

**May 2022 Report from the Air Pollution Control Division to the
North Front Range Transportation and Air Quality Planning Council
Thursday, June 2, 2022**

Air Pollution Control Division (Division) Updates

- The Division's [2022 Ambient Air Monitoring Network Plan](#) has been posted for public comment through June 26, 2022. The 2022 Ambient Air Monitoring Network Plan is an examination and evaluation of the APCD's network of air pollution monitoring stations. The Annual Network Plan is required by Title 40, Code of Federal Regulations, Part 58.10(a) and provides the general reasoning for the APCD's ambient air monitoring strategy, the location of each monitor, the highest pollutant concentrations, and the type and frequency of measurements taken at each location. The Network Plan is also a simple accounting of monitoring site changes that have taken place over the past year and changes that are expected for the year ahead. Comments can be submitted to cdphe.commentsapcd@state.co.us.
- A friendly reminder that the Division maintains various Air Quality Alert email lists, including Colorado Air Quality Health Advisory alerts. For additional information and to subscribe to an email list, please visit <https://cdphe.colorado.gov/public-information/air-quality-advisories>.

May 19, 2022 Air Quality Control Commission (Commission) Meeting:

- The Commission set a hearing for September 2022 to consider revisions in response to HB21-1266 concerning the reporting of greenhouse gas emissions on Air Pollutant Emissions Notices.
- The Colorado Oil and Gas Association and the American Petroleum Institute provided an update to the commission on the implementation of oil and gas rules that have been adopted by the Commission.
- Weld County officials briefed the commission regarding ambient air quality monitoring stations installed in the County about 15 months ago, their further work on regional satellite methane data analysis, and ongoing analysis of nitrogen oxides source categories to help inform ozone control strategies.

June 16-17, 2022 Commission meeting:

- This is the Commission's annual in person planning retreat, held in Estes Park this year. A virtual attendance option is not available for this meeting.
- The Division will provide an overview of the Division's structure and program-by-program activities.
 - The Commission will discuss the progress made in achieving goals, milestones, and other relevant air quality policy matters.
 - The Division and Commission will identify and discuss items for inclusion on the Long Term Calendar including regulatory/policy issues and potential facility tours.
 - Options for responding to local air concerns like open burning and how approaches can be shared with the Southern Ute Air Quality program.
- Commission staff will provide an overview of the 2022 legislative session and implications for the Commission.
- The Commission will elect Officers (Chair, Vice-Chair, and Secretary) to the Executive Committee of the Commission for the upcoming year. The Commission Administrator will facilitate the nomination and election process.





Date: June 1, 2022

From: Mike Silverstein
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Meeting Briefing Memo

Mow Down Pollution

The 2022 Mow Down Pollution Program has proved once again to be a great success. It's not even summer and most of the 1,200 discount vouchers have already been claimed. Locally, 134 residents of Larimer County and 92 Weld County residents have signed up to retire their gas-powered mowers and claim \$150 for the purchase of new electric mowers from neighborhood Ace Hardware stores.

The RAQC and Ace Hardware have scheduled two special events where Weld County residents can recycle mowers on the spot and receive instant discounts on electric mowers. The first event occurred May 21st in Windsor **and the second event will occur Saturday June 4 at Ace Hardware of Greeley, 2626 11th Avenue. Please help us promote this event!**

Legislative Session Wrap-Up

The legislature has completed its 2022 work and most initiatives that the RAQC actively supported passed. The most significant development was the approval of \$1.5 million for public sector lawn and garden equipment electrification, which the RAQC will administer. A complete legislative session wrap-up briefing will be provided at the June Board meeting.

Ozone Modeling Forum

On May 18th the RAQC held the 2022 Ozone Modeling Forum, looking at modeling efforts undertaken to support the latest round of ozone plan development. Presentations covered all technical aspects of ozone modeling and previewed future year projections for 2023 and 2026. The Forum ended with a discussion on how the new modeling can be utilized to aid in future

planning efforts. For detailed information, including copies of materials presented and a recording of the Forum, please refer the [RAQC's event page](#).

Ozone SIP Development

RAQC staff will provide an overview of the final two elements of our next ozone plan – monitoring and contingency measures – during the June 3 monthly Board Meeting. For monitoring, RAQC and Air Division staff will provide an overview of the state and federal monitoring requirements, the siting of monitors, and how the data is used to measure progress towards attaining ozone standards. Staff will also describe the contingency measure requirements, which essentially are emission control measures that must be implemented if the region fails to attain the ozone standards on time.

This will conclude the preview of the ozone plan elements, and the final draft plan and all recommendations will be presented to the RAQC Board at its July monthly meeting for consideration. Board action will be necessary at the August meeting so that the 2022 ozone plan can advance to the Air Quality Control Commission in September.

Perspectives from the NFRMPO will be appreciated.

Announcement

On May 19, the RAQC submitted comments to EPA supporting their efforts to reduce ozone forming emissions from upwind states that impact Colorado. EPA's proposal to require emissions reductions from sources in Wyoming, Utah and California will aid our region's efforts to attain the ozone standards in a timely manner.

