



Dedicated to protecting and improving the health and environment of the people of Colorado

Monthly Report from the Air Pollution Control Division to the North Front Range Transportation and Air Quality Planning Council

- The December 10-19, 2019 Air Quality Control Commission (Commission) meeting summary is included below. The meeting materials are available in the following [Google folder](#). The Commission approved the following:
 - Eliminating the existing 90-day permitting deferral on new oil and gas facilities - under the new rule, these facilities must be permitted before they can begin exploration and production activities.
 - Requiring at least twice-a-year leak detection and repair at well production facilities throughout the state with volatile organic chemical (VOC) emissions of greater than two tons per year.
 - Requiring either quarterly or monthly leak detection, depending on the size of the facility, at sites within a 1,000 feet of occupied structures.
 - Requiring oil and gas operators to provide a comprehensive annual emissions report for oil and gas facilities.
 - Further reducing emissions of VOCs from storage tanks by setting more stringent control requirements across the state.
 - Requiring new oil and gas facilities to control hydrocarbon emissions from sampling and measurement activities and from the load out of storage tanks to trucks.
 - Enhancing recordkeeping requirements for emissions at wells across the state.
 - Expanding new inspection requirements - currently in place within the ozone nonattainment area - for pressure valves or “pneumatic controllers” at oil and gas sites across the state.
 -
- Upcoming AQCC Meeting Agenda Item - January 16, 2020:
 - Regulation Number 8, Part B. The commission will consider permanent revisions to this regulation, which clarify the existing requirement to inspect single-family residential dwellings for asbestos containing materials.
- **SAVE THE DATE:** Upcoming GHG Reporting Rule Stakeholder Meetings
 - As part of Colorado's continued efforts to implement to Senate Bill 19-096, Senate Bill 19-181, House Bill 19-1261 and Senate Bill 19-236, the Air Pollution Control Division (Division) is hosting two upcoming public meetings to engage stakeholders on a potential greenhouse gas emissions reporting rule and potential greenhouse gas emission reduction strategies addressing hydrofluorocarbon (HFC) emissions.



During the meeting, the Division will provide a brief background, share key concepts being considered and dedicate a significant portion of the meeting for public comment. Please register to attend and/or provide public comments at the link below. We anticipate providing an option to listen to the meeting remotely, but may be limited in accepting in-person comments during the meeting.

The Division anticipates requesting that the Air Quality Control Commission set a public hearing in May 2020, and making a proposal available publically in February 2020.

Meeting #1

Date: January 16, 2020

Time: 3:00 to 7:30 P.M.

Location: CDPHE, Sabin and Cleere rooms
4300 Cherry Creek Drive South
Denver, Colorado 80246

Please use parking designated for visitors.

Meeting #2

Date: January 17, 2020

Time: 2:00 to 7:00 P.M.

Location: Glenwood Springs Community Center
100 Wulfsohn Rd, Glenwood Springs, CO 81601

Please register below in order to attend and/or provide public comment.

[REGISTRATION \(CLICK HERE\)](#)

Comments may also be submitted to cdphe.commentsapcd@state.co.us, Subject: GHG Comment. Comments are requested by 5pm MST on January 27, 2020 to inform the February proposal; however comments will continue to be accepted through any rulemaking hearing. An agenda, with a Google Meeting link and call-in phone number will be provided to those who register prior to the meeting.

Interpretation (spoken) service is available upon request on the registration form.

Sign up to receive email notifications from the Division on greenhouse gas and other air quality issues at: <https://www.colorado.gov/pacific/cdphe/air-mailing-lists>



Regional Air Quality Council's Report to the North Front Range Metropolitan Planning Organization

