CONTROL STRATEGY BLUEPRINT FOR DEVELOPING OZONE EMISSION REDUCTION MEASURES

RAQC
Regional Air Quality Council

AQ PLANNING

BOARD-ENDORSED VERSION from
NOVEMBER 6, 2026 BOARD MEETING

NFRMPO TAC MEETING - NOVEMBER 18, 2026

WHAT IS THE 2026 CONTROL STRATEGY BLUEPRINT?

- Provides a strategic framework for control strategy options and air quality planning information for proposed, necessary actions over the next few years
  - Compiles reports, data, results of stakeholder engagement, etc., for potential emission reduction strategies and scheduled planning work
  - NOT a regulatory document, a SIP, nor a final, fully developed version of the potential control strategies
- Builds on the 2025 Blueprint endorsed by the RAQC Board

NOVEMBER 2025 BOARD RESOLUTION

"The November 2025 Control Strategy Blueprint is endorsed by the RAQC Board. As laid out in the Board-approved Blueprint Development Policy, this endorsement of the overall Blueprint, not any particular strategy, will be followed by subsequent work further developing the Blueprint, as well as supporting planning, outreach, and analysis processes and revisiting of the Blueprint by the RAQC Board in 2026 and beyond."

2026 BLUEPRINT TIMELINE

Blueprint work products: Timeline for completion and sharing with CSC & Board

Health burdens and costs of current impacts

Strategy development and review process

Impacts of strategies on future modeled ozone

Updated strategy briefing papers and main Blueprint (review of drafts and finalization)

Nov. 6: RAQC Board endorses updated Blueprint

Q1 2026 | Q2 2026 | Q3 2026 | Q4 2026

Stakeholder engagement opportunities

Stakeholder workshops

Monthly Control Strategy Committee meetings – Blueprint updates and discussion

RAQC Board meetings – regular Blueprint updates and discussion

Indirect Source WG meeting

Indirect Source WG meeting

Feb: AQCC briefing

May: AQCC briefing

Aug: AQCC briefing

Nov: AQCC briefing

FALL 2026 BLUEPRINT DRAFTS & DEVELOPMENT

- **September draft discussion and review**
  - Released on September 1st
  - Discussion at September 11th Board, September 16th CSC, and September 29th Indirect Sources Work Group meetings
  - Written public comments due September 21st
- **October draft discussion and review**
  - Released September 29th
  - Discussion at October 2nd Board retreat and October 14th CSC meeting
  - Written public comments due October 16th
- **Request for Board endorsement**
  - At November 6th Board meeting
  - Final version of Blueprint for Board endorsement released October 23rd

Briefing papers and stakeholder engagement information document were updated between drafts in addition to the main Blueprint document

STAKEHOLDER ENGAGEMENT

- Stakeholder Engagement Information Document summarizes 2025 and 2026 engagement
- 2026 highlights to date:
  - 3 public virtual workshops on updated draft Blueprint strategy briefing papers, organized by sector, and a pre-meeting to share results from supplemental reports
    - Attended by over 55 participants representing a variety of stakeholders across government, industry, environmental organizations, and more, plus RAQC staff
  - 15 sets of written public comments from 12 organizations
    - 1 Board Member commented; detailed response to comments available
  - Other outreach to key stakeholders, including meetings & presentations as requested/where feasible

Thank you all for your participation in this process!

BLUEPRINT DISCUSSION TAKEAWAYS FROM OCT. 2026 RAQC BOARD RETREAT

- Proposed Board action in November will be to endorse the updated Blueprint
- Board members requested more information on where to find edits in October Blueprint draft and noted plans to further review the updated draft and provide comments by the deadline
- Acquiring timely funding and resources for this work were a key topic, including in the context of the upcoming Governor transition
- Interest in addressing applicable takeaways from Intermountain West Ozone Exchange in ongoing regional ozone planning processes
- Blueprint's goal and recommendations align well with takeaways from Board discussion on what success looks like for RAQC

