

Air Quality Improvement Programs and Ozone Planning

Mike Silverstein, Regional Air Quality Council

February 2, 2023



1

RAQC Programs

Improving Air Quality Along
Colorado's Front Range

2



Simple Steps Better Air




- Expanded budget - over \$3 million in funding beginning in 2024
- Increased paid media buy
- Qualitative and quantitative research
- Enhanced and expanded partnerships and sponsorships
- Year-round digital/social media management
- simplestepsbetterair.org

Public awareness and outreach program


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Community-Based Marketing at the Local Level

- Developing and implementing a targeted campaign for local communities
- Multi-strategy including earned, paid, social media marketing campaign to
- Direct outreach and post-campaign survey to grow, analyze and better develop the program
- Under development - over \$1 million in funding beginning in 2024



Localized Community Programs

Social Marketing Campaign

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Clean Air Champions

Employer Micro Grants & Clean Air Champion Recognition Program

- Recognition for companies, organizations, agencies and individuals that go “above and beyond”
- Promote programs to increase walking, telework, and bicycle-friendly workplaces
- Promote transit and other proven measures that reduce vehicle miles traveled
- Under development - over \$800K in funding beginning in 2024

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Mow Down Pollution

Electrifying Lawn and Garden Equipment

- Our program information can be found at mowdownpollution.org
- We are working on three different divisions of the program.
 - Local Government (New for 2023/24 - over \$1 million in funds)
 - Residential (\$200K annually in funds for vouchers)
 - Commercial (Under development - looking for funding)

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Anti-Idling

Anti-Idling Public Information Campaign

- Working with local governments to share best practices
- Promoting the benefits to reducing idling in the community
- Working with partners in the community to reduce idling
- Under development - \$300K in funding beginning in 2024



Community Outreach Program

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Diesel Best Practices

Promoting Diesel Best Practices

- Repair and maintenance campaign
- Outreach with businesses and fleets to eliminate idling and deploy best management
- Targeted approach to heavy polluters
- Under development - over \$500K in funding beginning in 2024



Outreach Program

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Vehicle Repair Program



Hardship Waiver



Hardship Waiver Repair Program

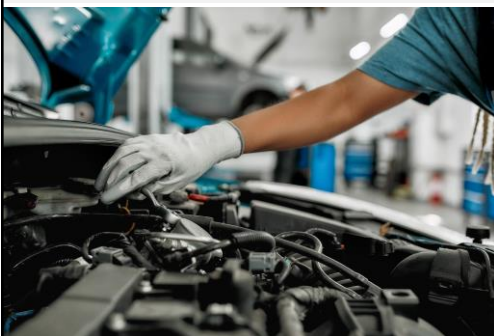
- Allows those who fail an emissions test to receive public assistance
- Increased participation in the vehicle repair program
- Advances equity and cleaner emissions
- An additional \$500K in funding beginning in 2024

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Auto Maintenance



Outreach and Incentives




Auto Maintenance to Reduce Emissions

- Provides direct incentives to lower income and older vehicle owners for auto maintenance
- Over \$1.5 million in funding beginning in 2024

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Tracking & Analysis

Data Tracking Program

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Emission Source Data Tracking

- Coordinate emission tracking with State Agencies
- Collect useful and actionable emissions data
- Using data to inform future transportation policy
- Tracking data from ongoing vehicle electrification efforts
- \$300K in additional funding beginning in 2024

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**Ozone Planning and
Control Strategy
Analyses Activities
for 2023**

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December SIP Rulemaking

- Air Quality Control Commission held a hearing in December 2022 to consider two State Implementation Plans proposed by the RAQC and Division
 1. Moderate SIP: Addressing the region's requirements as a moderate nonattainment area under the 2015 ozone NAAQS of 70 ppb
 2. Severe SIP: Addressing the region's requirements as a severe nonattainment area under the 2008 ozone NAAQS of 75 ppb
- Air Quality Control Commission approved:
 1. Moderate SIP
 2. Portions of Severe SIP
- Planning efforts must continue to bring the region into attainment with the 70 ppb standard and finalize the Severe SIP

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Next Steps: 2023 Timeline

Winter	Spring	Summer	Fall
Initiate Stakeholder Processes Begin multi-month stakeholder engagement efforts to: <ol style="list-style-type: none"> 1) Review emissions inventories 2) Identify and advance control strategies 	Complete Technical Analyses Finalize emissions inventories for utilization in State Implementation Plan demonstrations and initiate attainment demonstration modeling	Complete Control Strategy Proposals Identify control strategies for advancement and inclusion in the State Implementation Plan	Rulemaking Request rulemaking for adoption of State Implementation Plan, including update inventories and new control strategies, before Air Quality Control Commission

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Expectations from the Air Quality Control Commission:

- Consistent with its mandates to expeditiously attain the ozone NAAQS, reduce greenhouse gases, and protect disproportionately impacted communities, the Commission expects the Division to work with the Regional Air Quality Council to commence stakeholder processes in 2023 to evaluate ozone reduction strategies, and their benefits and impacts on the Division's other air quality and equity goals.
- Propose to the Commission for rulemaking those beneficial and cost-effective strategies needed to achieve attainment of the 2008 and 2015 ozone standards.

