



# MINUTES

Friday, September 14, 2012

## **RAQC MEMBERS PRESENT:**

Melissa Chalona, *CTL|Thompson Inc*  
Darryl Jones, *Coventry Development*  
Elise Jones, *Colorado Environmental Coalition*  
Doug Linkhart, *Denver Department of Environmental Health*  
Ben Manvel, *City of Fort Collins*  
Jackie Millet, *City of Lone Tree*  
Bob Murphy, *City of Lakewood*  
Paul Natale, *City of Commerce City*  
John Putnam, *Kaplan, Kirsch, & Rockwell, LLP*  
Jennifer Schaufele, *Denver Regional Council of Governments*  
Skip Spensley, *Environmental Consultant*  
David Stewart, *EnCana Oil & Gas (USA)*  
Joyce Thomas, *City of Federal Heights*  
Will Toor, *Boulder County*

## **RAQC MEMBERS NOT PRESENT:**

Andy Spielman, *Chairman, Hogan Lovells*  
Reeves Brown, *Colorado Department of Local Affairs*  
Eric Doering, *Citizen*  
Rick Garcia, *Department of Urban Housing and Development (advisory)*  
Steve Hogan, *City of Aurora*  
Jep Seman, *Corporate Advocates*  
Elena Wilken, *Colorado Association of Transit Agencies*  
Tracy Winfree, *City of Boulder*

## **RAQC ALTERNATES PRESENT:**

Martha Rudolph, *Colorado Department of Public Health and Environment*  
Bill Van Meter, *Regional Transportation District*

## **RAQC STAFF PRESENT:**

Ken Lloyd, Meg Alderton, Lauren Beliles, Kate Cooke, Jerry Dilley, Misty Howell, Steve McCannon, Kate Riegle and Anne Ritter.

## **OTHERS PRESENT:**

Tony Barlage, *COGA/Olsson Associates*; Karen Hancock, *City of Aurora*; Randy Harrison, *RW Harrison*; Julio Iturreria; *Arapahoe County*; Garry Kaufmann, *APCD*; Mark Maguire, *University of Denver*; April Maestas, *Suncor Energy*; Natalia Swalnick, *American Lung Association*; John Thomas, *EPA*; Teri Whitmore, *DRCOG*; and Nick Vanderkwaak, *Fehr & Peers*.

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The meeting was called to order at 9:35 a.m. by Council Member John Putnam. A quorum was present. John welcomed Federal Heights Councilmember Joyce Thomas as a new member on the Council.

## **Approval of Agenda**

**Jackie Millet moved to approve the agenda. Seconded by Elise Jones. Motion passed without objection.**

## **Approval of Minutes**

**Ben Manvel moved to approve the minutes. Seconded by Skip Spensley. Motion passed without objection.**

## **Informational Items**

*Chair*

None.

*Executive Director*

Ken Lloyd informed Council that EPA has approved Colorado's Regional Haze SIP and commended Martha Rudolph and her staff for their efforts. He indicated that EPA is using Colorado as a model for other states.

Ken announced a Diesel Forum is scheduled for November 14 at Sports Authority Field. He said RAQC staff has been working with the Rocky Mountain Clean Diesel Collaborative and other partners to develop this forum to provide information to fleet owners and local government fleet departments regarding diesel and alternative fuels programs.

Ken also reviewed the 2011 Audit of Financial Statements with Council. He indicated the audit did not turn up any surprises and that Council is in good financial shape. Council had no questions.

*Members*

None.

## **Public Comment**

Natalia Swalnick, Director of Environmental Health for the American Lung Association, invited Council to an ALA hosted event to promote electric vehicles as part of its FEVER grant. The event is being held at the Forney Museum on September 23, 2012 from 11 am - 3 pm.

## **Updated on the Denver Region's Sustainable Communities Initiative**

Teri Whitmore, Regional Planning & Operations Director for DRCOG, presented the Denver Region's Sustainable Communities Initiative. She reminded Council that the Denver region received a \$4.5 million grant through the Sustainable Communities Initiative. She outlined the livability principles which include: provide more transportation choices, promote equitable, affordable housing, enhance economic competitiveness, support existing communities, coordinate and leverage federal policies and investment, and value communities and neighborhoods. Ms. Whitmore provided an overview of the consortium governance structure and members, which includes the RAQC. She stated the keys to success are a strong consortium of committed partners with clearly defined roles, focused activities that leverage the current expansion of the region's rapid transit infrastructure, and emphasis on stakeholder engagement, including outreach to traditionally marginalized or underrepresented groups.