Northern Colorado Regional Airport

NFRMPO Meeting June 2, 2022

Presenter:

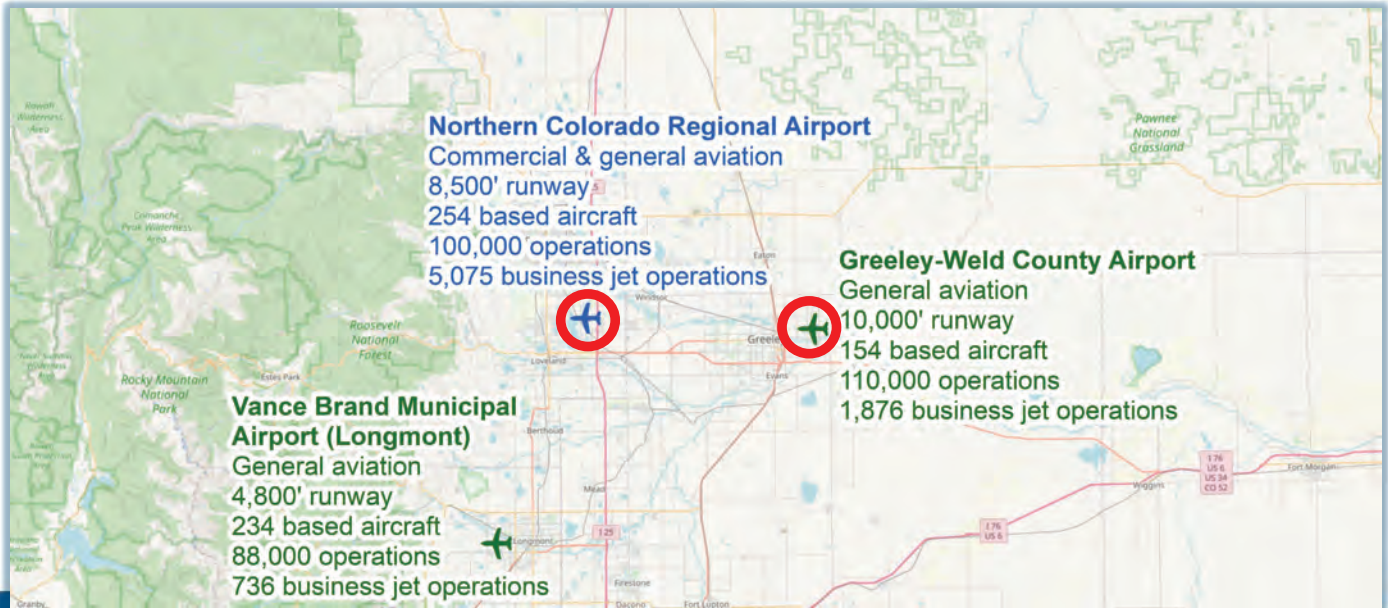
Jason R. Licon, Airport Director

Built in
1964 &
Combined
Smaller
Fort Collins
and
Loveland
Airports



Two Great NoCO Airports

NORTHERN COLORADO
REGIONAL AIRPORT



Economic Impact

NORTHERN COLORADO
REGIONAL AIRPORT

Northern Colorado Regional's Total Impacts

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	570	\$35,736,000	\$55,094,000	\$111,721,000
Visitor Spending	502	\$16,178,000	\$28,094,000	\$49,153,000
Total	1,072	\$51.91 Million	\$83.19 Million	\$160.87 Million

Columns may not add due to rounding.

Source: 2020 Airport Economic Impact Study by Colorado
Department of Transportation Division of Aeronautics



Airport Vision



- Remote Air Traffic Control Tower
- New Multi-Modal Airline Terminal
- Expanded Aviation Business and Commerce Support
- Increased Educational & Technological Opportunities



Remote Tower



- One of two systems in US
- State Funded \$8.8m & FAA supported for all O&M and air traffic controllers
- Air Traffic Control services active
- Certification in process
- Catalyst for Airport safety & capacity



Remote Tower



Control Room



Center Camera Mast

Multi-Modal Airline Terminal

- United Airlines/Landline Service
 - Five Roundtrips Daily to Denver (Wingless flight)
- Low cost alternative to linking with an aircraft with little to no downside
- Secure to secure functionality in regulatory review