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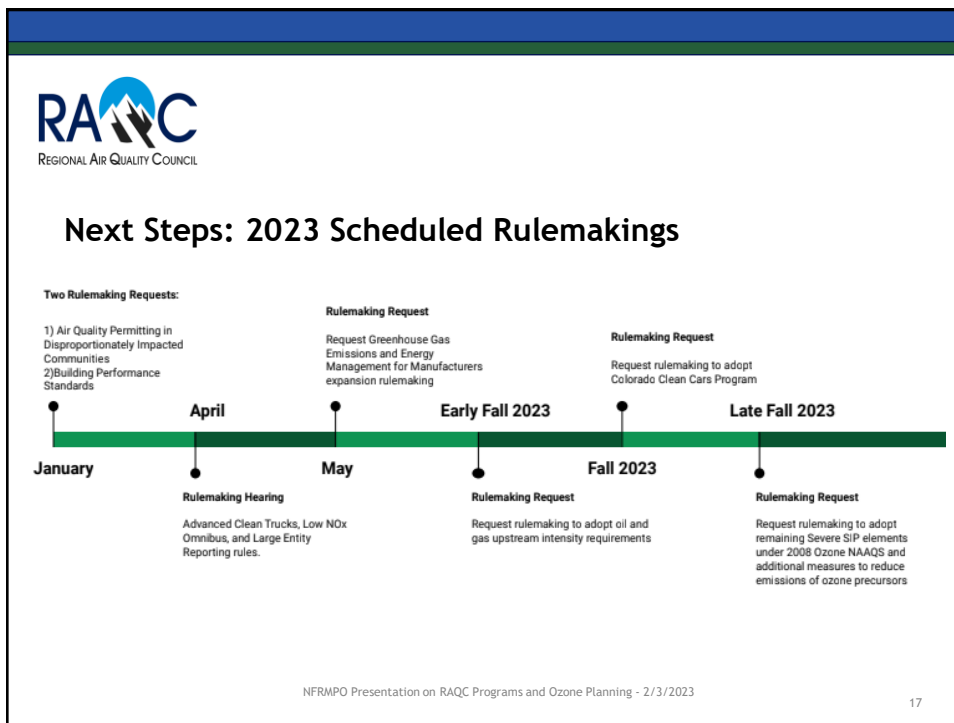
Focus of the Regional Air Quality Council:

- The Board recognizes that there is much more work ahead for the region to achieve full compliance with both federal ozone standards as rapidly as possible.
- The RAQC shares the urgency for better air quality expressed by many residents within the region and understands more action must be taken to achieve that goal.
- The RAQC hopes to fully develop and advance appropriate measures brought forward by staff, state agency partners, and stakeholders for consideration throughout 2023 and 2024 and recommend direct implementation throughout this period.

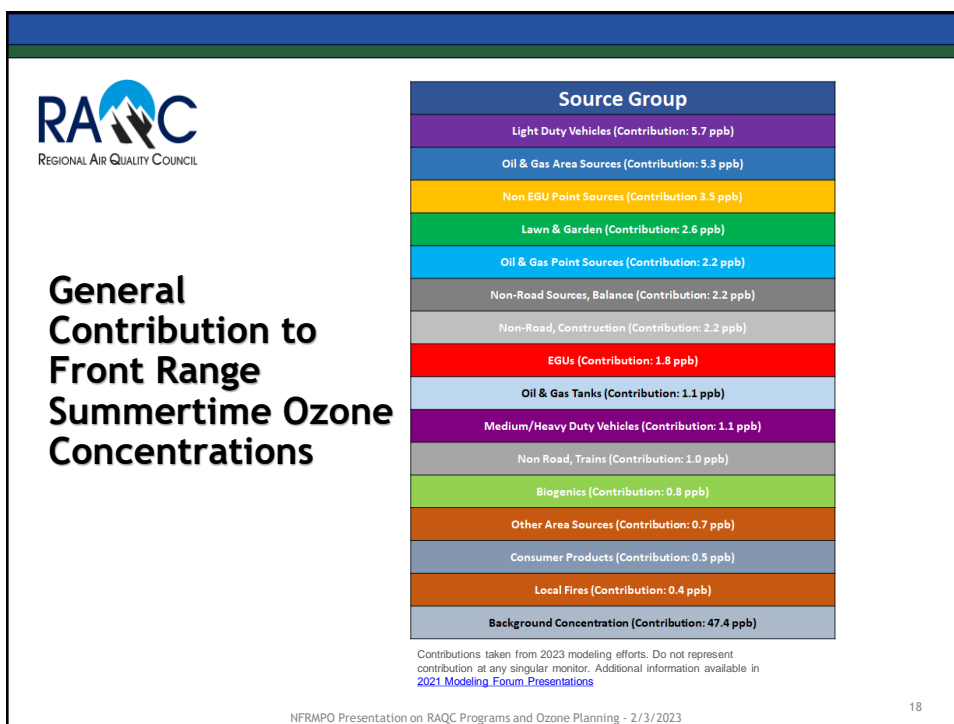
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Table 2. 2017 and 2023 Nonattainment Area Emissions Inventory (tons per day)

