



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

**September 2024 Report from the Air Pollution Control Division to the  
North Front Range Transportation and Air Quality Planning Council  
Thursday, October 3, 2024**

**Air Pollution Control Division (Division) Public Participation Opportunities:**

- **Ozone pollution reduction planning:** Colorado plans to continue reducing ground-level ozone pollution across the Front Range. In July 2024, the U.S. Environmental Protection Agency approved the division's voluntary request to reclassify parts of Colorado based on federal ozone pollution standards established in 2015. The reclassification provides the division with enhanced resources to continue identifying and implementing strategies to further reduce ground-level ozone along Colorado's Front Range. The division will share proposed strategies for further reducing ozone pollution and updating Colorado's State Implementation Plan. The live meeting will be recorded. Register to join the Saturday, October 26, meeting from 10 a.m. to 12 p.m.
- **Landfill methane reductions in Colorado:** The CDPHE Air Pollution Control Division will propose a rule to the Air Quality Control Commission in early 2025 to reduce methane pollution from municipal solid waste landfills. These landfills are significant sources of methane, which is a greenhouse gas that causes climate change. Colorado identified reducing methane pollution from landfills as a near-term action to reduce greenhouse gas emissions in the state's Greenhouse Gas Pollution Reduction Roadmap 2.0. In 2024, the division also proposed changes to Colorado's greenhouse gas reporting requirements that would apply to municipal solid waste landfills. If the commission adopts the reporting rule in October 2024, it would support the new methane reduction requirements the division plans to propose in 2025. Register for the October 8, 2024 from 11 a.m.-1 p.m. and the October 22, 2024 11 a.m.-1 p.m.
- **Air toxics scientific community technical working group:** Between January 2024 and 2025, the division is hosting a scientific community technical working group. The working group is focused on toxic air contaminants. This group will help advance the 2022 state law: Public Protections from Toxic Air Contaminants Act (House Bill 22-1244). These technical meetings are open to the public. The meetings stream live online. For more information about these meetings, visit the group's web page. Register to listen to the September 10 meeting at 10 a.m. There will be a request for rulemaking during the October 16 -18 AQCC meeting. **Topic:** The division will request that the Air Quality Control Commission set a hearing to consider establishing a new Regulation Number 30 to identify up to five priority air toxic contaminants, as required by HB22-1244.
- **Reducing nitrogen oxides from oil and gas exploration and production:** The Nitrogen Oxides (NOx) Reduction Steering Committee began meeting in March 2024. The members committed to holding meetings once a month for at least six months. During these meetings, members engage in technical discussions on potential strategies to reduce NOx pollution. The focus is on reducing NOx emissions from oil and gas exploration and production processes in Colorado. Meetings are held virtually. Members of the public are welcome to observe. Register to join the October 30 technical meeting from 1 p.m. to 3 p.m.



## [Air Quality Control Commission](#) (Commission) Updates:

### September 2024

- The Commission did not meet in September

### October 16-18, 2024 Commission Meeting

- **Common Provisions:** The Commission will consider revisions to the Common Provisions regulation to address HB20-1143 with respect to inflation adjustments for maximum fines and penalties for air quality control violations.
- **Regulation Number 11 and Regulation Number 12:** The Division will request that the Commission set a hearing to consider revisions to Regulation Number 11 and Regulation Number 12. The key revisions proposed for Regulation Number 11 aim to revise heavy-duty testing procedures and implement automated testing kiosks to streamline the testing process. Proposed revisions to Regulation Number 12 aim to revise current loaded mode opacity standards, clarify and standardize diesel emissions inspector qualifications, standardize diesel visual testing pass/fail criteria, and revise engine change requirements. The program is not being expanded outside its current boundaries and operations for the Inspection and Maintenance program are not substantially changing.
- **Regulation Number 30:** The Division will request that the Commission set a hearing to consider establishing a new Regulation Number 30 to identify up to five priority air toxic contaminants, in response to HB 22-1244.
- **Regulation Number 22:** The Division will request that the Commission set a hearing to consider a proposal to revise Regulation Number 22, Part A to address changes EPA made to the federal GHG reporting rule and to expand GHG reporting requirements to municipal solid waste landfills that do not currently report GHGs.
- **Annual Report to the Public:** The Commission Administrator will present the final draft of the Annual Report to the Public and request the Commission's approval of the report for publication and distribution. The Commission's Annual Report summarizes the activities the state is taking to protect and improve air quality. The Report provides information regarding Commission and Division activities covering topics related to major air pollutants, major (air quality related) initiatives, regional air quality, air quality data, a summary of regulations, stationary source permit information, an enforcement report, and roles of government and the public in relation to air quality.
- **Review of 2024 Ozone Season:** The Division will present the 2024 ozone monitoring data and report on any exceedances or violations of the current ozone standard.
- **Regulation Number 3:** The Division will provide a report analyzing existing toxic air contaminants reporting and potential informational gaps in reporting, as directed by HB 22-1244.





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Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 10/01/24

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**Introduction:**

Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council for their October 3, 2024 Meeting.

**Summary:**

In September, TRE reviewed monitored ozone concentrations in the Northern Front Range and reviewed air quality activities occurring at the federal and state levels. Other highlights include the RAQC Board and Control Strategies Committee Meeting discussions on potential transportation related legislation being considered by the Transportation Legislative Review Committee.

**Air Quality Activities:**

Ozone Tracking - North Front Range

Based on the current data available<sup>1</sup>, the Fort Collins – CSU, Fort Collins West, Greeley Tower and La Salle ozone monitors for the summer to date, all appear to have 4<sup>th</sup> maximum daily 8-hour averages above 70 ppb, ranging from 83-79 ppb. EPA operates more remote ozone monitors in Rocky Mountain National Park (RMNP) and in Gunnison (Gothic). Notably, the 4<sup>th</sup> maximum daily 8-hour averages for these two monitors are 78 ppb (RMNP) and 68 ppb (Gothic). Overall, the Air Pollution Control Division (APCD) has issued 52 Ozone Action Alert Days this summer (meaning levels are or anticipated to be greater than 70 ppb for that day) in the Denver Metropolitan North Front Range ozone nonattainment area.<sup>2</sup> Note that this data includes observed levels during wildfires.

New ozone monitors have been installed in Larimer County. As a result of 2021 exploratory monitoring, new ozone monitors were installed and became operational this summer at Fossil Creek Reservoir and Timnath. These monitors must operate for three years in order for that data to be used in comparison to the ozone NAAQS. An additional ozone monitor is planned to be installed in Loveland within the year.

The joint Board of Health/AQCC October meeting will provide a comprehensive briefing on Colorado's 2024 Ozone Season. Current State Implementation Plan (SIP) efforts will also be discussed at the RAQC's 10/22/24 Ozone Attainment Forum.

