

# **Presentation to the Transportation Legislation Review Committee**

**August 16, 2024**

**Mike Silverstein  
Executive Director  
Regional Air Quality Council**



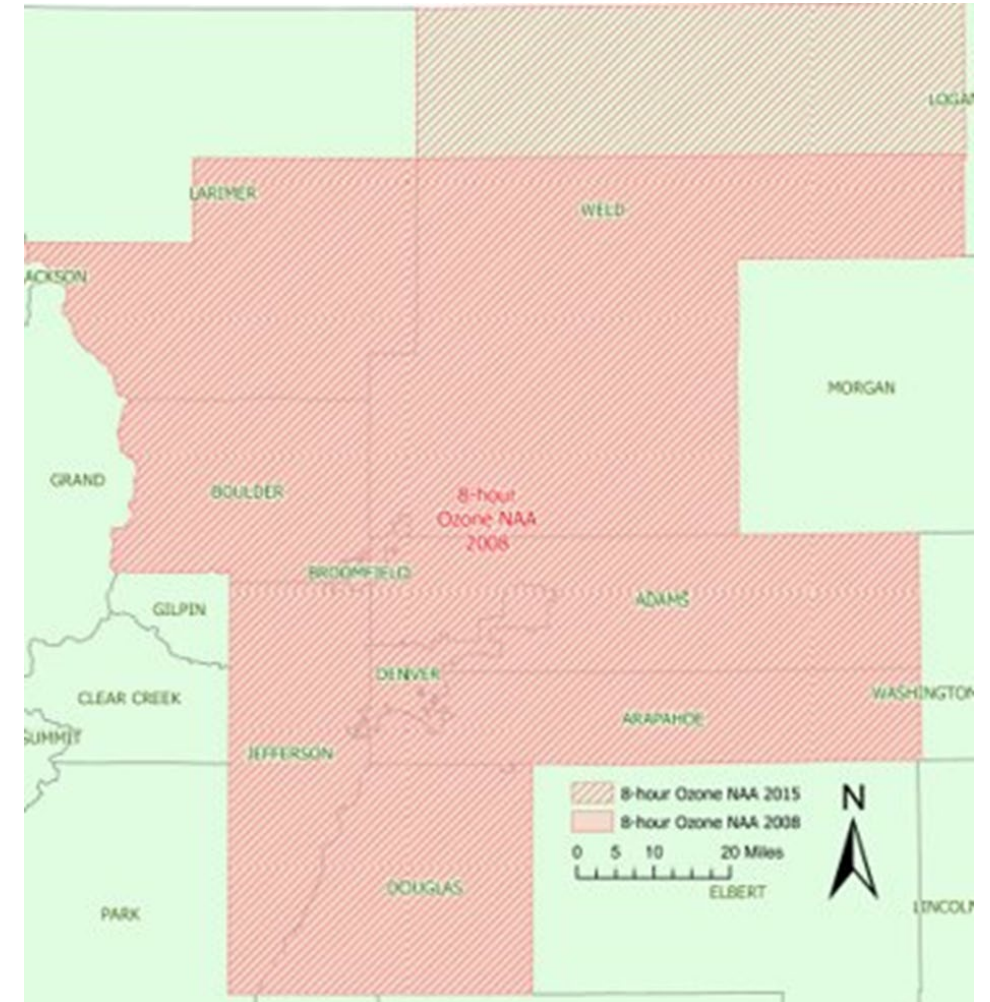
# The Regional Air Quality Council is designated by the Governor as the lead planning agency for the Denver Metro/North Front Range Ozone Nonattainment Area

- RAQC is a 501c(3)&(4) not-for-profit business
- RAQC does not receive direct allocations of federal or state monies
  - Operations and programs are funded through grants, contracts and contributions

