



2010 WORK PROGRAM AND BUDGET

Approved: March 5, 2010

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2010 Work Program Overview

Background

The Regional Air Quality Council (RAQC) was formed in 1989 to serve as the lead agency for air quality planning in the seven-county Denver region. As lead planning agency for air quality, the RAQC frames and develops proposed plans (State Implementation Plans or "SIPs) for protecting air quality and forwards them to the Colorado Air Quality Control Commission (AQCC) for consideration and approval. Since 1989, the RAQC has successfully developed SIPs for carbon monoxide, PM-10 and ozone (smog), as required by the federal Clean Air Act Amendments of 1990. Through the coordinated efforts of the RAQC, the State of Colorado, local governments, private businesses, and the public, the region has made significant progress in improving air quality and achieving federal air quality standards.

In addition to developing air quality plans for consideration by the AQCC and, ultimately, the Colorado General Assembly, the RAQC administers a host of other programs, including:

1. A public education program regarding air quality and air pollution control and prevention in the Denver area.
2. A vehicle tailpipe emissions reduction program through the Repair Your Air Campaign and diesel retrofit programs.
3. A program offering educational resources on regional air quality issues to elected city and county officials in the Denver region.

The RAQC also participates in rulemaking proceedings affecting air quality programs in the Denver metropolitan area and works with partners such as the Denver Regional Council of Governments (DRCOG) to evaluate the effectiveness of potential transportation related approaches to managing air quality, such as pilot transportation demand management projects.

As Colorado's population, vehicle use and industrial activity grow, and as EPA tightens the 8 hour ozone (smog) standard, maintaining compliance with this federal health-based standard (first established in 1997), has been a continuing challenge. The Denver/North Front Range region fell out of compliance with the standard during the summer of 2007 and EPA officially designated the region "nonattainment" in November 2007. In December 2008 the AQCC approved a new ozone attainment plan. This plan was framed and developed by the RAQC, with extensive input from stakeholders and the CDPHE Air Pollution Control Division.

Importantly, EPA, in 2008, tightened the 8-hour ozone standard and in 2010 proposed a further tightening of this standard. Regardless of what the new EPA standard is, meeting it will require unprecedented efforts, not only for Colorado, but throughout the United States. These will have to include consideration of strategies to reduce emissions of ozone precursors from stationary sources, the transportation sector, and other source categories.

While ozone poses a significant challenge, the Denver region has achieved success in achieving and maintaining compliance with all other current EPA health standards. The region is in compliance with federal standards for carbon monoxide and particulate matter (PM-10 and PM-2.5). The region has also made demonstrable progress in reducing the visible Brown Cloud¹

Over the years, the RAQC has made a concerted effort to involve local governments, the private sector, the transportation community, and citizen groups in the regional air quality planning process. These sectors of our community all have a stake in air quality challenges and solutions confronting the region and have all played a key role in the process.

2009 Governor's Executive Order and RAQC's Mission

In March 2009, the Governor issued an Executive Order (B 002 09) that recreated the Regional Air Quality Council Board (RAQC) and, among other things, directed it to develop and report on options to further reduce emissions from vehicles, reduce vehicle miles traveled (VMT) and consider other measures that yield emission reductions from the transportation sector. This executive order also reinforced the RAQC's traditional planning and public education functions. Importantly, the Executive Order directs the RAQC to coordinate its effort with the Colorado Department of Public Health and Environment (CDPHE), Colorado Department of Transportation (CDOT), the Denver Regional Council of Governments (DRCOG), the North Front Range Metropolitan Planning Organization (NFRMPO), local governments and other transportation agencies/entities. The Governor appointed a new 24-member board with broad community representation to carry out this new focus.

The Governor's 2009 Executive Order redefines the RAQC's mission. Specifically it expands the Council's membership, adding 13 additional members, including additional local elected officials and representatives with experience in transportation, land use planning, and transit. It also recognizes the importance of coordinating air quality planning efforts with the North Front Range region, by appointing a local government representative and other citizens from this area to serve on the RAQC. The duties and powers of the RAQC as presented in the Executive Order further define the RAQC's mission and are summarized below:

- A. The Council serves as the lead planning agency for air quality that forwards to the AQCC proposed amendments to the SIP to address attainment and maintenance requirements for the metropolitan area under the Clean Air Act.
- B. The Council will work closely with CDPHE. CDPHE, in coordination with the Council staff, has the lead responsibility for developing air quality assessments and air quality improvement strategies and addresses the development of ozone management strategies, in a fashion coordinated with other air quality planning processes, such as regional haze and Rocky Mountain National Park nitrogen deposition.

¹ The Brown Cloud is the name for our winter-time air pollution whereby warm air traps cooler air near the ground ("a temperature inversion") thus preventing pollutants from rising into the atmosphere due to temperature inversions. This is not to be confused with the summertime "smog" problem caused when pollutants react with sunlight to make ozone (see "The Plain English Guide to the Clean Air Act", contained in this briefing book for further discussion.)