The primary tasks for Sustainable Communities Initiative include:

Regional Planning:

She indicated that there is a major update to Metro Vision that focuses on housing, economic and workforce development. Planning and implementation support include work towards a Regional Equity Atlas and a Boomer Bond. As part of the process there is a Citizen Advisory Committee and a Technical Advisory Committee to enable stakeholder involvement. Ms. Whitmore noted that DRCOG has a Metro Vision Listening Tour and an On-line Survey to engage stakeholders as well.

Corridor Implementation:

DRCOG is developing a corridor profile and assessment, as well as implementation strategies for each corridor. Ms. Whitmore said that CDR & Associates has been retained to facilitate the corridor workgroups.

Catalytic Projects:

Ms. Whitmore indicated the corridor work groups will identify selection criteria, process and select one catalytic site per corridor. Detailed pre-development planning will be conducted. She noted that the West Corridor has identified Sheridan Station as their catalytic project.

Stakeholder Engagement:

She indicated communication with stakeholders will be through the website, e-newsletter and social media. The consortium will convene bi-annually. Stakeholders will be enabled in the process through the Metro Vision Citizen Advisory Committees, Corridor Stakeholder Committees, and PlaceMatters large community meetings.

Outcomes Assessment and Knowledge Sharing:

Ms. Whitmore stated that CU Denver is evaluating existing rail corridors and station areas. Past efforts will be used to inform current and future planning and implementation. A methodological and transferable approach within the Denver region will be established to measure livability around transit stations.

Paul Natale asked why the North Corridor was not included in the site selections. Ms. Whitmore indicated that the North Corridor is involved in the process but there was not an established site to include directly as a catalytic project.

Bob Murphy emphasized the importance of the process and connecting corridors. He said seeing the topology of each station helped Lakewood determine what will work for them.

*Public Comment*

None.

**Discussion of DRCOG's Metro Vision 2040 Plan and Scenario Planning Process**

Teri Whitmore, Regional Planning & Operations Director for DRCOG, presented DRCOG's Metro Vision 2040 Plan and Scenario Planning Process to Council. She also noted that the Metro Vision 2035 plan has been updated to include growth and development for urban centers. Ms. Whitmore stated the Metro Vision 2040 plan will be updated to address new challenges and opportunities facing the region and developed in relation to other Sustainable Communities

Initiative activities. It will leverage new tools and technologies and engage more people in shaping the vision.

She indicated the on-going challenges include congestion, air quality specifically ozone, expansion of the urbanized area and transportation funding shortfalls. She also noted the new challenges that DRCOG is planning to look at in more detail, which include changing lifestyles, cost of living, public health, environment and emerging issues such as urban agriculture.

Ms. Whitmore also provided Council with a history of scenario planning. She noted that scenario planning led to policies regarding the 700 square mile Urban Growth Boundary, freestanding communities and rural town centers. Scenario planning for Metro Vision 2035 refines the vision and focuses on policy for development patterns, level of transportation investment and level of transit investment. Ms. Whitmore indicated that the current scenario planning re-engages citizens into the process using MetroQuest which is an on-line visualization tool that allows users to input their personal priorities into the scenario planning.

Ms. Whitmore also provided Council with information on some new tools being used during the current process including FOCUS, an activity-based travel model, which is very data intensive. The key improvements over past models includes more detailed information on location and people/households, day pattern in a "package", trips in tours to see how one affects another, real purposes like shopping and school rather than home based non-work, and real time of day modeling.

UrbanSim, the new land use model, allows inputs for household and business establishment, transition and relocation, household and business establishment location choice, development proposal/construction and real estate price. Ms. Whitmore indicated DRCOG has hired a regional economist to help with data for this model.

Another modeling being used is PointSim, which produces standard inputs for the FOCUS model. DRCOG will use the funding from EPA to upgrade this model so that it is automated and streamlined to run scenarios faster.

Ms. Whitmore stated that the DRCOG Board will provide direction by comparing scenarios that make different assumptions, using case studies to analyze specific issues and utilizing a planning advisory committee to help guide the scenario planning process.

Will Toor asked if the cost of transportation could be factored into the modeling. Ms. Whitmore indicated that is something that can be built in.

