

State of Oregon
Department of Environmental Quality

Memorandum

Date: April 7, 2010

To: Environmental Quality Commission

From: Dick Pedersen, Director

Subject: Agenda item L, Rule adoption: Revisions to Oregon's State Implementation Plan, OAR Chapter 340, Divisions 200, 202, 204, and 206
April 29-30, 2010 EQC meeting

Why this is Important Updates to the Oregon State Implementation Plan are needed to ensure that Oregon has the appropriate rules, technical documentation and agreements in place to implement the federal Clean Air Act. The proposed rule revisions update Oregon's infrastructure State Implementation Plan allowing for EPA approval. The rule package also contains other changes to align DEQ and EPA rules.

DEQ recommendation and EQC motion The Department of Environmental Quality recommends that the Oregon Environmental Quality Commission adopt proposed rule revisions and report on interstate transport as presented in attachments A and B and authorize DEQ to submit them to the U. S. Environmental Protection Agency as revisions to the Oregon State Implementation Plan.

Background and need for rulemaking Sections 110(a)(1) and (2) of the federal Clean Air Act requires states to submit changes to state implementation plan infrastructure elements to EPA for approval. A state implementation plan is a state plan for implementing portions of the Clean Air Act, and consists of narrative, rules, technical documentation and agreements. States maintain and periodically update their plans to incorporate new requirements, and EPA must approve each revision.

Between 2005 and 2008, EPA issued findings that states had not fully brought their state implementation plans up to date to address interstate transport of ozone and fine particulate, PM_{2.5}, EPA's promulgation of the 1997 ozone health standards and EPA's promulgation of the 1997 PM_{2.5} health standards. In 2008, DEQ and EPA reviewed Oregon's plan for ozone and PM_{2.5}. DEQ and EPA have identified the rulemaking actions described below as needed updates to help ensure EPA's approval of the Oregon State Implementation Plan.

Effect of rule This proposed rulemaking would update several rules as necessary to meet requirements of the federal Clean Air Act for Oregon's state implementation plan infrastructure. These revisions include:

- Recently adopted federal changes to National Ambient Air Quality Standards for PM_{2.5}, ozone and lead;

- Oregon's evaluation of interstate transport of PM_{2.5} and ozone;
- Incorporating into the plan the definition of PM_{2.5}, currently in Oregon rule;
- PM_{2.5} non-attainment area boundary descriptions for the cities of Klamath Falls and Oakridge;
- Revised PM_{2.5} thresholds for significant harm, for triggering air quality warnings, alerts and emergencies; and
- Revision to the definition of volatile organic compound to exempt dimethyl carbonate and propylene carbonate, consistent with recent federal actions.

Commission authority The commission has authority to take this action under ORS 468.020, ORS 468A.025 and ORS 468A.035.

Stakeholder involvement Stakeholders were given the opportunity to provide input during the public hearing and comment period. Their comments are attached.

Public comment DEQ held a public comment period Nov. 17, 2009 to Dec. 22, 2009 and included a public hearing in Portland. No one attended the hearing and DEQ received one comment on the proposed rule. A summary of public comment received and DEQ's response is provided in attachment C.

Key issues **Volatile organic compounds**
EPA has found that the volatile organic compounds dimethyl carbonate and propylene carbonate have low photochemical reactivity and are, therefore, not significant contributors to ozone formation. EPA has exempted both compounds from the definition of volatile organic compound for purposes of ozone, and DEQ proposes to also exempt these compounds. This exemption could lead to increased use of these compounds as solvents in paints or other products. Currently, these two compounds are not listed hazardous air pollutants, nor are they potent greenhouse gases relative to other alternatives currently in use. If concerns arise about these compounds in the future, DEQ can regulate them as needed through the air toxics or greenhouse gas programs.