- C. The Council shall work with CDPHE and appropriate agencies in evaluating and developing strategies for completing required amendments to the state implementation plan.
- D. The Council, in coordination with the Colorado Department of Transportation (CDOT), will convene discussions with the Denver Regional Council of Governments (DRCOG), the North Front Range Transportation and Air Quality Planning Council (NFRTAQPC), affected municipal and county governments, transit agencies and others, as appropriate. These discussions will identify and discuss strategies that might be available from the transportation sector to reduce emissions of ozone precursors and greenhouse gases, in anticipation that emissions reductions may be required from this sector to demonstrate attainment of the ozone standard. The Council shall report to the Governor its plan for coordinating these discussions, as well as the results once the effort is complete.
- E. The Council shall be responsible for developing and administering public education and outreach programs regarding air quality and air pollution prevention and control in the Denver Metropolitan Area. Council material shall include discussion of the public health and environmental benefits, as well as the cost effectiveness of providing good air quality in the region.
- F. The Council shall serve as an educational resource on regional air quality issues to the elected city and county officials in the Denver metropolitan area and shall provide support to the NFRTAQP as appropriate.
- G. The Council may participate in rule-making proceedings where appropriate and consistent with the rules and procedures of the regulatory body involved in the proceeding.
- H. The Council shall continue its ongoing efforts to reduce vehicle tailpipe emissions through the Repair Your Air Campaign and diesel retrofit programs.

RAQC Consideration of Transportation Strategies for Reducing Air Pollution

In view of the Executive Order's emphasis on consideration of transportation-related strategies for reducing air emissions, the RAQC staff is proposes an approach for facilitating a conversation by the RAQC about such strategies. This effort is designed to facilitate understanding about strategies that could:

- Reduce emissions of ozone precursors;
- Offer additional air quality benefits, such as reduction of greenhouse gas emissions and fine particulate matter; and,
- Support the State Implementation Plan (SIP) for ozone.

Underlying this plan are several key assumptions. First, there would be a series of presentations and a dialogue stretching into the summer of 2010 designed to offer the RAQC methods and perspective on how various transportation-related strategies for reducing air emissions could be effective in the Denver Metro Area and North Front Range. Second, during this period, RAQC staff would keep track of presenter's ideas, as well as those that surface during dialogue among RAQC members. Third, RAQC staff and others would conduct intervening analysis of strategies discussed, as warranted and considering resources. Fourth, and only after this conversation is

complete, the RAQC would begin the process of selecting and further analyzing which measures to include in a SIP and which measures to employ outside of the scope of a SIP in order to effectively manage regional air quality. Finally, this approach should be viewed as sufficiently flexible to reflect any thoughts and ideas raised by the RAQC throughout the process. In short, this novel approach facilitates a broad, yet directed, conversation about transportation-related strategies for managing air quality, their costs and benefits, and the potential appropriateness for use along the Front Range, with no preordained outcome regarding what measures might be contained in a SIP or otherwise.

Importantly, the usual and customary air quality planning processes such as development of stationary source inventories, air quality modeling, and associated air pollution control strategies would occur concurrently. The RAQC will work closely with its partners on these efforts so that these complementary efforts meet at the appropriate juncture to result in development and submittal of the SIP, to the maximum extent practicable.

Ozone SIP Development Timeline

2010

- EPA proposes range of revised 8-hour standard in January
- RAQC is introduced to and discusses wide range of possible emission reduction measures
- RAQC receives updates/progress reports on various ongoing supporting analyses, assessments and evaluations (e.g. modeling, fuels options, paints/solvents options, other VOC options, large NOx sources options)
- EPA promulgates revised 8-hour ozone standard and implementation rule in August

2011

- RAQC further evaluates and begins refining ozone SIP emission reduction measures
- RAQC initiates development of proposed ozone SIP
- EPA finalizes nonattainment designations and classifications in August

2012

- RAQC completes proposed Ozone SIP with supporting technical information
- RAQC and CDPHE Air Pollution Control Division, submit (by August) proposed Ozone SIP to AQCC for consideration
- AQCC takes action (by December) on Ozone SIP

2013

- Generally Assembly conducts Legislative Review of SIP by May 2013 (C.R.S. 27-7-133)
- Governor submits ozone SIP to EPA following Legislative review
- EPA requires receipt of SIP no later than December 2013

Further information on the RAQC's 2010 work activities can be found in the Detailed RAQC Work Program.

2010 Work Program Priorities

To accomplish its mission and the Governor's directives, the RAQC's Year 2010 Work Program will focus on the following activities, which are described in more detail in the following pages:

Discussion and Evaluation of Potential Transportation-Related Strategies

As directed by the Governor in his Executive Order, the RAQC will initiate a discussion and evaluation of potential strategies to reduce emissions of ozone precursors and greenhouse gases from the transportation. This will involve a coordinated and deliberative year-long process where the RAQC will gather information and ideas from a wide range of experts and stakeholders.

Where appropriate and desired by the RAQC, this effort will utilize past and current efforts underway involving transportation-related strategies for reducing air emissions. Among the emission reduction strategies proposed to be introduced and discussed as part of this conversation will be those involving:

- Vehicle technology
- Fuel technology
- Traffic congestion management and associated measures for reducing vehicle idling
- Travel demand management, including strategies designed specifically to reduce the need for travel and encourage use of transportation modes other than the automobile.