AQCC Activities

The AQCC did not meet in September, except for the GHG Subcommittee meeting on 9/11/24. There the subcommittee continued discussions to update their resolution to ensure GHG

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<sup>1</sup> 2024 ozone data downloaded 10/1/24 from EPA's AirNow website: <https://www.epa.gov/outdoor-air-quality-data/download-daily-data>, which includes flagged data that may have been impacted by natural events and has not been certified.

<sup>2</sup> Ozone Action Alert Days data downloaded 10/1/24 from Colorado's Air Pollution Control Division's website: <https://docs.google.com/spreadsheets/d/1BHUei0iDaE2EvSirD4KAN9xy9mQQWhLDAGztA1iFSI4/edit?gid=0#gid=0>

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reduction goals are met accounting for the finalization of the 2024 GHG Roadmap 2.0. The Subcommittee is considering updating near-term actions take to reduce GHGs, increasing APCD efforts evaluating progress towards sector-based targets, land use/land-use change/forestry, and investigating indirect source rules (ISR), and more.

#### RAQC Activities

The RAQC Board met on 9/6/24, held a Control Strategies Committee meeting on 9/18/24 and a separate meeting specific to ISR on 9/24/24. During Board meeting, there were discussions about legislative recommendations made to the Transportation Legislative Review Committee relating to capping projected future vehicle emissions budgets (different from motor vehicle emission budgets used for conformity purposes), establishing authority for the AQCC to regulate indirect sources (i.e. installations/facilities that cause emissions - think of large campuses, commercial developments, warehouses and operations with large fleets), and increasing testing fees and expanding vehicle inspection and maintenance requirements as they currently apply in the Denver Metropolitan North Front Range nonattainment area. The RAQC is also seeking legislative direction for funding to improve air quality. RAQC staff highlighted that 20% reductions in local man-made emissions are needed to model attainment, and received several questions in response. During this meeting, staff suggested that if background ozone levels were an issue there would be more areas outside of the current nonattainment area, with limited local man-made emissions, having difficulties meeting the standard.

The RAQC transferred their Oil and Gas control strategy work to the APCD. The RAQC ISR meeting included a panel discussion of potential implementation of related rules adopted in other nonattainment areas in Colorado. Results from the RAQC's Phase 2 study in Colorado and potential next steps will be presented at a future meeting.

#### Other Air Quality Activities

Colorado's Transportation Legislative Review Committee (TLRC) met on 9/25/24, ultimately voting to refer Bills 2-6 to Legislative Council in preparation for the 2025 Legislative Session.<sup>3</sup>

Bill 1 – Concerning Measures to Reduce Emissions of Air Pollutants from Motor Vehicles applies to CDPHE, AQCC and DOL. This bill touches on vehicle inspection and maintenance requirements, indirect sources (i.e. facilities/operations with mobile source activities or that attract significant mobile sources) rules, vehicle emissions budgets, and petroleum fuels lab relocation.

Bill 2 – Concerning Measures to Increase Transportation Mode Choice to Reduce Emissions applies to CDOT, Transportation Commission and the Nonattainment Air Pollution Mitigation Enterprise (NAAPME), and indirectly MPOs and transit providers. This bill touches on mode choice target assessments during state-wide plan development cycles, mode choice target establishment, progress measurement, gaps evaluation and GHG mitigation measures analysis. The NAAPME may award grant funding to MPOs and transit providers to develop mode choice implementation plans for multimodal projects.

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<sup>3</sup> Colorado's Transportation Legislative Review Committee draft bills, associated fiscal notes and referrals can be found here: <https://leg.colorado.gov/content/itlrc2024alegislation>



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Bill 3 – Motor Vehicle Regulation Administration applies to Department of Revenue and Department of Motor Vehicles. This bill makes various changes to policy on motor vehicle registration and state identification credentials, and establishes vehicular document piracy as a new civil infraction.

Bill 4 – Local Funding for Vulnerable Road User Protection applies to local governments, allowing them to impose vehicle registration fees to fund vulnerable road user protection strategies.

Bill 5 – Railroad Investigative Report Confidentiality applies to investigative reports of railroads made for the PUC and DORA, repealing the requirement that that information be kept confidential.

Final Clean Air Science Advisory Council (CASAC) member selections were announced. The CASAC panel reviews scientific studies and data, making recommendations to EPA on NAAQS setting. A new chair and three new members were appointed, and three members were re-appointed. Colorado State University's Jennifer Peel was newly appointed, joining one other existing representative from the intermountain west, University of Utah's Alexandria Ponette González.

On 9/4/24, the Colorado Sun hosted an ozone event, that included speakers from the APCD and RAQC discussing ozone in the region. During this event, the need for 20% reductions of local, man-made emissions were highlighted. It was suggested that the current nonattainment area will not meet the current ozone NAAQS by removing oil and gas emissions or by filling up all the buses and trains in the nonattainment area, but that it will take a combination of new emission reduction strategies to meet the standard.

The Intermountain West MPO's joint letter was sent to EPA and has been shared with the APCD, RAQC staff and Colorado's Air Quality Enterprise.

**Next Steps:**

1. Track revisions to AQCC's Procedural Rules. The formal rulemaking is scheduled for November 2024.
2. Continue tracking control strategies being developed, including any proposed limits to future motor vehicle emissions, as well as potential motor vehicle emission budgets used for conformity purpose, and indirect source rules (ISR).



**Upcoming Public Meetings:**

- 10/4/24 RAQC Board Meeting
- 10/16/24 RAQC Control Strategies Meeting
- 10/16-19/24 AQCC Meeting
- **10/22/24 RAQC Ozone Attainment Forum (register here: <https://raqc.org/event/fall-ozone-attainment-forum/>)**
- 10/30/24 NOx Reduction Steering Committee Meeting
- 11/5/24 Air Quality Enterprise Meeting
- TBD RAQC Indirect Source Rule Meeting



Date: September 27, 2024

From: Mike Silverstein  
Executive Director

To: North Front Range Metropolitan Planning Organization

Subject: Monthly Meeting Briefing Memo

Ground-level ozone continues to be the Colorado Front Range’s most pressing air quality issue. While ozone levels are monitored year-round, the unofficial ozone “season,” when levels are highest, runs from late May – early September. In 2024, the region experienced more days above federal ozone standards than in eight of the past ten years, highlighting the need for more immediate action.

**2024 Ozone Season:**

- A total of 40 days recorded ozone levels in excess of concentrations allowed by federal standards at one or more monitoring sites in the 9-county ozone nonattainment area.
- Increase in the number of exceedances at monitors outside the Nonattainment area.

Additional data from the 2024 season and previous years’ data can be found on the RAQC website here: <https://raqc.org/8-hour-ozone-summary-reports>.