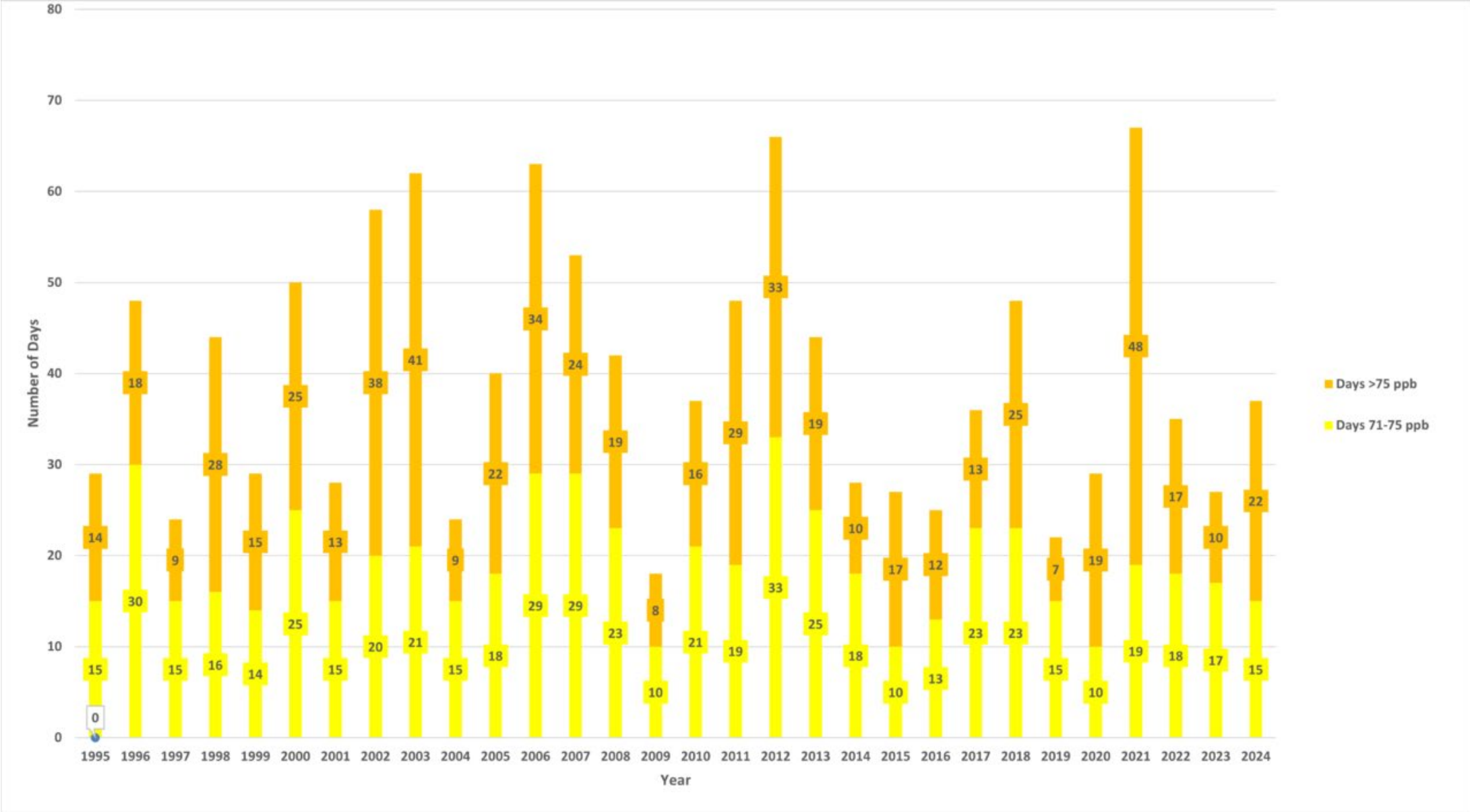
## Governor appoints the 31-member Board