Significant harm levels
Significant harm levels are set at a level of air pollution that represents imminent and substantial endangerment to public health. These levels are far above National Ambient Air Quality Standards, which are the general safeguard for public health. Significant harm levels can be used to respond to occasional extreme pollution events, such as forest fire smoke. Approaching or exceeding a significant harm level would trigger communication with local governments and the public about health concerns and actions to be taken. DEQ must add significant harm levels for PM_{2.5} to its rules, and will use the PM_{2.5} significant harm levels proposed by EPA.

Interstate transport

The Oregon State Implementation Plan must include an assessment of the extent to which Oregon emissions cause or contribute to violations of ozone and PM_{2.5} health standards in neighboring states. DEQ's report, seen in attachment B, provides DEQ's assessment and conclusion, based on existing information that air emissions from Oregon do not cause or contribute to violations of ozone or PM_{2.5} standards in neighboring states. EPA has reviewed and commented on DEQ's proposed document. DEQ's assessment is based on the current ozone and PM_{2.5} standards. It is likely that EPA will tighten both of these standards in the future. At that time, states will reassess interstate transport as part of the necessary state implementation plan update.

Next steps

If adopted, these proposed rules will be filed with the Secretary of State and submitted to the EPA for review and approval. The proposed rule changes will become effective in Oregon upon EQC approval. The state implementation plan will be officially revised when EPA publishes its approval in the Federal Register.

Attachments

- A. Proposed rule revisions
- B. Report: SIP Infrastructure Element, Interstate Transport of Ozone and Fine Particulate Matter
- C. Summary of public comments and DEQ's responses
- D. Presiding officer's report on public hearings
- E. Relationship to federal requirements questions
- F. Statement of Need and Fiscal and Economic Impact
- G. Land Use Evaluation Statement
- H. Additional background information

Available upon request

- 1. Legal notice of hearing
- 2. Cover memorandum from public notice
- 3. Written comment received
- 4. Rule implementation plan

Approved:

Section: _____

Division: _____

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The Oregon Administrative Rules contain OARs filed through October 15, 2009

DEPARTMENT OF ENVIRONMENTAL QUALITY

DIVISION 200

GENERAL AIR POLLUTION PROCEDURES AND DEFINITIONS

General

340-200-0020

General Air Quality Definitions

As used in divisions 200 through 268, unless specifically defined otherwise:

- (1) "Act" or "FCAA" means the Federal Clean Air Act, 42 U.S.C.A. 7401 to 7671q.
- (2) "Activity" means any process, operation, action, or reaction (e.g., chemical) at a source that emits a regulated pollutant.
- (3) "Actual emissions" means the mass emissions of a pollutant from an emissions source during a specified time period.
 - (a) For determining actual emissions as of the baseline period:
 - (A) Except as provided in paragraph (B), actual emissions equal the average rate at which the source actually emitted the pollutant during a baseline period and that represents normal source operation;
 - (B) The Department presumes that the source-specific mass emissions limit included in a source's permit that was effective on September 8, 1981 is equivalent to the source's actual emissions during the baseline period if it is within 10% of the actual emissions calculated under paragraph (A).
 - (C) For any source that had not begun normal operation, actual emissions equal the potential to emit of the source.
 - (b) For determining actual emissions for Emission Statements under OAR 340-214-0200 through 340-214-0220 and Oregon Title V Operating Permit Fees under OAR 340 division 220, actual emissions include, but are not limited to, routine process emissions, fugitive emissions, excess

emissions from maintenance, startups and shutdowns, equipment malfunction, and other activities, except categorically insignificant activities and secondary emissions.

(c) For Oregon Title V Operating Permit Fees under OAR 340 division 220, actual emissions must be directly measured with a continuous monitoring system or calculated using a material balance or verified emission factor in combination with the source's actual operating hours, production rates, or types of materials processed, stored, or combusted during the specified time period.

(4) "Adjacent" means interdependent facilities that are nearby to each other.

(5) "Affected source" means a source that includes one or more affected units that are subject to emission reduction requirements or limitations under Title IV of the FCAA.