Mike Silverstein, Executive Director
January 9, 2020

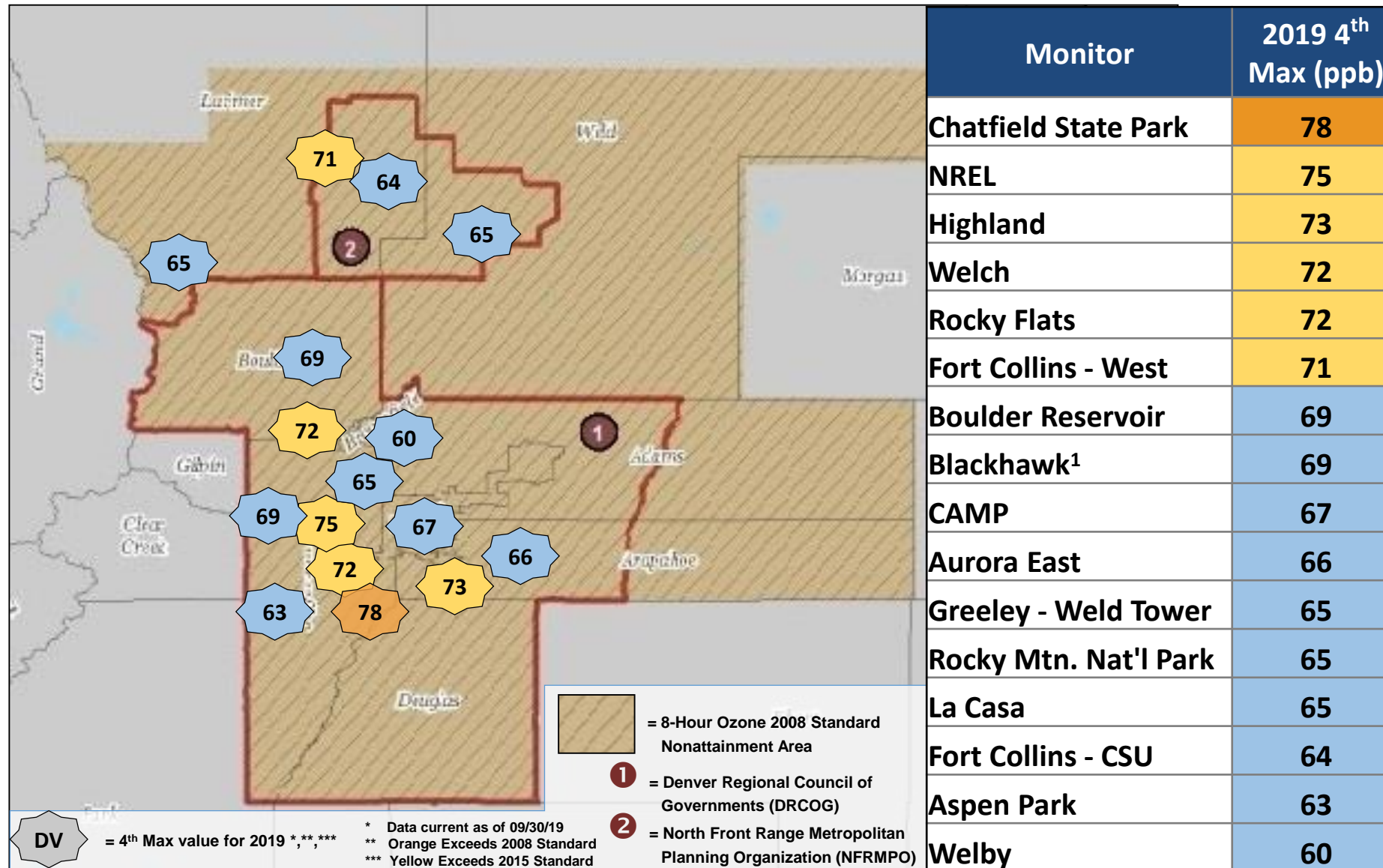


Program Updates



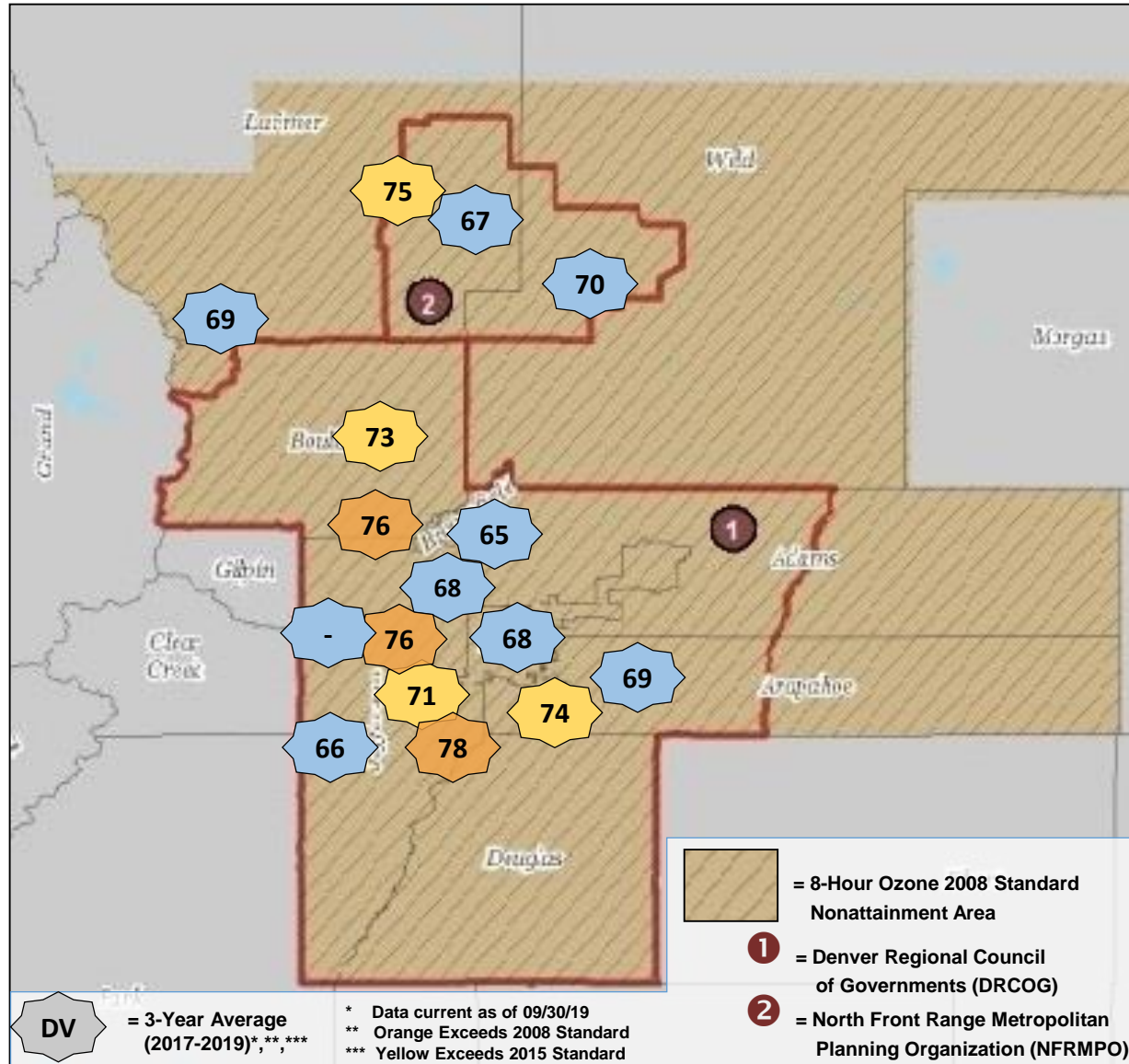
- *Simple Steps. Better Air.*
 - *Evaluating past year's education and outreach efforts and planning for 2020*
- **ALT Fuels and Charge Ahead Colorado**
 - *Applications received for \$9.5 million in funding*
 - *\$millions more available for 2020 – funding rounds throughout the year*
- **Mow Down Pollution**
 - *Residential program going retail - \$100,000+ budgeted!*
 - *Retail locations to supply product and area waste facilities to recycle old lawn mowers*
- **Air Quality Planning**
 - *Numerous emission control strategies under development through a Board committee process*
 - *“Serious” nonattainment designation finalized and a new “ozone SIP” will be developed by summer*

