themes



Metro Vision – Overarching Themes

- An Efficient and Predictable Development Pattern
- A Connected Multimodal Region
- A Safe and Resilient Natural and Built Environment
- Healthy, Inclusive and Livable Communities
- A Vibrant Regional Economy

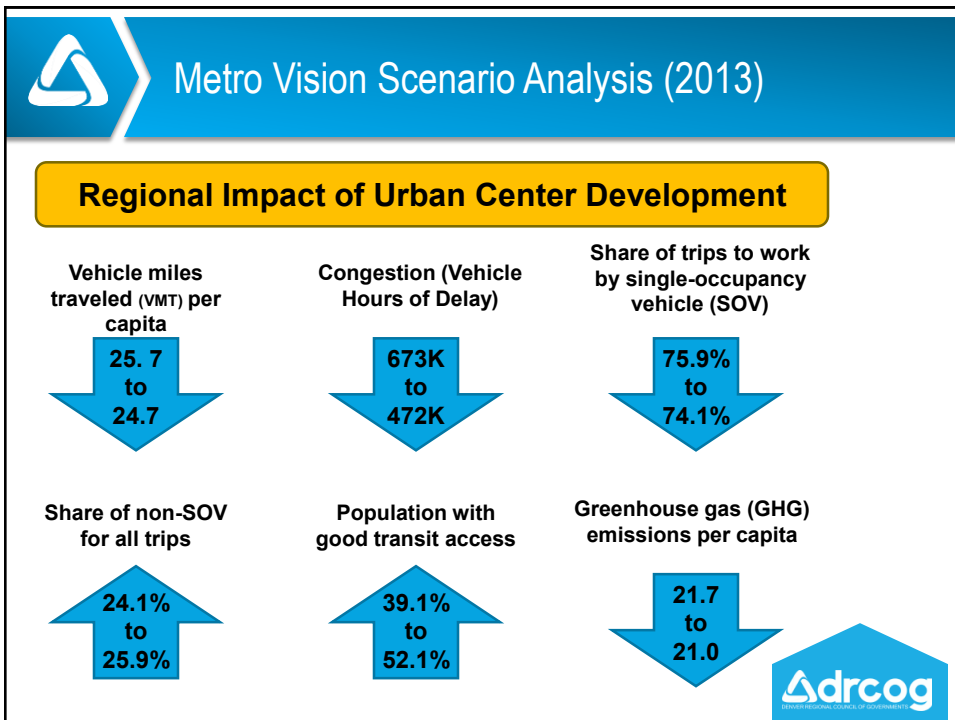



Draft plan outcomes

Draft Metro Vision built on key regional outcomes which:

- are **high-level focus areas** that are derived from an organization's mission
- clarify the vision and represent areas of focus across the organization that must be achieved **to accomplish the vision** and fulfill the mission
- represent **region-wide aspirations** that local governments and other partners will collectively work toward, each contributing in a manner appropriate to local circumstances and priorities







Metro Vision: Transportation Outcomes

Metro Vision – A Connected Multimodal Region Outcomes

Outcome: The regional transportation systems is well-connected and serves all modes of travel.

The transportation system integrates regional and local roadways and streets, transit (bus and rail), bicycle and pedestrian facilities, and air and freight rail linkages. The transportation system connects the region to the rest of the state and beyond, and will evolve to include future technology and mobility innovations as appropriate.

Outcome: The transportation system is safe, reliable and well-maintained.

Educational, enforcement and engineering approaches enhance safety to reduce crashes, serious injuries and fatalities. Coordinated operations and management of the system maximizes capacity and reliability for all users. Transportation system physical components are well-maintained to extend their useful life and provide a quality travel experience.



Draft plan objectives

Objectives identify continuous improvements needed to achieve a desired outcome

- **Regional objectives** most closely align with the associated outcome – there may be multiple regional objectives associated with some plan outcomes
- **Supporting objectives** contribute to “movement in the right direction” on regional outcomes, and ultimately the associated outcome





Metro Vision: Transportation Objectives

Metro Vision – A Connected Multimodal Region Outcomes

Objective: Improve and expand the region’s multimodal transportation system, services and connections.