Description	2017 NOx	2017 VOC	2023 NOx	2023 VOC
Area	0.1	80.1	0.1	76.8
Architectural and Industrial Maintenance	--	24.0	--	18.6
Consumer Products	--	38.1	--	39.4
Other	0.1	18.1	0.1	18.8
Non-Road	42.9	44.5	37.5	45.9
Agriculture	2.8	0.3	1.7	0.2
Aviation	7.2	2.2	8.3	2.5
Commercial Equipment	17.2	6.7	12.1	6.5
Lawn & Garden	7.8	32.2	7.5	34.4
Railroad	7.4	0.4	7.4	0.4
Recreation	0.5	2.7	0.5	2.0
Oil and Gas	78.2	211.1	74.1	127.9
Area	62.4	48.5	56.6	73.7
Condensate/Oil Tanks	2.3	151.6	0.4	39.0
Point	13.6	11.0	17.0	15.2
On-Road	57.4	48.1	31.6	35.2
Light-Duty Vehicles	45.5	46.7	23.4	34.4
Medium/Heavy-Duty Vehicles	11.9	1.3	8.2	0.8
Point (Non Oil and Gas)	24.2	21.9	19.7	22.5
EGU	8.4	0.3	4.7	0.3
Non-EGU	15.8	21.6	15.1	22.2
TOTAL	202.9	405.7	162.9	308.3

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Denver Metro/North Front Range Area - 2022 8-Hour Ozone Summary*
Through 10/02/22

Monitor	1st Max 2022	2nd Max 2022	3rd Max 2022	4th Max			2020-2022 Design Value Value ^a	2020-2022 Design Value excluding 2020 flagged days ^a
				2022	2021	2020		
Aurora East	77	71	71	70	77	77	74	71
	05/12/22	07/22/22	06/15/22	07/19/22				
Black Hawk	74	73	72	71	82	75	76	75
	09/07/22	06/16/22	08/09/22	08/29/22				
Boulder Reservoir	79	78	73	72	82	76	76	76
	06/16/22	08/10/22	08/04/22	09/07/22				
CAMP	73	72	72	71	77	74	74	71
	08/11/22	07/22/22	06/16/22	08/04/22				
Chatfield State Park	83	82	80	78	89	83	83	80
	06/16/22	07/27/22	06/22/22	06/15/22				
Evergreen ¹	92	76	76	75	81	63	73	73
	06/16/22	06/14/22	09/06/22	06/15/22				
Fort Collins - CSU	73	73	71	70	76	67	71	69
	06/16/22	06/13/22	08/10/22	08/11/22				
Fort Collins - West	78	74	74	73	85	75	77	76
	06/16/22	09/07/22	08/11/22	08/10/22				
Greeley - Weld Tower	76	73	70	70	76	72	72	71
	06/13/22	08/11/22	07/17/22	08/07/22				
Highland	79	75	74	73	84	83	80	76
	07/27/22	06/16/22	06/15/22	06/22/22				
La Casa	74	74	73	72	83	78	77	75
	08/11/22	08/04/22	07/22/22	08/13/22				
NREL	86	80	78	77	89	87	84	82
	06/16/22	08/11/22	08/06/22	07/27/22				
Platteville Atmospheric Observatory ²	80	75	75	73	83	76	77	77
	06/13/22	06/16/22	07/15/22	07/17/22				
Rocky Flats	85	81	80	79	87	84	83	81
	06/16/22	09/07/22	08/04/22	08/11/22				
Rocky Mtn. Nat'l Park**	72	71	71	68	77	72	72	70
	06/16/22	09/07/22	08/10/22	06/08/22				
Wetby	78	76	76	75	79	78	77	75
	08/11/22	06/16/22	07/12/22	08/09/22				

* Based on 8-hour averages of raw 1-hour ozone data from the Colorado Department of Public Health and Environment (CDPHE) through the EPA AirNow API and consistent with Data Reporting and Handling Conventions outlined in 40 CFR Part 50 - Appendix P.
The form of the standard is in parts per million (ppm), however, values in this table are expressed in parts per billion (ppb) for simplicity.
Data is synced monthly with Air Pollution Control Division (APCD) monthly ozone summary with final quality assurance conducted by APCD at end of ozone season.