BLUEPRINT OUTLINE

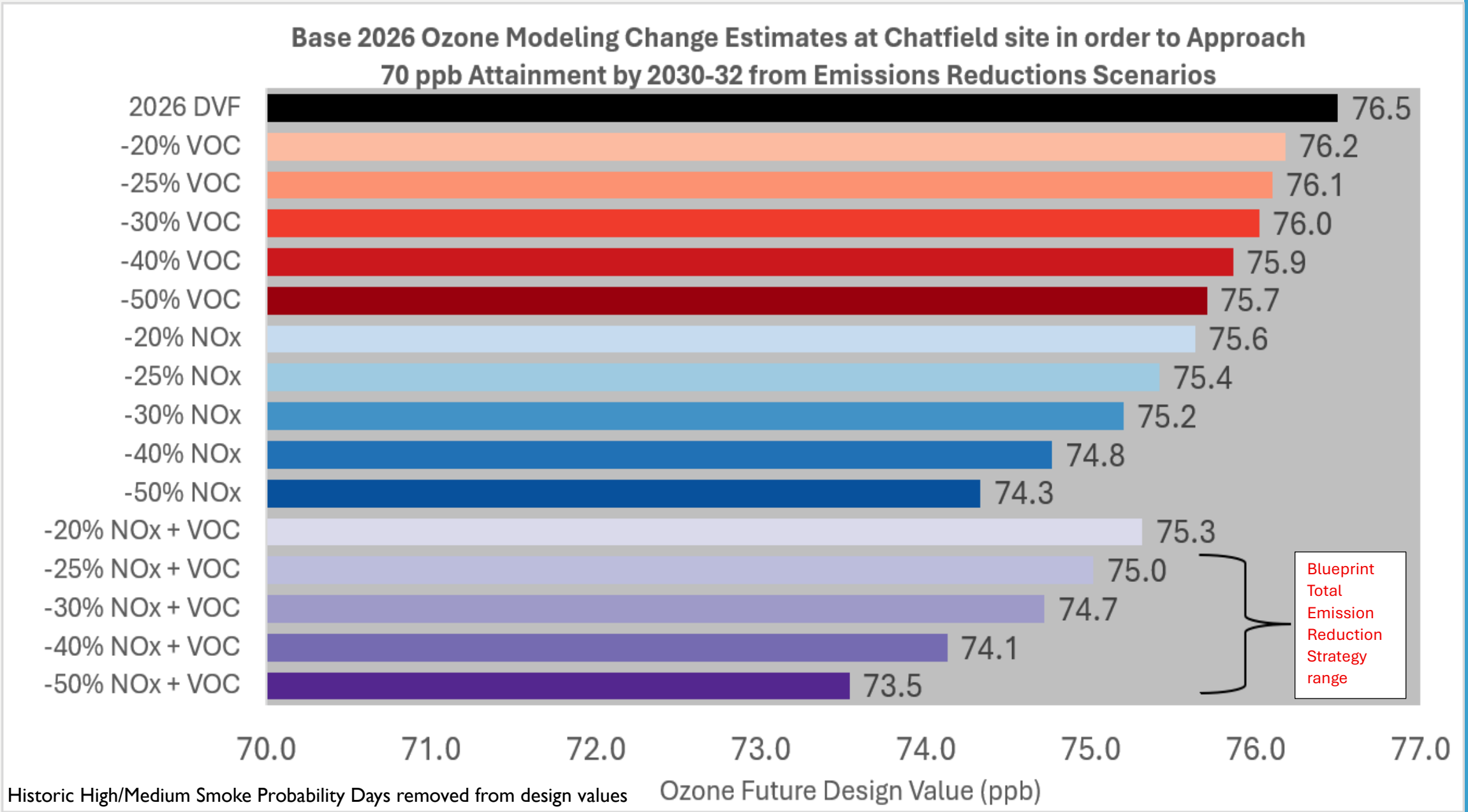
Main sections of November final draft:

- Solving the Ozone Problem: Where We Are Now and a Path Forward
- Policy Background on Achieving Ozone Attainment and Development of the Blueprint
- Emission Control Strategies
- Blueprint Goal and Policy Recommendations
- Appendices

UPDATES TO NOVEMBER BLUEPRINT

Based on Board and stakeholder feedback, RAQC staff made the following edits to the final draft version of the Blueprint:

- Refined language in introductory section to provide more clarity on the Blueprint's "problem statement" and the requirements to reach attainment *See p. 2*
- Updated some tables and figures and explanatory language describing these graphics to make them easier to interpret *See Table 2 & Figure 2, p. 10-11*
- Further refined information on current status of the strategy development process and next steps *See p. 20-22*
- Clarified that the Commercial Buildings strategy evaluates impacts of existing AQCC Reg. 28 and explores potential future measures to reduce NOx *See p. 26; moved to "Already Under Implementation" tables in Appendix E*
- Added/updated "Implementation Considerations" in several briefing papers to incorporate points raised by stakeholders *Among others, see the Clean Vehicles and Electric Drilling/Frac'ing papers*
- Made additional minor text updates to provide clarifications and respond to Board and stakeholder comments throughout the main Blueprint and briefing papers
- Updated the Stakeholder Engagement Information Document to include information on meetings and outreach conducted in October, new public comments received, and update the summary of response to stakeholder and Board comments



Historic High/Medium Smoke Probability Days removed from design values

Attainment SIP modeling estimates for control planning

NEXT STEPS ON BLUEPRINT IN 2027

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RAQC Board Meeting - November 6, 2026

CLEAN AIR ACT PROCEDURAL STEPS ON DM / NFR NONATTAINMENT CLASSIFICATIONS IN 2027 AND BEYOND

- 2008 NAAQS (75 ppb ozone standard)
  - By July 20, 2027: EPA action on 2024-26 fourth highest averages will determine next planning steps
  - Implementation required of contingency measure from 2008 NAAQS Severe SIP following EPA action
- 2015 NAAQS (70 ppb ozone standard)
  - EPA will likely complete voluntary reclassification from Serious to Severe for the 2015 NAAQS submitted by the State of Colorado earlier this year
  - The next EPA action on 2015 NAAQS attainment status will occur by August 3, 2033

CONTEXT FOR ENDORSING THE BLUEPRINT

- Historical record shows:
  - Long-term lack of improving ozone air quality sufficient to reach the NAAQS in the monitoring data record
  - Only 1 SIP of 4 since 2020 has predicted attainment based on known emission controls
  - Need additional action to reduce ozone-causing emissions, or poor ozone air quality will continue

CONTEXT FOR ENDORSING THE BLUEPRINT

- Analysis and review in 2025-26:
  - Used a well-documented factual basis,
  - Is conservative in predicting future outcomes, and
  - Is careful to not oversell the benefits

CONTEXT FOR ENDORSING THE BLUEPRINT

- Where will we be in 12, 24, 36 months?
  - Nonattainment classification status and associated requirements / economic impacts?
  - Measured ozone air quality?
  - Success in assuring additional permanent enforcement emission reductions?