The region will continue to invest in a well-connected, multimodal transportation system to improve mobility and accommodate anticipated increases of 1.2 million people and half a million jobs by 2040. Transportation system investment initiatives may include expanding transit service and coverage, improving on-street and off-street bicycle and pedestrian facilities, widening and adding new roadways, and promoting travel options. The resulting transportation system will increase mobility choices within and beyond the region for people, goods and services.

Objective: Operate, manage and maintain a safe and reliable transportation system.

The region will optimize the multimodal transportation system to improve the safe and reliable flow of people and goods. System optimization will include projects and initiatives that make the multimodal transportation system’s capacity as productive as possible. The multimodal system will require maintenance to continue safe and sound conditions. Safety projects and other related initiatives will reduce fatalities and serious injuries for all travel modes. The region will also increase the deployment of technology and mobility innovations to improve reliability and optimize capacity.



New Areas of Emphasis (Outcomes)

Metro Vision – Outcomes


The **risk and effects** of natural and human-created hazards is reduced.

The **built** and natural environment supports **healthy and active choices**.

The region’s residents have expanded **mobility connections** to health services.

All residents have **access to** a range of transportation, employment, commerce, housing, educational, cultural and recreational **opportunities**.







An emphasis on measurement...


What is measured gets done...


- **Builds on foundation** set by Board in currently adopted Metro Vision plan
- DRCOG will continuously evaluate and distribute **other information and data** related to outcomes and objectives (such as the DRVR website, annual reports and other publications)