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Next Steps: Additional Strategy Evaluations Lead by the Division

- Emission limitations on <1,000 horsepower (hp) natural gas and diesel powered stationary engines.
- Limitations on pre-production/drilling emissions in summer ozone season.
- Adoption of standards to limit emissions from non-road engines.
- Other strategies TBD.

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Next Steps: Additional Strategy Evaluations Lead by the RAQC

- Prohibitions on gasoline-powered lawn and garden equipment use and sales, and further incentives for the conversion of gas-powered equipment to electric.
- Appliance efficiency standards.
- Residential auto maintenance incentives.
- Commercial diesel best practices initiatives.
- Mobile source credits as part of nonattainment new source review.
- Additional/permanent funding for VMT reducing strategies such as zero-fare transit, increased transit services, and bicycle and walking infrastructure.
- Emission reduction approaches for indirect sources.

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Preview: Lawn and Garden Equipment Emission Reduction Approaches

- Support efforts with incentive programs
 - Residential equipment recycling and new electric equipment discounts - \$200,000/year
 - Public sector equipment recycling and new electric equipment grants - \$1 million 2023/24
 - Private sector equipment recycling and new electric equipment grants – program under development
 - 30% retail discount on new electric equipment – 2023 legislative proposal
 - Additional funding increases incentive amounts and emissions reductions
- Prohibit the retail and online sales of gasoline-powered push mowers and hand-held lawn and garden equipment in the nonattainment area.
 - Most aggressive: beginning January 1, 2024
 - Less aggressive: beginning January 1, 2025

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Preview: Lawn and Garden Equipment Emission Reduction Approaches

- Prohibit the use of gasoline-powered push mowers and hand-held lawn and garden equipment in the nonattainment area by public sector agencies and their contractors between June 1 and August 31 of each year.
 - Property maintenance, parks departments, golf courses, school districts
 - Most aggressive: beginning June 1, 2024
 - Less aggressive: beginning June 1, 2025
- Prohibit the use of gasoline-powered push mowers and hand-held lawn and garden equipment in the nonattainment area by private sector landscaping, golf courses, property management and construction companies between June 1 and August 31 of each year.
 - Most aggressive: beginning June 1, 2025
 - Less aggressive: beginning June 1, 2026

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Legislative Report

February 2023

Title	HB23-1014: Yield To Larger Vehicles In Roundabouts
Description	Concerning yielding to larger vehicles in roundabouts.
Summary	<ul style="list-style-type: none">• Requires a driver to yield the right-of-way to a driver of a vehicle having a total length of at least 40 feet or a total width of at least 10 feet (large vehicle) when driving through a roundabout• Requires that when 2 drivers of large vehicles approach or drive through a roundabout at the same time, the driver on the right must yield the right-of-way to the driver on the left
Status	Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none">• Safety improvements, reducing risks