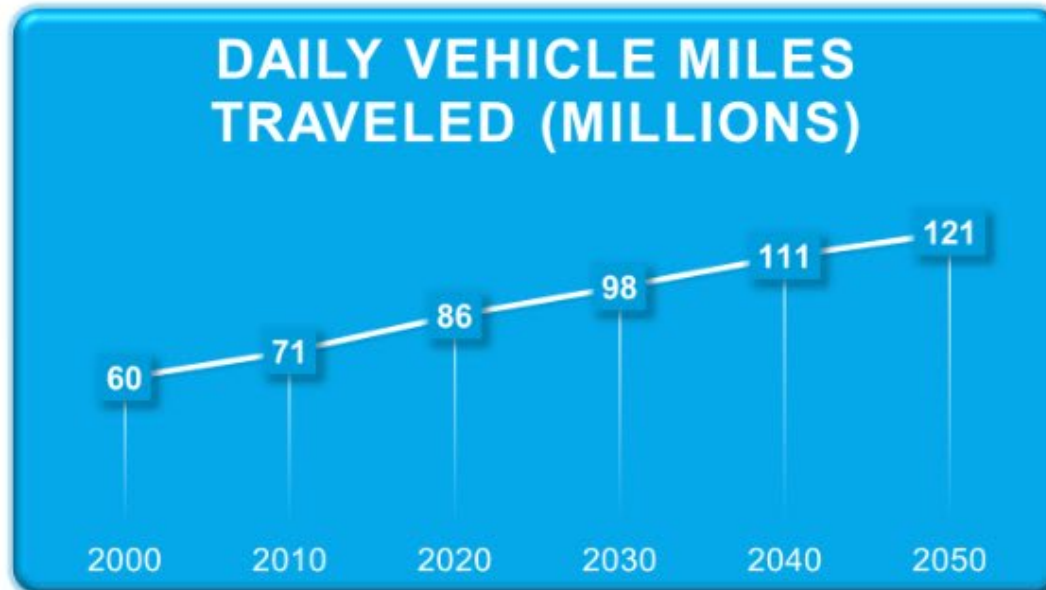
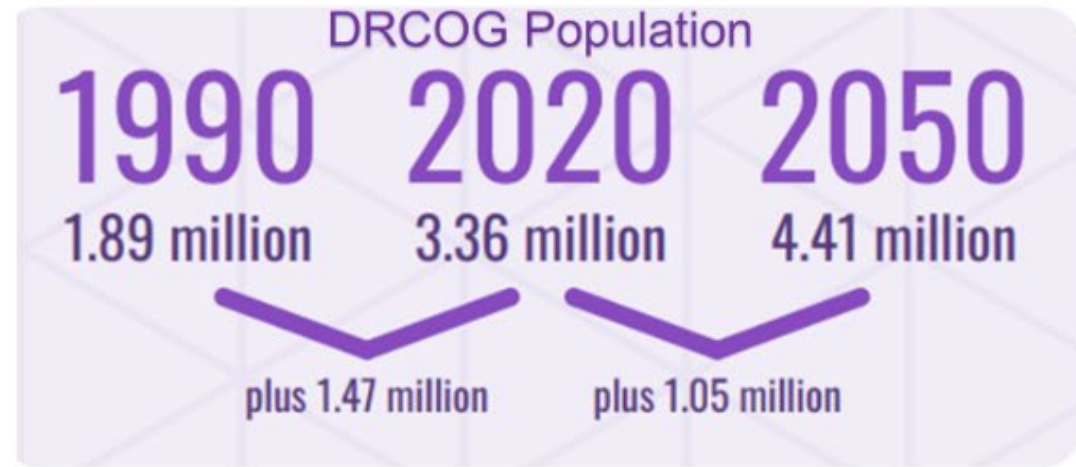
### Primary responsibilities:

- Planning to meet air quality standards and improve climate conditions
- Conduct public education and awareness programs
- Implement public/private projects to reduce emissions
- Represent and assist local governments in the air quality planning process

