

III.D. Greeley Attainment/Maintenance Area for Carbon Monoxide

III.D. Greeley Attainment/Maintenance Area for Carbon Monoxide
 IIID_GreeleyCO.jpg

III.E. Longmont Attainment/Maintenance Area For Carbon Monoxide

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 IIIE_LongmontCO.jpg

PM10		
Area	Classification	Boundary
Denver Metro (effective 10/16/02)	Attainment/Maintenance #	All of Denver, Jefferson, and Douglas Counties; Boulder County (excluding Rocky Mountain National Park) and the Automobile Inspection and Readjustment Program portions of Adams and Arapahoe Counties. See attached map.
Steamboat Springs	Attainment/Maintenance	Steamboat Springs Area Airshed as adopted by the Routt County Commissioners May 28, 1991. See attached map.
Pagosa Springs (effective 8/14/01)	Attainment/Maintenance	See attached map.
Telluride/Mt. Village/ San Miguel County (effective 8/14/01)	Attainment/Maintenance	See attached map.
Aspen/Pitkin County (effective 7/14/03)	Attainment/Maintenance	See attached map.
Cañon City/Fremont County (effective 7/31/00)	Attainment/ Maintenance	See attached map.
Lamar	Attainment/Maintenance	Lamar City Limits as of July 30, 1991. See attached map.
Ozone		
Denver 1-Hour Ozone Attainment/Maintenanc e Area (effective 10/11/01)	Attainment/Maintenance	The Counties of Jefferson and Douglas, the Cities and Counties of Denver and Broomfield, Boulder County (excluding Rocky Mountain National Park), Adams County west of Kiowa Creek, and Arapahoe County west of Kiowa Creek. See attached map.

Denver Metro Area/North Front Range 8-Hour Ozone Nonattainment Area	Nonattainment	<p>The Counties of Adams, Arapahoe, Boulder (includes part of Rocky Mountain National Park), Douglas, and Jefferson; the Cities and Counties of Denver and Broomfield; and the following portions of the Counties of Larimer and Weld:</p> <p>For Larimer County (includes part of Rocky Mountain National Park), that portion of the county that lies south of a line described as follows: Beginning at a point on Larimer County's eastern boundary and Weld County's western boundary intersected by 40 degrees, 42 minutes, and 47.1 seconds north latitude, proceed west to a point defined by the intersection of 40 degrees, 42 minutes, 47.1 seconds north latitude and 105 degrees, 29 minutes, and 40.0 seconds west longitude, thence proceed south on 105 degrees, 29 minutes, 40.0 seconds west longitude to the intersection with 40 degrees, 33 minutes and 17.4 seconds north latitude, thence proceed west on 40 degrees, 33 minutes, 17.4 seconds north latitude until this line intersects Larimer County's western boundary and Grand County's eastern boundary.</p> <p>For Weld County, that portion of the county that lies south of a line described as follows: Beginning at a point on Weld County's eastern boundary and Logan County's western boundary intersected by 40 degrees, 42 minutes, 47.1 seconds north latitude, proceed west on 40 degrees, 42 minutes, 47.1 seconds north latitude until this line intersects Weld County's western boundary and Larimer County's eastern boundary.</p> <p>See attached map.</p>

#The classification of the Denver Metro Area as an attainment/maintenance area shall not affect Air Quality Control Commission Regulations Number 1, 5 CCR 1001-3, Section VIII; or Number 3, 5 CCR 1001-5, Part B, Section IV.D.2(d)(i) or (ii). Such provisions shall apply in the Denver Metro Area in the same manner as they would apply if the Denver Metro Area were nonattainment area for PM10.