PRIORITY CONTROL STRATEGIES TO MOVE FORWARD IN 2027

- Control regulations and programs to achieve and/or build toward emission reductions - able to be leveraged for quick action!
  - **MERCs (Mobile Source Emission Reduction Credits)**
  - **Landscape Maintenance Equipment**
  - **Consumer Products (contingency measure implementation)**
  - **Indirect Sources Data Reporting**
- Will keep developing other strategies that may need more time and work to fully develop, such as strengthening the vehicle inspection and maintenance program and "free fare" transit ridership improvements.

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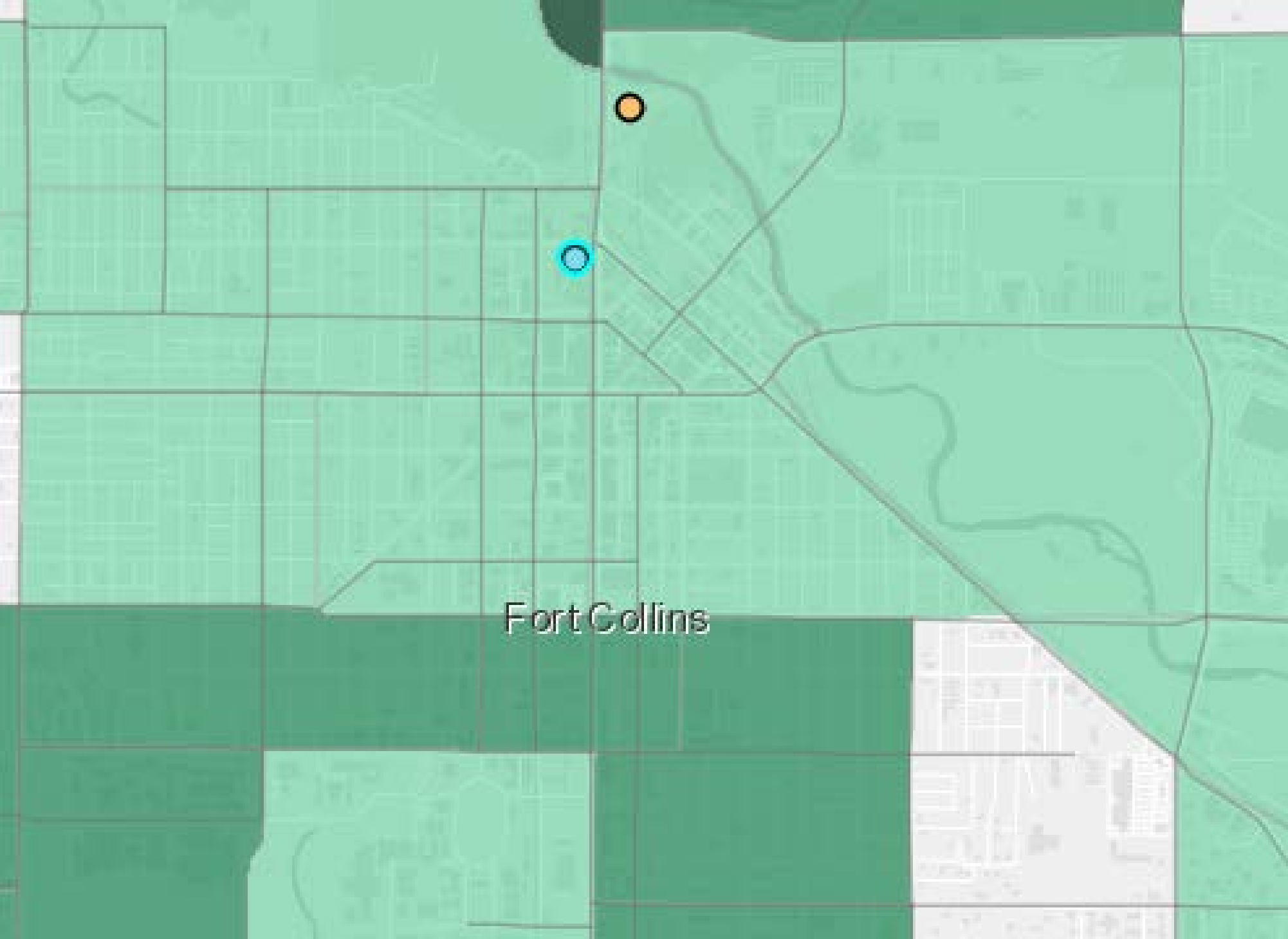
BOARD ACTION

NFRMPO TAC Meeting - November 18, 2026

BOARD RESOLUTION ON THE 2026 CONTROL STRATEGY BLUEPRINT

The November 2026 Control Strategy Blueprint is endorsed by the Board of the Regional Air Quality Council. This endorsement authorizes staff to fully develop the necessary emission reduction strategies for direct implementation and for consideration by the appropriate decision-making body, as well as to implement the Blueprint's primary goal and policy recommendations. The Blueprint's strategic approach supports the development of future State Implementation Plans for ozone and ultimately attainment of the ozone National Ambient Air Quality Standards. This endorsement also commits the organization to aggressively pursue the appropriate resources to support this work.