(6) "Affected states" means all states:

(a) Whose air quality may be affected by a proposed permit, permit modification, or permit renewal and that are contiguous to Oregon; or

(b) That are within 50 miles of the permitted source.

(7) "Aggregate insignificant emissions" means the annual actual emissions of any regulated air pollutant from one or more designated activities at a source that are less than or equal to the lowest applicable level specified in this section. The total emissions from each designated activity and the aggregate emissions from all designated activities must be less than or equal to the lowest applicable level specified.

(a) One ton for total reduced sulfur, hydrogen sulfide, sulfuric acid mist, any Class I or II substance subject to a standard promulgated under or established by Title VI of the Act, and each criteria pollutant, except lead;

(b) 120 pounds for lead;

(c) 600 pounds for fluoride;

(d) 500 pounds for PM10 in a PM10 nonattainment area;

(e) The lesser of the amount established in OAR 340-244-0040, Table 1 or 340-244-0230, Table 3, or 1,000 pounds;

(f) An aggregate of 5,000 pounds for all Hazardous Air Pollutants.

(8) "Air Contaminant" means a dust, fume, gas, mist, odor, smoke, vapor, pollen, soot, carbon, acid or particulate matter, or any combination thereof.

(9) "Air Contaminant Discharge Permit" or "ACDP" means a written permit issued, renewed, amended, or revised by the Department, pursuant to OAR 340 division 216.

(10) "Alternative method" means any method of sampling and analyzing for an air pollutant that is not a reference or equivalent method but has been demonstrated to the Department's satisfaction to, in specific cases, produce results adequate for determination of compliance. An alternative method used to meet an applicable federal requirement for which a reference method is specified must be approved by EPA unless EPA has delegated authority for the approval to the Department.

(11) "Ambient Air" means that portion of the atmosphere, external to buildings, to which the general public has access.

(12) "Applicable requirement" means all of the following as they apply to emissions units in an Oregon Title V Operating Permit program source or ACDP program source, including requirements that have been promulgated or approved by the EPA through rule making at the time of issuance but have future-effective compliance dates:

(a) Any standard or other requirement provided for in the applicable implementation plan approved or promulgated by the EPA through rulemaking under Title I of the Act that implements the relevant requirements of the Act, including any revisions to that plan promulgated in 40 CFR Part 52;

(b) Any standard or other requirement adopted under OAR 340-200-0040 of the State of Oregon Clean Air Act Implementation Plan, that is more stringent than the federal standard or requirement which has not yet been approved by the EPA, and other state-only enforceable air pollution control requirements;

(c) Any term or condition in an ACDP, OAR 340 division 216, including any term or condition of any preconstruction permits issued pursuant to OAR 340 division 224, New Source Review, until or unless the Department revokes or modifies the term or condition by a permit modification;

(d) Any term or condition in a Notice of Construction and Approval of Plans, OAR 340-210-0205 through 340-210-0240, until or unless the Department revokes or modifies the term or condition by a Notice of Construction and Approval of Plans or a permit modification;

(e) Any term or condition in a Notice of Approval, OAR 340-218-0190, issued before July 1, 2001, until or unless the Department revokes or modifies the term or condition by a Notice of Approval or a permit modification;

(f) Any term or condition of a PSD permit issued by the EPA until or unless the EPA revokes or modifies the term or condition by a permit modification;

(g) Any standard or other requirement under section 111 of the Act, including section 111(d);

(h) Any standard or other requirement under section 112 of the Act, including any requirement concerning accident prevention under section 112(r)(7) of the Act;

(i) Any standard or other requirement of the acid rain program under Title IV of the Act or the regulations promulgated thereunder;

(j) Any requirements established pursuant to section 504(b) or section 114(a)(3) of the Act;

(k) Any standard or other requirement under section 126(a)(1) and(c) of the Act;

(l) Any standard or other requirement governing solid waste incineration, under section 129 of the Act;

(m) Any standard or other requirement for consumer and commercial products, under section 183(e) of the Act;

(n) Any standard or other requirement for tank vessels, under section 183(f) of the Act;

(o) Any standard or other requirement of the program to control air pollution from outer continental shelf sources, under section 328 of the Act;

(p) Any standard or other requirement of the regulations promulgated to protect stratospheric ozone under Title VI of the Act, unless the Administrator has determined that such requirements need not be contained in an Oregon Title V Operating Permit; and

(q) Any national ambient air quality standard or increment or visibility requirement under part C of Title I of the Act, but only as it would apply to temporary sources permitted pursuant to section 504(e) of the Act.