Multi-Modal Airline Terminal



Multi-Modal Airline Terminal



Multi-Modal Airline Terminal



Multi-Modal Airline Terminal



Multi-Modal Airline Terminal

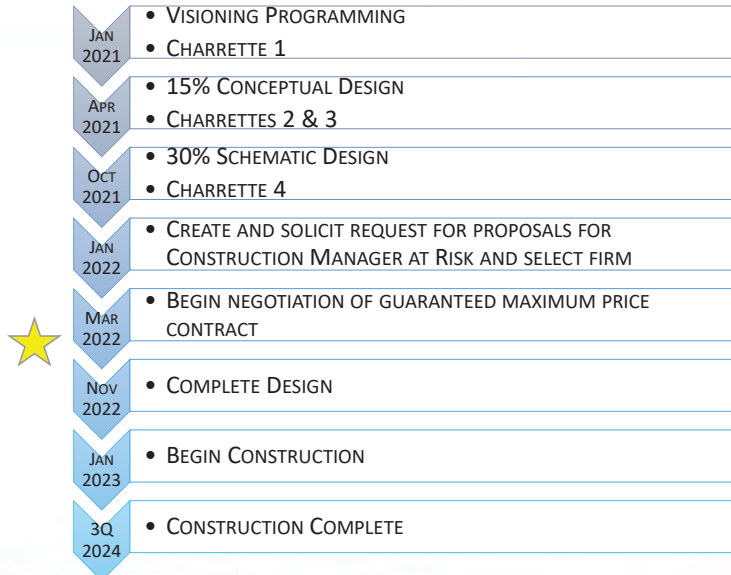


Multi-Modal Airline Terminal



Terminal Timeline

NORTHERN COLORADO
REGIONAL AIRPORT



Terminal Budget

NORTHERN COLORADO
REGIONAL AIRPORT



Current Budget (in millions)

- Estimated Costs: \$35m
 - Aircraft apron \$3m
- Funding in place: \$19.4m
 - Federal Grants: \$16.9m
 - FAA AIP: \$2.5m
- Current gap: \$15.6m

Business Aircraft Support



- New 30,000 square foot corporate hangar and Million Air FBO Announcement
- Investigating a US Customs port of entry for international business aircraft
- Business and Corporate travel trending upward due to the robust economy and growth in Northern Colorado



Education & Training



- Aims Community College
 - Flight Training
 - Air Traffic Control
 - Drones
- Leading Edge Flight Training
- The Flying School
- Seeking new opportunities to create more training programs and pathways for local school districts with Community Colleges



Thank You



Greeley-Weld County Airport

NFRMPO Update

Contact:

Cooper Anderson
canderson@gxy.net
970-336-3001

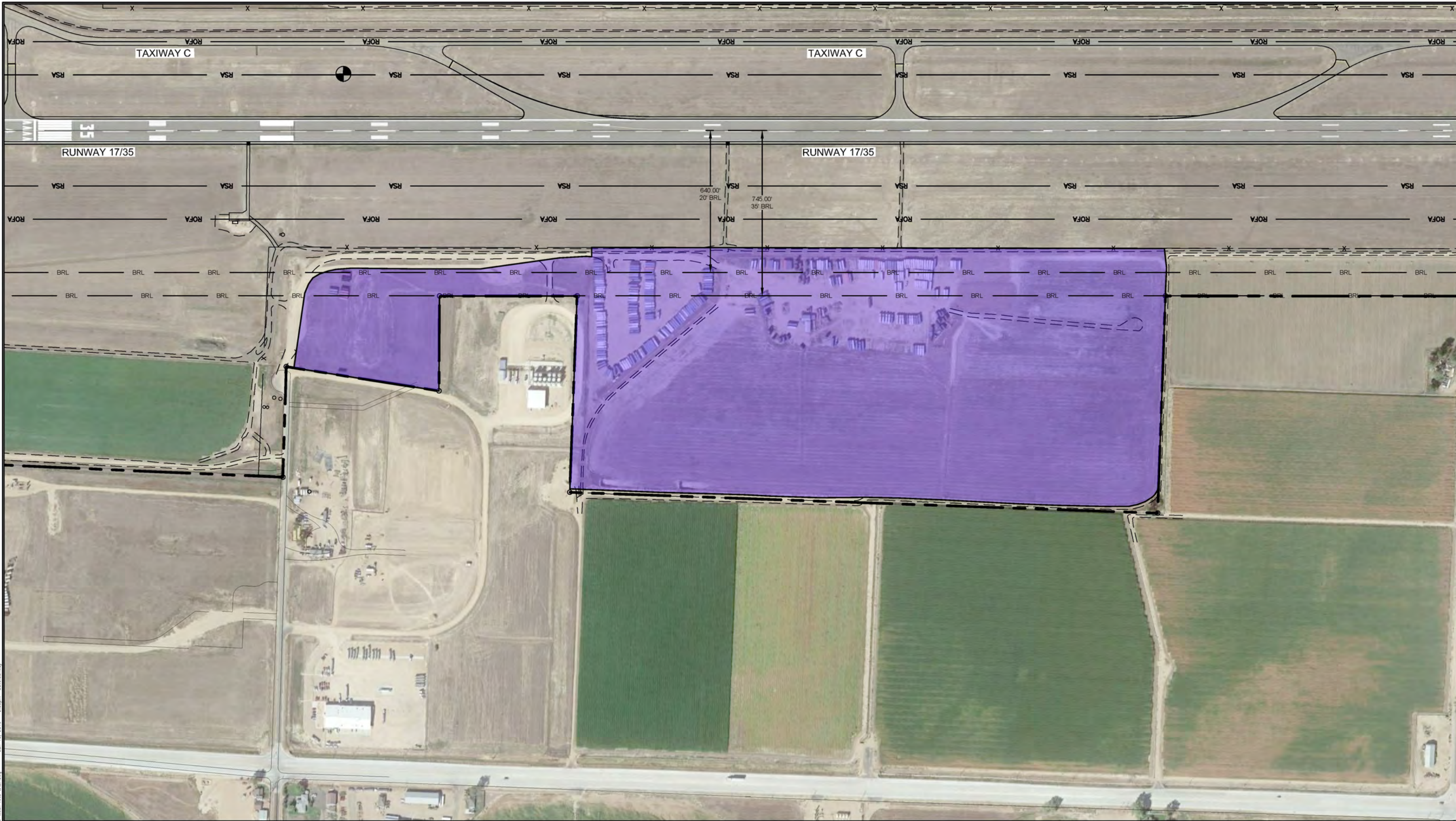
Facility Information:

The Greeley-Weld County Airport (GXY) is designated as a general aviation airport and is overseen by an independent Airport Authority. The Airport Authority consists of 7 members with representation from the City of Greeley and Weld County and members of the community. The airport is run and maintained by six full time staff members. GXY is located on the east side of the City of Greeley and is annexed into the city. Firefighting and rescue services are available on field by ARFF trained airport staff members as well as several Greeley Fire Department members. The airport is located right off of the west side of the new Weld County Parkway, which provides for four lane highway access into and out of the Denver metropolitan area. In addition, the City of Greeley is currently in the planning stages of expanding E. 8th St to accommodate more traffic and provide turn lanes for safer travel along the south border of the airport.

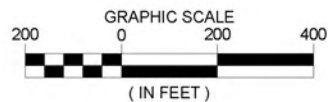
Greeley-Weld County Airport encompasses 1,198 acres with two runways (17/35 & 10/28) and corresponding full length taxiways (A & C). There are published instrument approaches to each of the four runway ends, with a precision instrument landing system (ILS) approach to Runway 35. The instrument approach procedures to each runway end have visibility minimums as low as $\frac{3}{4}$ mile. Based on the most recent master plan study, runway/taxiway configuration, the type of aircraft, and the types of operations, GXY's estimated activity levels in CY 2014 represented less than 50% of the airfield's operational capacity. In the same study, an analysis of wind data from CY 2004-2013 found that both runways provide crosswind coverage more than 99% of the time. Since Greeley-Weld County Airport is further east and north of the foothills, it is less susceptible to large snow events compared to other airports along the front range. Whereas other airports may have 6" of snowfall, GXY may only have a trace to 1" of snowfall from the same storm system.

The current land lease rate is \$.3196/sq.ft. with lease terms generally in the 30 year range. Lease terms can be flexible depending on the size of the overall leasehold. Greeley-Weld County Airport differs from other airports in the state in that it does not have a reversion clause, meaning that at the end of the lease term the tenant and airport would renegotiate the lease terms based on the current market rate. The airport recently completed (2017) rehabilitation to Runway 17/35 which included a 2" mill and fill and added grooving to increase friction in inclement weather. The critical design aircraft for the Greeley-Weld County airport is a combination of corporate jets such as the Gulfstream G-350, G-IV, Hawker 800, etc. Larger aircraft such as the Gulfstream G-550, Cessna Citation X, and the Bombardier BD-700 also operate at Greeley-Weld County Airport but do not generate sufficient operations at GXY to meet the FAA threshold to be considered into the critical design aircraft criteria. There are currently 6 corporate jet aircraft based at the airport, with 3 or 4 transient jets per day on average.

RUNWAY 17/35	RUNWAY 10/28
<ul style="list-style-type: none"> 10,000' x 100', Asphalt, Excellent Condition Runway 35, 1,100' Displaced Threshold Medium Intensity Runway Lights (MIRL) Precision Approach Path Indicators (PAPI) (P2L) & Runway End Identifier Lights (REIL) Runways 17 & 35 Category I Instrument Landing System (ILS) VOR and GPS approaches 	<ul style="list-style-type: none"> 5,800' x 100', Asphalt, Excellent Condition Medium Intensity Runway Lights (MIRL) Precision Approach Path Indicators (PAPI) (P2L) Runway 10 Visual Approach Slope Indicator (VASI) Runway 28 Runway End Identifier Lights (REIL) Runways 10 & 28 VOR, GPS and NDB approaches Right Traffic; Runway 28



1. CITY PROPOSED HANCOCK'S CANYON CRUISE/STRADES WEST AND EAST LANE Jan 10, 2019 - 2:05pm Dave Conroy



LEGEND



NORTHEAST PARCEL
A = 77.7 ACRES

NOTES:

1. DRAWING IS FOR CONCEPTUAL LAYOUT ONLY. NOT TO BE USED FOR DESIGN OR CONSTRUCTION PURPOSES.

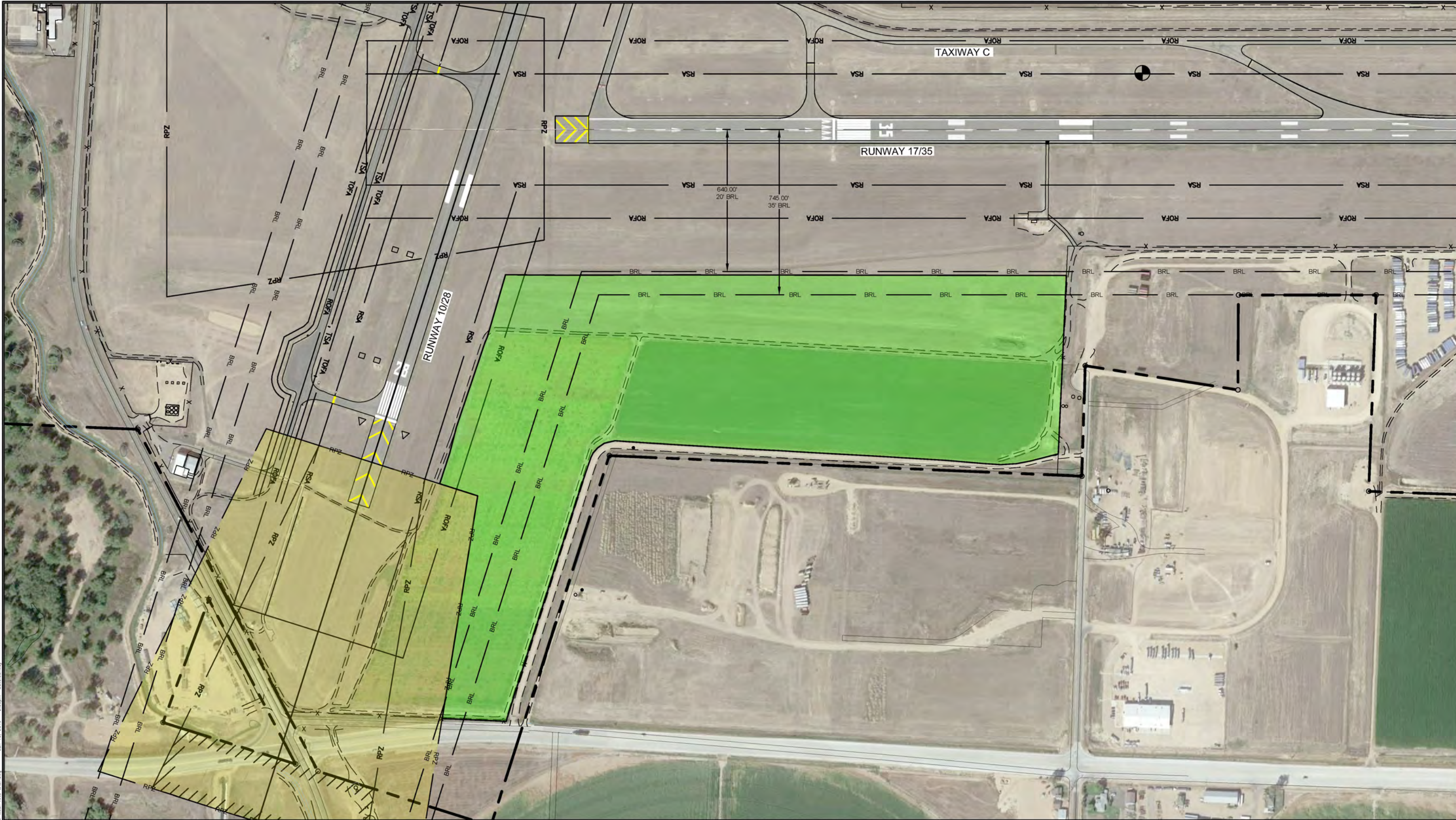
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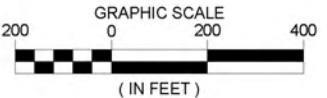
POTENTIAL DEVELOPMENT AREA
NORTHEAST PARCEL
GREELEY-WELD COUNTY AIRPORT

DATE: JANUARY 2019

SHEET 3 OF 3



Jan 10, 2019 - 2:05pm Dave Conroy



LEGEND



SOUTHEAST PARCEL
A = 59.8 ACRES

RUNWAY PROTECTION ZONE

NOTES:

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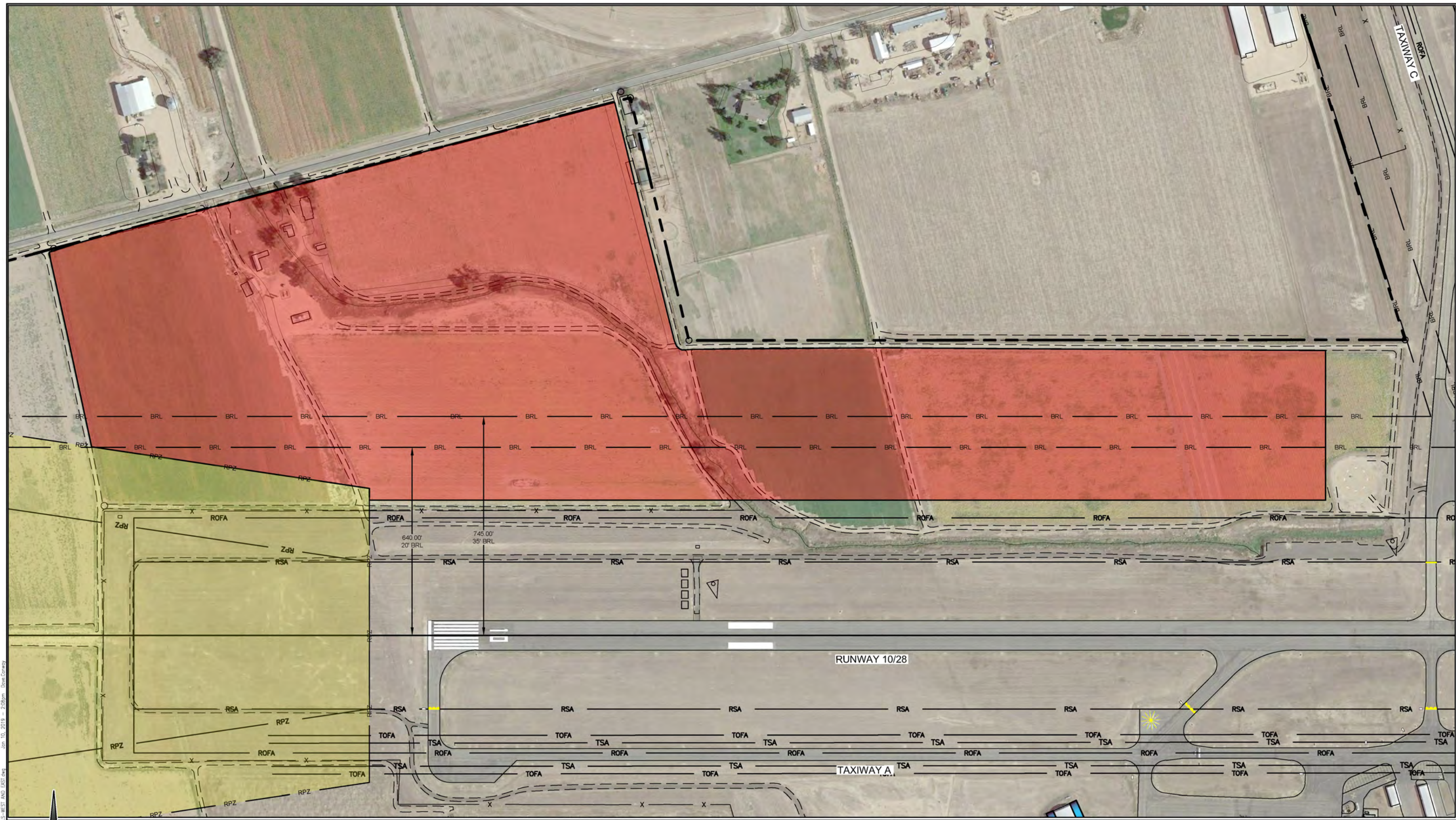
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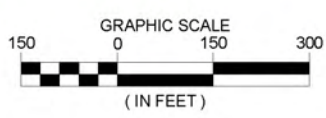
POTENTIAL DEVELOPMENT AREA
SOUTHEAST PARCEL
GREELEY-WELD COUNTY AIRPORT

DATE: JANUARY 2019

SHEET 2 OF 3



Jan 10, 2019 - 2:05pm Dave Conroy



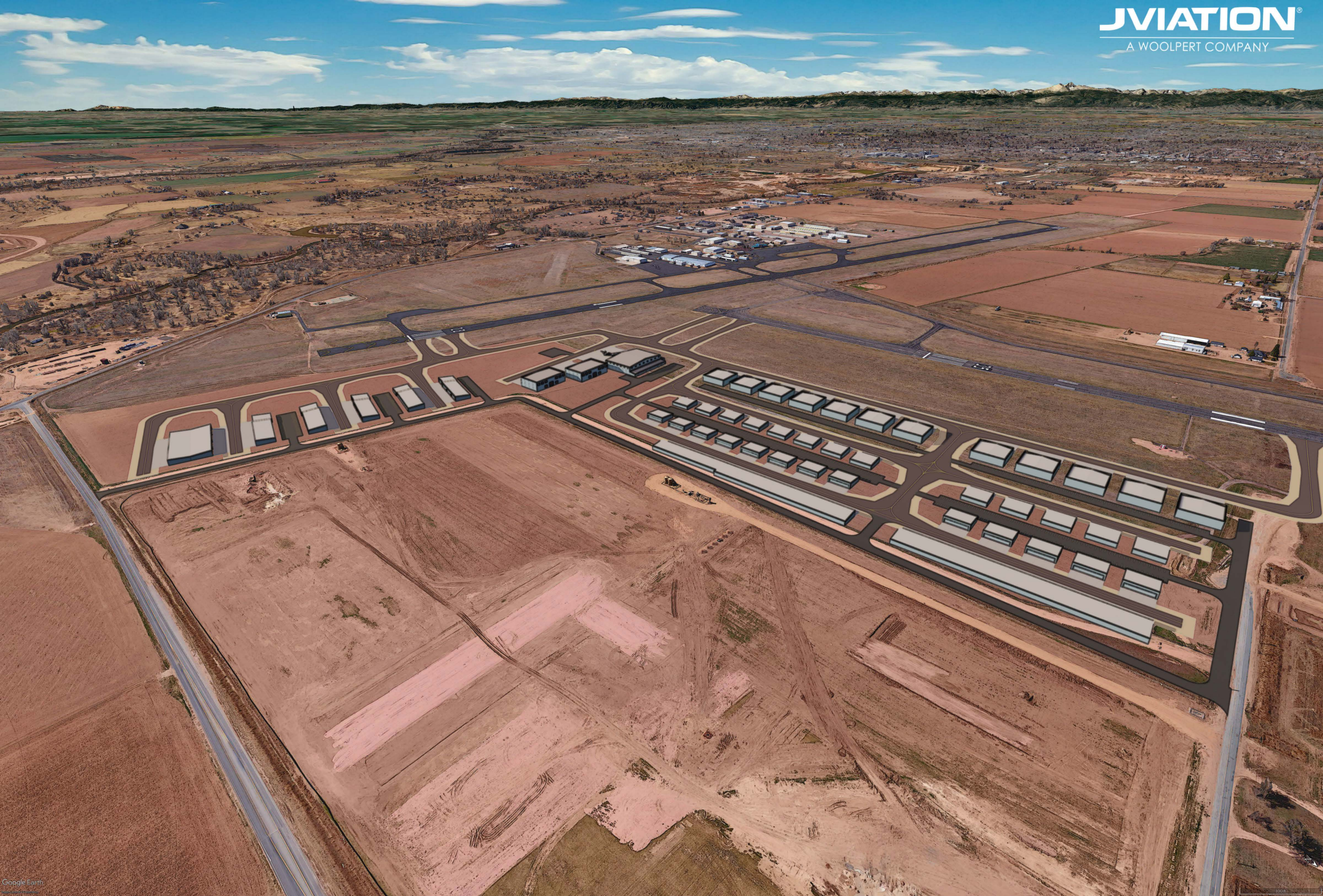
LEGEND	
	WEST PARCEL A = 75.1 ACRES
	RUNWAY PROTECTION ZONE