Additionally and after the RAQC has been presented with and discussed a menu of possible strategies, the RAQC may wish to agree on a set of goals or principles designed to govern decisions on which transportation-related air quality management strategies to place in the SIP or otherwise employ. Such goals may include, but not be limited to:

- Increasing the use of alternative fueled vehicles and cleaner fuels
- Reducing fossil fuel consumption by area fleets
- Reducing congestion on area roadways by offering alternative transportation modes and reducing the need for regional travel
- Reducing vehicle travel by reducing sprawl, increasing transit-oriented development, mixed use development and compact, walkable communities and preserving open space and agricultural land.

Other approaches could be introduced during the RAQC's discussion. Guest participants in this conversation will include those with wide range of perspectives from all sectors and a variety of other geographic areas facing similar challenges. This approach is designed to produce well-vetted ideas for what might become part of a plan for meeting the Denver Metropolitan and North Front Range area air quality goals, including ancillary climate benefits.

At appropriate times throughout progress on this work plan provide updates to the AQCC, DRCOG and NFRMPO and other groups as desired.

Planning for EPA's New 8-Hour Ozone Standard

In 2007 the RAQC, CDPHE's Air Pollution Control Division (APCD), the North Front Range Metropolitan Planning Organization (NFRMPO) and other stakeholders began the preliminary planning process to serve as the basis for future air quality plans. The initial stage culminated with the development of the attainment plan to comply with EPA's 1997 0.08 ppm ozone standard. The planning process involved updated technical and photochemical modeling analyses as well as evaluation of control strategies necessary to reduce ozone levels below the federal standard.

While full implementation of EPA's new standard established in 2008 is several years away, the RAQC, APCD and stakeholders will continue to take steps in 2010 to conduct additional air quality modeling, further evaluate potential strategies, and lay the foundation for future planning activities for the new ozone standard.

In particular, the RAQC and APCD will conduct future year modeling and strategy sensitivity analyses to gauge the scope of the ozone problem and impact of emission reductions. The agencies will also begin developing a revised modeling platform that incorporates EPA's soon-to-be released new mobile emissions model (MOVES) and DRCOG's new travel model.

2009 "Let's Take Care of Our Summer Air" Ozone Awareness Program

Since 1999 the RAQC has implemented a Voluntary Ozone Reduction and Awareness Program aimed at increasing public awareness of ozone pollution and reducing ozone precursor emissions.

In 2005 RAQC expanded its ozone outreach program with the help of an initial three-year grant from the region's Congestion Mitigation/Air Quality Program administered by DRCOG and CDOT. The program funded a significant media outreach and advertising campaign to heighten the public's awareness of ozone problems and solutions. The program also expanded public outreach activities and support programs with local governments. In 2010 the RAQC will implement the third year of another four-year CMAQ grant, totaling \$2.1 million, that continues and expands these outreach activities.

In 2009 the RAQC expanded its "Mow Down Pollution" program with the help of a grant from Suncor Energy. The program was hugely successful and over 400 high polluting mowers and other gasoline-powered lawn and garden equipment. In 2010 the RAQC will continue the program on a smaller scale with currently available funding, but hopes to have the opportunity to offer the program on a larger scale similar to 2009 with the assistance from private sector grants.

"Repair Your Air" Campaign and Development of a High-Emitter Program

Since 2003 the RAQC, in partnership with CDPHE the Department of Revenue and Envirotest, has been implementing the "Repair Your Air" campaign to identify and repair high-emitting vehicles. The program uses remote sensing technology to identify high-emitting vehicles and offers to pay for emission-related repairs for vehicles with high hydrocarbon emissions. The program was initially funded by a Congestion Mitigation and Air Quality (CMAQ) grant from DRCOG and CDOT.

In 2006 the Colorado General Assembly passed HB06-1302, which mandates increased remote sensing clean screening of vehicles as well as evaluation of a mandatory high-emitter program. The RAQC has been a partner with the Air Pollution Control Division, the Air Quality Control Commission, the Department of Revenue, and Envirotest in implementing a pilot program to evaluate a mandatory high-emitter program that began in January 2008, principally through offering repair assistance as part of the CMAQ grant. The RAQC's experience with the Repair Your Air Campaign has provided data and insights for evaluating the feasibility of a large-scale high-emitter program to augment the region's current inspection/maintenance program.

In late 2008, Suncor Energy provided a grant to supplement the repair assistance under the Repair Your Air Campaign. Funding from that grant will continue in 2010. In addition, in 2008 the RAQC received Supplemental Environmental Project (SEP) funding from CDOT and Kerr-McGee Corporation to implement a vehicle salvage pilot program, where vehicles that are identified in the "Repair Your Air" program that cannot be effectively repaired are purchased from the owners and destroyed. Funding from the Kerr-McGee SEP remains to support the program in 2010.

"Clean Air Fleets" Diesel Emission Reduction Program

In 2003, based on the recommendations from broad stakeholder input process, the RAQC developed the **Clean Air Fleets** program to work with public and private fleets in the metro area, including school bus fleets, to undertake pilot projects and programs to reduce diesel emissions. RAQC has been successful in securing grants from a variety of sources to support implementation of this program. Principal sources of funding for this program are grants from the CMAQ program, the federal Diesel Emission Reduction Act (DERA) administered by EPA, the American Recovery and Reinvestment Act (ARRA) administered by EPA, and Supplement Environmental Projects. Diesel emission reduction projects continue to be a funding priority for EPA nationally and through federal transportation legislation.