RAQC
Regional Air Quality Council


Fort Collins

Criteria		
Project Title	DTC HVAC Replacement	
Project previously included in TIP	No	
TIP ID #	2026-017	
Project located 1/4 mile of an Index Area: https://open-data-nfrmpo.hub.arcgis.com/search?tags=environmental%2Cdemgraphics	Yes	
Project Sponsor	Fort Collins	
Project Type	Capital	
Funding Source	CDOT FASTER	
Call Awarded	N/A	
Burdens	**Short Term (Construction)** Yes	**Long Term (Post Construction)** No
Bodily impairment, infirmity, illness, or death	No	
Air, noise, and water pollution and soil contamination	No	
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No	
Adverse impacts on community cohesion or economic vitality	No	
Noise and vibration	No	
Increased traffic congestion, isolation, exclusion, or separation	No	
Additional Anticipated Burdens *Detail any additional anticipated project burdens*	None	
Benefits		
Decrease in travel time	No	
Improved air quality	No	
Expanded access to employment opportunities	No	
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No	
Additional Anticipated Benefits *Detail any additional anticipated project burdens*	Improve employee working conditions and rider comfort at a primary transit hub.	
Outreach – *Describe any outreach completed in selection of project or future anticipated outreach*		
Before work begins the public will be notified through signage, social media, Transfort's app, website and email. All work will take place during the daytime and normal working hours.		



Regionally Significant Corridors (RSCs)

Technical Advisory Committee (TAC)
November 18, 2026

North Front Range Metropolitan Planning Organization

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RSC Criteria

North Front Range Metropolitan Planning Organization

- **RSCs include roadway corridors which meet the following criteria:**
  - **All Interstates, US, and State Highways**
  - **Eligible to receive federal aid**
  - **Crosses more than one jurisdiction, or connects to an activity center**
  - **Will be complete by 2055**
  - **Serves regional traffic**



2

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2055 RTP Vision Statement

Connect Northern Colorado communities through a safe, efficient, and integrated multimodal transportation system that supports vibrant communities, is environmentally sensitive, and strengthens the region's quality of life and long-term economic vitality

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Goals and Objectives

- **Goal Area 1: Safety**
  - Objective: Improve safety for all users of the transportation system, with a focus on protecting vulnerable populations and working toward the elimination of serious injuries and fatalities
- **Goal Area 2: Health and Environment**
  - Objective: Reduce the transportation system's impact on regional air quality by promoting sustainable travel options, improving system efficiency, and supporting environmentally responsible infrastructure in the region.
- **Goal Area 3: Transportation Choice**
  - Objective: Provide safe and convenient access to a variety of transportation options that meet the diverse needs of all users.

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Goals and Objectives

North Front Range Metropolitan Planning Organization

- **Goal Area 4: Operations and Efficiency**
  - Objective: Optimize system performance through coordinated planning, data-driven decision-making, and the integration of smart technologies to reduce congestion and improve travel reliability.
- **Goal Area 5: Economic Development**
  - Objective: Support regional economic development by funding multimodal transportation connections to key destinations, supporting efficient freight movement, and improving access to jobs, services, and markets.

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Proposed Regionally Significant Corridors (RSCs)

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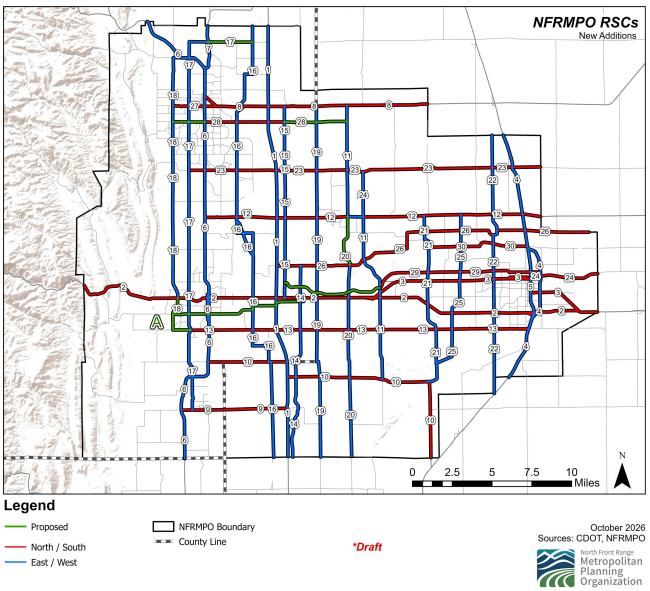

Corridor	Name
RSC-1	I-25
RSC-2	US34
RSC-3	US34 Business
RSC-4	US85
RSC-5	US85 Business
RSC-6	US287
RSC-7	SH1
RSC-8	SH14
RSC-9	SH56
RSC-10	SH60
RSC-11	SH257
RSC-12	SH392
RSC-13	SH402/Freedom Parkway
RSC-14	LCR3/WCR9.5
RSC-15	LCR5
RSC-16	LCR7 / LCR9 / Timberline Rd
RSC-17	LCR17 / Shields St / Taft Ave / Berthoud Pkwy
RSC-18	LCR 19 / Taft Hill Rd / Wilson Ave
RSC-19	WCR13
RSC-20	WCR17
RSC-21	WCR27 / 83rd Ave / Two Rivers Pkwy
RSC-22	WCR35 / 35th Ave
RSC-23	WCR74 / Harmony Road
RSC-24	8th St
RSC-25	59th Ave / 65th Ave
RSC-26	Crossroads Blvd / WCR66
RSC-27	Mulberry St
RSC-28	Prospect Road
RSC-29	4th St
RSC-30	O Street
RSC- "A"	1st St/LCR20E/Ronald Reagan Blvd

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RSC Criteria

North Front Range Metropolitan Planning Organization

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  - **All Interstates, US, and State Highways**
  - **Eligible to receive federal aid**
  - **Crosses more than one jurisdiction, or connects to an activity center**
  - **Will be complete by 2055**
  - **Serves regional traffic**