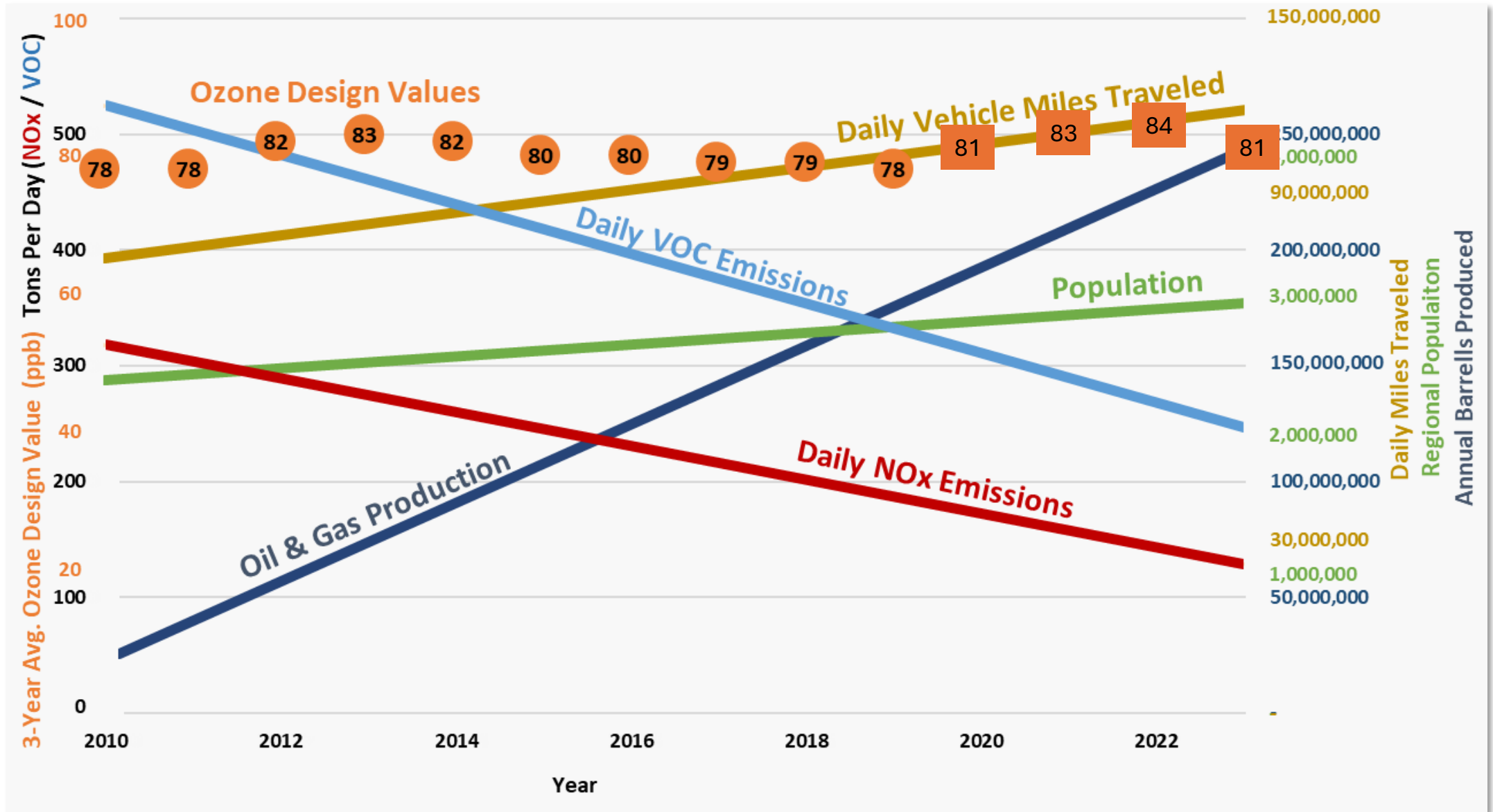


# Exceedance of the Ozone Standards Over Time



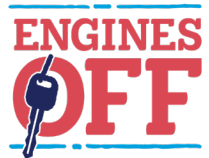


# Regional Trends (2010-2023)





| 2026 Emissions Inventory (TPD)           |               |              |
|--|---------------|--------------|
| Description                              | 2008 Boundary |              |
|  | 2026 VOC      | 2026 NOx     |
| <b>Area</b>                              | <b>79.9</b>   | <b>0.1</b>   |
| Architectural and Industrial Maintenance | 19.6          | --           |
| Consumer Products                        | 41.6          | --           |
| Other                                    | 18.7          | 0.1          |
| <b>Non-Road</b>                          | <b>47.4</b>   | <b>34.6</b>  |
| Agriculture                              | 0.1           | 1.0          |
| Aviation                                 | 2.6           | 9.0          |
| Commercial Equipment                     | 6.6           | 10.9         |
| Lawn & Garden                            | 36.0          | 7.5          |
| Railroad                                 | 0.3           | 5.7          |
| Recreation                               | 1.9           | 0.5          |
| <b>Oil and Gas</b>                       | <b>90.4</b>   | <b>68.4</b>  |
| Area                                     | 61.8          | 52.9         |
| Condensate/Oil Tanks                     | 15.4          | 0.2          |
| Point                                    | 13.2          | 15.3         |
| <b>On-Road</b>                           | <b>27.0</b>   | <b>21.7</b>  |
| Light-Duty Vehicles                      | 26.3          | 14.6         |
| Medium/Heavy-Duty Vehicles               | 0.7           | 7.1          |
| <b>Point (Non Oil and Gas)</b>           | <b>21.5</b>   | <b>19.6</b>  |
| EGU                                      | 0.3           | 4.7          |
