

DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT

Air Quality Control Commission

REGULATION NUMBER 11

MOTOR VEHICLE EMISSIONS INSPECTION PROGRAM

5 CCR 1001-13

PART A General Provisions, Area of Applicability, Schedules for Obtaining Certification of Emissions Control, Definitions, Exemptions, and Clean Screening/Remote Sensing

VI. CLEAN SCREEN PROGRAM MAXIMUM ALLOWABLE EMISSIONS LIMITS

VI.A. In order to obtain a Certificate of Emissions Control through the Clean Screen Program, vehicles must not exceed maximum emissions concentrations of 0.50 percent carbon monoxide (CO), 1,000 parts per million nitrogen oxides (NO_x), and 200 parts per million hydrocarbon (HC) as reflected in remote sensing emissions readings.

PART H Statements of Basis, Specific Statutory Authority and Purpose

XXV. AMENDMENTS

ADOPTED AUGUST 19, 2010

Basis and Purpose

The purpose of this rulemaking is to revise the provisions of Regulation Number 11 to add a Nitrogen Oxides (NO_x) cut-point to the selection criteria used in the Clean Screen Program. This change will enhance the environmental effectiveness of the Automobile Inspection and Readjustment (AIR) Program as a whole by helping to ensure that vehicles with high NO_x emissions are not exempted from testing through the Clean Screen Program. This change will also address one of the key recommendations by the State Auditor's Office during the 2009 performance audit of the AIR Program.

Specific Statutory Authority

The Commission promulgates these regulatory changes pursuant to its authority to establish rules governing the Clean Screen Program including clean screen emission levels pursuant to §§ 42-4-306 (23)(a) and 42-4-306 (6)(a), C.R.S.

Scientific/Technical Rationale

The rule is based on reasonably available, validated, reviewed, and sound scientific methodologies including analysis of existing emission testing data, clean screen data and EPA approved mobile source emissions modeling. It will result in demonstrable reductions in ozone precursor emissions as well as mobile source air toxics, and should help reduce the risk to human health or the environment from vehicle emissions in the program area. Among the options considered, the regulatory option chosen will maximize the air quality benefits in the most cost-effective manner.