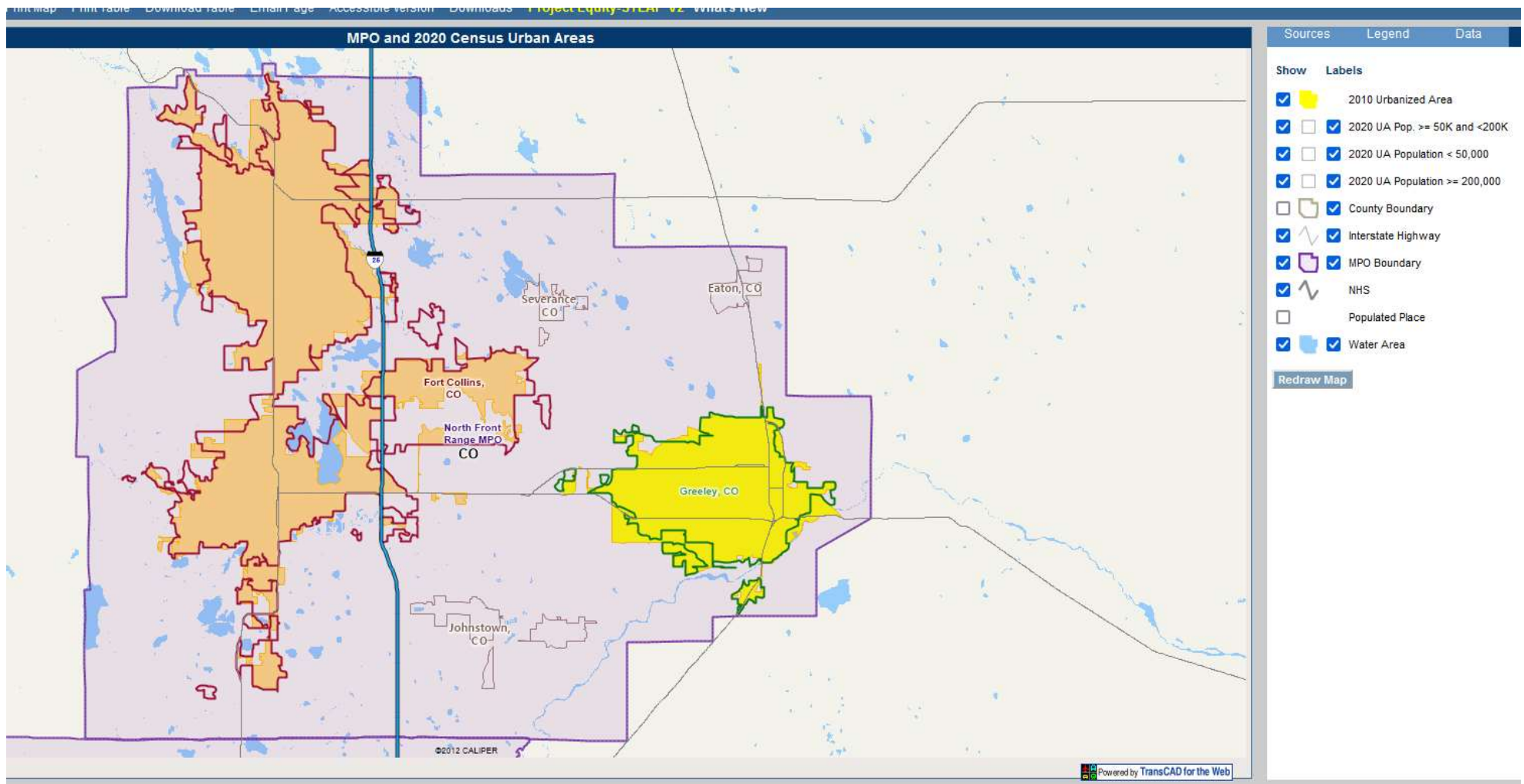
Title	HB23-1101: Ozone Season Transit Grant Program Flexibility
Description	Concerning support for transit, and, in connection therewith, increasing the flexibility of the ozone season transit grant program and increasing opportunities for transit agency participation in regional transportation planning.
Summary	<ul style="list-style-type: none">• Increases the flexibility of the ozone season transit grant program• Requires the governing body of the transportation planning organization for each transportation planning region to include at least one voting representative of a transit agency that provides transit service in the transportation planning region. The representative must be appointed by the transit agency or, if multiple transit agencies provide service in the transportation planning region, by agreement of the transit agencies.
Status	Introduced In House - Assigned to Energy & Environment
NFRMPO Impact	<ul style="list-style-type: none">• Greeley Evans Transit (GET) and City of Loveland Transit (COLT) provided free rides in August 2022 and are considering applying again in 2023. Transfort has been fare free since 2020.• Potential changes to Planning Council make-up with transit representation requirement<ul style="list-style-type: none">○ Applies to MPOs and TPRs

Title	HB23-1123: Move Over or Slow Down Stationary Vehicle
Description	Concerning a requirement that motor vehicle drivers take certain actions to mitigate the risk their vehicles present to stationary vehicles on the road
Summary	<ul style="list-style-type: none"> • Adds requirement to move one lane apart for stationary motor vehicles that are displaying flashing hazard lights or warning lights • Clarifies that the law applies to public utility service vehicles operated by the public utility or by an authorized contractor of the public utility.
Status	Introduced In House - Assigned to Transportation, Housing & Local Government
NFRMPO Impact	<ul style="list-style-type: none"> • Potential safety improvements • Informational – no recommended Planning Council action