**What is ground-level ozone, what are the standards, and what role does the RAQC play?**

Human-caused emissions, largely from oil and gas operations, diesel and gas-powered vehicles, gas-powered lawn and garden equipment, other uses of fossil fuels, and other sources like consumer products, create the ozone precursors Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOCs) which chemically interact with heat and sunshine to produce ground-level ozone. While natural ozone is needed in the upper atmosphere (the ozone layer) to protect the earth from the harmful rays of the sun, ground-level ozone is dangerous for humans, animals, and plants, causing breathing difficulties and other health problems, including long-term chronic health issues, plus crop and ecosystem damage.

Unsafe ozone levels are set by EPA. A 2008 standard of 75ppb was updated in 2015 to 70ppb and the RAQC works on plans to reduce measured ozone for both standards, required by the EPA under authority from the federal Clean Air Act.

The Regional Air Quality Council (RAQC) is designated as the lead air quality planning agency for Colorado's Denver Metro and North Front Range (DMNFR) and operates largely in a nine-county region designated as a nonattainment area that is out of compliance with federal standards. In coordination with the Colorado Department of Public Health and Environment (CDPHE), the RAQC develops State Implementation Plans (SIPs), which are plans for how the front range can reduce summertime ozone and meet attainment.

### **Has there been any progress?**

The increase in exceedances compared to recent years is not an indication that current control strategies are not working, but that compounding factors the state is facing means that they cannot keep up. Several positive, recent efforts by the State of Colorado include:

- Adoption of rules to continue to reduce emissions caused by new cars and trucks by requiring increased sales of electric vehicles beginning 2026-27.
- Tighter emission limits on stationary sources in the 9-county region.
- Continuing implementation of rules adopted over the past 5-7 years to further reduce oil and gas drilling and production emissions contributing to ozone formation and climate change.
- CDPHE's ongoing outreach to request voluntary action days from the O&G industry, where they are asked to delay certain activities that are linked to increased air pollution based on CDPHE forecasting of potential for high ozone levels.
- The state's EV adoption rate is progressing and on track to meet future goals.
- Reg 29, which creates the first restrictions on gas-powered lawn and garden / parks maintenance equipment used by state and local governments, is now in effect, which is also driving additional conversations about electrification in this sector.
- The Federally required reformulated gasoline (RFG) implementation went smoothly and is now in use across the front range without any meaningful correlated increase in gas prices.
- Temporary transit efforts such as "Zero Fare for Better Air" that help change public perceptions of transit and provide no cost options to switch away from car usage.
- Incentive programs like the new 30% point of sale discount on electric lawn and garden equipment.
- Reductions of VOC emissions from "consumer products" and Architectural and Industrial Maintenance (AIM) coatings. Consumer products and AIMs are items that are purchased at the store and found around our homes and businesses, such as cleaning supplies, personal care products, and paints and stains.
- Numerous measures adopted by the State to reduce greenhouse gas emissions have significant co-benefits for urban air quality.
- Statewide vehicle electrification incentive programs.



## **The Challenges Ahead**

Despite the positive efforts, a number of factors are stymieing progress, including Colorado's growing population (the overwhelming majority of growth will be on the front range), increased oil and gas production, urban sprawl, climate change causing hotter summers and increasing ozone formation, struggling public transit systems as well as incomplete sidewalks and bike infrastructure that make avoiding car usage challenging, and the constant import of pollution from other areas. In order to rapidly improve public health and to meet the 2027 attainment deadlines set by the EPA, substantial emissions reductions in anthropogenic NOx and VOCs must occur throughout the region.

While wildfire smoke likely drove up ozone levels higher than they otherwise would have been on some days, it appears that the anthropogenic sources of ozone precursors are not decreasing quickly enough and wildfire smoke cannot be a scapegoat explanation.

The quantity of recorded exceedances of the federal standards highlights the need for additional, immediate action to reduce Colorado's ozone levels, which are considered dangerously high. The EPA evaluates states in multiyear cycles, and Colorado must show attainment by 2027 or face additional downgrades in our classification, which would also result in additional requirements from the federal government. The next few years represent a window to create local solutions with fewer federal mandates and, most importantly, to improve public health.

The RAQC is working on additional strategies for further consideration by the board at upcoming meetings with the hope of implementation by regulatory and legislative bodies.

- Increased requirements for oil and gas operations to recapture pollutants during wellsite "blowdown" events instead of venting into the atmosphere.
- Increased requirement for oil and gas operations to recapture gas in wellsite and gathering pipeline transit instead of continuing to use antiquated pneumatic releases that vent into the atmosphere.
- Creation of "Indirect Source" emission reduction programs. Indirect sources are those that indirectly cause increased pollution by nature of their operations, such as warehouses, residential developments, recreational venues, and others that cause increased vehicle traffic and similar pollutants. Indirect Source Rule development was originally called for in the 1970s via the Clean Air Act. EPA later removed it as a requirement under the Clean Air Act, but left it as a possible avenue for pollution reduction.
- Additional vehicle-related efforts, including repairs or possible removal of high-polluting vehicles, increased emissions testing, and similar efforts.
- Explore emissions budgets for each class of motor vehicles in the nonattainment area in future years, based on current projections and transportation planning efforts, to codify their reductions in their contribution to ozone pollution over time.

- Encourage funding for zero cost, or low cost, public transit options, especially during the summer months.
- Increased anti-idling efforts that reduce needless vehicle emissions.
- Increased push for zero-emissions off-road vehicles, such as forklifts.
- Additional reductions of VOC emissions from consumer products.
- Additional lawn and garden/parks regulations that move the largely unregulated industry towards electrification.
- Additional voluntary, incentive-based programs for electrification and emissions reductions, such as the RAQC's Mow Down Pollution and Engines Off! Programs.
- Increased public awareness and engagement campaigns, such as RAQC's *Simple Steps. Better Air.* campaign to help the public better understand this nuanced, challenging air quality issue so they can make informed decisions in their lives.

In order to meet the 2027 deadline, the RAQC believes it is crucial to address ozone-precursor pollution from all sectors and is taking an "all of the above" approach to new efforts. Roughly half of ozone precursors come from industrial sources and half from the collective actions of individuals, especially vehicle-use, which is why increased efforts target all major source categories.

RAQC staff are available for interviews and further comments.