In response to a question, Ms. Whitmore said that DRCOG is working with RTD to include FasTracks, TDM programs and education/outreach to communities and businesses into the modeling. She also said they are looking at the last mile connection.

Jennifer Schaufele said that DRCOG's challenge for this process is that there are 56 local governments with different ideas for the future. The DRCOG process considers the differences but is working for a regional goal. She also indicated that the DRCOG Board is aggressive with its sustainability goals.

Ms. Whitmore confirmed that the evaluation criteria to focus on air quality includes all air pollutants not just greenhouse gases.

*Public Comment*

None.

**Discussion of Recently Developed Land Use/Air Quality Planning Tools**

John Thomas, EPA Office of Sustainable Communities, provided Council with an overview of EPA's Trip Generation Tool for Mixed Use Developments (MXD). He explained that the standard method overstates traffic impacts and the new MXD tool is a research-based alternative. It has been adopted by San Diego Association of Governments (SANDAG) and Virginia Department of Transportation as the new standard method for traffic studies and it being used in traffic impact studies in California, Washington and other western states.

Mr. Thomas said the tool takes user inputs such as size of the development, demographics, destinations within walking distance of site etc., and quantifies their impact on number of trips that stay on site, trips that go off site but are made on foot, and trips that go off site but are made by transit. He indicated the tool has been used in six regions and the data has been validated against actual traffic counts from 25 sites. The results of the research have been published in a peer reviewed journal, *ASCE Journal of Urban Planning and Development*. Mr. Thomas indicated the tool is available for download from EPA.gov.

In response to a question, Mr. Thomas indicated that the tool is not directly a plug-in for all other models, but that DRCOG is working on integrating it into the FOCUS model.

Will Toor asked if there has been any work to change the numbers with parking demand. Mr. Thomas said there are not enough hourly observations in a day, but it has been considered.

Ken Lloyd thanked Mr. Thomas for participating in the MXD training yesterday. He said this training was the start of the RAQC's efforts for outreach on this tool. He indicated the tool provides the opportunity to use different options and provides scenario inputs that can be used in the MOVES emissions model.

*Public Comment*

None.

**Update on 2012 Ozone Season and Plans for 2013/14 OzoneAware Program**

Ken Lloyd provided Council with a handout that outlined the 2012 ozone season climate data and information chart, 2012 4<sup>th</sup> maximum ozone values chart, a graph of the 3-year average of 4<sup>th</sup> maximum ozone levels, and a bar chart of 8-hour daily maximum ozone levels. He said the ozone levels were influenced by the level of emissions and weather. While the 2012 4<sup>th</sup> maximum ozone values are higher than 2011, the charts also shows levels are lower compared to five years ago. He noted that 2013-2015 will be the years that will count for attaining the new ozone standard.

In response to a question regarding the number of high readings that fall on Fridays and weekends, Ken said the "weekend effect" is caused by distribution on NO<sub>x</sub>, and VOCs from the previous day.

With regard to long-term modeling, Will Toor asked what assumptions will be made about weather. Ken Lloyd said a high ozone summer will be chosen and then a range of meteorology from that period will be used as a basis for going forward with the modeling. He also noted that this issue was discussed at the Modeling Forum in August. NOAA and NCAR staffs were participants and are looking into what changes are scientifically feasible.

Council discussed the complicated chemistry of how wild fires effect ozone formation.

Meg Alderton provided Council with an update on the RAQC's 2012 OzoneAware program. She explained that with new funding through CMAQ, the RAQC will be issuing a Request for Proposals (RFP) for the creative work on the program for 2013-14. She also informed Council that an outside company has been hired to conduct focus groups to determine how the current outreach efforts are working and where changes should be made. The results of these focus groups will guide the work included the RFP as well as the 2013-14 outreach. Meg indicated the RFP will be released in October with contractor selection approval by the Board in December so that staff can contract with the vendor and begin work in January 2013.

### **Discussion of Proposed Revisions to the Region's Automobile Inspection/Maintenance Program**

Garry Kaufman, Air Pollution Control Division, provided Council with an overview of the proposed revisions to the Colorado Inspection and Maintenance Program. He indicated the current I/M contract expires on December 31, 2014 and during the first half of 2012 the APCD briefed the AQCC on potential changes to the current program for 2015 and beyond.