III.F. Denver PM10 and Ozone Attainment/Maintenance Area

III.F. Denver PM10 and Ozone Attainment/Maintenance Area
 IIIF_DenverPM10.jpg

III.G. Steamboat Springs Attainment/Maintenance Area for PM10

III.G. Steamboat Springs Attainment/Maintenance Area for PM10
 IIIG_SteamboatPM10.jpg

III.H. Pagosa Springs Attainment/Maintenance Area for PM10

III.H. Pagosa Springs Attainment/Maintenance Area for PM10
IIIH_PagosaSpringsPM10.jpg

III.I. Telluride/Mt. Village/San Miguel County Attainment/Maintenance Area for PM10

III.I. Telluride/Mt. Village/San Miguel County Attainment/Maintenance Area for PM10
IIII_TelluridePM10.jpg

III.J. Aspen/Pitkin County Attainment/Maintenance Area for PM10

III.J. Aspen/Pitkin County Attainment/Maintenance Area for PM10
IIIJ_AspenPM10.jpg

III.K. Cañon City/Fremont County Attainment/Maintenance Area for PM10

III.K. Cañon City/Fremont County Attainment/Maintenance Area for PM10
IIIK_CanonCityPM10.jpg

III.L. Lamar Attainment/Maintenance Area for PM10

III.L. Lamar Attainment/Maintenance Area for PM10
IIIL_LamarPM10.jpg

III.M. Denver Metro Area/North Front Range 8-Hour Ozone Nonattainment Area

III.M. Denver Metro Area/North Front Range 8-Hour Ozone Nonattainment Area
IIIM_8hrOzone.jpg

IV. Visibility Standard

To be added to the Colorado Air Quality Control Commission document “Ambient Air Standards for Metropolitan Denver Air Quality Control Region, State Air Pollution Control Areas and the State of Colorado.”

Visibility Standard for the AIR Program Area

Level: The Visibility Standard for the AIR program area is an atmospheric extinction of .076/km¹, equivalent to a standard visual range of 32 miles²

Averaging Time: The Averaging time is four hours. All four hours must be contiguous. No four-hour average in violation of the standard can have hours in common with any other four-hour period in violation of the standard.³

Applicability: The visibility standard is applicable in the AIR program area.⁴ The visibility standard applies during an eight-hour period from 8:00 a.m. (0800) to 4:00 p.m. (1600) each day Mountain Local Time. The visibility standard applies only during hours when the hourly average relative humidity is less than 70 percent.⁵

¹Extinction is a measure of the ability of the atmosphere to attenuate light. It is traditionally expressed in light attenuation per kilometer. It is measured directly with a long-path transmissometer or by other equivalent methods as determined by the Air Pollution Control Division.

²Extinction (Bext) can be converted to standard visual range (SVR) in miles as follows:

$$SVR \text{ (Miles)} = (3.912 / (Bext + .01 \text{ km})) * .06214$$

where Bray is the Rayleigh scattering coefficient (.0099/km) for Denver's altitude and the visual range is standardized to a Rayleigh scattering coefficient of .01/km or an altitude of 1.55km. The formula assumes a contrast threshold of two percent.

³There are five possible contiguous four-hour periods from 0800 to 1600 each day (0800 to 1200, 0900 to 1300, 1000 to 1500, and 1200 to 1600). Only the periods from 0800 to 1200 and from 1200 to 1600 do not have overlapping hours. Therefore, a maximum of two standard violations are possible each day that have no overlapping hours or hours in common.

⁴The AIR program area is defined in C.R.S. 42-4-307 (8).

⁵Any hour with a relative humidity of 70 percent or over would not be included in the four-hour running averages.