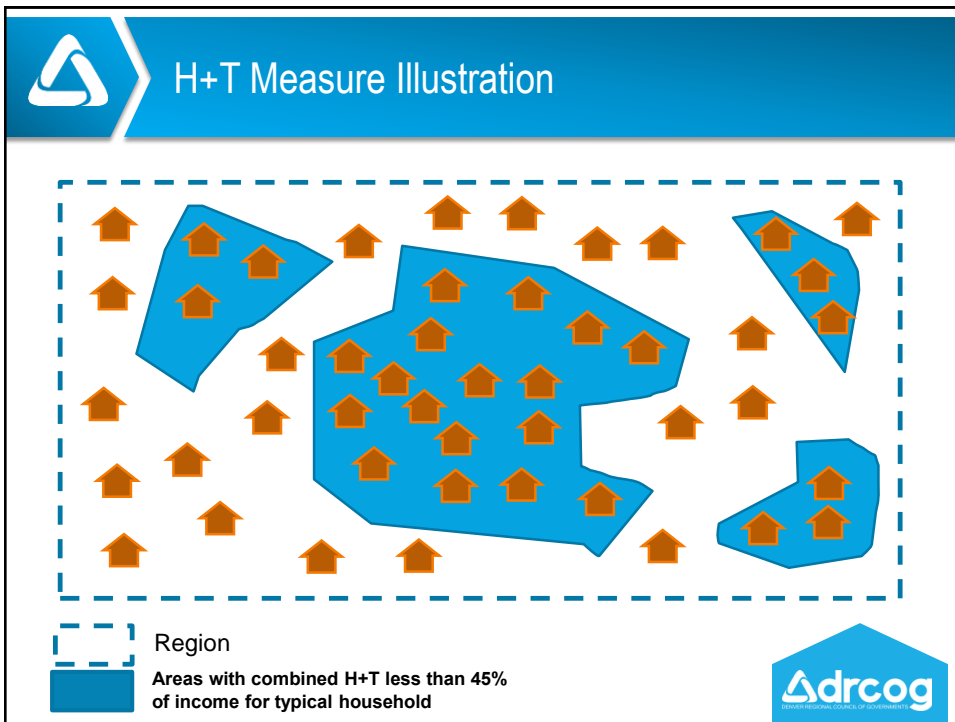
Draft Regional Performance Measures

Measure	Baseline	Target (2040)
Share of the region's housing and employment located in urban centers	Housing: 10.0 percent (2014)	Housing: 25.0 percent
	Employment: 36.3 percent (2014)	Employment: 50.0 percent
Housing density within the urban growth boundary/area (UGB/A)	1,200 units per square mile (2014)	25 percent increase from 2014
Non-single-occupancy vehicle (Non-SOV) mode share to work	25.1 percent (2014)	35.0 percent
Daily vehicle miles traveled (VMT) per capita	25.5 daily VMT per capita (2010)	10 percent decrease from 2010
Average travel time variation (TTV) (peak vs. off-peak)	1.22 (2014)	Less than 1.30
Daily person delay per capita	6 minutes (2014)	Less than 10 minutes

 *Corrected from attached version*



Measure	Baseline	Target (2040)
Share of the region's housing and employment in high risk areas	Housing: 1.2 percent (2014)	Housing: Less than 1.0 percent
	Employment: 2.9 percent (2014)	Employment: Less than 2.5 percent
Number of traffic fatalities	185 (2014)	Fewer than 100 annually
Surface transportation-related greenhouse gas emissions per capita	26.8 pounds per capita (2010)	60 percent decrease from 2010
Protected open space	1,841 square miles (2014)	2,100 square miles
Share of the region's population living in areas with housing and transportation (H+T) costs affordable to the typical household in the region	41 percent (2013)	50 percent
Regional employment	1.8 million (2014)	2.6 million





From planning to action...

Two types of **voluntary** options:

- **Regional initiatives:** DRCOG and/or other regional partners
- **Local initiatives** are *potential* steps local governments *can choose* to take

Strategic initiatives will be pursued **if consistent with organizational priorities**



Strategic Initiatives

Metro Vision Public Review Draft (September 2016)

Strategic Initiatives—Ideas for Implementation

Voluntary Options Available to Regional Organizations

- Upgrade existing facilities (sidewalks, crosswalks, bus stops and shelters) to improve transit access for older adults and mobility-limited populations.
- Fund fixed- and three-mile bicycle and pedestrian facilities and connectors to transit such as bike-ways, bicycle facilities, bike-sharing, wayfinding, bicycle parking, shelters and car-sharing at transit stations.
- Continue to allocate resources to support corridor planning efforts, infrastructure investments and other efforts to spur further public/private investment.
- Provide funding, tools, informational forums, and resources to jurisdictions, transportation management associations/organizations, nonprofits and other travel demand management stakeholders to increase travel demand management awareness and use.
- Maintain and enhance airport capacity throughout the region.
- Improve transportation linkages to major destinations and attractions beyond the region.
- Connect populations in need of transportation service to new and improved services.
- Develop transportation service options to address mobility needs of older adults and mobility-limited residents.

Voluntary Options Available to Local Organizations

- Conduct local activities to inform and promote the use of travel demand management strategies and services by transportation management associations/organizations and local travel demand management providers.
- Conduct educational and promotional events to encourage bicycling and walking.
- Reserve adequate rights-of-way in developing and redevelopment areas, as feasible, for pedestrian, bicycle, transit and roadway facilities.
- Expand mobility options within urban centers and other major activity centers.
- Implement transportation improvements that enhance transit-oriented development opportunities.



Ideas for Implementation

- Draft plan offers hundreds of ideas for consideration – in the areas of:
 - Collaboration
 - Policies and regulations
 - Investments
 - Education and assistance



Next Steps

- Draft plan released for public review and comment by DRCOG Board – September 21st
- Public comment period closes November 16th
- Public hearing scheduled for November 16th
- Board action in December 2016 (or January 2017)

Metro Vision

read and comment

2016 NOVEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Metro Vision & Metro Vision RTP

Released Sept. 22, 2016

2040 Metro Vision Regional Transp. Plan

- ✓ Integrates Metro Vision framework
- ✓ Directly includes MV transp. theme

Where to find the draft...