The AQCC was briefed on the following issues:

- Vehicle emission control technologies
- A history of inspection and maintenance programs across the nation and Colorado
- The various emission testing methodologies
- A comparison of centralized versus decentralized programs
- Laboratory studies assessing I/M240 and OBDII (On-Board Diagnostic) testing
- Colorado program data assessing benefits of I/M240 and OBDII testing
- Assessment of projected costs of I/M240 and OBDII testing programs in Colorado

Mr. Kaufman indicated that the AQCC made the following conclusions:

- There continues to be limited publicly available data examining the comparative effectiveness of I/M240 and OBDII testing
- Colorado study and program data has shown that I/M240 is an effective way to identify high emitting vehicles but will miss some high emitting vehicles identified by OBDII
- Studies and Colorado program data show that OBDII effectively identifies high emitting vehicles, but will miss some high emitters identified by I/M240
- MOVES model provides the greatest credit for OBDII program with I/M240 testing for model year 1995 and older vehicles
  - Eliminating I/M240 testing in 1995 and older vehicles would significantly reduce the modeled reduction even in 2017.
- Switching to OBDII testing for all 1996 and newer vehicles will likely increase the cost of the program
- Adding model year exemptions will significantly decrease the cost of the program with only a small loss of emission reduction benefit

Mr. Kaufman indicated that the AQCC provided criteria for revising the current program which included:

- Must achieve same or more emission reductions compared to current program
- Cost of the program must decrease or remain the same
- Customer convenience must be improved
- Additional model year exemptions should be included
- The program should be made more flexible and adaptable for potential future changes through incorporation of some OBDII testing

Mr. Kaufman informed Council that the APCD will be proposing the following revisions to the program:

- Increase new vehicle model year exemption from the current four years to seven years
- Incorporate OBDII testing
  - For two year testing cycles after vehicle comes off exemption period
  - For vehicles that cannot be tested with I/M240 (hybrids, oversized tires, etc.)
- Require I/M240 testing for vehicles commencing with their 3<sup>rd</sup> testing cycle
- Retain 2-Speed Idle testing for heavy duty and 1981 and older vehicles
- Retain Remote-Sensing Clean Screen and Gas Cap testing

He noted the projected impacts of the proposed program revisions including that the ozone precursor emission reductions would be maintained, the program cost saving would be \$1.8 million or more commencing in 2015 and there would be improved motorist convenience through additional model year exemptions and more rapid OBDII testing.

In response to questions, Mr. Kaufman said that the proposal includes using OBDII testing and then going back to I/M240 testing to accommodate the AQCC criteria for making changes to the program. He also noted that the I/M240 testing allows the region to meet SIP credit obligations.

Mr. Kaufman said the APCD is planning to conduct some studies to compare the failure rate and false positives of both the I/M240 test and the OBDII test.

Skip Spensley asked if the APCD had considered the confidentiality issues related to using information from the OBD system. Mr. Kaufman indicated they are unaware of any issues with confidentiality as it relates to using the OBD information.

Ken Lloyd informed Council these proposed changes will go through the regular AQCC process, which means the hearing will be in December. Staff can be involved in the pre-hearing process and bring the information to Council in December for input. Then staff can provide Council's comments at the hearing.

#### *Public Comment*

Natalia Swalnick, American Lung Association, asked if the projected \$1.8 million cost reduction savings was for citizens or the state. Mr. Kaufman indicated it was for citizens.

#### **Other Business and Plans for Next Meeting**

Ken Lloyd reminded Council that the next meeting would be on December 7. He asked if Council wanted to keep to the schedule of meeting every other month in 2013. Council concurred. The first meeting in 2013 will be February 1.

Ken suggested an update on the FEVER work and results from the RAQC's diesel forum as agenda items for the December meeting.

Doug Linkhart asked if there was anything new on engine idling. Garry Kaufman reported there is no additional funding for engine idling and that CDOT is working with ALA to look at idling. He also indicated that the EnginesOff! group is working on idling at schools.

Will Toor said he would be interesting in hearing from CDOT regarding the discussions around their 2013 ballot issue. He also said there have been discussions about using future CMAQ money for natural gas infrastructure and he would be interested on hearing more about that.

Ken Lloyd will discuss the suggestions with Andy Spielman and create an agenda for December.

### **Adjournment**

There being no further business before the Council, the meeting was adjourned at 11:55 p.m.