**EMISSION SOURCES  
FOR STUDY IN THE  
OZONE PLANNING  
PROCESS**

**NFRMPO TAC Meeting  
September 18, 2024**

**RABC**  
REGIONAL AIR QUALITY COUNCIL

**AQ PLANNING**

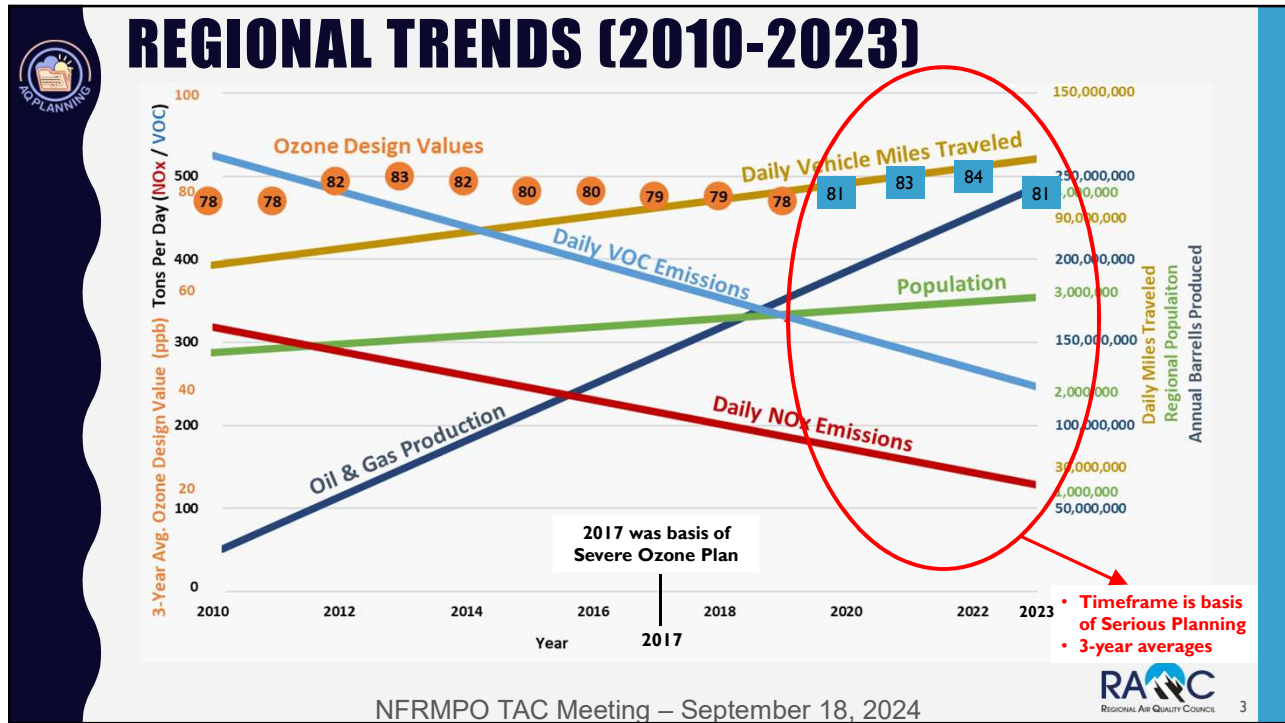
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**CONTEXT FOR  
OZONE  
ATTAINMENT  
PLANNING**

**RABC**  
REGIONAL AIR QUALITY COUNCIL

**AQ PLANNING**

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## Reducing ozone for the Serious Plan attainment demonstration

- Anthropogenic NAA emissions show **15 - 20 ppb contribution at highest ozone sites**
  - [2023 Local Source Apportionment Analysis](#) – April 2021
- Highest modeled ozone site in **2023 Severe Plan analysis shows 74.6 ppb by 2026**
  - 3 other sites model >71 ppb ([2026 Attainment Demo\\_DM-NFR\\_2023 Severe-O3-Plan.pdf](#) - Sept. 2023)
- For Serious Ozone plan modeling analysis, need to **reduce max of 74.6 by ~ 4 ppb**
  - All sites must model 70.9 ppb or less to demonstrate attainment in 2026
  - Modeled 2026 ozone for Serious Plan needs to be >6% less than was modeled in 2023 Severe Plan
- **4 ppb / 20 ppb = 20% reduction needed in modeled 2026 ozone caused by local emissions**
- Setting the emission reduction goal for the Serious Plan:
  - To reduce modeled ozone by 20%, **total NAA anthro NOx and VOC 2026 emission projections must be >20% lower** than estimates used in Severe Plan approved in 2023 for 2008 75 ppb NAAQS

NFRMPO TAC Meeting – September 18, 2024

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# selected data: 2026 EMISSION PROJECTIONS FROM SEVERE OZONE ATTAINMENT PLAN

(approved by RAQC Board and AQCC in 2023)

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## SOURCE CATEGORY 2026 EMISSION PROJECTIONS

**These total NOx and VOC emissions must be reduced with variable controls by ~20% to model 70 ppb NAAQS attainment**




Table 1-3: Attainment Year Inventory

Description	2026 Emissions Inventory (TPD)	
	2026 VOC	2026 NOx
<b>Area</b>	<b>66.3</b>	<b>0.3</b>
Agriculture	3.0	0.0
Architectural and Industrial Maintenance	24.0	--
Consumer Products	29.5	--
Cooking and Grilling	0.7	0.1
Other	6.3	0.2
Portable Fuel Containers	2.9	--
<b>Non-Road</b>	<b>47.4</b>	<b>34.6</b>
Agriculture	0.1	1.0
Aviation	2.6	9.0
Commercial Equipment	6.6	10.9
Lawn & Garden	36.0	7.5
Railroad	0.3	5.7
Recreation	1.9	0.5
<b>Oil and Gas</b>	<b>90.4</b>	<b>68.4</b>
Area	61.8	52.9
Condensate/Oil Tanks	15.4	0.2
Point	13.3	15.3
<b>On-Road</b>	<b>27.0</b>	<b>21.7</b>
Light-Duty Vehicles	26.3	14.6
Medium/Heavy-Duty Vehicles	0.7	7.1
<b>Point (Non Oil and Gas)</b>	<b>21.5</b>	<b>19.6</b>
EGU	0.3	4.7
Non-EGU	21.2	14.9
<b>TOTAL</b>	<b>252.7</b>	<b>144.5</b>

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## SEVERE ATTAINMENT PLAN: CURRENT ONROAD MOBILE SOURCE 2026 EMISSION BUDGETS (caps)

Table 2-5: Attainment Year Motor Vehicle Emissions Budgets

Motor Vehicle Emissions Budgets	2026	
	VOC (tpd)	NOx (tpd)
Northern Subarea Budget <i>(NFRMPO &amp; UFR TPR Subarea)</i>	4.0	3.4
Southern Subarea Budget <i>(DRCOG &amp; UFR TPR Subarea)</i>	23.0	18.3
Total Nonattainment Area Budget <i>(Entire Nonattainment Area)</i>	27.0	21.7

**New caps will be established for 2026 as part of the Serious Ozone Attainment Plan**



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# PLANS FOR INDIRECT SOURCES TECHNICAL WORK GROUP

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# INDIRECT SOURCE EMISSION REDUCTION WORK GROUP FIRST MEETING

## Meeting goals:

- Indirect sources presentations:  
Understanding where we are, what work has been done so far, and options to explore going forward
- Introductions of interested stakeholders, sharing of perspectives, and discussion

<https://raqc.org/subcommittee/control-strategy-committee-indirect-sources-work-group/>

## Agenda:

- Background information
- Existing Indirect Source Program presentations
- Stakeholder perspectives roundtable
- Discussion
  - Group goals
  - Possible topics at future meetings
  - Engaging relevant stakeholders
  - Q&A



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# INDIRECT SOURCES EMISSION REDUCTIONS WORK GROUP FIRST MEETING

- Tuesday, September 24<sup>th</sup>, 10:00 am – 12:00 pm
- Please email [kreumannmoore@raqc.org](mailto:kreumannmoore@raqc.org) to confirm if you plan to attend in person. Snacks will be provided.
  - Denver Metro Chamber of Commerce - Video Conference Room, 4th Floor
  - 1445 Market Street, Denver, CO 80202
- Register to attend on Zoom using the link below:  
<https://us02web.zoom.us/meeting/register/tZclce2prD0rE9bd7Z6EOL9csTruz11--DnZ>

NFRMPO TAC Meeting – September 18, 2024



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## Weld County Mobility Committee —MINUTES

September 24, 2024

1:00 p.m. – 3:30 p.m.

