**Meeting Summary**

**Air Quality Interagency Consultation Group (ICG)**

July 28, 2021

Attendees: 28

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| Kevin Briggs, APCD | Medora Bornhoft, NFRMPO |
| Rose Waldman, CDOT | Rick Coffin, APCD |
| Jessica Ferko, RAQCAaron Bustow, FHWAAlex Hyde-Wright, Boulder County | Bill Haas, FHWACharlie Stanfield, RTDDale Wells, APCD |
| Wayne Chuang, RAQCJosh Schwenk, DRCOG | Kira Shonkwiler, CDPHEMelissa Balding, DRCOG |
| Steve Cook, DRCOGRobert Spotts, DRCOGAnna Rose Cunningham, NFRMPO | Evan Pinkham, Weld CountyPhil Greenwald, City of Longmont Alvan-Bidal Sanchez, DRCOG |
| Greg Lohrke, EPAEmmett Malone, APCD | Ala Alnawaiseh, DRCOGRon Papsdorf, DRCOG |
| Lawrence Tilong, DRCOGJacob Riger, DRCOG | Sang Gu Lee, DRCOGTodd Cottrell, DRCOG |

## Key Items and Decisions

## DRCOG Updates

* Jacob Riger explains that it is DRCOG’s responsibility to determine regional significance of projects based on specific written guidance. ICG is to help determine the course of action for unique situations not addressed in the guidance documents, for new and emerging technologies, or where the interpretation in unclear.
* Ron Papsdorf adds DRCOG must bring two projects forward to ICG because their regional significance isn’t decided, and is not clear in the guidance.
* Alex Hyde-Wright, a Transportation Planner with Boulder County, presented on SH 119 and 63rd Street. On this corridor, intersections are the congestion locations, with minimal or no congestion along the rest of the trunk. The plans for the intersection show a transit vehicle bypass/ queue jump inside lane. The goal is to reduce delay for transit vehicles.
* This project on SH 119 Bus Rapid Transit project is in the 2030-2039 MVRTP staging period. On the project map, it is hidden behind the Northwest Rail project.
* Ron Papsdorf shares the opinion that this project can’t be modeled, it is not new, and it is operational. It is not regionally significant for air quality.
* Conversation between multiple parties and analysis of the guidance tables and conformity rules concludes that this project does not fit the qualifications to be considered regionally significant.
	+ Bill Haas summarizes this project is being done because of congestion aspect, for transit and vehicles, and for the transit service. He poses the question of impact on other types of vehicles. It is determined it is primarily to serve transit.
	+ Rose Waldman poses a question on if this is mass transit and operating service, which is yes then it would be exempt per the conformity rule. However, this is an infrastructure project- but for transit, not highway.
	+ Rick Coffin confirms the view it is not highway, it is transit.
	+ Jacob Riger explains that this project does not fit the categories for the Regional Roadway System.
	+ Bill Haas concludes it is an intersection channelization project- and thus is exempt.
		- Greg Lohrke also wants to know if it is painted or just physically separated.
		- The answer is just painted.
		- Steve Cook says channelization does not need to mean physically separation in past interpretations. So this would qualify.
* Phil Greenwald, Transportation Planning Manager for City of Longmont, introduced the second project for consideration. He discussed the increase of volumes anticipated at Hover St and SH 119- a skewed intersection. He provided the first conceptual design for the intersection.
* The group again agreed the project is exempt under table 2. This project also corrects or improves a hazardous feature. The bike and ped exemption would also apply.
* DRCOG will provide a brief write up summary for both items for ICG to close the loop.

## NFRMPO Updates

* Medora Bornhoft introduces a project at the Foothills Transit Station. She is looking for the group to concur that the project is not regionally significant. This is a stop enhancement, unlikely to add parking.
* Bill Haas and Rose Waldman point out that while there are structures planned for the station, the project would fall under Table 2 Section 126 of conformity rule and is exempt. The question of parking lot has potential for more significant air quality impact. Medora to confirm on parking and then provide ICG with a written summary, similar to DRCOG.
* NFRMPO is building and updating their model to be updated and completed by early 2023. They will be asking consultants if it is even feasible to go from 4 step to ABM, but unlikely with budget.

## RAQC Updates

* Wayne Chuang provided latest ozone data, where all monitors have exceeded 75. Put simply, it is a very bad year for ozone so far.
* Wayne Chuang explains in comparisons between MOVES2014 and MOVES3, seeing differences between various regions, so RAQC is continuing to get to the bottom of this.
* Discussion on MOVES ensured, specifically around how in the SIP process, the source apportionment does matter. Models would be updated with emissions model inventory. RAQC will continue to update as more modeling results and understanding come through.

## APCD/ AQCC Updates

* Rick Coffin shared that a 3-day rulemaking is set to discuss the new transportation bill and the ETRP program. APCD has been coordinating with DRCOG and TMAs to develop the details of the ETRP program, including the questions for the employer survey.
* The rulemaking will not include the CDOT-led GHG pollution standards/ budget efforts.

## CDOT Updates

* Rose Waldman requesting any suggestions for groups that could assist in modeling updates and guidance. Rose also shared that meetings will be coming for highway conversations, and FHWA will be a key participant.

## EPA Updates