

<b>COLORADO DEPARTMENT OF TRANSPORTATION</b>		<input checked="" type="checkbox"/> <b>POLICY DIRECTIVE</b> <input type="checkbox"/> <b>PROCEDURAL DIRECTIVE</b>
Subject <b>CDOT Policy on Air Quality</b>		Number <b>1901</b>
Effective	Supersedes <b>1/19/1995</b>	Originating Office <b>DTD Environmental Programs Branch</b>

## PURPOSE

The Purpose of this Policy Directive is to establish the goals and direction of the Department in regards to impacts to air quality and greenhouse gas emissions resulting from the development and management of the state transportation system.

## AUTHORITY

The Colorado Transportation Commission has the authority to establish goals and direction for the Colorado Department of Transportation. This Policy Directive responds to Executive Order D 004 08, Reducing Greenhouse Gases in Colorado, signed by Governor Bill Ritter April 22, 2008 prescribing specific goals for reducing greenhouse gas emission statewide and specifically identifies the transportation sector as an area to be addressed, and the Governor's Greening Government Initiative.

## APPLICABILITY

CDOT Division of Transportation Development (DTD), more specifically, this Policy Directive applies to activities related to the following Branches of DTD; Planning, Research, and Environmental Programs. Portions of this Policy Directive will also affect CDOT's Motor Pool, Materials and Geotechnical Branch, Purchasing offices, and other CDOT offices and programs.

## DEFINITIONS

1. Mobile Source Air Toxics (MSATs) – Air pollutants arising from cars, trucks, other vehicles, and other sources that move from location to location. These pollutants may relate to various health ailments but in many cases national ambient air quality standards (NAAQS) do not exist.

2. Greenhouse Gasses (GHGs) – Gasses, including carbon dioxide, identified by the U.S. Environmental Protection Agency (EPA) as endangering human health through their contribution to potential climate change.
3. Volatile Organic Compounds (VOCs) – Any organic compound that participates in atmospheric photochemical reactions except those designated by EPA as having negligible photochemical reactivity.
4. Nitrogen Oxide (NO<sub>x</sub>) – The result of photochemical reactions of nitric oxide in ambient air. It is a major component of photochemical smog. Product of combustion from transportation and stationary sources and a major contributor to the formation of ozone in the troposphere and to acid deposition
5. Carbon Dioxide (CO<sub>2</sub>) – A naturally occurring gas, CO<sub>2</sub> is also a result of combustion. It is a known greenhouse gas.
6. Particulate Matter (PM 2.5&10) – Fine liquid or solid particles such as dust, smoke, mist, fumes, or smog found in air or emissions.

## POLICY

It is the policy of the Colorado Department of Transportation to:

- A. Use CDOT's unique statewide perspective to address transportation and air quality needs at the state, regional, and local levels through collaboration with varied public and private sector stakeholders.
- B. Promote a transportation system that is environmentally responsible by working to research and promote actions and technologies that assist areas of the state which currently violate air quality standards to achieve compliance and to prevent the occurrence of new violations of air quality standards elsewhere in the state.
- C. Advocate the integration of local, regional and statewide transportation and air quality priorities through a coordinated decision-making process that balances long range transportation, land use planning, and quality of life needs in Colorado by working with the general public and federal, state, regional and local transportation and air quality interests.
- D. Maintain a partnership with the Colorado Department of Public Health and

the Environment and other air quality agencies to improve understanding of the role of CDOT in contributing to solutions to, and preventing the occurrence of new, air quality problems.

E. To pursue coordinated, proactive and programmatic options for addressing air quality concerns related to transportation related pollutants in a manner that is more effective given the regional nature of air quality hazards.

### IMPLEMENTATION

This Policy Directive shall be effective immediately upon approval and implemented accordingly by the Colorado Department of Transportation and will supersede existing Policy Direction 1901 (1995). Procedural Direction 1901.1 CDOT Strategy for Addressing Non-Regulated Air Quality pollutants will outline the procedures for implementing this Policy Directive. Implementation of Air Quality programs should be done cooperatively with other local, state, and federal agencies and appropriate non-governmental entities. Potential avenues to pursue may include:

1. Technical assessments and studies, field work, and other initiatives related to achieving the goal and objectives of this Policy Directive. Examples include sharing and refining relevant air quality information on emissions, modeling, and monitoring in Colorado.
2. Evaluating the effects of statutory, regulatory, and other legal requirements on air quality.
3. Developing materials to better educate the public on actions they can take to reduce personal impacts on air quality.
4. Evaluating how long range visions of transportation in Colorado may affect overall air quality within the state.
5. Researching traffic control options for limiting exposure of sensitive receptors to impacts from vehicles.
6. Researching technologies to extend the service life of transportation infrastructure including concrete and asphalt.

7. Work collaboratively with local agencies to integrate transportation and community development decisions.
8. Continuing efforts to reduce air quality impacts from agency vehicles and from vehicles of agency contractors.
9. Promote best practices that reduce impacts to air quality from personal and commercial vehicles.
10. Research additional ways to improve efficiency of statewide system with regards to freight movement.
11. Identify opportunities to reduce impacts to air quality from non-transportation features of system such as landscaping and Department facilities.

**FISCAL IMPACT**

**SUNSET DATE**

This Policy Directive will be reviewed by July 1, 2014.