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### 1. Call Meeting to Order, Welcome and Introductions

- Ashley McClain, 60+Ride
- Celeste Ewert, Envision
- Dee McIntosh, CDOT
- Ernest Cienfuegos-Baca, United Way Weld County
- Irene Davila, Adeo
- Josh Fulenwider, Connections for Independent Living
- Leiton Powell, Greeley Evans Transit
- Lisa Bitzer, Via Mobility Services
- Margie Martinez, United Way Weld County
- Melvin Turner, Cheyenne VA
- Nichole Seward, Weld County Area Agency on Aging
- Nicki Burris, Carepool
- Rocio Ramierz, Felsburg Holt & Ullevig
- Steve Teets, WAND

NFRMPO staff: Cory Schmitt, Lisa Deaton

**Approval of Last Meeting's Minutes:** June 25, 2024 minutes approved by Seward, seconded by Powell.

### Activity

#### Group Introductions

Both virtual and in-person attendees introduced themselves and their organizations.

### Presentations

**Greeley Mobility Development Plan** [Presentation slides \(PDF\)](#).

Ramirez provided an overview of the Greeley Mobility Development Plan and explained that the





plan is a more detailed look at Greeley Evans Transit, a continuation of the Greeley on the Go Plan that was adopted last year. She discussed the Mobility Development Plan Vision & Goals along with the Vision that was carried over from the Greeley on the Go Plan. The plan looks at transit, micro-transit, micro-mobility, economic development, and how mobility can be integrated into existing services currently provided. Ramirez discussed the plan's objectives to advance the mobility umbrella concept, the 10-year implementation-focused mobility development plan, and working with city staff and stakeholders to continue developing an integrated mobility network. So far, they have inventoried the existing mobility system, developed a strategic vision and a set of goals, and identified future technologies and trends. She previewed the Near-Term Scenario (0-2 years) which focuses on updating bus routes to improve efficiency and enhanced frequency. The Long-Term Scenario (3-10 years) looks to transition key routes to BRT, expanding further to the west and with higher frequency. They are currently in phase 2 of the community and stakeholder engagement, prioritizing frequency and reliability, service coverage, and service hours. They have participated in pop-up events at Friday Fest, the Greeley Evans Transit Center, and UNC and planning on future pop-up events and focus groups in October. She discussed the next steps leading up to finalizing the Mobility Development Plan. The phase 2 engagement information can be accessed at <https://speakupgreeley.com/mobility-development-plan>.

### **Carepool**

Burris introduced Carpool and provided background about how it started. They are currently in 8 states and provide transportation services for aging adults, people with disabilities, and some school transportation. Carepool is a rideshare program that works with different healthcare systems and school districts in those 8 states, including recently launching with UHealth facilities in Greeley, Fort Collins, and Longmont. Carepool hires trained drivers to assist people with healthcare needs and prefers to recruit drivers with healthcare backgrounds. All drivers are required to pass DOJ background checks. Carepool drivers provide a door-through-door service and can transport patients who are being discharged from hospitals. Rides can be scheduled up to 6 months in advance as recurring or on-demand. Once riders create an account, they can log in and schedule their own rides and track their driver's arrival times. Riders can also call to schedule rides and representatives are available 24/7. Carpool also provides school transportation, locally, the Thompson School District was recently added. Burris said their drivers are trained to transport children who may have special needs or behavioral issues that may require safety vests and car seats. Cienfuegos-Baca asked if service animals are allowed. Burris said they are allowed, but the rider is asked to mention that they have a service animal when scheduling the ride. The driver can decide if they want to accept the ride, and if they decline, another driver will be found. Deaton asked if the drivers use their own vehicles. Burris said if the rider is ambulatory, yes, they use their own vehicles. If they use a wheelchair, Carepool provides a vehicle. Teets asked about billing Medicare and Medicaid. Carpool will bill Medicare and Medicaid, and they accept private pay. Teets requested the costs of the rides and Burris will mail him that information.



## RideNoCo Update

### RideNoCo Implementation Update

Schmitt gave an update on the implementation of RideNoCo. Phase 3 is nearly complete allowing trip coordination in one place across multiple providers. He shared the call center and website stats, and so far, the 1<sup>st</sup> & 2<sup>nd</sup> quarters of 2024 have exceeded the previous year's totals. Calls from Weld County have declined in part because of the enhancement of services, 60+ Ride's wheelchair-accessible van, and Via Mobility's expansions to its service area.

Schmitt further discussed phase 3 of the RideNoCo Coordination Project. At the beginning of Q3 2024, the call center can conduct the initial intake on behalf of SAINT, RAFT, and 60+Ride. In Q4, SAINT, RAFT, and 60+ Ride will be able to refer clients and coordinate trips to each other utilizing the TDS specification. Moving forward, RideNoCo will begin looking at more enhancements and agencies to add to the coordination project to keep building this network.

## Discussions Items

### Accessible Transportation Follow-Up

[60+Ride Presentation Slides \(PDF\)](#), [Via Mobility Presentation Slides \(PDF\)](#)

McClain discussed the new van 60+ Ride received on January 2, 2024, and began to give rides in February. McClain provided ride statistics from 2023 and the new van statistics from February to August 2024. To use 60+ Ride services, you must be 60 years old and reside in Weld County. Rides are free and they rely on donors and funders. The van is owned by 60+ Ride and they provide the money to facilitate the van rides. They need more volunteers to serve the rural communities, not only by driving but being an advocate, attending council meetings, and assisting with networking. McClain shared their new website and a new magazine that will provide a resource for seniors. Schmitt asked if there is a breakdown of the most served areas in Weld County. McClain said the most served areas are Fort Lupton, LaSalle, Milliken, Johnstown, Windsor, and Severance. Turner asked about transportation provided to Veterans and currently 60+ Ride serves 3 Veterans using their wheelchair-accessible van for trips to the Cheyenne, Aurora, and Loveland VA, and has a total of 85 veterans registered with 60+ Ride.