In the last five years, the RAQC has administered more than \$5 million in grants that have implemented many technology, idling reduction, and alternative fuels projects that have reduced harmful diesel emissions from more than 1,000 school buses along the Front Range, trucks in school district and governmental fleets, off-road equipment, and over-the-road trucks.

Over the next two years, the RAQC will administer nearly \$5.7 million in grant funding to support local emissions reduction projects through the various grant programs. A number of approaches will be employed to meet this project's goals of emissions and fuel usage reductions. These include:

- Leveraging resources with stakeholders to purchase advanced technology vehicles;
- Working with public and private fleets to implement large-scale, advanced diesel retrofit projects;
- Installing alternative fuels infrastructure at public and private fuel stations to increase access and usage of E85, biodiesel fuels, hydrogen and other advanced alternative energy infrastructure;
- Working with private off-road vehicle owners and their trade associations to provide assistance for retrofit equipment, ultra-low sulfur diesel fuel and engine replacements;
- Implementing a SmartWay Trucking Project to assist over-the-road trucks with installing auxiliary power units to reducing truck idling and Smartway low rolling resistance (LRR) tires and/or trailer fairings to increase vehicle operating efficiency;
- Working with the oil and gas industry to implement retrofit and alternative fuels projects with their fleet vehicles;

- Working with participating school district fleets and public works fleets to purchase up to electric, hybrid diesel/electric, or other advanced technology alternatively fueled school buses and trucks as demonstration projects; and
- Providing outreach and program development to maximize the number of participating fleets across the Denver metro area.

The RAQC is also working with the APCD, EPA and others as part of the Rocky Mountain Diesel Collaborative to expand diesel retrofit projects statewide. The RAQC offers outreach, technical and program management assistance based on our experience with projects in the Denver area. The first such project involved working with two school districts and other public fleets in Pueblo and has now expanded to other parts of Colorado, including the Western Slope.

The RAQC will continue to explore opportunities for funding additional voluntary projects, including retrofit projects with additional local governments and private fleets in the region. In cooperation with the City and County of Denver and others, the RAQC has applied for funding through the next round of EPA's DERA grant solicitation and expects to hear the results of this process in the first half of 2010.

Ongoing Transportation/Air Quality Activities

In 2010 the RAQC will also receive already committed funding from a CMAQ grant to develop and implement a transportation demand management pilot project aimed at reducing non-work trips through individualized marketing. The RAQC will work with DRCOG, transportation management organizations, homeowner associations, and developers on this project.

The RAQC will also work with CDOT to implement selected programmatic pilot projects as part of the agency's Air Quality Policy Initiative.

In addition, the RAQC will continue to participate in the region's transportation planning process, including participation on standing and ad-hoc DRCOG committees and workgroups, and other forums and committees as necessary and appropriate. RAQC staff will also work with DRCOG on revisions to the 2035 long-range regional transportation plan and the 2012-2017 Transportation Improvement Program and associated air quality and conformity analyses and commitments.

Local Government Assistance

The RAQC will continue its efforts to provide information and technical assistance on air quality issues to local governments in the region. This will include regular communication through the RAQC's local government web page, bi-monthly on-line newsletters and updates, and meetings with local government staff and elected officials.

Public Education and Communications

In addition to its outreach efforts targeted at ozone, the RAQC will continue its efforts of general public education and communication through its web sites, an on-line *Air Exchange* newsletter, high pollution day notices, community presentations, citizen information assistance, and media relations.

WORK PROGRAM ELEMENTS

A. Discussion and Evaluation of Potential Transportation-Related Strategies

1. **Provide a schedule and proposed list of planned discussion topics/invited speakers for the initial 11 months of RAQC meetings**

Objective: Develop a pathway for the RAQC to understand, discuss and begin evaluation of potential ozone strategies

Products: Proposed schedule and report to the Governor

Timing: January/February 2010

Participants: RAQC, CDPHE CDOT, other stakeholders

2. **Coordinate communications with federal, state, regional and local agency partners**

Objective: Develop a common understanding of what the RAQC will do and why; and avoid duplication of effort in transportation and sustainable land use programs

Products: Regular meetings and shared products with agency partners

Timing: Ongoing

Participants: RAQC, CDPHE, DRCOG, NFRMPO, CDOT, EPA, USDOT

3. **Produce an inventory of current local and regional transportation-related activities pertaining to air pollution, climate change and “sustainability”**

Objective: Inform RAQC of related activities and how they might inform air quality planning

Products: Report on inventory

Timing: April 2010

Participants: RAQC, CDOT, CDPHE, DRCOG and other agency partners

- 4. Investigate what other states and regions have done/are doing to address transportation-related ozone, fine particulate and climate challenges, including consideration of the role local and regional government, real estate developers, the financial sector, transit providers and others. Also investigate how other states/regions have addressed transportation in air quality planning.**

Objective: Learn from innovative efforts in other states and regions and inform development of possible air quality management strategies

Products: Report to the RAQC

Timing: June 2010 and ongoing thereafter

Participants: RAQC, CDPHE, CDOT, DRCOG, other agency partners, with support from the Governor's Institute on Community Design

- 5. Involve stakeholders to assist with identifying different methods for reducing emissions of ozone precursors and other air pollutants via transportation-related measures**