Title	HB23-1154: Ballot Issue Greenhouse Gas Emissions Report
Description	Concerning requirements for initiatives with a projected environmental impact that are properly submitted to the title board, and, in connection therewith, requiring the director of research of the legislative council to prepare a preliminary report for such initiatives, requiring the title of such initiatives to reflect the findings of the preliminary report, and requiring that the findings are referenced in the ballot information booklet entry for such initiatives.
Summary	<ul style="list-style-type: none"> • Requires the Director of Research of the Legislative Council to prepare a preliminary report that requires an analysis on whether a properly submitted initiative has a net change in greenhouse gas emissions that directly impacts the following sectors: <ul style="list-style-type: none"> ○ Electric power; ○ Natural gas and oil systems; ○ Transportation; ○ Residential, commercial, or industrial fuel use; ○ Industrial processes; ○ Coal mining and abandoned mines; ○ Waste management; ○ Land use, land use change, or forestry; and ○ Agriculture. • Requires Director to provide proponents of the proposed initiative, or their representatives, and the secretary of state with the preliminary report no later than the time of the title board meeting at which the proposed initiated measure is to be considered. • Requires changes to ballot measure language depending on whether the ballot initiative will increase or decrease greenhouse gas emissions
Status	Introduced In House - Assigned to State, Civic, Military, & Veterans Affairs
NFRMPO Impact	<ul style="list-style-type: none"> • Requires additional effort for funding initiatives to reflect impact to GHG emissions reductions

Title	SB23-016: Greenhouse Gas Emission Reduction Measures
Description	Concerning measures to promote reductions in greenhouse gas emissions in Colorado.
Summary	<ul style="list-style-type: none"> • Updates the statewide GHG emission reduction goals to add a 65% reduction goal for 2035, an 80% reduction goal for 2040, and a 90% reduction goal for 2045 when compared to 2005 GHG pollution levels. • Increases the 2050 GHG emission reduction goal from 90% of 2005 GHG pollution levels to 100%. • Establishes a state income tax credit in an amount equal to 30% of the purchase price for new, electric-powered lawn equipment for purchases made in income tax years 2024 through 2026.
Status	Introduced In Senate - Assigned to Transportation & Energy
NFRMPO Impact	<ul style="list-style-type: none"> • Strengthens GHG emissions reduction targets. Future planning processes and rulemakings would determine which additional strategies and actions from GHG emission sources will be required to achieve those targets. • Supports communities and utilities to upgrade transmission lines.

Title	SB23-059: State Parks And Wildlife Area Local Access Funding
Description	Concerning providing funding to local governments to support access to state-owned outdoor recreational areas.
Summary	<ul style="list-style-type: none"> • Creates the State Park and Wildlife Area Access Grant Program, which reimburses local governments for access route maintenance, construction, service, and operational work resulting from people visiting state parks and wildlife areas • Authorizes a local government to request that the state park or wildlife area charge an additional per vehicle fee, not to exceed \$2, to visit. Upon the request, the commission may establish the fee, which will be transferred to the local government to maintain and operate access routes. The fee will be adjusted every 5 years for inflation or deflation.
Status	Introduced In Senate - Assigned to Agriculture & Natural Resources + Finance
NFRMPO Impact	<ul style="list-style-type: none"> • Provides funding to maintain access to state parks and wildlife areas



The shaded areas are the Urbanized Area (UA) for the 2010 Census, and the outlines are the 2020 UA. The population totals for the UZAs are as follows:

UZA	2010 Population	2020 Population	Difference
Fort Collins	264,465	326,332	61,867
Greeley	117,825	137,222	19,397

No changes to the NFRMPO boundary have been proposed yet.



Larimer County Mobility Committee (LCMC)—MINUTES
January 24th, 2023
1:30 p.m. – 3:00 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Connie Nelson-Cleverley, SAINT
- Megan Kaliczak, zTrip
- Nicole Limoges, Larimer County Office on Aging
- Ari Edgely, Foothills Gateway
- Jacque Penfold, Member of the Public
- Lorraine Snow, Arc of Larimer County
- Bridie Smith, COLT
- Angela Woodall, Foothills Gateway
- Anna Russo, Transfort
- Lorye McLeod, PAFC Larimer County
- Greg Goettsch, Qualified Listeners
- Dana Klein, Town of Estes Park
- Garrett Mumma, CO Div. of Vocational Rehab
- Melvin Turner, Cheyenne VA
- Kimberly Baker, LC Health and Environment-Built Environment Team

NFRMPO staff: Cory Schmitt, Hanna Johnson

2. Review of Agenda

3. Public Comment (*2 minutes each*)

Approval of November Meeting Minutes

Kaliczak motioned to approve the November minutes. Woodall seconded the motion, and it was approved unanimously.

ACTION ITEM

1) Co-Chair Elections – All

Schmitt noted that Nelson-Cleverley and Fletcher-Carter are term limited.

Woodall nominated Kaliczak as chair and Steve Conaway from RAFT as co-chair, based on their previous interest. Seconded by Nelson-Cleverly. Approved unanimously. Schmitt will follow up with the new chair and co-chair.

