Transportation’s Impacts on Front Range Air Quality, [see slideshow](#)

- Mike Silverstein, Regional Air Quality Council
  - Non-attainment for ozone
  - Air pollutants are a concern
    - Wood burning stove, diesel vehicles, wildfires, gasoline fumes, industrial facilities, and traffic (most chronic)
  - Denver area has been out of compliance, yet air quality is better than it has been in decades
    - High ozone levels can affect health
    - Didn’t attain on time and were labeled “serious non-attainment”
      - Requires more activity and stronger controls
      - Next level is severe and will require mandatory actions
  - Monitors located up and down the front range
    - Front range communities have higher concentrations of ozone
      - Examples: Golden, Fort Collins, South Boulder, Chatfield Reservoir, Denver
  - Possible Control Strategies
    - Employer trip reduction (Stuart Anderson – Transportation Solutions)
    - RAQC voluntary controls preferred and incentive based approach
    - Intensive outreach with Way to Go (DRCOG) to reduce vehicle trips and outreach via TMAs to get employers engaged
  - Mayors role is to play role as a connector between the employers and RAQC and TMAs
  - Pre-tax dollars that can be put towards transit through the [IRS (132F)](#)
  - How can you enforce anti-idling?
    - Mostly designed for heavy-duty diesel fleets that idle and busses around vulnerable populations such as schools
    - Mostly relies on education and outreach
  - Boulder Reservoir – high emissions levels found that there is high fossil VOC – much coming from oil and gas operations at other locations
- State is taking this on through AQCC and CDPHE – further restrict emissions at well pads
- Efforts on both regional and statewide basis

- Contact info:
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    - msilverstein@raqc.org

**SB 151 Overview**

- Angie Rivera-Malpiede, RTD Board Chair
  - Letter from Lorraine Anderson
    - RTD’s ADA compliance and comprehensive program is demonstrated via federal funding
    - Changing how board members are selected would be detrimental to how cities are involved
  - Piece about litigation in the bill is problematic for all transit agencies
    - No other agency in Colorado would be forced to work under such broad liability
    - Allows compensatory damages such as mental distress and attorney fees
    - Actual vs ‘reasonable’ attorney fees
  - CASTA opposes for this reason
  - RTD voted to oppose and have letter in opposition
  - Want to work with legislators on fixes – operator shortage, service cuts are where they need help
  - Tuesday March 3 at old SC chambers on SB 151
    - Ask mayors to testify if possible
  - Two amendments –
    - Winter remove 3 appointed members instead one and non-voting
    - Tate remove 2
  - New board has been working to address issues
    - Other issues not being addressed – B Line (NW Rail)
    - Agree with analysis and concerns
    - Should be live broadcasting – ASAP (record and transcripts are available)
    - Farebox recovery removal
    - BRP to look at transportation also good
  - RTD is proposing amendments that would strip out bad elements
    - Is this available for people to testify on?
    - Pauletta will give talking points

**Group Discussion on Empowering Transportation Planning Organizations**

- What is our goal for new funding?
  - CDOT is developing next state-wide commission
    - Identifying priorities and what would be added if more money became available
Conversations around how the funding occurs in the metro area
Would be in a DRCOG area if the “we’ll figure it out later” part is eliminated and is designed into 1151
  - Allocation methods need to be clear in terms of what goes into the regional pot
  - Similar to TIP model but on a cash basis
    - Money is handed out based on how it is collected
Pursuing a specific opt-out provision
Allowing counties to pull out will create issues where projects can’t be financed due to lack of participation and also no financial projections
DRCOG board takes a super majority
  - Weighted voting provision hasn’t been used but can be used
    - Some cities want to see this removed
Ballot measures on Castle Rock TABOR funds aren’t passed when there isn’t an allocation
Lack of specificity in local and regional projects was a major reason 110 did not pass
  - There needs to be a list of local and regional projects identified
Environmental community is on board

Adjourn

In Attendance

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