Objective: Seek input from stakeholders (e.g. those who represent public and private entities involved with a variety of activities affecting travel demand and fuel and vehicle emissions) potential strategies and approaches and their benefits and impacts

Products: Ad hoc meetings as necessary and appropriate

Timing: Ongoing

Participants: RAQC, CDPHE, CDOT, DRCOG, NFRMPO, other agency partners, stakeholders

- 6. Develop and confer with RAQC on a preliminary list of potential measures for reducing vehicle ozone precursor emissions and from reducing VMT**

Objective: Create a preliminary list of measures to be further evaluated in 2011 that might be candidates for consideration in the SIP and identify what further analysis would be needed to confirm potential emission reductions, understand implementation considerations, and evaluate how specific strategies could be considered in a SIP

Products: List of potential measures

Timing: 4Q 2010

Participants: RAQC and agency partners

7. Develop a report presenting the results of the discussion and evaluation of strategies in 2010, which would serve as a “blueprint” for moving forward with an ozone SIP in 2011-2013

Objective: Present the results of the 2010 work and identify necessary next steps and discuss any challenges for advancing transportation-related air quality strategies as part of SIP planning

Products: Report submitted to Office of the Governor, Air Quality Control Commission, Colorado Department of Transportation, Denver Regional Council of Governments, North Front Range MPO, and other interested agencies

Timing: By January 2011

Participants: RAQC and agency partners

B. 8-Hour Ozone Standard Planning and Implementation

1. Conduct photochemical modeling and other technical analyses in support of ozone planning efforts

Objective: Conduct emissions modeling, photochemical modeling, and other technical analyses in accordance with EPA modeling guidance

Products: Updated 2015/2020 base case modeling, strategy sensitivity analyses, modeling assessments with new mobile emissions model (MOVES), model improvements

Timing: Updated base case and sensitivity modeling by 2Q; NOx strategy modeling 3Q; MOVES modeling and testing ongoing through 4Q; model improvements as funding allows

Participants: RAQC, APCD, other agency partners, modeling contractor, other stakeholders

2. Analyze potential fuels strategies for the Denver/North Front Range area

Objective: Determine the benefits, costs, market impacts and feasibility of gasoline fuel reformulations in the Denver/North Front Range area

Products: Cost and market impact study report; recommendations to RAQC and AQCC

Timing: Market and cost impact study in 1Q 2010; prioritize potential recommendations to RAQC by 4Q 2010

Participants: RAQC, APCD, AQCC, economic impact consultant, oil and gas industry, other stakeholders

C. Related Air Quality Planning Related Activities

1. Assist with CDPHE/APCD evaluation of potential NOx emission reduction strategies from large industrial sources

Objective: Assist with CDPHE analysis of NOx emission reduction strategies from large stationary sources for perspective during 2011-2012 ozone SIP development

Products: Analysis of potential emission reduction strategies and associated costs.

Timing: Mid 2010

Participants: RAQC, CDPHE, and other stakeholders

D. 2010 “Let’s Take Care of Our Summer Air” Ozone Awareness Program

1. Media advertising campaign

Objective: Increase public awareness through a continuing media advertising campaign including TV advertising, radio drive-time spots, billboards, and bus boards

Products: TV ads and schedule, radio scripts and schedule, billboards, and bus boards

Timing: Implement program in late spring and continue through the summer

Participants: RAQC, other agency partners, RTD, advertising/creative consultant

2. Public outreach and events

Objective: Increase public awareness and education through targeted public outreach materials and participation in community events

Products: Public outreach materials and participation in events

Timing: Ongoing from late spring throughout the summer

Participants: RAQC, other agency partners, local governments, advertising/creative consultant

3. Local government outreach and support

Objective: Assist local governments with ozone outreach and reduction activities.

Products: Outreach materials that local governments can use in community outreach media, participation in local government events, technical assistance with ozone emission reduction programs

Timing: Ongoing

Participants: RAQC, local governments, other agency partners, advertising/creative consultant

4. “Mow Down Pollution” lawn mower exchange

Objective: Encourage citizens to purchase low-polluting mowers by offering incentives

Products: Mow Down Pollution event(s) where new mowers can be picked up and old mowers recycled

Timing: Late spring

Participants: RAQC, private-sector sponsors, local governments, other agency partners, advertising/creative consultant

D. High-Emitting Vehicle Program

1. “Repair Your Air” Campaign

Objective: Continue to identify high-emitting vehicles using remote sensing technology and to repair a significant number of these vehicles, particularly those with high hydrocarbon emissions that can contribute to summertime ozone pollution

Products: Vehicle identification protocols; testing protocols; repair protocols; informational materials; contacts with motorists; repair manual; program report

Timing: Continue program through 2010

Participants: RAQC, APCD, Dept. of Revenue, Envirotest, local repair shops, other interested parties

2. Assist with implementation of enhanced inspection/maintenance program in North Front Range

Objective: Provide assistance as necessary to APCD, AQCC, DOR, Envirotest, NFRMPO, and local governments to implement an inspection/maintenance in Larimer and Weld counties, including expanding the “Repair Your Air” campaign in those counties