Bitzer provided a brief history of Via's Paratransit services. They are a private non-profit organization that provides free rides to older adults 60+ and people with disabilities in the Weld County Service area. They are a door-through-door service. They have completed over 2,000 trips in the first year, August 2023-August 2024 with only 2 vehicles. Funding was provided for a third vehicle that was added for August-December 2024. They can take riders anywhere as long as long as they are in an area that Via is allowed to serve and for any purpose. They go as far as Cheyenne, Boulder, Broomfield, and parts of Adams County. Bitzer shared the paratransit service area map and announced that Milliken was added in August 2024, and there are talks of adding Windsor. Teets asked how many vans they have and how many are wheelchair accessible. All Via's vehicles are wheelchair accessible.



Schmitt asked that since there are more wheelchair-accessible vehicles in Weld County, what gaps remain? Bitzer said that they have been getting calls from Wellington. Bitzer mentioned that they have been receiving calls from Cheyenne who would like to come to Colorado, especially from the VA hospital, and that she is interested in bringing them into Colorado for specialized services in Greeley, Loveland, and Fort Collins.

### **December WCMC meeting**

Schmitt asked if people wanted to cancel the December WCMC meeting since it is 2 weeks after the NCMC meeting. Teets would like to meet, Cienfuegos-Baca asked what would be different within 2 weeks. Members voted to cancel the meeting.

Turner asked for the committee's contact information. Schmitt said that such a contact information sheet can be shared, and that the information spreadsheet can also be added to the shared resource drive.

### **Wrap-Up + Member Updates**

#### **Greeley Evans News & Updates**

None

### **WCMC Member Updates**

Ewert announced the Week Without Driving kick-off meeting, Thursday night at the Greeley Recreation Center between 6-7 pm.

Turner motioned to adjourn, and Ewert seconded

### **Upcoming Meetings:**

- a. Weld County Mobility Committee (WCMC): Canceled
- b. Northern Colorado Mobility Committee (NCMC): December 3, 2024



**COLORADO**

Department of Transportation

# National Performance Measures Traffic Congestion

October 3, 2024 NFRMPO Planning Council



# National Performance Measures Overview

## Infrastructure Investment and Jobs Act (IIJA):

- FHWA requires States establish and report on targets for key performance measures related to the U.S. transportation system.

## Target Setting:

- State DOTs and MPOs establish data-driven 2- and 4-year targets for safety, infrastructure, and system performance. Aspirational targets are discouraged to maintain realistic goals.

## Current Performance Period (2022-2025):

- CDOT established targets for 2023 and 2025, with a mid-period review in 2024 to assess progress and make adjustments if needed.

## Mid Performance Period Report

- In September 2024, CDOT reviewed targets with subject matter experts, recommended adjustments, and submitted the report with updated targets to FHWA October 1, 2024.

## MPOs Required to Establish Joint Traffic Congestion Targets:

- DRCOG and NFRMPO, must work with CDOT to establish joint targets for congestion since their planning areas include parts of urbanized areas with over 200,000 people and are in air quality nonattainment or maintenance zones.

## Traffic Congestion Performance Measures:

- **PHED:** Annual hours of excessive delay per capita on the NHS.
- **Non-SOV Travel:** Percent of trips taken by modes other than driving alone.



# Actions and Next Steps

## Actions Taken



- **September 2024** - CDOT coordinated with NFRMPO to finalize target recommendations and obtained documentation from NFRMPO supporting the target adjustment concepts.
  - The memo documented the coordination between CDOT and NFRMPO regarding proposed adjustments to the 4-year traffic congestion performance measure targets.
  - While NFRMPO is in alignment with the target adjustments, formal approval by the NFRMPO Planning Council cannot occur until their scheduled meeting on October 3, 2024.
  - Given the requirement to submit the Mid Performance Period Progress Report by October 1, 2024, CDOT and NFRMPO have agreed in principle to the target adjustments, with formal approval pending.
- **October 1, 2024** - CDOT submitted the Mid-Period Progress Report to FHWA, including 4-year target adjustments.

## NFRMPO Action Request

- CDOT asks that the NFRMPO Planning Council give a general “head nod” of agreement/consensus and then take formal action as a consent item with a Resolution at their November 7, 2024 meeting.