(13) "Baseline Emission Rate" means the actual emission rate during the baseline period. Baseline emission rate does not include increases due to voluntary fuel switches or increased hours of operation that occurred after the baseline period.

(14) "Baseline Period" means any consecutive 12 calendar month period during calendar years 1977 or 1978. The Department may allow the use of a prior time period upon a determination that it is more representative of normal source operation.

(15) "Best Available Control Technology" or "BACT" means an emission limitation, including, but not limited to, a visible emission standard, based on the maximum degree of reduction of each air contaminant subject to regulation under the Act which would be emitted from any proposed major source or major modification which, on a case-by-case basis, taking into account energy, environmental, and economic impacts and other costs, is achievable for such source or modification through application of production processes or available methods, systems, and techniques, including fuel cleaning or treatment or innovative fuel combustion techniques for control of such air contaminant. In no event may the application of BACT result in emissions of any air contaminant that would exceed the emissions allowed by any applicable new source

performance standard or any standard for hazardous air pollutant. If an emission limitation is not feasible, a design, equipment, work practice, or operational standard, or combination thereof, may be required. Such standard must, to the degree possible, set forth the emission reduction achievable and provide for compliance by prescribing appropriate permit conditions.

(16) "Capacity" means the maximum regulated pollutant emissions from a stationary source under its physical and operational design.

(17) "Capture system" means the equipment (including but not limited to hoods, ducts, fans, and booths) used to contain, capture and transport a pollutant to a control device.

(18) "Categorically insignificant activity" means any of the following listed pollutant emitting activities principally supporting the source or the major industrial group. Categorically insignificant activities must comply with all applicable requirements.

(a) Constituents of a chemical mixture present at less than 1% by weight of any chemical or compound regulated under divisions 200 through 268 excluding divisions 248 and 262 of this chapter, or less than 0.1% by weight of any carcinogen listed in the U.S. Department of Health and Human Service's Annual Report on Carcinogens when usage of the chemical mixture is less than 100,000 pounds/year;

(b) Evaporative and tail pipe emissions from on-site motor vehicle operation;

(c) Distillate oil, kerosene, and gasoline fuel burning equipment rated at less than or equal to 0.4 million Btu/hr;

(d) Natural gas and propane burning equipment rated at less than or equal to 2.0 million Btu/hr;

(e) Office activities;

(f) Food service activities;

(g) Janitorial activities;

(h) Personal care activities;

(i) Groundskeeping activities including, but not limited to building painting and road and parking lot maintenance;

(j) On-site laundry activities;

(k) On-site recreation facilities;

(l) Instrument calibration;

(m) Maintenance and repair shop;

- (n) Automotive repair shops or storage garages;
- (o) Air cooling or ventilating equipment not designed to remove air contaminants generated by or released from associated equipment;
- (p) Refrigeration systems with less than 50 pounds of charge of ozone depleting substances regulated under Title VI, including pressure tanks used in refrigeration systems but excluding any combustion equipment associated with such systems;
- (q) Bench scale laboratory equipment and laboratory equipment used exclusively for chemical and physical analysis, including associated vacuum producing devices but excluding research and development facilities;
- (r) Temporary construction activities;
- (s) Warehouse activities;
- (t) Accidental fires;
- (u) Air vents from air compressors;
- (v) Air purification systems;
- (w) Continuous emissions monitoring vent lines;
- (x) Demineralized water tanks;
- (y) Pre-treatment of municipal water, including use of deionized water purification systems;
- (z) Electrical charging stations;
- (aa) Fire brigade training;
- (bb) Instrument air dryers and distribution;
- (cc) Process raw water filtration systems;
- (dd) Pharmaceutical packaging;
- (ee) Fire suppression;
- (ff) Blueprint making;
- (gg) Routine maintenance, repair, and replacement such as anticipated activities most often associated with and performed during regularly scheduled equipment outages to maintain a plant