Products: Repair assistance and salvage of vehicles

Timing: Begin identifying vehicles when program is implemented in 2010

Participants: CDPHE, RAQC, AQCC, DOR, Envirotest, NFRMPO, local governments

3. High-emitter vehicle retirement program

Objective: As part of the “Repair Your Air” program, identify high-emitting vehicles that cannot effectively be repaired and offer to purchase and remove these vehicles from the vehicle fleet

Products: Vehicle identification protocols; testing protocols; retirement protocols; informational materials; contacts with motorists; program report

Timing: Ongoing through 2010

Participants: RAQC, APCD, Dept. of Revenue, Envirotest, Colorado Auto and Parts, local repair shops, other interested parties

E. Diesel Emission Reduction Program

1. “Clean Air Fleets” program implementation and outreach

Objective: Provide outreach and education to local fleet operators and owners to implement programs and projects to reduce diesel emissions from on- and off-road diesel vehicles

Products: Informational materials; workshops; technical assistance; project assistance; program accounting and reporting; contractor management

Timing: Ongoing through 2010

Participants: RAQC, APCD, trucking industry, fleet operators, construction industry, school districts, local governments, other stakeholders

2. New Energy Fleets Program (Congestion Mitigation/Air Quality grant)

Objective: Implement a collaborative effort among school districts and municipal, county and state fleets to reduce diesel vehicle emissions and reduce vehicle idling

Products: Purchase of advanced diesel emission reduction technologies, alternative fueled vehicles and infrastructure, and diesel retrofits for legacy fleet units

Timing: Ongoing through 2011

Participants: RAQC, APCD, CDOT, local government fleet operators, school districts, equipment vendors

3. DERA Diesel Emission Reduction Project (Diesel Emission Reduction Act)

Objective: Implement diesel emission reduction projects to reduce emissions from over-the-road tractors, other on-road vehicles, and off-road vehicles

Products: Purchase of auxiliary power units (APU) to reduce vehicle idling; purchase of retrofit technology, engine shutdown timers, engine replacements, and

ultra-low sulfur diesel fuels for off-road vehicles; and purchase idling and emission reduction equipment for school district and local government fleets

Timing: Ongoing through 2010

Participants: RAQC, APCD, CDOT, local government fleet operators, school districts, Colorado Contractors Association and its members; Colorado Motor Carriers Association and its members, equipment vendors

4. ARRA Diesel Emission Reduction Project (American Reinvestment and Recovery Act)

Objective: Implement a Smartway Trucking Project to reduce diesel emission reduction projects to reduce emissions from over-the-road tractors and truck stops in environmental justice areas, and reduce diesel emissions from oil and gas industry, school district and private fleets

Products: Purchase of auxiliary power units (APU) to reduce vehicle idling and Smartway low roll resistance tires and fairings to increase vehicle efficient; purchase of retrofit technology, engine repowers, and anti-idling equipment for school districts, oil and gas vehicles and private fleets

Timing: Ongoing through September 2010

Participants: RAQC, APCD, CDOT, local government fleet operators, school districts, Colorado Motor Carriers Association and its members, oil and gas industry, equipment vendors

F. Ongoing Transportation/Air Quality Planning Initiatives

1. Transportation Demand Management (TDM) pilot project

Objective: Develop and implement a CMAQ-funded pilot project to reduce vehicle miles traveled (VMT) by reducing non-work trips through individualized marketing

Products: A marketing plan

Timing: Ongoing throughout 2011

Participants: RAQC, DRCOG, transportation management organizations (TMO), local governments, other stakeholders

2. Work with CDOT to pursue coordinated, proactive and programmatic options for addressing air quality concerns related to transportation related pollutants

Objective: As part of CDOT's Air Quality Policy Directive, assist with implementing selected projects related to diesel emissions, idling, and transportation demand management

Products: Joint pilot projects

Timing: Ongoing throughout 2011

Participants: RAQC, CDOT, CDPHE, DRCOG, transportation management organizations (TMO), local governments, other stakeholders

3. Transportation planning coordination and conformity

Objective: Coordinate transportation and air quality planning activities and analyses to ensure continued conformity of transportation plans and programs with air quality implementation plans

Products: Consistent demographic and transportation data sets in transportation and air quality plans and processes; comments on DRCOG conformity analyses; participation transportation planning process, including development of 2012-2017 Transportation Improvement Program (TIP) and update to 2035 Transportation Plan; participation on DRCOG committees

Timing: Ongoing throughout 2010

Participants: DRCOG, RAQC, CDPHE, CDOT, RTD, local governments, other stakeholders

G. Local Government Assistance and Outreach

1. Ongoing local government assistance

Objective: Educate and inform local government elected officials and staff about air quality planning in the region, provide opportunities for input into the RAQC's plans and activities, and provide technical assistance with implementing air quality projects or initiatives

Products: Air Exchange Newsletter; fact sheets, Q & A pieces on various topics, Cable TV programs, presentations to city councils and staff, technical assistance, local government best practices guide

Timing: Ongoing

Participants: RAQC and local governments

2. Local government and state agency street sanding reports

Objective: Provide technical and information assistance to state and local road maintenance officials in order to achieve requirements of Regulation 16

Products: Annual report on street sweeping and street sand use; technical assistance

Timing: Local reports by July 1; summary report by September 1; technical assistance ongoing

