

further progress (RFP) demonstration, the attainment demonstration, and VMT forecasts. In addition, we are proposing to approve Nevada's low enhanced I/M program for Clark County under section 187(a)(6) of the Act, Clark County's wintertime Cleaner Burning Gasoline program under section 211(c)(4)(C) of the Act, and Nevada's wintertime gasoline specification for Clark County related to Reid Vapor Pressure (RVP). These three programs, along with previously-approved oxygenated fuel regulations and natural vehicle turnover (replacement of older higher-emitting vehicles with newer models manufactured to meet increasingly stringent emissions standards), are the main control programs relied upon to reach attainment. We are also proposing to approve an alternative fuel program for government vehicles, voluntary transportation control measures, a determination that stationary sources do not contribute significantly to CO levels for the purposes of section 187(c) of the Act, a contingency measure, commitments for further submittals and control measures, as needed, and CO emissions budgets for conformity purposes.

B. Does the 2000 CO Plan Meet All the Procedural Requirements?

As noted in our earlier completeness finding for the 2000 CO plan (letter

dated September 12, 2000 from Amy Zimpfer to Allen Biaggi), the CCDCP has satisfied applicable statutory and regulatory requirements for reasonable public notice and hearing prior to adoption of the plan and each of the plan amendments. The CCDCP conducted numerous public workshops and public hearings prior to the adoption hearing on August 1, 2000, at which the 2000 CO plan was adopted by the Clark County Board of County Commissioners, the lead agency for local air quality planning in the Las Vegas Valley area. The SIP submittal⁶ includes a description of public meetings and hearings where the public had the opportunity to comment on the issues addressed in the plan. Public noticing for these meetings occurred through advertisements in the Las Vegas Review Journal and the Las Vegas Sun as well as on the Internet. Also included are the comments received from the public and responses developed by the CCDCP staff. Therefore, we propose to approve the 2000 CO plan as meeting the procedural requirements of section 110(a)(2) of the Act.

C. What Levels of CO Are Estimated for the Base Year and Projected for Future Years and Does the Plan Provide for Reasonable Further Progress?

The revised and updated emissions inventory included in the 2000 CO plan

is consistent with our guidance documents.⁷ The motor vehicle emissions factors used in the plan were generated by the EPA MOBILE5 model. The base-year (1996) inventory was developed using MOBILE5a (as adjusted to account for off-cycle emissions); MOBILE5b was used for emissions projections for years 2000, 2010, and 2020 (also adjusted to account for off-cycle emissions). The gridded CO inventory for motor vehicles was then produced using the Direct Travel Impact Model version 2.0 (DTIM2), distributed by the California Department of Transportation, which combines motor vehicle emission factors with transportation modeling performed by RTC.

The point source inventory was prepared primarily from a mail survey by the Clark County Health District (CCHD). Survey results were supplemented by information obtained through personal contacts during compliance inspections. VMT data necessary to calculate on-road mobile source emissions was provided by RTC. Table 1 below contains demographic information for Clark County.

TABLE 1.—DEMOGRAPHIC DATA USED IN DEVELOPING EMISSION INVENTORIES AND TO PROJECT ACTIVITY LEVELS FOR NONATTAINMENT AREA¹

Year	Population	Employment	VMT
1996	1,037,844	493,213	22,469,020
2000	1,269,600	609,400	24,929,485
2010	1,790,700	859,500	38,022,330
2020	2,406,500	1,115,100	57,492,333

¹ Data is based on Clark County Regional Transportation Commission (RTC) 1997 Estimates/Projections.

Base Year Emissions

The results of the Las Vegas Valley 1996 base year CO emissions inventory for stationary point and area sources, on-road mobile sources, and nonroad

mobile sources categories are tabulated in this section. The biogenics category has been omitted, as it is not applicable to CO emissions. Table 2 below contains a detailed listing of average daily CO

season emissions by source category. Large stationary sources at the periphery of the nonattainment area (State hydrographic area No. 212) have also been included in the inventory.

TABLE 2.—1996 CO EMISSIONS—AVERAGE DAILY CO SEASON

Source categories	Emissions (Tons/day)	Emissions (Percent)
Stationary Point Sources:		
Titanium Metals	2.84	0.60
Kerr McGee-BMI	0.24	0.05
Chemical Lime Co. Apex	0.82	0.17
Bonanza Materials	0.28	0.06

⁶ A summary of public participation activities in the development of the plan are included in Appendix D, section 11 of the 2000 CO plan.

⁷ See, for example, Emission Inventory Requirements for Carbon Monoxide State Implementation Plans, EPA—450/4-91-011; Procedures for the Preparation of Emission Inventories for Carbon Monoxide and Precursors of

Ozone, Volume I: General Guidance for Stationary Sources EPA—450/4-91-016; Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources, EPA 450/4-91-026d Revised.