PRESENTATION & DISCUSSION

2) Mobility & Access Transition and PAFC Overview – McLeod / Schmitt

Schmitt outlined the history and context for the Mobility and Access Priority Group (MAPG) within the Partnership for Age Friendly Communities (PAFC). Because the mission, goals, and membership of MAPG had so much overlap to the LCMC, it made more sense to merge these groups at this time. McLeod outlined that PAFC is part of AARP's network of Age-Friendly communities. PAFC's mission is to make Larimer County a community a place older adults can flourish as they age. PAFC values



strong community collaboration. PAFC incubates projects (usually 3-6 months in length) with Self-Directed Volunteer Teams, often made up of older adults, that are then given to community partner organizations to maintain over time. There are four priority groups: housing, health/wellness, mobility & access, and culture of aging. McLeod can be reached at info@PAFClarimer.org

RIDENOCO UPDATES

Schmitt gave an update about RideNoCo, including progress on the Trip Discovery Tool and Trip Scheduling phases.

Schmitt went over updates on Phase Three of the Trip Scheduling Steering Committee. The Steering Committee met four times over five months and came to agreement on utilizing Transactional Data Specifications (TDS) and working with two volunteer provider software vendors currently used by local providers to make platforms TDS compliant. RideNoCo will procure RideSheet as a customer relationship management (CRM) tool and advanced call center log. The Steering Committee envisions that these technology investments will improve communication and coordination between providers.

In 2023, RideNoCo will convene a volunteer provider working group to further coordination efforts.

Schmitt outlined the Mobility Action Plan (MAP) Implementation progress and asked if the existing goals established at the beginning of 2022 still make sense moving forward into 2023.

McLeod noted that PAFC's MAPG 5-year plan goals do not completely overlap and asked if those goals could be implemented through LCMC's goals. Schmitt noted that this included walk audits and LCMC could create a separate working group if needed. Johnson noted that also including the healthcare and transportation round tables would be nice. Schmitt suggested that could be included in the last MAP goal. Kaliczak noted how important communicating between healthcare and transportation is to better serve riders. Kaliczak also wanted to clarify that these goals would be continued in 2023. She noted that adding additional specific subgoals to "educate mobility committee members" would be helpful to add more clarity to the original goal. Goettsch noted that the current description of the outreach and education goal is accurate. Schmitt noted to add "educate community members of Larimer and Weld counties on availability of transportation options through travel training". Mumma noted to specifically highlight RideNoCo as a specific source of information. Smith noted that reaching out to students specifically in the school districts would be beneficial. Adding partners from school districts and schools would be great. Smith requested to add an online travel training component. Limoges noted that the group should create an outreach plan that outlines how to do outreach about RideNoCo and transportation options. Mumma suggested that RideNoCo could disseminate information about existing travel training options through Transfort, COLT, GET, and Arc of Larimer County. Snow stated that highlighting Arc's travel training program on the RideNoCo website would be great.

Schmitt announced that the Provider Survey is out and is due in mid-February and requested that transportation providers fill that out if possible; he will send out an email reminder.



DISCUSSION ITEMS

1) Mobility Case Study – All

Johnson went over a mobility case study as a conversational problem solving activity. The scenario involved someone in a wheelchair in west Loveland (just south of W Co Rd 20 and Mariano Reservoir) who needed wheelchair transportation to regular medical appointments in Loveland; they could not afford a commercial demand-response option and they were outside of the COLT Dial-A-Ride (DAR) service area. Goettsch noted that Qualified Listeners serves that area for veterans but needs a wheelchair accessible vehicle to provide rides to veterans using wheelchairs or scooters. COLT can accommodate temporary eligibility for Dial-a-Ride, and they can serve users outside of the DAR service area if users can find a way into the COLT DAR service area. COLT is having a hard time with serving that area because there aren't a lot of businesses in that area to justify a fixed-route service. They are aware of the needs of that community, particularly as people age in place. Kaliczak notes that if there was a funding source for these type of trips, that would be beneficial. Snow asked if these were one-off situations and shared that there might be an opportunity for the Arc to provide funding for these trips via their advocates but will look further into it. In the past, Nelson-Cleverly was working with the Office on Aging to have funding where if SAINT turned down a ride for a medical appointment, the Office on Aging could reimburse a wheelchair accessible transportation provider to complete the ride. Limoges is not aware if this program is still available; would need to double check; from what she heard from their director, there was an intention to maintain this funding, but it is limited. Schmitt asked if Kaliczak has a list of their funding sources (Dial-A-Ride, Medicaid, Voc. Rehab, Dept of Human Services, etc.); zTrip has hundreds of different accounts. The process of running through funding sources with clients needing rides covered takes a lot of time for zTrip. The group suggested creating a funding flow chart to determine if people have any funding availability to cover the cost of zTrip or other taxis for one-off situations such as this in the future.