Participants: RAQC, APCD, DRCOG, state and local road maintenance officials

H. **General Clean Air Public Education and Outreach**

1. **General public outreach**

Objectives: Administer programs of general public education on air quality in the Denver region – its causes, impacts, solutions, and costs and take advantage of other organizations' activities and programs to promote elements of such activities that have an air quality dimension

Products: Brochures, flyers, and other public information materials; web sites

Timing: Ongoing

Participants: RAQC, APCD, DRCOG, local Transportation Management Associations, American Lung Association, business organizations, local governments, environmental and citizen groups

2. **Media relations**

Objectives: Maintain contacts with local print and electronic media in order to promote air quality related stories and to respond to media inquiries

Products: Press releases, fact sheets, media briefings, press events

Timing: Ongoing

Participants: RAQC, APCD, media outlets, other partner organizations

3. **Maintain RAQC websites**

Objectives: Improve the RAQC-maintained websites with up-to-date information in an easy to use format

Products: Website materials

Timing: Ongoing

Participants: RAQC, web consultant

I. **State Legislative and Regulatory Process**

1. **Monitor state regulatory process**

Objective: Monitor activities of the Air Quality Control Commission and other state regulatory bodies in order to determine their potential impact on air quality issues in the Denver region and participate in rulemaking and policy activities as appropriate

Products: Analysis of proposed regulations; prehearing statements; testimony at public hearings

Timing: Ongoing

Participants: AQCC, CDPHE, RAQC, other agency partners, other stakeholders

2. **Information and input for members of the General Assembly**

Objective: Provide information on options, benefits, costs, and impacts to members of the General Assembly on issues affecting air quality in the Denver metro area

Products: Letters, testimony, presentations, fact sheets

Timing: Ongoing throughout legislative session, January through May, and during any interim activities

Participants: RAQC, CDPHE, General Assembly, Governor's office, other stakeholders

2010 BUDGET

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BUDGET OVERVIEW

Revenue

The RAQC will continue to receive its funding from four primary sources: local governments, the State of Colorado, the private sector, and program grants.

Local Governments

RAQC expects to receive approximately \$200,000 from 20 local governments in 2010, a decrease of about \$10,000 from 2009 contributions. The RAQC worked with several local governments to increase their contributions in 2009, but some local governments have reduced their contributions due to budget challenges. The RAQC will continue to work over the next year with additional local governments to provide funding for the RAQC.

State of Colorado

RAQC will also continue to receive funding through an annual contract with the Colorado Department of Public Health and Environment. The current contract runs through the end of the state's fiscal year on June 30, 2010 and a new contract will be negotiated to start at the next state fiscal year on July 1. The 2009/2010 contract amount is \$220,000 and an equivalent contract amount is anticipated in the 2010/2011 contract.

Private Sector

RAQC also typically receives variable funding each year from the private sector. Private sector funding included in the 2010 budget is either committed funding or funding from sources that regularly provide funding to the RAQC. RAQC will also continue to seek private sector partners to provide funding for the ozone outreach program, modeling support and other special projects.

In addition, in late 2008 the RAQC received a \$500,000 voluntary grant from Suncor Energy to fund ozone mitigation projects as part of the company's ongoing community involvement efforts. Through an agreement with Suncor, the funds are to be used to fund ozone media advertising (\$125,000), "Repair Your Air" campaign (\$300,000), and lawn mower exchange (\$75,000) programs. For 2010, \$186,900 of the funds dedicated to the "Repair Your Air" campaign is remaining and \$10,900 allocated to ozone and Mow Down Pollution is remaining.

Grants

A large portion of the RAQC's funding in 2009 is for special projects in support of its mission funded by public sector grants. The RAQC's ozone outreach efforts and diesel emission reduction programs will be funded in large part by the Congestion/Mitigation Air Quality (CMAQ) grant program, funds allocated by DRCOG and administered through a contract with the Colorado Department of Transportation.

The RAQC has also received grants from EPA under the Diesel Emission Reduction Act (DERA) and the American Reinvestment and Recovery Act (ARRA) to fund additional diesel emission reduction projects.

Finally, RAQC receives funding from private companies to implement Supplemental Environmental Projects (SEP) negotiated by the Air Pollution Control Division and/or EPA. SEP funds in 2010 currently are designated for the ozone outreach program, the "Mow Down Pollution" lawn mower exchange, and the vehicle scrappage pilot program.

Finally, RAQC expects to have a carry-over fund balance of approximately \$275,000 at the beginning of 2009 in its general operating fund. A portion of this cash fund balance will be allocated to projects in 2010.

Expenses

RAQC's staffing level in 2009 will be nine staff members, who administer the RAQC's planning, outreach, technical assistance, and project management responsibilities. In recognition of the ongoing budget challenges faced by the State of Colorado and other levels of government, the RAQC's salary expenses in 2010 do not include an annual cost of living adjustment. Staff and administrative costs are allocated to all of the RAQC's sources of funding, including grants.

External and contract costs for the RAQC's special projects are funded primarily by grant funding. The ozone outreach program costs are covered by CMAQ and SEP grants, while the diesel emission reduction projects are fully funded by CMAQ, EPA, and private sector funding. The "Repair Your Air" program costs are funded by the Suncor and CMAQ grants while the vehicle scrappage pilot program is funded by a SEP grant.