| Non-EGU                                  | 21.2          | 14.9         |
| <b>TOTAL</b>                             | <b>266.3</b>  | <b>144.3</b> |



# RAQC's Planning, Research, Outreach & Incentive Programs for 2024 and Beyond

- **Ozone Planning – Modeling, Control Strategy and other Technical Assessments**
- **Education, Marketing and Outreach**
- **Localized Community-Based Social Marketing**
- **Micro-Mobility Programs**
- **Anti-Idling Programs – Food Truck Grants, Education & Outreach, Schools**
- **Auto Maintenance & Vehicle Repair Programs – Incentives & Outreach**
- **Emission Source Data Tracking**
- **Public Sector, Commercial & Residential Lawn and Garden Equipment Electrification Incentives**

***Fund raising and further program development a continuous process!***

# RAQC Legislative Recommendations to Address Vehicle Emissions

- **Mandate Mobile Sources Emissions Reductions**
  - **Emissions budgets to lock in future projections and require even further reductions**
- **Indirect Sources Program Authorization**
  - **Authorization for State Commissions to adopt requirements for sources that attract or generate vehicle trips**
- **Improving the Vehicle Emissions Testing Program**
  - **Increase the vehicle inspection & maintenance fee and close emissions testing loopholes**



# Mobile Sources Emissions Budgets Legislation

**Place “caps” in statute on mobile source emissions levels that result in “budgets” that lock in projected mobile source emissions from air quality plans and “SIPs”**

- **This ensures that the projections of declining emissions due to new vehicle emissions standards, electrification, vehicle maintenance, population growth driving habits, etc. actually come true**
- **Applicable to both on-road and off-road vehicles**
- **Locks in future projected emission declines and can require even further reductions**
- **State agencies required to track/report and implement additional measures if we fall short**