and its equipment in good operating condition, including but not limited to steam cleaning, abrasive use, and woodworking;

(hh) Electric motors;

(ii) Storage tanks, reservoirs, transfer and lubricating equipment used for ASTM grade distillate or residual fuels, lubricants, and hydraulic fluids;

(jj) On-site storage tanks not subject to any New Source Performance Standards (NSPS), including underground storage tanks (UST), storing gasoline or diesel used exclusively for fueling of the facility's fleet of vehicles;

(kk) Natural gas, propane, and liquefied petroleum gas (LPG) storage tanks and transfer equipment;

(ll) Pressurized tanks containing gaseous compounds;

(mm) Vacuum sheet stacker vents;

(nn) Emissions from wastewater discharges to publicly owned treatment works (POTW) provided the source is authorized to discharge to the POTW, not including on-site wastewater treatment and/or holding facilities;

(oo) Log ponds;

(pp) Storm water settling basins;

(qq) Fire suppression and training;

(rr) Paved roads and paved parking lots within an urban growth boundary;

(ss) Hazardous air pollutant emissions of fugitive dust from paved and unpaved roads except for those sources that have processes or activities that contribute to the deposition and entrainment of hazardous air pollutants from surface soils;

(tt) Health, safety, and emergency response activities;

(uu) Emergency generators and pumps used only during loss of primary equipment or utility service due to circumstances beyond the reasonable control of the owner or operator, or to address a power emergency as determined by the Department;

(vv) Non-contact steam vents and leaks and safety and relief valves for boiler steam distribution systems;

(ww) Non-contact steam condensate flash tanks;

- (xx) Non-contact steam vents on condensate receivers, deaerators and similar equipment;
 - (yy) Boiler blowdown tanks;
 - (zz) Industrial cooling towers that do not use chromium-based water treatment chemicals;
 - (aaa) Ash piles maintained in a wetted condition and associated handling systems and activities;
 - (bbb) Oil/water separators in effluent treatment systems;
 - (ccc) Combustion source flame safety purging on startup;
 - (ddd) Broke beaters, pulp and repulping tanks, stock chests and pulp handling equipment, excluding thickening equipment and repulpers;
 - (eee) Stock cleaning and pressurized pulp washing, excluding open stock washing systems; and
 - (fff) White water storage tanks.
- (19) "Certifying individual" means the responsible person or official authorized by the owner or operator of a source who certifies the accuracy of the emission statement.
- (20) "CFR" means Code of Federal Regulations.
- (21) "Class I area" means any Federal, State or Indian reservation land which is classified or reclassified as Class I area. Class I areas are identified in OAR 340-204-0050.
- (22) "Commence" or "commencement" means that the owner or operator has obtained all necessary preconstruction approvals required by the Act and either has:
- (a) Begun, or caused to begin, a continuous program of actual on-site construction of the source to be completed in a reasonable time; or
 - (b) Entered into binding agreements or contractual obligations, which cannot be canceled or modified without substantial loss to the owner or operator, to undertake a program of construction of the source to be completed in a reasonable time.
- (23) "Commission" or "EQC" means Environmental Quality Commission.
- (24) "Constant Process Rate" means the average variation in process rate for the calendar year is not greater than plus or minus ten percent of the average process rate.
- (25) "Construction":

(a) Except as provided in subsection(b) of this section means any physical change including, but not limited to, fabrication, erection, installation, demolition, or modification of a source or part of a source;

(b) As used in OAR 340 division 224 means any physical change including, but not limited to, fabrication, erection, installation, demolition, or modification of an emissions unit, or change in the method of operation of a source which would result in a change in actual emissions.