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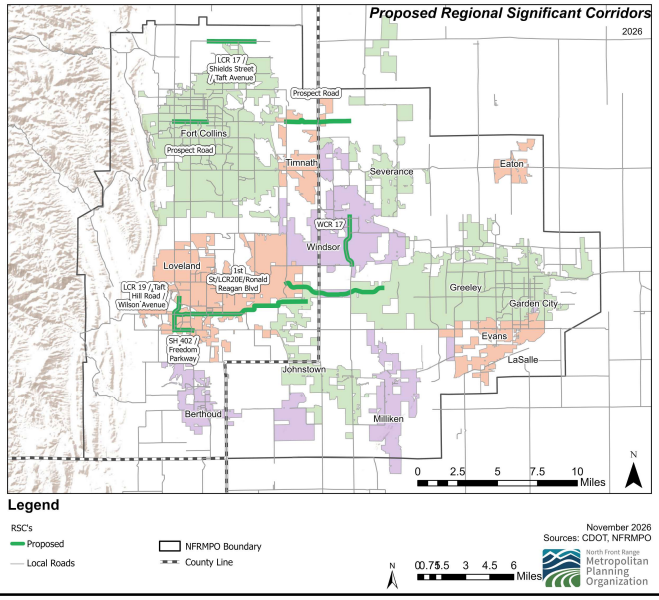
NFRMPO Staff Recommendation

North Front Range Metropolitan Planning Organization

NFRMPO Staff recommends moving forward with proposed RSC additions and extensions.



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Schedule and Next Steps

North Front Range Metropolitan Planning Organization

- **RSC TAC Discussion: November 18, 2026**
- **RSC TAC Discussion: December 16, 2026?**
- **RSC Planning Council Discussion: January 7, 2027**
- **RSC TAC Recommendation: January 20, 2027**
- **RSC Council Adoption: February 4, 2027**
- **RSC Vision Plans TAC Discussion: May 2027**

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Questions?

North Front Range Metropolitan Planning Organization

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https://nfrmpo.org/rtp/corridors/

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2023-2027 NFRMPO Targets for Safety Performance Measures

NFRMPO Technical Advisory Committee (TAC) Meeting
November 18, 2026

North Front Range Metropolitan Planning Organization

Context

North Front Range Metropolitan Planning Organization

- Not proposing a change to the target-setting methodology during this PM1 cycle
- Anticipate exploring an update to the NFRMPO's safety policy and approach to regional safety performance measures as part of the 2055 Regional Transportation Plan (RTP)
  - Provides an opportunity to consider the NFRMPO's regional safety targets, policies, and performance measures together

NFRMPO Towards Zero Deaths Policy

North Front Range Metropolitan Planning Organization

Towards Zero Deaths (2020)

Commitment to work towards eliminating serious injuries and fatalities across Northern Colorado.



Continue prioritizing safety in future NFRMPO Calls for Projects.



Analyze available crash data to inform safety-related project decisions.



Incorporate Towards Zero Deaths framework into future planning initiatives.



Compare region-specific crash data with statewide trends when possible.



Identify prevalent regional crash types and characteristics, along with best practices to mitigate them.

2025 Regional Crash Trends

North Front Range Metropolitan Planning Organization

Top KSI Crash Types

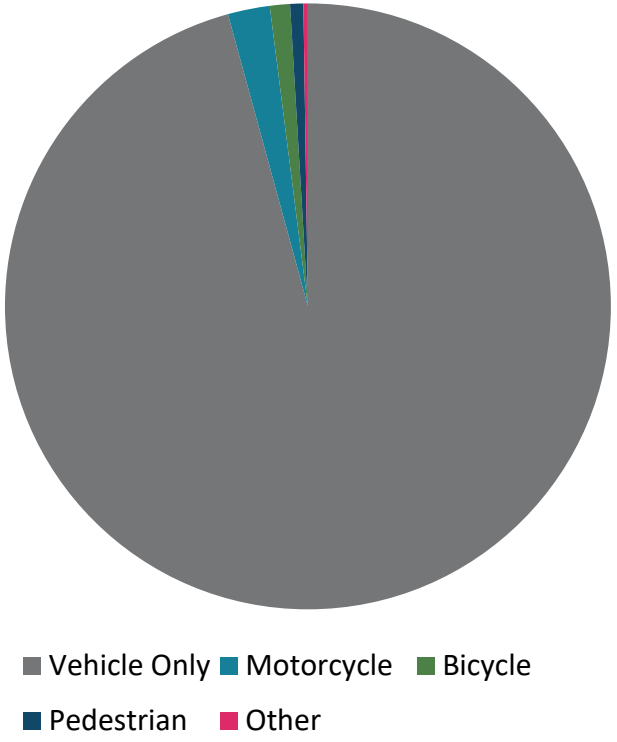
1. Broadside (17%)
2. Approach Turn (15%)
3. Rear End (11%)

Top RSCs with KSI Crashes

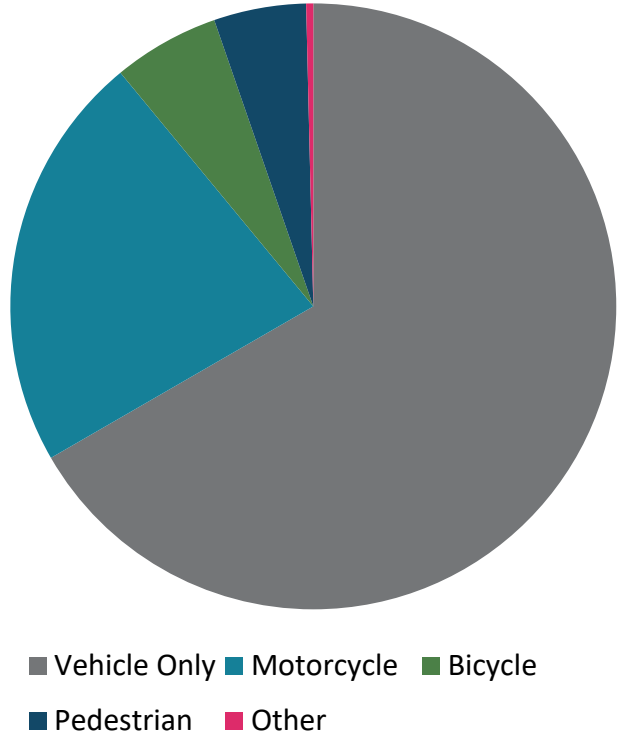
1. US 287 (28 crashes)
2. I-25 (22 crashes)
3. US 34 (15 crashes)