2019 4th-Maximum 8-Hour Ozone Values



¹ Blackhawk monitor began operating July 3, 2019

2017-2019 Three-Year Average of 4th Max



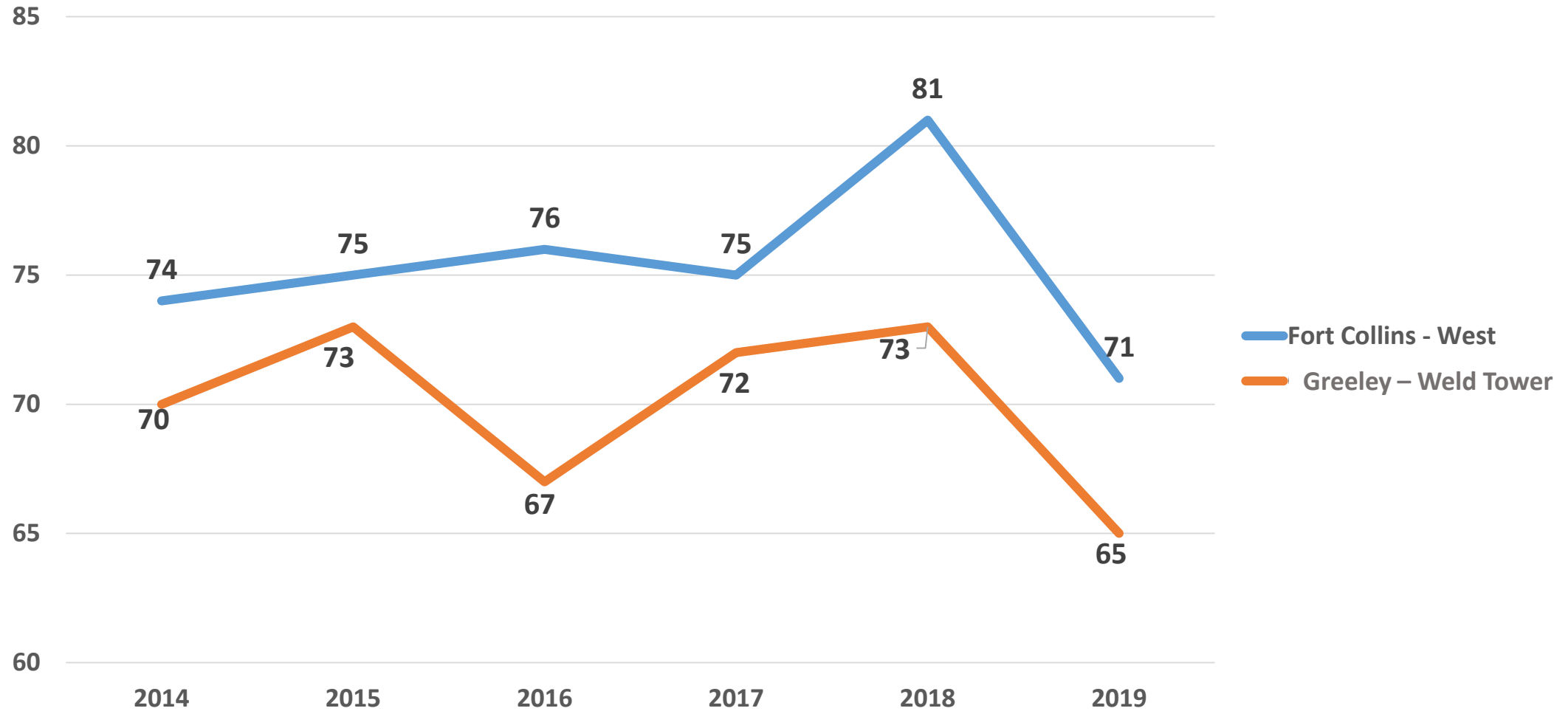
Monitor	Design Value (ppb)
Chatfield State Park	78
NREL	76
Rocky Flats	76
Fort Collins - West	75
Highland	74
Boulder Reservoir	73
Welch	71
Greeley - Weld Tower	70
Rocky Mtn. Nat'l Park	69
Aurora East	69
CAMP	68
La Casa	68
Fort Collins - CSU	67
Aspen Park	66
Welby	65
Blackhawk ¹	-

DV = 3-Year Average (2017-2019) **, ***, ***
 * Data current as of 09/30/19
 ** Orange Exceeds 2008 Standard
 *** Yellow Exceeds 2015 Standard
 ① = Denver Regional Council of Governments (DRCOG)
 ② = North Front Range Metropolitan Planning Organization (NFRMPO)