* Visibility: Adopted: 12/21/89 Effective: 1/1/95

V. Emission Budgets for Attainment/Maintenance Areas in the State of Colorado

V.A. Budgets

V.A.1. The following Motor Vehicle Emission Budgets shall be utilized to assess the conformity of Transportation Plans, TIPs, and where appropriate, Projects, for the applicable periods and geographic areas indicated:

<p><u>Denver</u> <u>Attainment/Maintenance</u> <u>Area (Modeling</u> <u>Domain)</u></p>	<p><u>PM10</u>: 2015 through 2021: 54 tons/day; 2022 and beyond: 55 tons/day.</p> <p><u>Nitrogen Oxides</u>: 2015 through 2021: 70 tons/day; 2022 and beyond: 56 tons/day</p> <p>Trading provisions: Trading of PM10 for NOx, or NOx for PM10 to adjust emission budgets for purposes of demonstrating transportation conformity shall be allowed using the emission trading formula as follows:</p> <p>For trades necessary to increase a primary PM10 budget, 15.0 tons/day of NOx will be taken from the NOx budget to increase the primary PM10 budget by 1.0 tons/day, a ration of 15 to 1.</p> <p>For trades necessary to increase a NOx budget, 1.0 tons/day of primary PM10 will be taken from the primary PM10 budget to increase the NOx budget by 12.0 tons/day, a ratio of 1 to 12.</p> <p>Implementation of trading provisions: In the event the MPO cannot demonstrate consistency with the specific PM10 and NOx mobile source emission budgets, the trading provisions may be utilized only after the MPO has considered all reasonably available local control measures to meet the budgets. The MPO must demonstrate the need for trading through the usual consultation procedures for state implementation plan development delineated in Section IV(F) of AQCC Regulation Number 10, Criteria for Analysis of Conformity.</p> <p>If trading is utilized, the MPO shall include the following information in the transportation conformity determination:</p> <p>(1) The budget for primary PM10 and NOx</p>
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	<p>for each required year of the conformity determination, before trading is employed; (2) The portion of the original budget to be used to supplement a wanting budget, for each required year for the conformity determination; (3) The increased budget that results from trading, along with relevant calculations, and (4) the resulting primary PM10 and NOx budgets for each required year of the conformity demonstration.</p> <p>The MPO shall then compare projected emissions to the adjusted PM10 and NOx motor vehicle emission budgets to demonstrate conformity.</p>
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Denver Attainment Maintenance Area	Ozone Precursors (attainment/maintenance area boundary) NOx 2002 and beyond 134 tpsd VOC 2002 and beyond 119 tpsd tpsd = tons per summer day Carbon Monoxide (attainment/maintenance area boundary) 2013 through 2020: 1625 tons/day; 2021 and beyond: 1600 tons/day.
Denver Metro Area/North Front Range 8-hour Ozone Nonattainment Area	<p>Regional Emissions Budgets</p> <p>NOx: 122.9 tons/day VOCs: 109.2 tons/day</p> <p>Southern Sub-regional Emissions Budgets</p> <p>NOx: 102.4 tons/day VOCs: 89.7 tons/day</p> <p>Northern Sub-regional Emissions Budgets</p> <p>NOx: 20.5 tons/day VOCs: 19.5 tons/day</p>
<u>Aspen (Modeling Area)</u>	<u>PM10_2015 and Beyond: 16,244 lbs./day</u>

VIII. Statements of Basis, Specific Statutory Authority and Purpose

VIII.VI Denver Metro Area/North Front Range 8-Hour Ozone Emissions Budgets Adopted December 11, 2008

The amendments to the "Ambient Air Quality Standards for the State of Colorado" Regulation adopted by the Commission establish mobile source emissions budgets for the Denver Metro Area/North Front Range 8-Hour Ozone area.

Federal Requirements

Nothing in this rule change exceeds the minimum requirements of the federal act.

Statutory Authority

The authority to establish emissions budgets and to establish criteria for transportation conformity determinations is included in the general authority to adopt a State Implementation Plan set out in Section 25-7-105(1) and in 25-7-107(1), C.R.S.

Findings pursuant to Section 25-7-110.8

The mobile source emissions budgets are based on EPA's MOBILE6 emissions model and EPA-approved methods for calculating fugitive dust emissions as required by federal regulations. All methodologies and information made available by interested parties have been considered. The emissions budgets reduce the potential for air pollution by capping emissions from mobile sources. In adopting this rule, the Commission chose the most cost-effective alternative.