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POTENTIAL DEVELOPMENT AREA WEST PARCEL GREELEY-WELD COUNTY AIRPORT	DATE: JANUARY 2019	SHEET 1 OF 3
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MEMORANDUM

To: NFRMPO Planning Council

From: Suzette Mallette

Date: June 2, 2022

Re: Executive Director Authority

Background

The NFRMPO passed a Resolution 2001-04 giving the Executive Director the authority to enter into contracts required for the operation, maintenance and support of the administrative office. The Executive Director position has used this authority since it was passed.

Recently however, Federal Highway Administration (FHWA) has asked for documentation of the Executive Directors' explicit authority to sign Certificates and Assurance on the planning procedures and processes.

Under advice from the NFRMPO Attorneys, this Resolution should be redone to update the changes requested and to explicitly identify the Executive Director authority funding limits as the previous Resolution did not specify. These modifications are in the attached draft Resolution for your consideration.

Additionally, the Executive Policies will need to be updated with any changes resulting from the new Resolution.

Action

This is a discussion item.

**RESOLUTION NO. 2022-XX
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
ASSIGNING EXECUTIVE DIRECTOR AUTHORITY**

WHEREAS, the North Front Range Transportation and Air Quality Planning Council (dba NFRMPO), has been formed under the powers set forth in Article XIV, Section 18 (2) of the Colorado Constitution and Part 2 of Article 1 of Title 29, C.R.S., as amended;

WHEREAS, the NFRMPO Council adopted the Articles of Association on January 27, 1988, with subsequent amendments outlining the roles and responsibilities;

WHEREAS, Article VIII 2. Assigns the Executive Director duties in the operation of the Council;

WHEREAS, the NFRMPO Council adopted Executive Director Policies September 2019 that referred to an existing Resolution 2001-04 authorizing the Executive Director to sign on behalf of the Council and enter into contracts required for the operation, maintenance and support the administration office;

WHEREAS, the Federal Highway Administration (FHWA) is requiring explicit authorization for the Executive Director to sign off on Certifications and Assurances; and

WHEREAS, the NFRMPO wishes to update and clarify the authority of the Executive Director as provided for in this Resolution.

NOW, THEREFORE, BE IT RESOLVED the North Front Range Transportation & Air Quality Planning Council as follows:

1. The Executive Director is authorized to act on behalf of the NFRMPO as follows:
 - a. To execute contracts for any monetary amount.
 - b. To sign FHWA or Federal Transit Administration (FTA) Certifications and Assurances.
 - c. To handle financial items including opening accounts at banking facilities and signing check or electronic payments as directed by the Financial Policies that are reviewed and adopted by the NFRMPO Finance Committee.
2. Resolution 2001-04 is hereby rescinded.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 7th day of July 2022.

ATTEST:

William Karspeck, Chair

Suzette Mallette, Executive Director

Larimer County Mobility Committee (LCMC)—MINUTES
May 19th, 2022
1:30 p.m. – 3:00 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Bridie Smith, COLT
- Connie Nelson-Cleverley, SAINT
- Garrett Mumma, State of CO Vocational Rehabilitation
- Lisa Bitzer, Via Mobility Services
- Ruth Fletcher-Carter, RAFT
- Megan Kaliczak, zTrip
- Nicole Limoges, LCOA
- Kim Wermers, Red Feather Lakes
- Jim Becker, N40MA
- Lorye McLeod, PAFC
- Katie Guthrie, City of Loveland
- Rachel Ruhlen, City of Fort Collins

NFRMPO staff: Cory Schmitt, Hanna Johnson

2. Review of Agenda

3. Public Comment (2 minutes each)

No public comments were received.