# RAQC Legislative Recommendations to Address Vehicle Emissions

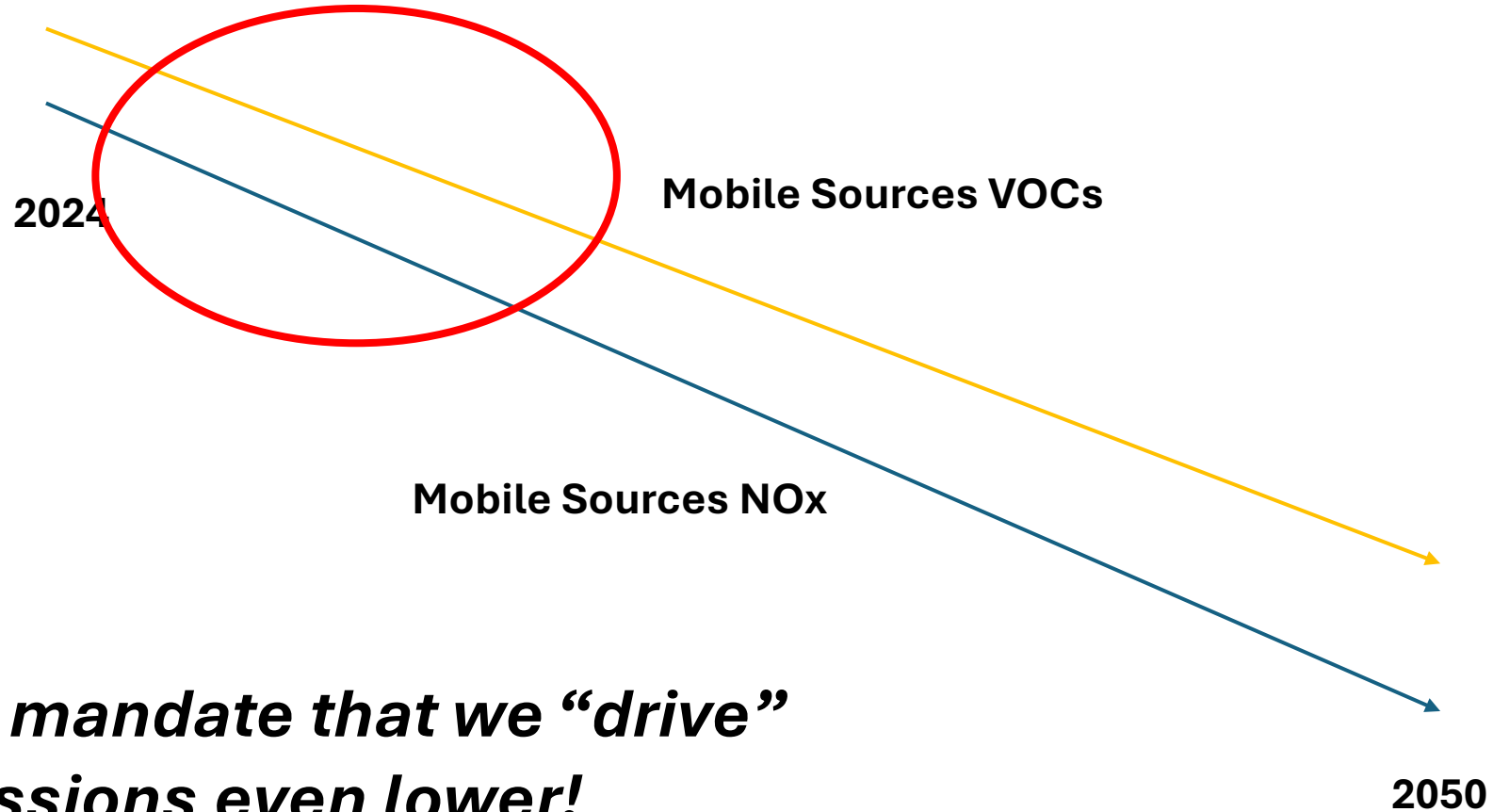
**BOTH NEAR- AND LONG-TERM EMISSION REDUCTIONS ARE VITAL !**

**An additional 20% reduction in overall emissions is necessary to reach attainment.**

- In addition to legislation for emission budgets, indirect source programs, and I/M improvements, RAQC encourages the Legislature to direct resources towards air quality improving research and to transit
  - Assess Out-of-State and Visitor Vehicle Contributions to Ozone Nonattainment
  - Fund “Zero Fare” and Other Transit Initiatives for free public transit during summer months
- Legislative direction for potential funding sources:
  - The Nonattainment Area Air Pollution Mitigation Enterprise (CDOT)
  - The Air Quality Enterprise (CDPHE)
  - Rental car/other user fees

