

To: Chair and Members of the Board of Directors

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Meeting Date	Agenda Category	Agenda Item #
June 15, 2022	Informational Briefing	10

SUBJECT

2050 Regional Transportation Plan (2050 RTP) greenhouse gas (GHG) analysis mitigation measures update.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

As DRCOG staff noted to the Board at the June Board work session, based on the mix of GHG-reduction strategies tested so far for the 2050 RTP (programmatic investments, telework rate adjustments, and major project investment mix changes), staff estimates the 2050 RTP will achieve approximately 70%-80% of the emission reduction targets in each analysis year as required by the state GHG rule. Accordingly, staff have been exploring the use of CDOT-defined mitigation measures.

The GHG rule provides for using mitigation measures to further reduce GHG emissions that are separate from emission reduction strategies reflected in DRCOG's Focus model. Mitigation measures must be specific, measurable, effective in reducing GHG emissions, and able to be tracked over time. The process of using mitigation measures within the GHG rule, which CDOT codified with the Transportation Commission's recently adopted [Policy Directive 1610](#) (PD1610), would require the DRCOG Board to adopt a Mitigation Action Plan as part of the revised 2050 RTP committing the region to implement and annually report on the status of the specific mitigation measures chosen at the regional level (not by individual jurisdiction).

PD1610 includes several types of mitigation measures grouped by project type with specific metrics and associated GHG reductions. DRCOG's 2050 RTP already includes transportation project types, either directly or programmatically, that are included in the policy directive (bicycle and pedestrian facilities, transit, complete streets, operations, etc.). PD1610 also includes other mitigations measure categories for land use and parking management strategies. Staff have been evaluating and estimating opportunities available for mitigation measures in the PD1610 land use and parking management categories:

Parking Management

- Reduce minimum commercial development parking requirements and set maximum parking rates.
- Eliminate residential development parking minimum requirements and set low or moderate maximum parking rates.

Land Use

- Rezone to increase residential density.

- Rezone to increase job density.
- Rezone to expand areas for mixed-use transit-oriented development.

Initial DRCOG staff applicability analysis involves identifying available undeveloped or underdeveloped parcels around rapid transit stations or other key geographies that could realistically be developed or redeveloped at higher densities or with new parking standards. Then staff is considering the potential GHG reductions based on the calculations in PD 1610. Staff is also considering the relative difficulty applying, analyzing, measuring, and tracking these measures over time.

Staff is also investigating other measures outside of PD1610 to help achieve the required GHG reduction levels, including:

- Adopt local complete streets standards.
- Require bicycle, pedestrian, transit facility, or other mitigation measures for any regionally significant roadway capacity project when added to the TIP.
- Adopt local transit and pedestrian design criteria and standards for new development within pedestrian focus areas, urban centers, station areas and along certain complete streets corridors.
- Identify efficient locations based on average vehicle miles traveled (VMT) for those living in an area, then drafting potential changes to Metro Vision's growth and development sections targeting a higher share of growth for those locations.

As demonstrated, the 2050 RTP will not likely meet the GHG emission reduction targets without the use of mitigation measures. The alternative to mitigation measures in this case is accepting restrictions on the use of certain funds administered by DRCOG and CDOT within the DRCOG MPO area to only projects that reduce GHG emissions. This restriction of funds would affect project eligibility for DRCOG's 2024-2027 TIP calls #3 and #4 in late 2022 and early 2023 as well as eligibility for CDOT's project funding decisions within the DRCOG MPO area.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-4701 or drex@drcog.org; Jacob Riger, Manager, Long Range Transportation Planning, at 303-480-6751 or jriger@drcog.org, or Andy Taylor, Manager, Regional Planning & Analytics, at 303-480-5636 or ataylor@drcog.org.