Vulnerable Road User Crashes

All Crashes



Serious Injury and Fatal Crashes



The **NFRMPO Regional Crash Dashboard** can be used to explore additional crash trends

PM1: Safety Targets

North Front Range Metropolitan Planning Organization

- PM1: Safety includes 5 targets
- These targets are set by state DOTs and MPOs annually
- Targets are based on a 5-year rolling average
- Targets **must** be data driven
- **Target setting options:**
  1. Support CDOT's targets by agreeing to plan and program projects which contribute to the achievement of CDOT's targets
  2. Set regionally specific targets

What are the Safety Targets?

North Front Range Metropolitan Planning Organization

1. Number of Fatalities
2. Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 Million Vehicle Miles Traveled (VMT)
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

Adopting Statewide VS Regional Targets

North Front Range Metropolitan Planning Organization

- Through 2023, the NFRMPO supported CDOT's statewide targets
- In 2024-2026, NFRMPO Planning Council approved regional targets instead of supporting the statewide targets
- Considerations:
  - Setting regionally specific targets provides a **more accurate reflection of safety** in the North Front Range
  - The NFRMPO has **no set funding for safety specific projects** which would directly contribute to crash reductions
  - Quite a few NFRMPO communities have a Vision Zero/Safety Action Plan complete or in development which **could make them eligible for additional safety funding**
  - There is **no financial penalty to the NFRMPO** for not achieving or making significant progress toward targets
  - The **NFRMPO could be penalized administratively** via Certification Reviews for not meeting targets
  - **Must** adopt either all statewide targets or all regional targets – **we cannot "mix and match"**

Regional Targets VS Actual for 2021-2025

North Front Range Metropolitan Planning Organization

Measure	2021 – 2025 Targets	2021 – 2025 Actual
Fatalities	36	43
Fatality Rate	0.943	1.140
Serious Injuries	298	282
Serious Injury Rate	7.671	7.423
Non-Motorized Fatalities and Serious Injuries	41	46

Set in early 2025: Used a forecast equation for future crashes in 2024 and 2025, then used those to average the predicted number of crashes from 2021-2025.

Calculated in late 2026: Averaged the actual number of crashes from 2021-2025.

Met the target

Did not meet the target

CDOT Statewide Targets

North Front Range Metropolitan Planning Organization

	2021 – 2025 Targets	2022 – 2026 Targets	2023 – 2027 Targets
Fatalities	740	734	690
Fatality Rate	1.363	1.342	1.258
Serious Injuries	3,640	3,997	3,864
Serious Injury Rate	6.701	7.276	7.032
Non-Motorized Fatalities and Serious Injuries	659	784	786

Methodology: A 5-year average for each target is created using 2023 – 2025 actual crash data and 2026 – 2027 crash estimates.