# Mobile Sources Emissions Budgets

**Legislation needed to ensure that future projections are realized, especially those in the near term to achieve ozone compliance**



***And mandate that we “drive” emissions even lower!***

# Indirect Sources Legislation

**Legislation requested that grants authority to the Air Quality Control Commission to adopt “IS” regulations and plan requirements**

**A schedule for State action is recommended**

**Provide allowances for sources that cannot meet emissions reductions efforts to pay fees into mitigation funds (enterprise, RAQC, etc.)**

# What are Indirect Sources?

**Indirect Sources of Pollution - Facilities or installations that, by nature of their operations, cause substantial mobile emissions**



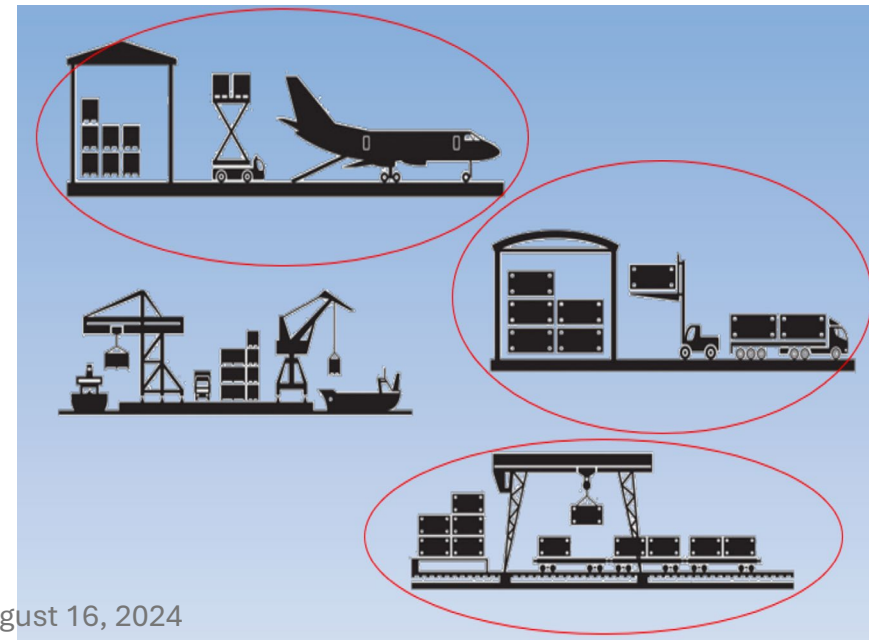
## Common Examples:

- Warehouses
- Industrial or commercial developments
- Recreation venues
- Airports

## Emission Reducing Actions:

- Trip Reduction Strategies
- Vehicle Emission Reduction Strategies
- Construction Emission Control Strategies
- Permitting Requirements
- Efficiency Strategies

