

Specific Regulations for Nonattainment—Attainment/Maintenance Areas (Local Areas).”

In addition, Aspen has adopted street sweeping control requirements for any user of street sanding materials on defined roadways in the Aspen attainment/maintenance area. Street cleaning using broom sweepers or any other sweepers with equal efficiency must be performed within four days of the roadways becoming free and clear of snow and ice following each sanding deployment. These requirements are defined in detail in section III.C.2. of the “State Implementation Plan—Specific Regulations for Nonattainment—Attainment/Maintenance Areas (Local Areas).”

Aspen also has paid parking requirements that were adopted in 1993 and approved by EPA in 1994 and will remain as part of the federal SIP. Parking on public streets within the City of Aspen’s commercial core and surrounding residential areas is restricted through parking fees and permits to reduce traffic and encourage transit ridership. This requirement is defined in detail in section III.C.3. of the “State Implementation Plan—Specific Regulations for Nonattainment—Attainment/Maintenance Areas (Local Areas).”

In addition, the City of Aspen implemented local transit measures such as expansion of the bus fleet by 14 buses, establishment of a 400 space Park ‘n Ride lot and a 250 space intercept parking lot, and establishment of cross-town and intercept lot shuttle services. These measures were adopted in 1993

and approved by EPA in 1994 and have been completed.

In addition to the State and local control measures, the Federal Motor Vehicle Emission Control Program has reduced PM<sub>10</sub> emissions in Aspen as older, higher emitting diesel vehicles are replaced with newer vehicles that meet tighter emission standards. Overall, despite growth in the Aspen nonattainment area (e.g., in population, employment and vehicle miles traveled), attainment of the PM<sub>10</sub> NAAQS has been demonstrated. We have evaluated the various control measures, in addition to the 1997 attainment year emission inventory and the projected emissions described below, and have concluded that the continued attainment of the PM<sub>10</sub> NAAQS in the Aspen area has resulted from emission reductions that are permanent and enforceable.

#### iv. Fully Approved Maintenance Plan Under Section 175A of the CAA

Section 107(d)(3)(E) of the CAA requires that, for a nonattainment area to be redesignated to attainment, we must fully approve a maintenance plan which meets the requirements of section 175A of the CAA. The plan must demonstrate continued attainment of the relevant NAAQS in the area for at least 10 years after our approval of the redesignation. Eight years after our approval of a redesignation, Colorado must submit a revised maintenance plan demonstrating attainment for the 10 years following the initial 10 year period. The maintenance plan must also contain a contingency plan to ensure

prompt correction of any violation of the NAAQS. (See sections 175A(b) and (d).) Our September 4, 1992, guidance outlines 5 core elements that are necessary to ensure maintenance of the relevant NAAQS in an area seeking redesignation from nonattainment to attainment. Those elements, as well as guidelines for subsequent maintenance plan revisions, are as follows:

#### a. Attainment Inventory

The maintenance plan should include an attainment emission inventory to identify the level of emissions in the area which is sufficient to attain the NAAQS. An emission inventory for Aspen was developed for the attainment year 1997 as well as a projection inventory for the year 2015. The emission inventory incorporates the emission estimates for woodburning, arterial and local street re-entrained emissions, gravel road emissions, restaurant exhaust emissions, and mobile exhaust emissions that are contained in the nonattainment area SIP Element that was approved by EPA on September 22, 1994. The emission inventory reflects 1997 emissions for airport emissions based on information provided by the Federal Aviation Administration (FAA) and highway re-entrained road dust emissions using the latest traffic counts from the Colorado Department of Transportation (CDOT). There are no stationary sources in the attainment/maintenance area. Summary emission figures from the 1997 attainment year and the 2015 projected year are provided in Tables 1, 2 and 3 below.

TABLE 1.—1997 AND 2015 PM<sub>10</sub> TOTAL EMISSION INVENTORY FOR ROAD DUST ACTIVITY IN POUNDS PER WINTER DAY FOR ASPEN/PITKIN COUNTY

	Highway 82	Paved roads		Gravel roads
		Arterial	Local	
1997 .....	7540	1468	1000	79
2015 .....	12109	2358	1606	127

\* 1997 emissions from Highway 82, paved arterial roads, paved local roads, and gravel roads were increased by 60.6% based on long-term traffic projections from CDOT (58%) through 2015 and adding some additional VMT (1.65%) in the year 2015 to account for eliminating from the federally-approved plan some transit and parking measures.

TABLE 2.—1997 AND 2015 PM<sub>10</sub> TOTAL EMISSION INVENTORY FOR RESTAURANT, MOBILE SOURCE, AND AIRCRAFT ACTIVITY IN POUNDS PER WINTER DAY FOR ASPEN/PITKIN COUNTY

	Vehicle exhaust	Aircraft	Restaurants
1997 .....	44	28	27
2015 .....	44	44	36

\* 1997 emissions from restaurants were increased by 33.1% based on Pitkin County population projections to determine 2015 emissions.

\*\* Aircraft emissions are based on FAA activity projections.

\*\*\* 1997 emissions from vehicle exhaust are assumed to remain constant through 2015.