(26) "Continuous compliance determination method" means a method, specified by the applicable standard or an applicable permit condition, which:

(a) Is used to determine compliance with an emission limitation or standard on a continuous basis, consistent with the averaging period established for the emission limitation or standard; and

(b) Provides data either in units of the standard or correlated directly with the compliance limit.

(27) "Continuous Monitoring Systems" means sampling and analysis, in a timed sequence, using techniques which will adequately reflect actual emissions or concentrations on a continuing basis in accordance with the Department's Continuous Monitoring Manual, and includes continuous emission monitoring systems, continuous opacity monitoring system (COMS) and continuous parameter monitoring systems.

(28) "Control device" means equipment, other than inherent process equipment, that is used to destroy or remove air pollutant(s) prior to discharge to the atmosphere. The types of equipment that may commonly be used as control devices include, but are not limited to, fabric filters, mechanical collectors, electrostatic precipitators, inertial separators, afterburners, thermal or catalytic incinerators, adsorption devices(such as carbon beds), condensers, scrubbers(such as wet collection and gas absorption devices), selective catalytic or non-catalytic reduction systems, flue gas recirculation systems, spray dryers, spray towers, mist eliminators, acid plants, sulfur recovery plants, injection systems(such as water, steam, ammonia, sorbent or limestone injection), and combustion devices independent of the particular process being conducted at an emissions unit(e.g., the destruction of emissions achieved by venting process emission streams to flares, boilers or process heaters). For purposes of OAR 340-212-0200 through 340-212-0280, a control device does not include passive control measures that act to prevent pollutants from forming, such as the use of seals, lids, or roofs to prevent the release of pollutants, use of low-polluting fuel or feedstocks, or the use of combustion or other process design features or characteristics. If an applicable requirement establishes that particular equipment which otherwise meets this definition of a control device does not constitute a control device as applied to a particular pollutant-specific emissions unit, then that definition will be binding for purposes of OAR 340-212-0200 through 340-212-0280.

(29) "Criteria Pollutant" means nitrogen oxides, volatile organic compounds, particulate matter, PM10, PM2.5, sulfur dioxide, carbon monoxide, or lead.

(30) "Data" means the results of any type of monitoring or method, including the results of instrumental or non-instrumental monitoring, emission calculations, manual sampling procedures, recordkeeping procedures, or any other form of information collection procedure used in connection with any type of monitoring or method.

(31) "De minimis emission level" means: [Table not included. See ED. NOTE.]

NOTE: De minimis is compared to all increases that are not included in the PSEL.

(32) "Department":

(a) Means Department of Environmental Quality; except

(b) As used in OAR 340 divisions 218 and 220 means Department of Environmental Quality or in the case of Lane County, Lane Regional Air Protection Agency.

(33) "Device" means any machine, equipment, raw material, product, or byproduct at a source that produces or emits a regulated pollutant.

(34) "Director" means the Director of the Department or the Director's designee.

(35) "Draft permit" means the version of an Oregon Title V Operating Permit for which the Department or Lane Regional Air Protection Agency offers public participation under OAR 340-218-0210 or the EPA and affected State review under 340-218-0230.

(36) "Effective date of the program" means the date that the EPA approves the Oregon Title V Operating Permit program submitted by the Department on a full or interim basis. In case of a partial approval, the "effective date of the program" for each portion of the program is the date of the EPA approval of that portion.

(37) "Emergency" means any situation arising from sudden and reasonably unforeseeable events beyond the control of the owner or operator, including acts of God, which situation requires immediate corrective action to restore normal operation, and that causes the source to exceed a technology-based emission limitation under the permit, due to unavoidable increases in emissions attributable to the emergency. An emergency does not include noncompliance to the extent caused by improperly designed equipment, lack of preventative maintenance, careless or improper operation, or operator error.