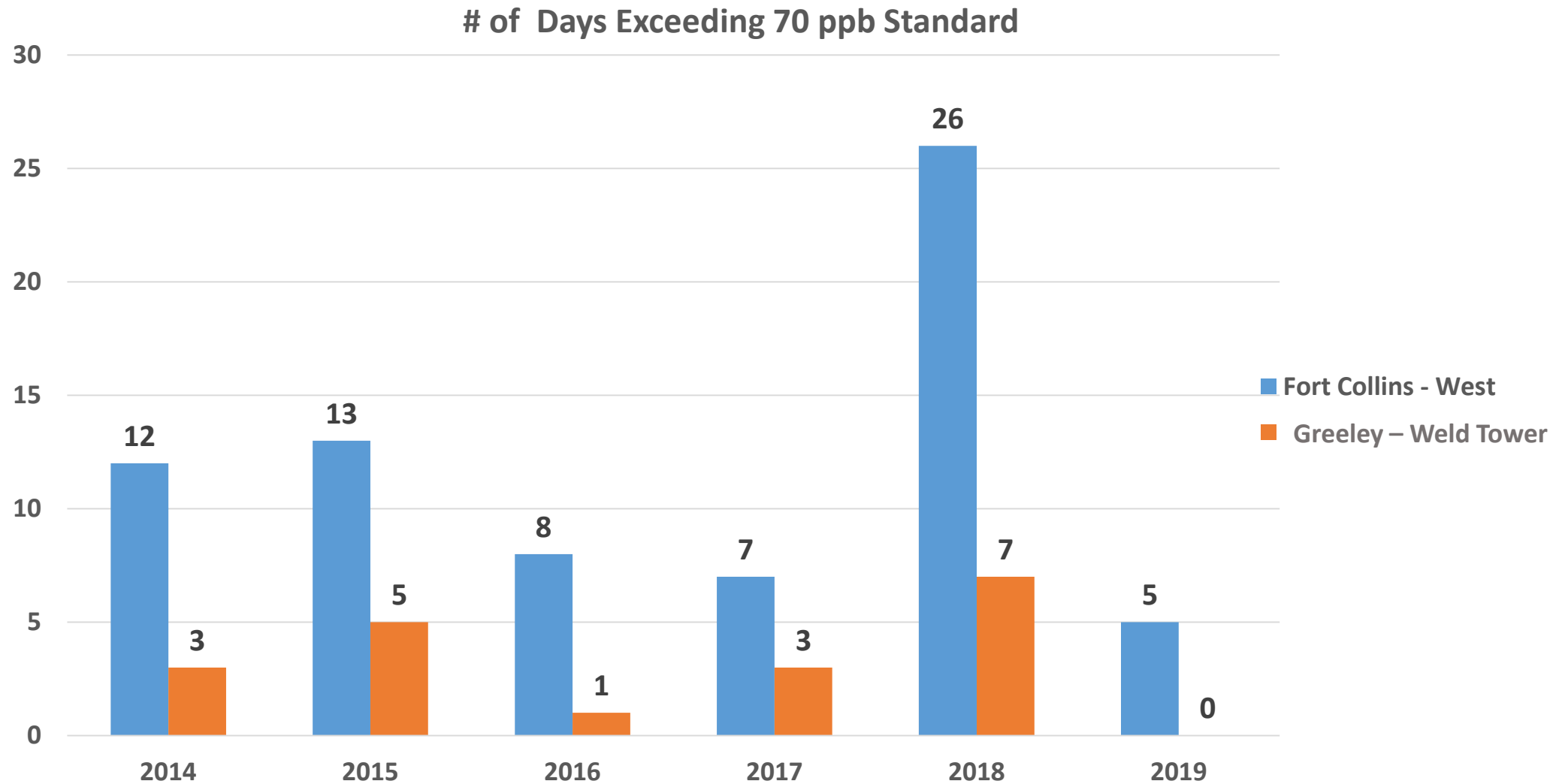
¹ Blackhawk monitor began operating July 3, 2019, 3 year average not available