The screenshot shows the DRCOG website header with the logo and navigation menu. The main content area features a photograph of a meeting and a text block titled 'Metro Vision Draft Plan'. A red arrow points to the link 'See our progress and read the plan »'. Below the main content are four navigation tabs: 'Metro Vision Draft Plan', 'Do Great Places Just Happen?', 'Area Agency on Aging', and 'Transportation Planning'. The DRCOG logo is visible in the bottom right corner of the screenshot.

The slide features the DRCOG logo in the top left corner. The main title is 'DRAFT Metro Vision Plan'. Below the title, it states 'Presented by: Brad Calvert' and 'October 24, 2016'. On the right side, it says 'Transportation Advisory Committee' and 'October 24, 2016'. The background is a light blue gradient with a blurred image of people.

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DENVER REGIONAL COUNCIL OF GOVERNMENTS

DRAFT Metro Vision Plan

Presented by:
Brad Calvert

October 24, 2016

Transportation Advisory Committee
October 24, 2016

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Steve Cook, Transportation Modeling and Operations Manager
303 480-5626 or scook@drcog.org

Meeting Date	Agenda Category	Agenda Item #
October 24, 2016	Information	5

SUBJECT

Discussion on DRCOG's draft *Report on Traffic Crashes in the Denver Region*.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Safety has always been a critical component of the region's transportation planning process. In 2015, 238 people died on roadways in the Denver region. Every day, about 220 traffic crashes are reported in the Denver region.

DRCOG periodically prepares a crash report to raise awareness of traffic safety issues in the Denver region. The attached draft report uses the latest national and regional crash data to examine regional crash types, locations, trends, characteristics, demographics, and other safety efforts. DRCOG will examine bicycle and pedestrian safety more in-depth as part of the upcoming Active Transportation Plan process.

Staff will summarize the draft report and solicit feedback at the TAC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Draft [*Report on Traffic Crashes in the Denver Region*](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Steve Cook, Transportation Modeling and Operations Manager, at (303) 480-6749 or scook@drcog.org.

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Robert Spotts, Senior Transportation/Air Quality Planner
303 480-5626 or rspotts@drcog.org

Meeting Date	Agenda Category	Agenda Item #
October 24, 2016	Informational Briefing	6

SUBJECT

This is an overview of the proposed Volkswagen settlement agreement and Colorado's process for addressing the settlement provisions.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

In September 2015, automaker Volkswagen admitted to using sophisticated software in their diesel automobiles to manipulate exhaust emissions test results. In June, Volkswagen agreed to a settlement with US authorities to pay up to \$15.3 billion for car buybacks, investments in zero emission vehicles, and environmental mitigation for the 2.0 liter vehicles in violation of emission standards.

An initial amount of \$61.3 million has been allocated to the State of Colorado for environmental mitigation over the next 3-10 years. The Colorado Department of Public Health and Environment, Colorado Department of Transportation, and the Colorado Energy Office will conduct outreach this fall to determine the funding process on eligible actions with anticipated public applications in 2017.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Robert Spotts at 303 480-5626 or rspotts@drcog.org.

ATTACHMENT 1

VOLKSWAGEN AND AUDI EMISSIONS SETTLEMENT

OCTOBER 19, 2016



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Air Pollution Control Division
Department of Public Health & Environment

Proposed Partial Settlement

2

- EPA and California sued VW, Audi, Porsche
- VW & Audi signed partial Consent Decree
 - ▣ Admitted to using defeat devices
- Settles mitigation claims for 2.0L vehicles
 - ▣ Covers Jetta, Golf, Passat, Beetle, Audi A3
 - ▣ Does not resolve penalties or 3.0L vehicles
 - ▣ Other lawsuits are pending
- Settlement not effective unless approved by the court