4. Approval of February 2022 Meeting Minutes

Mumma motioned to approve the January minutes. Fletcher-Carter seconded the motion, and it was approved unanimously.

PRESENTATION

1) North 40 Mountain Alliance Transportation Project – Becker/Wermers

Becker and Wermers with North 40 Mountain Alliance (N40MA) shared details about the North 40 Rides program in the Red Feather Lakes area. N40MA is a non-profit, volunteer-driven program developed to serve the Red Feather Lakes area and communities between SH14 and the Wyoming border by supporting resiliency in the face of natural disasters. N40MA recently acquired a 15-passenger van, and they want to support community needs and develop a transportation service to get to and from Fort Collins.

The vision of the North 40 Rides is to put together a 2-year pilot program to have transportation service from the Red Feather area into Fort Collins. This pilot has three major goals:

- Utilize their existing 15 passenger van and acquiring a smaller vehicle, too.
- Develop a network of volunteer drivers
- The van would go to Fort Collins approximately twice a week for basic needs (groceries, prescriptions, etc.), medical appointments, or social trips.



N40MA is still seeking a funding source for this service. They have some seed money as a local match. They have a driver trained, and did 3 pilot rides earlier this spring.

Fletcher-Carter suggested training volunteers to start the service up, since a CDL is not required for their vehicle.

RIDENOCO UPDATES

Schmitt gave an update about RideNoCo, including the following updates:

- 1) The RideNoCo website, rider's guide, and call center have language translation options
- 2) Trip Discovery Tool will be completed Summer 2022
- 3) The Trip Scheduling Steering Committee
 - a. This steering committee's purpose is to guide the implementation of the Trip Scheduling Software component of RideNoCo by determining agency and regional technology needs, capacity, and software functionality
 - b. TransitPlus was selected as a consultant to facilitate this committee
 - c. Some initial themes from the Steering Committee:
 - i. Providers are happy with what they currently have and larger agencies need something tailored to their specific agency.
 - ii. Focus on software for RideNoCo, N40MA, and RAFT
 - iii. Finetuning the role of RideNoCo

ACTION ITEM

- 1) **2022 Regional Mobility Action Plan** – Schmitt/All

The full 2022 Regional MAP can be found in the May meeting packet.

Fletcher-Carter made a motion to adopt the plan with that change. Nelson-Cleverley seconded the motion.

DISCUSSION ITEMS

- 1) **Shared Resource Library** – Johnson/ All

Johnson noted that during the Joint Mobility meeting, the group decided to facilitate a Shared Resource Library. She toured the example library on Google Drive. The group noted that Google Drive seems like an appropriate platform to use for the Shared Resource Library and having a set of agreed upon “terms of use” policies is important.

- 2) **Mobility Inventory Survey** – Schmitt/ All

Schmitt noted that during the Joint Mobility meeting, the group decided to conduct a survey of Mobility Inventory. This survey has two goals: 1) gain a better understanding of infrastructure and capacity in the region across all transportation providers and 2) coordinate transportation resources with local and county Offices of Emergency Management. Fletcher-Carter notes that trying to capture “support staff” may be futile as it can change rapidly. For volunteer drivers agencies could note a range of active and inactive drivers. Kaliczak notes that as a provider it could be easy to provide that information, but unsure if it's necessary to ask at this time. Providers like



the idea of a table for the vehicle inventory. Becker noted that asking about winter/inclement weather needs would be an important thing to note in the table. This could include 4WD and AWD, snow tires, plows, chains, etc. Kaliczak also suggested to have a blank place for providers to add additional details or clarification.

WORKING GROUPS

1) Recruitment Working Group – Schmitt,

- a. **Mission Statement established:** The Recruitment Working Group will coordinate strategies and activities to increase active membership in mobility committees.
- b. **Initial Steps:**
 - i. Make a spreadsheet of current LCMC/WCMC active and inactive members from distribution lists
 - ii. Focus on re-engaging existing members before turning attention to new members
 - iii. Identify agencies that once were engaged but had staff turnover or changes due to Covid

2) Outreach and Education Working Group – Johnson,

- a. **Mission Statement established:** The Outreach and Education Working Group will coordinate strategies and activities to increase awareness of transportation providers and programs in Larimer and Weld counties.
- b. **Initial Steps:**
 - i. Create a shared outreach and engagement calendar
 - ii. Share RideNoCo Media Package with partners

3) Report out – All

Both groups shared their next steps.

TRANSFERT & COLT NEWS AND UPDATES

No updates shared.

LCMC MEMBER UPDATES

No updates shared.

Final Public Comment (2 minutes each)

Next Month's Agenda Topic Suggestions

Upcoming Meetings:

- a. **LCMC Meeting:** July 21st, 2022 at 1:30 PM – Virtual