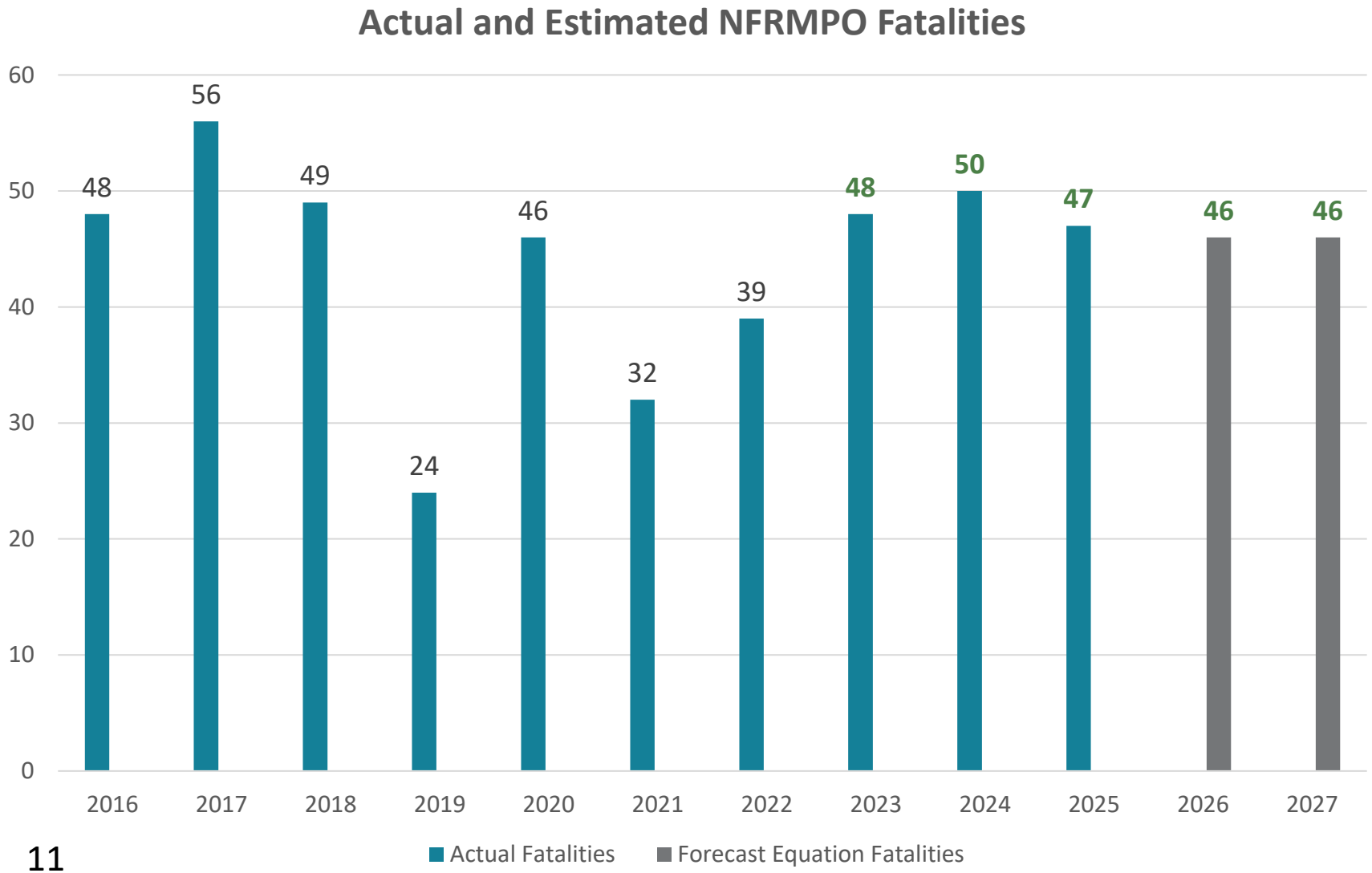
NFRMPO Regional Targets

North Front Range Metropolitan Planning Organization

	2021 – 2025 Targets	2022 – 2026 Targets	2023 – 2027 Targets
Fatalities	36	45	47
Fatality Rate	0.943	1.129	1.224
Serious Injuries	298	295	295
Serious Injury Rate	7.671	7.625	7.673
Non-Motorized Fatalities and Serious Injuries	41	50	51

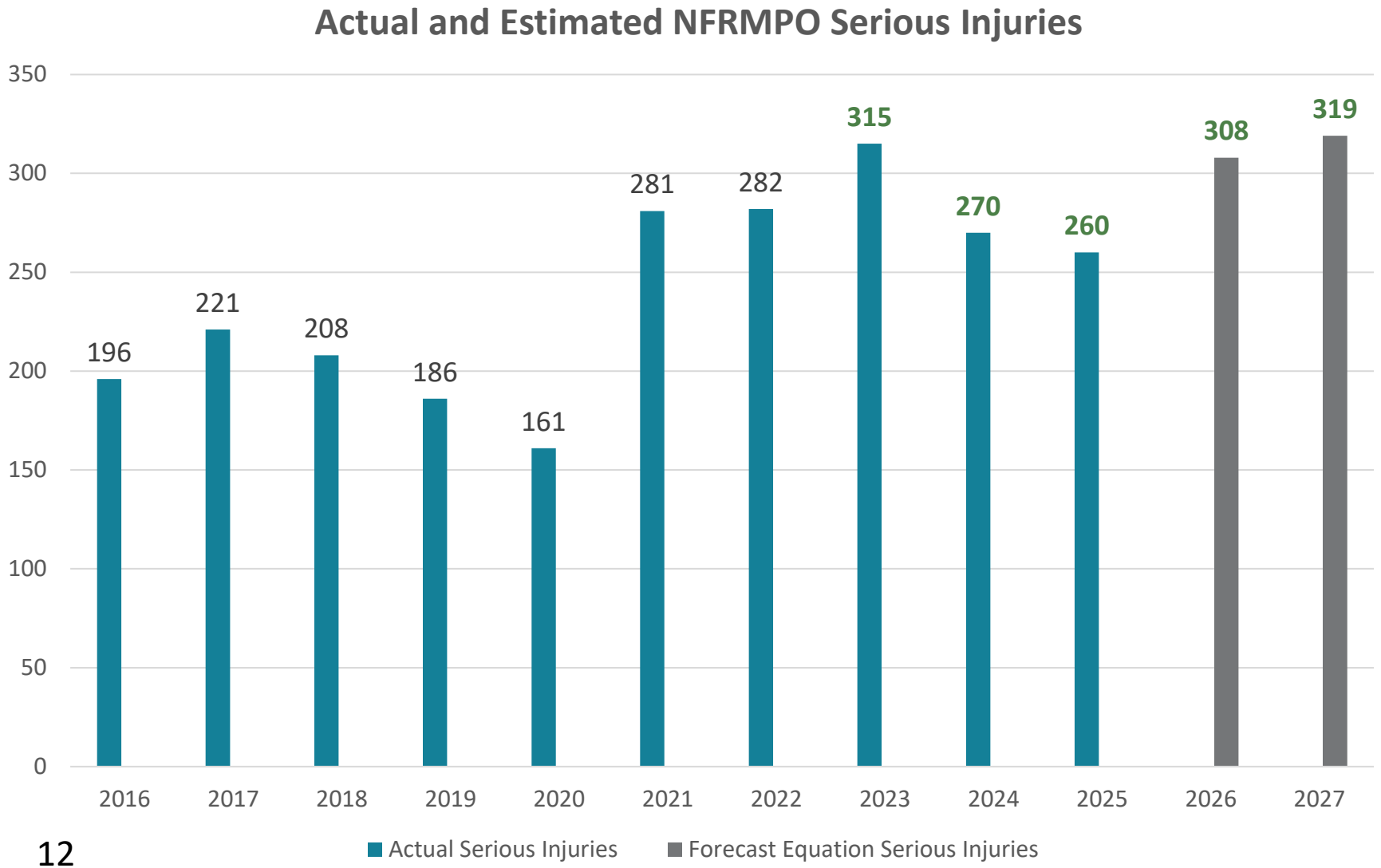
Methodology: A 5-year average for each target is created using 2023 – 2025 actual crash data and 2026 – 2027 crash estimates.