North Front Range Historic Monitored Values

4th-Maximum 8-Hour Ozone Values

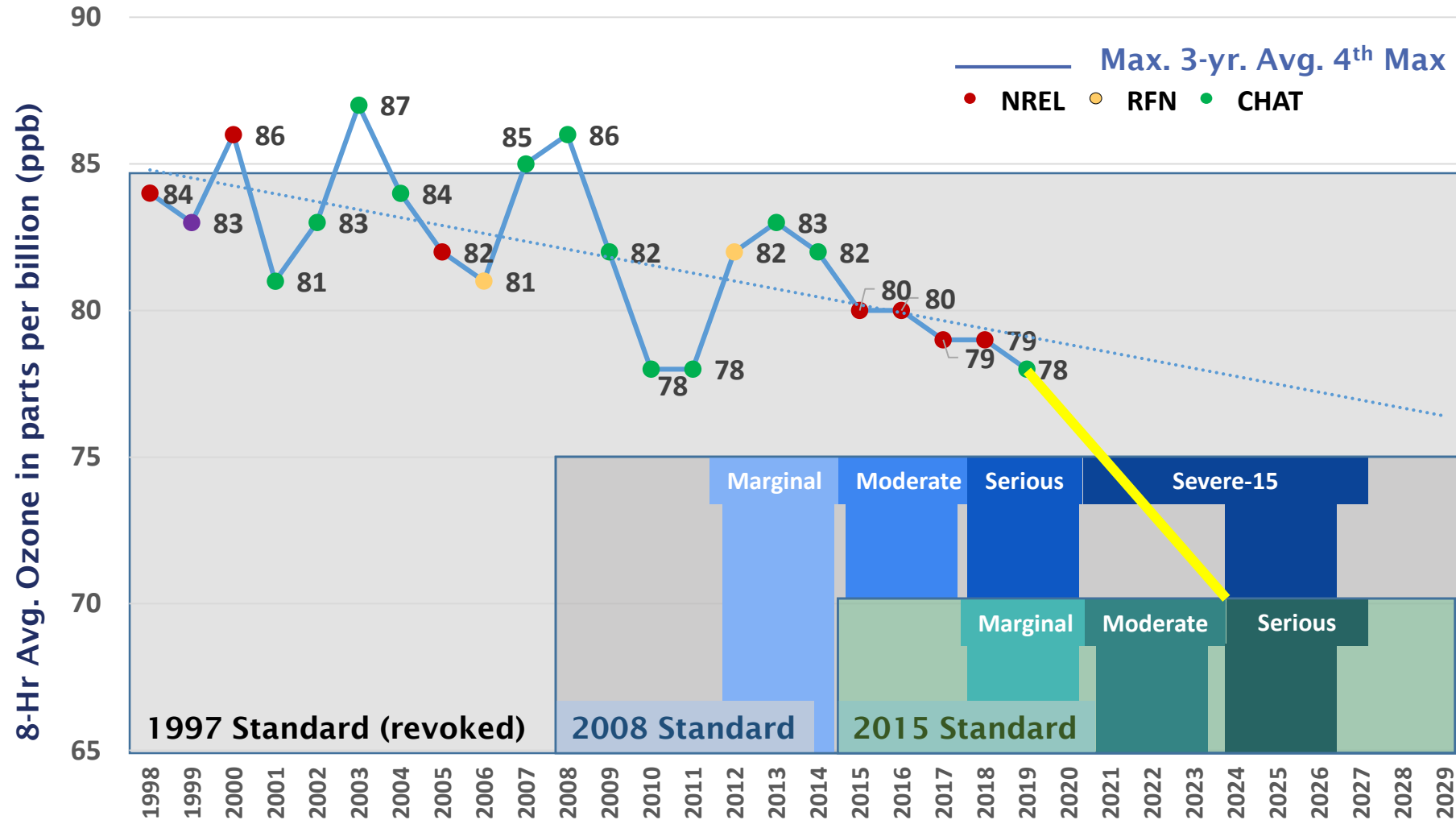


North Front Range – Number of Exceedance Days



8-Hour Ozone Trends and Federal Standards

3-Year Design Values in the Denver Metro/North Front Range



8-Hour Ozone Standard: Based on a three-year average of the annual fourth-highest daily 8-hour maximum ozone concentration.

STATIONARY SOURCES/OIL AND GAS

Monitoring Air Pollution Control Division's Efforts on:

- Reasonably Available Control Technology (RACT)
- Statewide Hydrocarbon Emissions Reductions (SHER) Team
- Regional Haze NOx Measures
- Pneumatics Tasks Force
- Marijuana Emissions Reduction Research

MOBILE SOURCES

Inspection and Maintenance (I/M) Program Updates:

- Lower Cut Points for Gasoline Vehicles
- Outreach to Drivers Registered Out of Area to Get Inspected
- Diesel I/M Program for NOx
- Regional Emissions Enforcement Program (fictitious tags)

Fuels:

- Low-Reid Vapor Pressure (RVP) Gasoline Fuels Study
- Low-Emissions Diesel (LED) Fuel
- Low Carbon Fuels

Vehicles/Equipment:

- Vehicle Miles Traveled (VMT) Reduction Strategies
- Replacement of High Emitters with Used Electric Vehicles (EV)
- Heavy-Equipment Usage Restrictions
- Motorized Boating Restrictions at Lakes and Reservoirs in Nonattainment Area on Forecasted High Ozone Days

LOCAL GOVERNMENT/LAND USE POLICIES

Engage Local Governments and Metropolitan Planning Organizations to Encourage/Incentivize

Policy Adoption by Local Governments:

- Anti-Idling
- Green Construction Contracting
- Electric Vehicle Charging
- Indirect Source Rule (ISR)

FUNDING

- Development of Dedicated Air Quality Funding Program

OTHER

- Retail Options to Promote Adoption of Electric Lawn and Garden Equipment
- Enhanced Summer Ozone Forecasting Program to Provide More Advance-Notice to Public



January 10, 2020

Sean Poole
U.S. Department of Transportation
Director of Intergovernmental Affairs
Sean.poole@dot.gov

Dear Mr. Poole:

Our 2019 Chair, Kristie Melendez, Mayor of Windsor, recently attended the White House Conference with Women Municipal Leaders and was able to hear Transportation Secretary Chao voice her commitment to transportation and willingness to extend needed help to local municipalities who are working through federal issues. Transportation is one of these key issues in Northern Colorado as we are a rapidly growing region with limited transportation funding and an Interstate in need of expansion, replacement of aging infrastructure, and safety improvements.