WORKING GROUPS

1) Recruitment Working Group – Schmitt/All

- a. None this month
- b. **Next Steps:**
 - i. None this month

2) Outreach and Education Working Group –All

- a. **Next Steps:**
 - i. Rack Cards
 - 1. Johnson showed the group the new Rack Cards for RideNoCo.
 - 2. Woodall really liked the design and didn't want separate Rack Cards for Larimer and Weld Counties.
 - 3. Johnson will send out the design to the Northern Colorado Mobility Committee mailing list for final feedback prior to distributing publicly.
 - ii. Travel Training Request Form



1. Johnson briefly went over Travel Training request form and will send it out to the full Mobility Committee mailing list for feedback prior to making it public.

TRANSFORT & COLT NEWS AND UPDATES

Russo announced Transfort's Fare Free Study survey will be out through February 15th.

Smith announced that COLT's transit center is expanding, they are likely adding another route, and a few other large changes are making their way down the pipeline this year.

LCMC MEMBER UPDATES

Baker with Larimer County Built Environment is putting together more fact sheets and toolkits for conducting walk audits.

Klein with Estes Park Transit announced that they are working with Bustang to renew service during the summer season and acquired another electric trolley vehicle.

Snow announced that the Arc of Larimer County can do a two part travel training for adults with Intellectual and Developmental Disabilities (IDD) in Fort Collins.

Turner with VA healthcare reimburses veterans to go to and from approved VA appointments. The Veteran's Transportation Service is working on transportation from Larimer County to the Aurora VA Campus.

Penfold is from the public and wanted to get reintroduced to mobility work in Larimer County.

Final Public Comment (2 minutes each)

None

Next Month's Agenda Topic Suggestions

None

Upcoming Meetings:

- a. **Northern Colorado Mobility Committee:** February 28th 1 to 3:30 pm at the Windsor Rec Center
- b. **LCMC Meeting:** 4th Tuesday, April 25th 1:30 to 3:00 pm Virtual

RESOLUTION NO. 2023-06
OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL
TO SET TARGETS BY SUPPORTING THE TARGETS ESTABLISHED BY CDOT FOR THE PAVEMENT AND
BRIDGE CONDITION MEASURES (PM2) AND PERFORMANCE OF NHS, FREIGHT, AND CMAQ MEASURES
(PM3) TARGETS

WHEREAS, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, 23 U.S.C. 150(c) requires the US Department of Transportation (US DOT) to establish national performance measures for safety, infrastructure condition, system performance, freight, and air quality; and

WHEREAS, the Federal Highway Administration (FHWA) established regulations (23 CFR Part 490 Subparts A, C, D, E, F, G, and H) require State Departments of Transportation (State DOTs) to set targets for the 12 performance measures established by the US DOT by May 20, 2018 and every four years thereafter with the opportunity to revise after two years; and

WHEREAS, the National Performance Management Measures regulations (29 CFR Part 490) require MPOs to set targets no later than 180 days after the respective State DOT sets targets; and

WHEREAS, the Colorado Department of Transportation (CDOT) set the following targets for PM2 and PM3:

- (1) Pavement Condition
 - i. Percentage of pavement on the Interstate System in Good Condition – 47%
 - ii. Percentage of pavement on the Interstate System in Poor Condition – 3.5%
 - iii. Percentage of pavement on the Non-Interstate System in Good Condition – 43%
 - iv. Percentage of pavement on the Non-Interstate System in Poor Condition – 3.5%
- (2) Bridge Condition
 - i. Percentage of NHS bridges classified as in Good Condition – 36%
 - ii. Percentage of NHS bridges classified as in Poor Condition – 4%
- (3) System Reliability
 - i. Percent of person-miles travelled on the Interstate System that are reliable – 79%
 - ii. Percent of person-miles travelled on the Non-Interstate System that are reliable – 94%
 - iii. Truck Travel Time Reliability Index – 1.46
- (4) CMAQ
 - i. Total emissions reduction from CMAQ-funded projects carbon monoxide (CO) – 5,393
 - ii. Total emissions reduction from CMAQ-funded projects Volatile Organic Compounds (VOC) – 482
 - iii. Total emissions reduction from CMAQ-funded projects Nitrogen Oxides (NOx) – 1,086; and

WHEREAS, the CDOT set its PM2 and PM3 targets with a data-driven approach and in collaboration with planning partners; and

WHEREAS, MPOs may set targets by agreeing to plan and program projects so they contribute toward the accomplishment of the state targets or by committing to a target specific to the MPO region; and

NOW THEREFORE, BE IT RESOLVED, the North Front Range Transportation & Air Quality Planning Council hereby agrees to set targets by supporting the CDOT statewide PM2 and PM3 and agrees to plan and program projects to contribute toward the accomplishment of the statewide safety targets.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 2nd day of February 2023.

Scott James, Chair

ATTEST:

Suzette Mallette, Executive Director