NFRMPO Fatalities



Forecast Equation Methodology: 10 years of crash data (2016 – 2025) is inputted into a forecast equation to predict 2026 and 2027 crash estimates.

NFRMPO Serious Injuries



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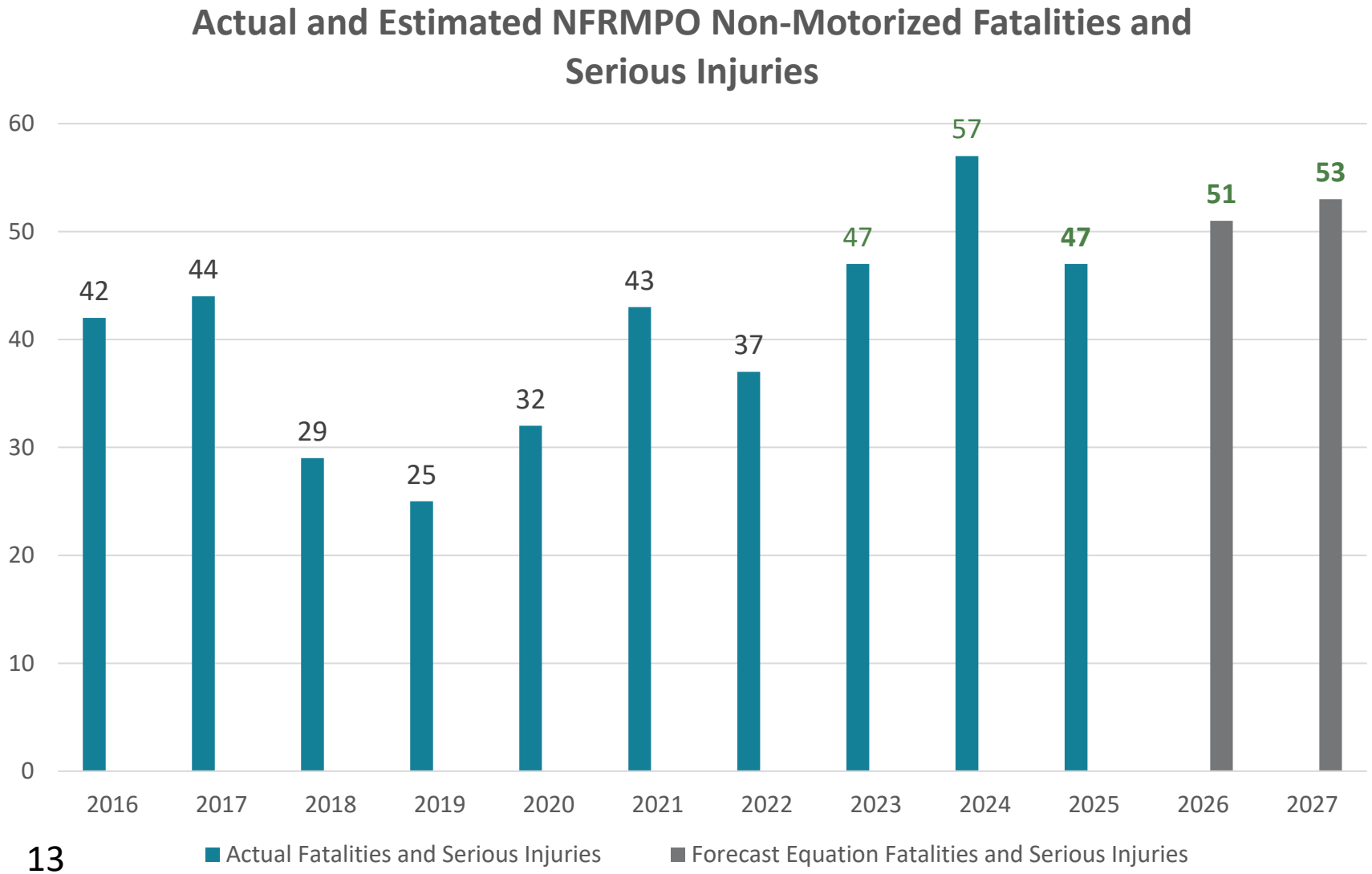
NFRMPO Non-Motorized Fatalities and Serious Injuries



Forecast Equation Methodology: 10 years of crash data (2016 – 2025) is inputted into a forecast equation to predict 2026 and 2027 crash estimates.

Next Steps

North Front Range Metropolitan Planning Organization

- **January 7, 2027:** Planning Council Discussion
- **January 20, 2027:** TAC Recommendation
- **February 4, 2027:** Planning Council Adoption
- **February 27, 2027:** Targets Due to CDOT
- **Late Winter/Early Spring 2027:** NFRMPO Safety Policy Update/Regional Safety Performance Measures Discussion

Questions?

North Front Range Metropolitan Planning Organization

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https://nfrmpo.org/performance-measures/safety/

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