The North Front Range Metropolitan Planning Organization (NFRMPO) is comprised of 15 member governments in Northern Colorado. We are about 50 miles north of the Denver Metro area and Interstate (I)-25 bisects our region. This Interstate is the only north/south route in the State, and it carries a large number of commuters and freight traffic. It is our lifeline to other areas of the State and the nation, as we learned in 2013 when the Big Thompson River flood overtopped I-25.

The local governments in the region are committed to the improvement and expansion of I-25. We have collectively put in approximately \$60M dollars from our local resources to leverage State and federal funds to make these improvements. We are making strides on funding the necessary improvements including regional bike and pedestrian trail connections and transit improvements that expand the size and scale of park-n-ride facilities.

We still have more work to do. There is approximately 25 miles of the Interstate in our region and we have funding identified to complete work on all of this except an approximate six-mile gap. The completion of this last section would create a continuous three lanes in each direction from Northern Colorado to Denver. While we are working on this at the local level, we greatly appreciate any federal assistance through the work of Secretary Chao that would aid us in our efforts as I-25 remains a top priority for our region.

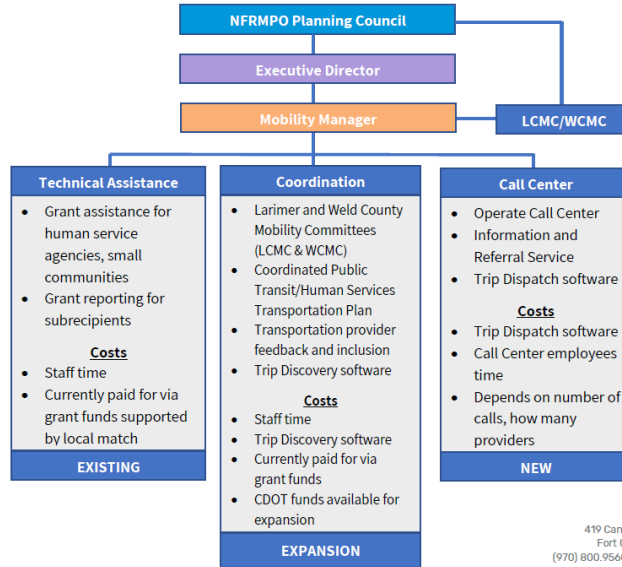
Sincerely,

Dave Clark
2020 NFRMPO Chair

cc: CDOT Director Shoshana Lew
CDOT Region 4 Transportation Director Heather Paddock
NFRMPO Planning Council Members



Mobility Management Organization Chart



1

Performance Measures		6 Months	1 Year	3 Years
1	Number of rides booked per quarter using Call Center	--	1,000	5,000
2	Percent of unmet ride requests per quarter	--	< 25%	< 15%
3	Number of providers participating	3	5	> 7
4	Percent of agencies or providers benefiting from service (according to annual survey)	66%	80%	100%
5	Percent of customers/clients reporting they are satisfied with service (annual survey)	80%	85%	95%
6	Number of unique riders using service annually	0	100	1,000
7	Number of transportation providers, human service agencies, riders, and stakeholders actively involved in Mobility Committees	15	20	20

2



Table 8-2: Budget

	2020	2021	2022	Total
Mobility Manager				
<ul style="list-style-type: none"> • Full time employee with benefits • Runs program under direction of Executive Director and Planning Council • Builds community support for program • Identifies additional funding opportunities • Outreach 	\$93,000	\$93,000	\$93,000	\$279,000
AmeriCorps VISTA				
<ul style="list-style-type: none"> • Paid volunteer in partnership with community partner • Grant writing and reporting • Outreach 	\$24,000	\$24,000	\$24,000	\$72,000
Additional Staff Support				
<ul style="list-style-type: none"> • Paid staff for operating of Call Center 	-	\$44,000	\$88,000	\$132,000
Indirect cost				
<ul style="list-style-type: none"> • Overhead including rent, determined based on CDOT formula for agency payroll and updated annually 	\$97,000	\$104,000	\$137,000	\$338,000
Software				
<ul style="list-style-type: none"> • Trip Discovery software (what trips are possible, costs, referral system) • Trip Dispatch software (provider software to synthesize funding, booking of rides, interoperability, etc.) 	\$60,000	\$75,000	\$75,000	\$210,000
Funds to match grants				
<ul style="list-style-type: none"> • Funding set aside to match grants like \$5310 as they arise 	\$50,000	\$50,000	\$50,000	\$150,000
TOTAL	\$324,000	\$390,000	\$467,000	\$1,181,000

