

DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT

Air Quality Control Commission

AIR QUALITY STANDARDS, DESIGNATIONS AND EMISSION BUDGETS

5 CCR 1001-14

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 Attainment/Maintenance Area (Modeling 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>
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	<p>(1) The budget for primary PM10 and NOx 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>
<u>Denver Attainment Maintenance Area</u>	<p><u>Ozone Precursors (attainment/maintenance area boundary) NOx 2002 and beyond 134 tpsd</u> <u>VOC 2002 and beyond 119 tpsd (tpsd = tons per summer day)</u> <u>Carbon Monoxide (attainment/maintenance area boundary) 2013 through 2020: 1625 tons/day; 2021 and beyond: 1600 tons/day.</u></p>
<u>Denver Metro Area/North Front Range 8-Hour Ozone Nonattainment Area</u>	<p><u>Regional Emissions Budgets</u> <u>NOx: 122.9 tons/day</u> <u>VOCs: 109.2 tons/day</u></p> <p><u>Southern Sub-Regional Emissions Budgets</u> <u>NOx: 102.4 tons/day</u> <u>VOCs: 89.7 tons/day</u></p> <p><u>Northern Sub-Regional Emissions Budgets</u> <u>NOx: 20.5 tons/day</u> <u>VOCs: 19.5 tons/day</u></p>
<u>Aspen Attainment/Maintenance Area</u>	<u>PM10 2023 and Beyond: 1,146 lbs./day</u>
<u>Cañon City</u>	<u>PM10 2020 and Beyond: 1,613 lbs./day</u>
<u>Lamar (Modeling Area)</u>	<u>PM10 2015-2025 and Beyond: 7,534,764 lbs./day</u>
<u>Pagosa Springs (Modeling Area)</u>	<u>PM10 2021 and Beyond: 946 lbs./day</u>
<u>Steamboat Springs (Modeling Area)</u>	<p><u>PM10 2015 through 2023: 21,773 lbs./day</u> <u>PM10 2024 and Beyond: 1,103.2 lbs./day</u></p>

Telluride (Modeling Area)	<u>PM10</u> 2021 and Beyond: 1,008 lbs./day
Longmont Attainment/Maintenance Area	<u>Carbon Monoxide</u> 2010 through 2014: 43 tons/day 2015-2019: 43 tons/day 2020 and Beyond: 43 tons/day
Colorado Springs Attainment/Maintenance Area	<u>Carbon Monoxide</u> 2010 and Beyond: 531 tons/day
Ft. Collins Attainment/Maintenance Area	<u>Carbon Monoxide</u> 2005 through 2009: 99 tons/day 2010 through 2014: 98 tons/day 2015 and Beyond: 94 tons/day
Greeley Area Attainment/Maintenance Area	<u>Carbon Monoxide</u> 2005 through 2009: 63 tons/day 2010 through 2014: 62 tons/day 2015 and Beyond: 60 tons/day

V.A.2. Geographic Coverage

Unless otherwise specified, the geographic coverage of each of the area Motor Vehicle Emissions Budgets shall be the nonattainment or attainment maintenance area as defined in the respective state implementation plans.

V.A.3. The Motor Vehicle Emissions Budget for PM10 applies to total primary PM10 emissions, including emissions from tailpipe exhaust, unpaved roads (except for the Denver PM10 nonattainment area), re-entrained road dust and street sand. It does not include precursor or secondary emissions, which, where appropriate, are covered under separate budgets.

V.A.4. Effective Dates

V.A.4.a. Denver Carbon Monoxide

The 1,520 tons per day (2013 and beyond) carbon monoxide emission budget established in Section V.A.1. shall take effect as a matter of state law when such budget takes effect as a matter of federal law pursuant to 40 CFR Section 93.118. Until such time as the 1,520 tons per day budget takes effect pursuant to this section and 40 CFR Section 93.118, the carbon monoxide emission budgets for the Denver CO attainment/maintenance area shall be 800 tons per day (2002 and beyond).

V.A.4.b. Colorado Springs Carbon Monoxide

The 531 tons per day carbon monoxide emission budget established in Section V.A.1. shall take effect as a matter of state law when such budget takes effect as a matter of federal law pursuant to 40 CFR Section 93.118. Until such time as the 531 tons per day budget takes effect pursuant to this section and 40 CFR Section 93.118, the carbon monoxide emission budget for the Colorado Springs CO attainment/maintenance area shall be 270 tons per day (2001 and beyond).

V.A.4.c. Reserved

V.A.4.d. Reserved

V.A.4.e.Aspen PM10

The 16,244 pounds-per-day PM10 emission budget established in Section V.A.1. shall take effect as a matter of state law when such budget takes effect as a matter of federal law pursuant to 40 CFR Section 93.118. Until such time as the 16,244 pounds-per-day budget takes effect pursuant to this section and 40 CFR Section 93.118, the PM10 emission budget for the Aspen PM10 Nonattainment Area shall be 13,974 pounds-per-day.

V.A.4.f. Pagosa Springs PM10

The 946 pounds-per-day PM10 emission budget established in Section V.A.1. shall take effect as a matter of state law when budget takes effect as a matter of federal law pursuant to 40 CFR Section 93.118. Until such time as the 946 pounds-per-day budget takes effect pursuant to this section and 40 CFR Section 93.118, the PM10 emission budget for the Pagosa Springs PM10 attainment/maintenance area shall be 7,486 pounds-per-day.

V.A.4.g.Cañon City PM10

The 1,1613 pounds-per-day PM10 emission budget established in Section V.A.1. shall take effect as a matter of state law when such budget takes effect as a matter of federal law pursuant to 40 CFR Section 93.118. Until such time as the 1,613 pounds-per-day budget takes effect pursuant to this section and 40 CFR section 93.118, the PM10 emission budget for the Cañon City PM10 attainment/maintenance area shall be 7,439 pounds-per-day.

V.A.4.h.Lamar PM10

The ~~7,534~~⁷⁶⁴ pounds-per-day PM10 emission budget established in Section V.A.1. shall take effect as a matter of state law when such budget takes effect as a matter of federal law pursuant to 40 CFR Section 93.118. Until such time as the ~~7,534~~⁷⁶⁴ pounds-per-day budget takes effect pursuant to this section and 40 CFR Section 93.118, the PM10 emission budget for the Lamar PM10 Nonattainment Area shall be ~~1,884~~^{7,534} pounds-per-day.

VIII. Statement of Basis, Specific Authority and Purpose

VIII.CC Lamar PM10

Adopted: December 20, 2012

The amendments to the "Air Quality Standards for the State of Colorado" Regulation adopted by the Commission establish mobile source emissions budgets for the Lamar 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), C.R.S. (2001).

Findings pursuant to Section 25-7-110.8

The mobile source emissions budgets are based on EPA's MOVES2010a 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