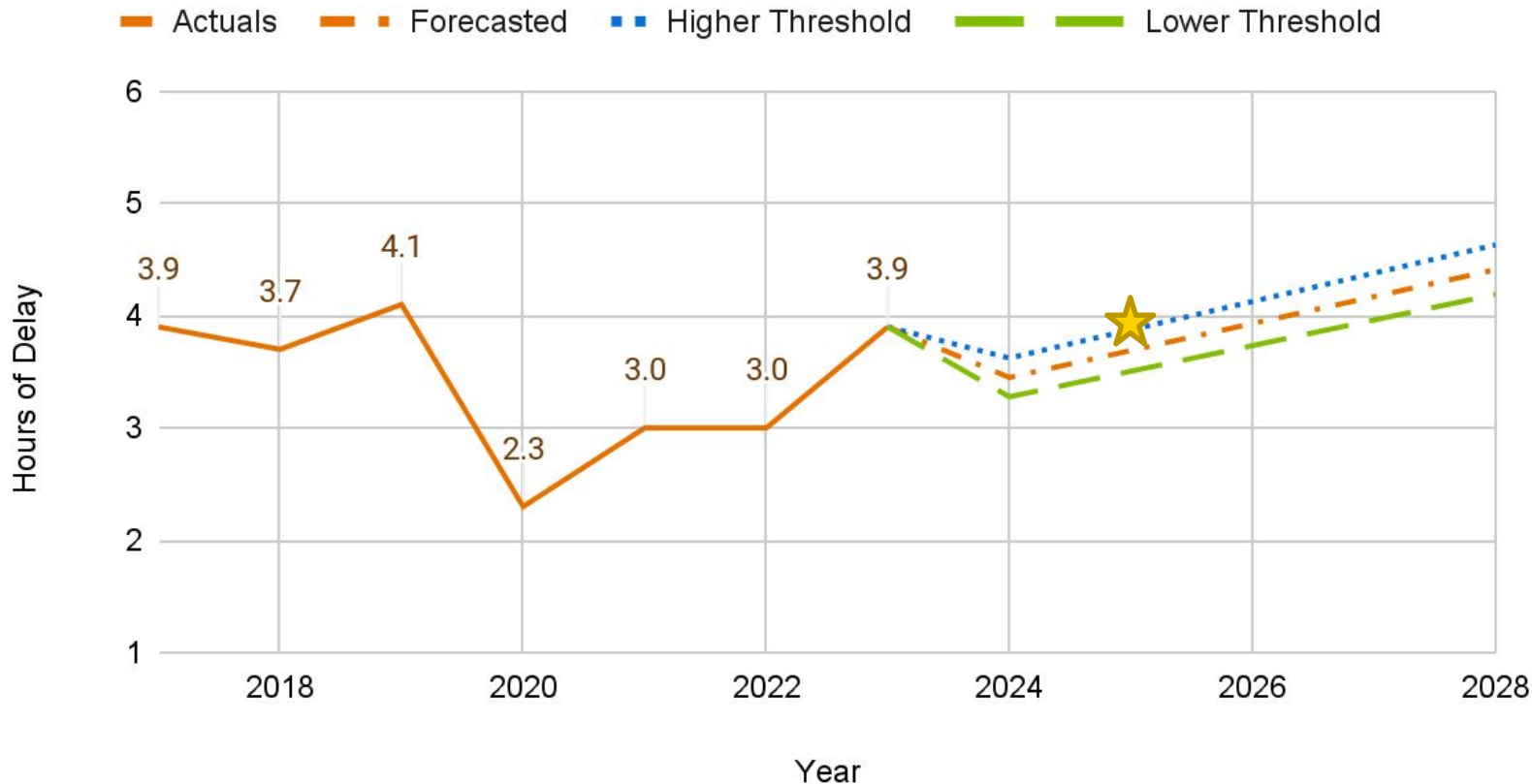
# Current Targets and Performance

Performance Measures	2023 Target	2023 Performance	2025 Target
Annual Hours of Peak Hour Excessive Delay Per Capita (Fort Collins Urbanized Area)	Below 3.8	3.9 	Below 3.7
Percent of Non-Single Occupancy Vehicle Travel (Fort Collins Urbanized Area)	Above 25.3%	30.9% 	Above 25.6%



# Target Recommendation: Fort Collins

## Peak Hours of Excessive Delay (Fort Collins)



### Data and Targets:

- 2023 Results: **3.9**
- 2023 Target: Below 3.8
- 2025 Target: Below 3.7

★ **Recommended Target Adjustment:**  
Below 3.9

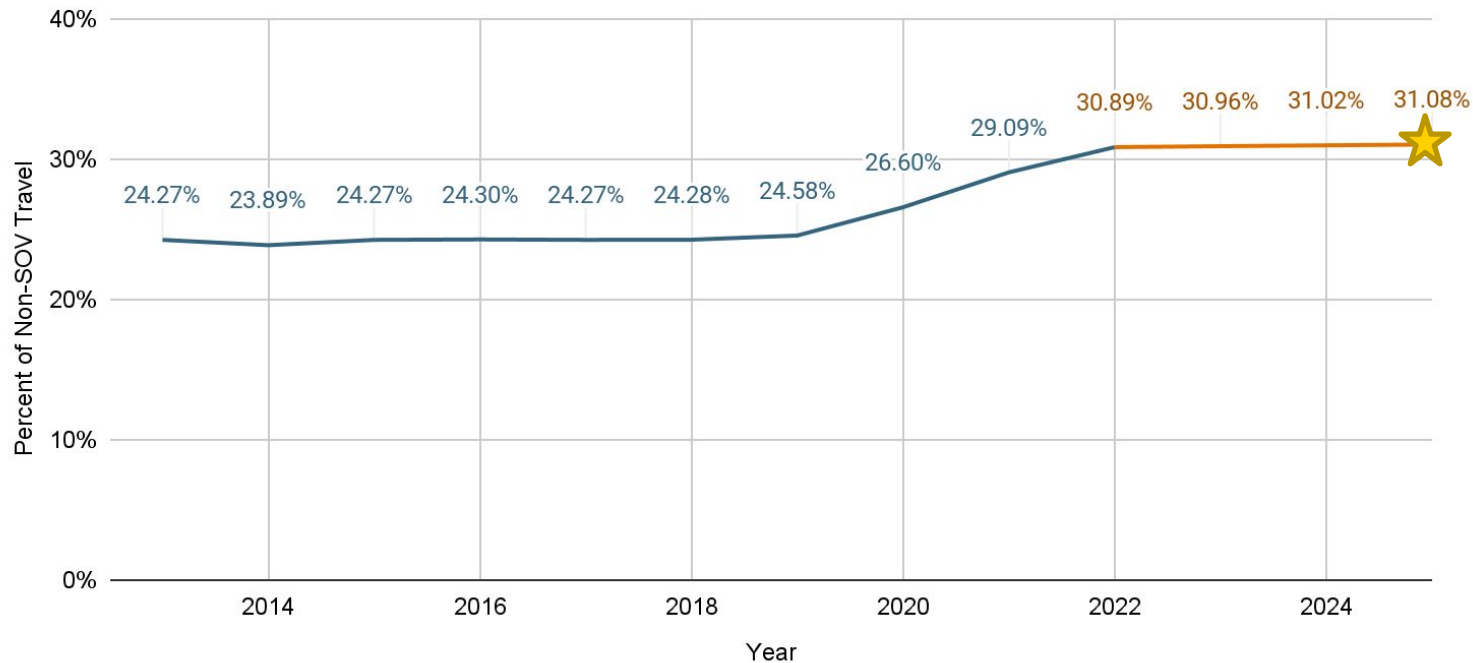




# Fort Collins Percent of Non-SOV Travel

### Percent of Non-SOV Travel

■ Non-SOV Travel ■ Estimated Non-SOV Travel



### Data and Targets:

- 2022 Results: 30.9%
- 2023 Target: 25.3%
- 2025 Target: 25.6%

### ★ Recommended Target Adjustment:

- 2025 Target: 31.1%



# NFRMPO Action Request

## NFRMPO Action Request

- CDOT asks that the NFRMPO Planning Council give a general “head nod” of agreement/consensus and then take formal action as a consent item with a Resolution at their November 7, 2024 meeting.



## For questions or comments on this presentation please contact:

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## Resources:

- [FHWA Transportation Performance Management](#)
- [National Performance Measures Targets](#)
- [NPM Dashboard](#)
- [CDOT Performance Dashboards](#)





## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Becky Karasko**

**Date: October 3, 2024**

**Re: Discussion – NFRMPO 10-Year Priority List Update**

### Objective

Planning Council feedback on the proposed process for the NFRMPO 10-Year Priority List of projects workshop.

### Summary

In early 2020, CDOT developed a 10-Year Strategic Pipeline of Projects to create a list of the State's top transportation priorities and provide a living list of projects to incorporate into CDOT's Statewide Transportation Improvement Program (STIP) as the four active fiscal years change as well as the *2045 Statewide Plan*.

In response to this, the NFRMPO created its own 10 Year list of projects, renamed the NFRMPO 10-Year Priority List in 2023 to reflect the purpose of the list and to avoid confusion with CDOT's 10-Year Plan. The NFRMPO's 10-Year List has been updated each year since 2020. To ensure the NFRMPO's 10-Year Priority List continues to reflect the region's priorities and remains a living document and a part of CDOT's update to the Statewide Transportation Plan, NFRMPO Staff has begun the process of reviewing the Priority List of projects to ensure any changes to the projects' status are accurately reflected and that the projects on the list are still the region's top priorities.