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nfrmpo.org



**RESOLUTION NO. 2020-05
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
APPROVING THE FUNDING OF THE NORTH FRONT RANGE REGIONAL RAIL FEASIBILITY STUDY**

WHEREAS, the North Front Range Transportation & Air Quality Planning (NFRT&AQPC) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials; authorized to carry out the continuing, cooperate, and comprehensive transportation planning process resulting in plans and programs that consider all transportation modes and supports community development, the local economy, and social goals as stated in 23 CFR §450.300; and

WHEREAS, the NFRT&AQPC approved the 2045 Regional Transit Element (RTE) on November 1, 2018, which included 11 corridors for further study; and

WHEREAS, the 2045 RTE considered and modeled two corridors for premium transit service connecting NFRMPO communities along existing rail corridors; and

WHEREAS, the 2045 Regional Transportation Plan (RTP) updated the model and financial projections to operate premium transit connecting these communities; and

WHEREAS, the NFRT&AQPC is eligible to apply for and receive up to \$125,000 in Multimodal Options Funds (MMOF) through the agency's Call for Projects to hire a consultant to create a feasibility study for regional rail in the North Front Range region; and

WHEREAS, the NFRT&AQPC is authorized to use up to \$125,000 in Fort Collins sales tax exchange funds and/or Consolidated Planning Grant (CPG) funds as local match; and

NOW, THEREFORE, BE IT RESOLVED, the NFRT&AQPC hereby authorizes the North Front Range Metropolitan Planning Organization to use \$125,000 in MMOF and \$125,000 in local match provided by Fort Collins sales tax exchange and/or CPG funds through Fiscal Year (FY) 2023 to study the feasibility of regional rail in the NFRMPO region.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 9th day of January 2020.

Dave Clark, Chair

ATTEST:

Suzette Mallette, Executive Director



Targets for Safety Performance Measures


Planning Council




North Front Range
Metropolitan
Planning
Organization

January 9, 2020

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Safety Performance Measures



North Front Range
Metropolitan
Planning
Organization


- **Measures**
 - Number of Fatalities
 - Fatality Rate per 100 Million VMT
 - Number of Serious Injuries
 - Serious Injury Rate per 100 Million VMT
 - Number of Non-Motorized Fatalities and Serious Injuries

2

Targets for Safety Performance Measures

2

CDOT Statewide Targets




Measure	2014-2018	2015-2019	2016-2020
Fatalities	610	644	618
Fatality Rate	1.2	1.21	1.143
Serious Injuries	3,350	2,909	3,271
Serious Injury Rate	6.79	5.575	6.075
Non-Motorized Fatalities and Serious Injuries	586	514	670

3
Targets for Safety Performance Measures

3

Target Options



1. Support the CDOT Statewide Targets
 - Agree to plan and program projects to contribute toward achievement of state Targets
 - NFRMPO has supported CDOT's targets for the last two cycles
2. Set Targets specific to the NFRMPO region

Measure	2016-2020
Fatalities	618
Fatality Rate	1.143
Serious Injuries	3,271
Serious Injury Rate	6.075
Non-Motorized Fatalities and Serious Injuries	670

4
Targets for Safety Performance Measures

4

Considerations on Setting Targets



- MPOs do **not** face a penalty if Targets are not met
- Setting MPO specific targets requires more staff time and up-to-date Data
- Data for the Targets are:
 - Provided by CDOT for the full counties
 - Not locationally referenced
 - Delay in availability of data

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Targets for Safety Performance Measures

5

Next Steps



- 180 days for MPOs to either support CDOT's Targets or set new MPO-specific Targets
- CDOT has begun the process of updating the statewide *Strategic Transportation Safety Plan*
 - Will include county-specific Safety Action Plans to address local road crashes

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Targets for Safety Performance Measures

6

Schedule



- TAC Recommendation – January 15, 2020
- Planning Council Action – February 6, 2020
- Submission to CDOT – February 7, 2020