## Freight-related Emission Sources in the Denver Metro / North Front Range Ozone planning region

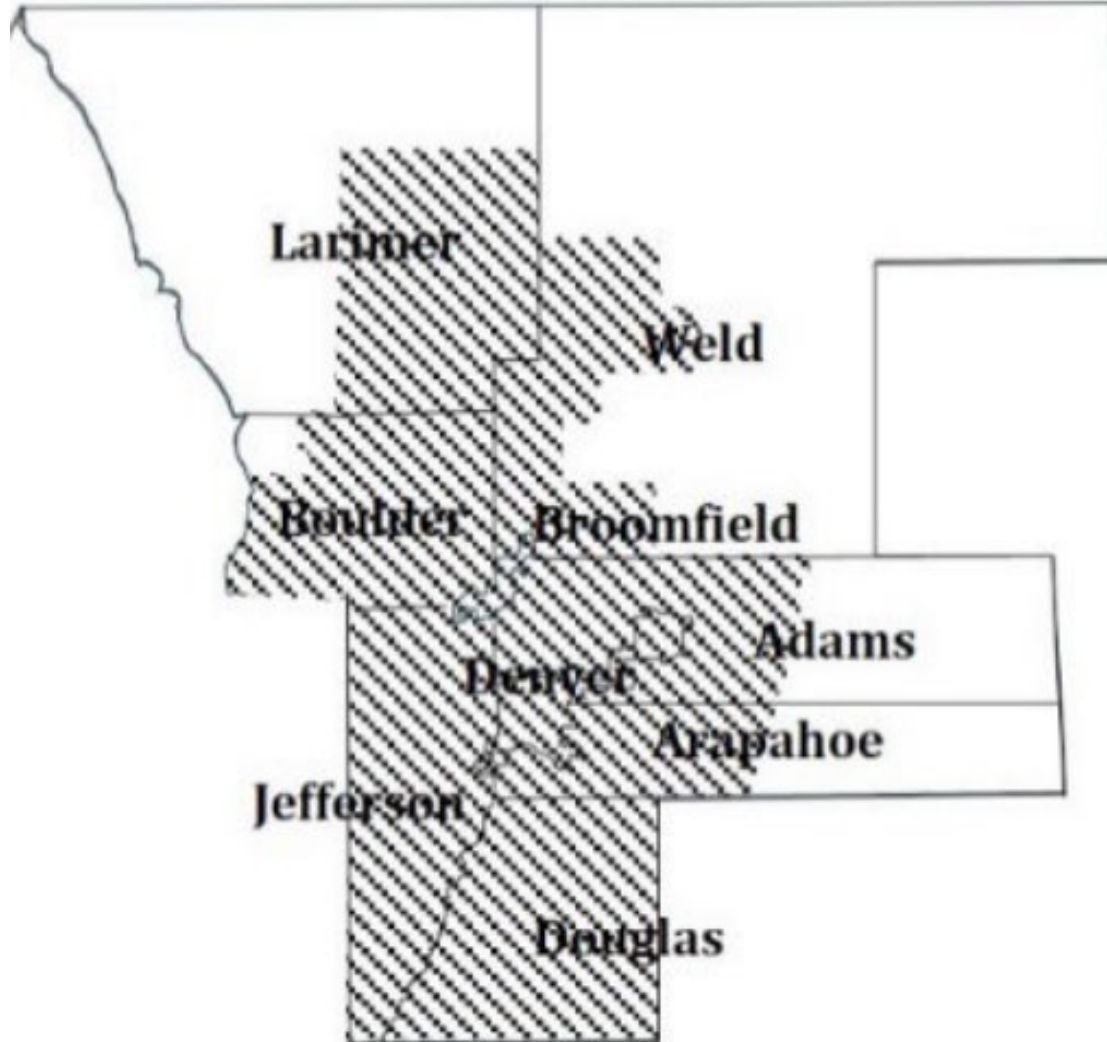




# Improving the Vehicle Emissions Testing Program

- **Increase the Vehicle Inspection & Maintenance Fee to \$35:**
  - **Additional \$9.75/vehicle allows State and contractor(s) to improve existing program**
  - **Additional \$0.25/vehicle provides funding for high emitting vehicle repairs**
- **Close Emissions Testing Loopholes:**
  - **Require residents in the emission testing program area to test all subject vehicles registered in their name**
  - **For out-of-the-region commuters, increase the statutory enforcement for emissions testing for vehicles legitimately registered outside NAA, but largely driven within**
  - **Increase statutory requirements/penalties for failing to timely register out-of-state vehicles/expired plates/no plates at all!**

# Improving the Vehicle Emissions Testing Program



***Thank you!***

**Mike Silverstein, Executive Director**

**David Sabados, Communication, Programs & Government Affairs Director**

**Tom Moore, Planning Director**