In 2023, Planning Council reaffirmed the six priority corridors and the corridor-based projects the list has reflected since its creation in 2019. The priority corridors include:

- I-25
- US34
- US85
- US287
- SH392
- SH14

To ensure the NFRMPO's regional priorities are reflected in CDOT's list, the NFRMPO will be prioritizing projects in the region. A list of 49 regional projects, along the six regional and statewide significant corridors agreed to by Planning Council, has been compiled from the original 2020 Project List, with completed and funded projects removed, as well as 2050 RTP. These 49 projects include 29 roadway projects, six transit projects, and four non-motorized projects.



As discussed at the September Planning Council meeting, a Workshop to prioritize these projects will be held in January 2025. There are two options for prioritizing these projects:

- Score all 49 projects at the Workshop based on the Transportation Commission's criteria, or
- Conduct a dot voting exercise to break the projects into Tiers and only score the Tier 1 projects at the Workshop (*This was the format of the January 2020 Workshop*).

Staff has reviewed the lists of projects from the 2023 update and has requested TAC members review the list of projects by October 23, 2024 to ensure they are accurately reflected. This updated and TAC reviewed list will be provided in the November Planning Council Packet for Council review and Discussion at the November 7, 2024 meeting.

### **Recommendation**

NFRMPO Staff requests Planning Council member feedback on the structure of the January 2025 workshop.



## Colorado Transportation Investment Office (CTIO)<sup>1</sup> Board of Directors Minutes

**Held: Wednesday, August 14, 2024, 10:00 a.m.**

The CTIO meeting was broadcast on YouTube Live. A recording of the meeting can be found [here](#) for six months after it was held. After that time, it will be archived.

The regular meeting of the CTIO Board of Directors was convened in accordance with applicable statutes of the State of Colorado, with the following Directors present:

- Karen Stuart, Chair (in-person)
- Nellie Moran (in person)
- Nissa Erickson (in-person)
- Eula Adams (in-person)
- Shelly Cook (in-person)
- Cecil Gutierrez (in-person)

### Roll Call (Informal Section)

All board members, except Director Easton, were present. The meeting began at 10:00 a.m.

New board member swearing-in

Nellie Moran was sworn in as the new CTIO Director representing the Denver Regional Council of Governments (DRCOG) Planning Area. Director Moran's term runs through to October 2027.

Board Meeting Schedule

CTIO Board Secretary Simon Logan spoke with the board about the next two upcoming meetings, noting that a new date would need to be found for the September meeting to avoid a conflict with the Transportation Commission. Board members agreed that Monday, September 23rd, would be an ideal date to hold the meeting and also agreed to extend the October meeting to allow for additional time to hold a board retreat.

### Roll Call Regular Meeting

All board members, except Director Easton, were present. The meeting continued at 10:17 a.m.

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<sup>1</sup> The High Performance Transportation Enterprise (HPTE) is now doing business as the Colorado Transportation Investment Office (CTIO). CTIO is how the enterprise will refer to itself now and in the future, however, the HPTE name is retained for legislative and legal documents.

## Public Comment

There was no public comment.

## Vice-Chair Appointment

Chair Stuart and Piper Darlington, CTIO Director, spoke briefly about their appreciation for former Director Noble's contribution to the CTIO Board and thanked him for his service.

Chair Stuart noted that there was now a need to fill the vacant vice-chair position on the board. Board members discussed the appointment of a new vice-chair and possible candidates for the position.

Board Secretary Simon Logan noted that the board required a voice vote to appoint a new vice-chair.

**ACTION:** Upon a motion to appoint Cecil Gutierrez by Director Cook and a second by Director Adams, a voice vote was conducted by the board, and Director Gutierrez was unanimously appointed vice-chair of the CTIO Board of Directors.

## Director's Report

Piper Darlington, CTIO Director, provided the Director's Report, which included information on the following:

- Presentation at the American Road & Transportation Builders Association P3 conference in Washington DC regarding how P3s have evolved to encompass all modes of travel including rail and transit. Specific examples were highlighted from Colorado, including US36..
- Ingress and egress zones on I-25 North Express Lanes between Loveland and Fort Collins have been improved, based on the system evaluation associated with the Safety & Toll Enforcement Program (STEP) discussed with the board last month.
- Update on the process of procuring a new commercial back office and active contract negotiations with Emovis, the preferred vendor.

## Construction/Operations/Maintenance Questions

There were no questions for CTIO staff from board members.

## Consent Agenda

**ACTION:** Upon a motion by Director Adams and second by Director Gutierrez, a vote was conducted, and Resolution #449, July 10, 2024 minutes, was unanimously approved.

## Safety & Toll Enforcement Program (STEP) Proposed Business Rules Revisions

Josh Gerace, Deputy Chief of Tolling Operations, provided a brief presentation on STEP, including information on the following:

- Proposed Business Rules Revisions
- Staff Proposal
- Escalation Timeframe of a Civil Penalty
- Original Business Rules
- Proposed Business Rules - DMV Hold
- Proposed Business Rules – Orphan License Plates

- Next Steps in the process

### **Discussion**

Board members and staff discussed the following topics related to the program:

- Definitions of the various terms associated with the business rules.
- The rationale for the time between each escalation, costs, and collections.

## **Support Surface Transportation Infrastructure Development Briefing**

CDOT Executive Director Shoshana Lew, CDOT Legislative Liaison Emily Haddaway, and CTIO Director Piper Darlington provided a presentation to the CTIO Board on the Support Surface Transportation Infrastructure Development (Senate Bill 24-184), which included information on the following:

- Overview and short-term opportunities
- SB24-184 key deliverables
- Key partners
- Next steps

### **Discussion**

Board members, CDOT staff, and CTIO staff discussed the following:

- Monthly briefings on SB24-184 to the CTIO Board as key deliverable materials are developed.
- Estimated amount of funding to be generated from the bill and how it will be used.
- Possible briefings from partners identified in the legislation, including Front Range Passenger Rail (FRPR), CDOT Division of Transit and Rail (DTR), and Regional Transportation District (RTD).
- Greenhouse Gas Emissions goals and how they relate to CTIO.
- Capital, operational, and maintenance costs and how SB24-184 and other recently passed legislation will be organized in the future.

## **I-70 Peak Period Shoulder Lanes Memorandum of Understanding**

Piper Darlington, CTIO Director, provided a presentation on the I-70 Peak Period Shoulder Lane (PPSL) Memorandum of Understanding (MOU), which included information on the following:

- Federal Highway Administration (FHWA) MOU overview
- PPSL operational limitations
- Safety data and traffic patterns
- Average crash clearance times
- Additional safety measures
- Traffic increases in the corridor
- Summary
- Next steps

### **Discussion**

Board members and CTIO staff discussed the future outreach to stakeholders associated with the



MOU, when that would occur, and when the board can expect to see a revised version of the MOU for approval.

## **Adjourn**

The CTIO Board adjourned at 11:55 a.m.