In addition, \$70,000 for unallocated RAQC discretionary funds have been reserved for modeling and other contractual assistance needed over the course of 2010.

**REGIONAL AIR QUALITY COUNCIL
2010 PROPOSED OPERATING BUDGET**

REVENUE

Local Governments		\$200,400
Private Sector		\$40,000
<u>Air Pollution Control Division Contracts</u>		\$212,600
2009/10 Planning Contract (remaining 2010)	\$102,600	
2010/11 Planning Contract (estimated one-half year)	\$110,000	
<u>Colorado Department of Transportation Contracts</u>		\$4,660,675
Ozone Aware Public Outreach/Education Program (CMAQ)	\$569,675	
New Energy Fleets Program (CMAQ)	\$3,991,000	
Transportation Demand Management Project (CMAQ)	\$100,000	
<u>Supplemental Environmental Project (SEP) Grants</u>		\$108,750
Vehicle Scrapage Program (Kerr-McGee -- remaining)	\$106,350	
Mow Down Pollution Program (Circle Graphics -- remaining)	\$2,400	
<u>EPA Diesel Grants</u>		\$1,445,500
American Recovery and Reinvestment Act (ARRA) grant	\$1,012,500	
Diesel Emission Reduction Act (DERA) grant	\$433,000	
<i>Subtotal</i>		\$6,667,925
<u>FUND BALANCE CARRY-OVER (2009 estimated)</u>		\$472,525
General Operating Fund Balance	\$274,725	
Suncor Energy Ozone Mitigation Contribution (balance)	\$197,800	
TOTAL AVAILABLE/EXPECTED FUNDS		\$7,140,450

LOCAL GOVERNMENT CONTRIBUTIONS

Adams County	\$10,000
Arapahoe County	\$10,000
City of Arvada	\$6,850
City of Aurora	\$18,000
City and County of Broomfield	\$1,500
City and County of Denver	\$45,000
Douglas County	\$19,000
City of Edgewater	\$100
City of Englewood	\$4,500
City of Federal Heights	\$300
City of Glendale	\$150
City of Greenwood Village	\$1,000
Jefferson County	\$34,000
City of Lakewood	\$5,000
City of Littleton	\$5,600
City of Longmont	\$11,000
City of Louisville	\$800
City of Northglenn	\$1,800
City of Thornton	\$12,400
City of Westminster	\$13,400
Total	\$200,400

**REGIONAL AIR QUALITY COUNCIL
2010 PROPOSED OPERATING BUDGET**

OPERATING EXPENSES

<u>Salary/Benefits Expenses</u>		\$722,500
Staff salaries	\$555,000	
Payroll taxes	\$43,000	
Health insurance	\$105,200	
Retirement plan contribution	\$15,700	
Miscellaneous	\$3,600	
<u>Administrative Expenses</u>		\$110,000
Rent	\$46,900	
Telephone	\$6,000	
Accounting/Auditing	\$8,500	
Printing/Copying	\$1,500	
Postage	\$2,000	
Meetings	\$3,500	
Travel	\$11,000	
Insurance	\$2,000	
Supplies	\$5,000	
Equipment Lease	\$6,000	
Office Equipment	\$2,100	
Equipment Maintenance	\$8,000	
Miscellaneous	\$7,500	
CONTRACT/PROJECT ASSISTANCE		
<u>Ozone Modeling/Technical Analysis</u>		\$98,000
<i>2015/2020 Phase I Modeling (Complete Phase I Workplan)</i>	\$27,500	
<i>Modeling Contingency (to be determined)</i>	\$25,000	
<i>Fuels cost and market impact analysis (remaining contract)</i>	\$45,500	
<u>"Let's Take Care of Our Summer Air" Ozone Awareness Program</u>		\$439,000
<i>Media Advertising</i>	\$300,000	
<i>Public Relations/Creative Consulting</i>	\$85,000	
<i>Local Government Outreach</i>	\$10,000	
<i>Analysis and Reporting</i>	\$15,000	
<i>Outreach Materials and Events</i>	\$14,000	
<i>"Mow Down Pollution" Lawn Mower Changeout</i>	\$15,000	
<u>"Repair Your Air" High-Emitter Program</u>		\$289,250
<i>Vehicle repair program</i>	\$186,900	
<i>Vehicle scrappage program</i>	\$102,350	
<u>Diesel Emission Reduction Program</u>		\$5,121,700
<i>New Energy Fleets equipment purchases</i>	\$3,692,550	
<i>DERA equipment purchases</i>	\$433,000	
<i>ARRA equipment purchases</i>	\$970,150	
<i>Program Outreach</i>	\$26,000	
<u>Miscellaneous Programs</u>		\$129,500
<i>Legislative Liaison Services</i>	\$20,000	
<i>General Communication/Public Outreach/Website Support</i>	\$9,500	
<i>Transportation Demand Management Pilot Project</i>	\$55,000	
<i>Contractual Assistance Contingency</i>	\$45,000	
TOTAL OPERATING/PROJECT EXPENSES		\$6,909,950

PROJECTED END OF YEAR CASH BALANCE

General Operating Fund Balance

\$230,500

\$230,500

Suncor Energy Ozone Mitigation Contribution

\$0