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Air Pollution Control Division
Department of Public Health & Environment

ATTACHMENT 1

Settlement Terms

3

- \$10.3 billion to buy back or terminate leases
 - Vehicle modification option
 - Minimum 85% recall rate
- \$2 billion investment for zero emission vehicles
- \$2.7 billion environmental mitigation trust fund
 - \$61.3 million initial allocation for CO
 - Spend only on eligible actions
 - Receive funds over 3-10 years
 - Return unused funds after 15 years



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Air Pollution Control Division
Department of Public Health & Environment

Purpose of Environmental Mitigation Trust

4

- Reduce NOx emissions where the covered vehicles were, are, or will be operated
- Colorado must describe how each project “mitigates the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions”



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Air Pollution Control Division
Department of Public Health & Environment

ATTACHMENT 1

Mitigation Projects Eligible for Trust Funding

5

- Class 8 (large) local freight and port drayage trucks
- Class 4-8 school, shuttle, or transit buses
- Railroad freight switchers
- Class 4-7 (medium) local freight trucks
- Forklifts
- Airport ground support equipment
- Light duty zero emission vehicle supply equipment
- Certain boats & port equipment
- Diesel emission reduction act (DERA) option
- Admin costs



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Department of Public Health & Environment

Estimated Settlement Timeline

6

Event	Approximate Time Frame
Court approves the partial settlement	Fall 2016
Trust effective date	First half of 2017
States elect to become beneficiaries	Summer 2017
States are notified of beneficiary designation	Summer or fall 2017
States file a Beneficiary Mitigation Plan	Fall 2017
States may request funds	Fall 2017
States begin to receive funds	End of 2017

*Timing depends on court action and is subject to change



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Department of Public Health & Environment

ATTACHMENT 1

How do I apply for funding?

7

- Funding process is to be determined
- No funding decisions have been made
- CDPHE, CDOT & CEO will conduct outreach and gather input this fall
- State agencies will set funding priorities and selection criteria
 - ▣ Will coordinate with interested organizations
- Public application plan
 - ▣ Anticipated in 2017



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Department of Public Health & Environment

Stakeholder Meeting

8

- | | |
|---|---|
| <ul style="list-style-type: none"> □ PURPOSE <ul style="list-style-type: none"> ▣ Inform the public about the settlement ▣ Solicit and listen to stakeholder comments to guide Colorado's implementation of the settlement □ MEETING INFO <ul style="list-style-type: none"> ▣ Nov 7th, 9:00 - 11:30 am ▣ CDPHE's Sabin-Cleere Room ▣ Webcast will be available | <ul style="list-style-type: none"> □ DESIRED OUTCOMES <ul style="list-style-type: none"> ▣ Understand background and timeline of the settlement ▣ Understand how the settlement funds may be used to improve air quality ▣ Receive public comment on how Colorado should implement the settlement and spend the funds |
|---|---|

More information and agenda on CDPHE's VW Settlement [webpage](#)



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Air Pollution Control Division
Department of Public Health & Environment

ATTACHMENT 1

Colorado Wants Your Comments

9

- ▶ Send comments to cdphe.commentsapcd@state.co.us
 - ▶ CDPHE's Request for Comments document available on our [webpage](#)
- | | |
|---|--|
| <ul style="list-style-type: none"> ❑ How to maximize air quality benefits ❑ How to set funding priorities ❑ How to select projects ❑ Areas with disproportionate NO_x impacts | <ul style="list-style-type: none"> ❑ Funding for electric vehicle supply equipment ❑ Use of DERA option ❑ Whether to require matching funds ❑ Pros & cons of large or small projects |
|---|--|



COLORADO
Air Pollution Control Division
Department of Public Health & Environment

How do I learn more?

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- ❑ www.colorado.gov/cdphe/VW
 - ❑ Information on November 7th meeting
 - ❑ Request for Comments document
- ❑ Facebook group & Twitter updates

❑ **Questions?**



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