(38) "Emission" means a release into the atmosphere of any regulated pollutant or any air contaminant.

(39) "Emission Estimate Adjustment Factor" or "EEAF" means an adjustment applied to an emission factor to account for the relative inaccuracy of the emission factor.

(40) "Emission Factor" means an estimate of the rate at which a pollutant is released into the atmosphere, as the result of some activity, divided by the rate of that activity (e.g., production or

process rate). Where an emission factor is required sources must use an emission factor approved by EPA or the Department.

(41)(a) Except as provided in subsection (b) of this section, "Emission Limitation" and "Emission Standard" mean a requirement established by a State, local government, or the EPA which limits the quantity, rate, or concentration of emissions of air pollutants on a continuous basis, including any requirements which limit the level of opacity, prescribe equipment, set fuel specifications, or prescribe operation or maintenance procedures for a source to assure continuous emission reduction.

(b) As used in OAR 340-212-0200 through 340-212-0280, "Emission limitation or standard" means any applicable requirement that constitutes an emission limitation, emission standard, standard of performance or means of emission limitation as defined under the Act. An emission limitation or standard may be expressed in terms of the pollutant, expressed either as a specific quantity, rate or concentration of emissions (e.g., pounds of SO₂ per hour, pounds of SO₂ per million British thermal units of fuel input, kilograms of VOC per liter of applied coating solids, or parts per million by volume of SO₂) or as the relationship of uncontrolled to controlled emissions (e.g., percentage capture and destruction efficiency of VOC or percentage reduction of SO₂). An emission limitation or standard may also be expressed either as a work practice, process or control device parameter, or other form of specific design, equipment, operational, or operation and maintenance requirement. For purposes of 340-212-0200 through 340-212-0280, an emission limitation or standard does not include general operation requirements that an owner or operator may be required to meet, such as requirements to obtain a permit, to operate and maintain sources in accordance with good air pollution control practices, to develop and maintain a malfunction abatement plan, to keep records, submit reports, or conduct monitoring.

(42) "Emission Reduction Credit Banking" means to presently reserve, subject to requirements of OAR 340 division 268, Emission Reduction Credits, emission reductions for use by the reserver or assignee for future compliance with air pollution reduction requirements.

(43) "Emission Reporting Form" means a paper or electronic form developed by the Department that must be completed by the permittee to report calculated emissions, actual emissions, or permitted emissions for interim emission fee assessment purposes.

(44) "Emissions unit" means any part or activity of a source that emits or has the potential to emit any regulated air pollutant.

(a) A part of a source is any machine, equipment, raw material, product, or byproduct that produces or emits regulated air pollutants. An activity is any process, operation, action, or reaction (e.g., chemical) at a stationary source that emits regulated air pollutants. Except as described in subsection (d) of this section, parts and activities may be grouped for purposes of defining an emissions unit if the following conditions are met:

(A) The group used to define the emissions unit may not include discrete parts or activities to which a distinct emissions standard applies or for which different compliance demonstration requirements apply; and

(B) The emissions from the emissions unit are quantifiable.

(b) Emissions units may be defined on a pollutant by pollutant basis where applicable.

(c) The term emissions unit is not meant to alter or affect the definition of the term "unit" under Title IV of the FCAA.

(d) Parts and activities cannot be grouped for determining emissions increases from an emissions unit under OAR 340-224-0050 through 340-224-0070, or 340 division 210, or for determining the applicability of any New Source Performance Standard (NSPS).

(45) "EPA" or "Administrator" means the Administrator of the United States Environmental Protection Agency or the Administrator's designee.

(46) "Equivalent method" means any method of sampling and analyzing for an air pollutant that has been demonstrated to the Department's satisfaction to have a consistent and quantitatively known relationship to the reference method, under specified conditions. An equivalent method used to meet an applicable federal requirement for which a reference method is specified must be approved by EPA unless EPA has delegated authority for the approval to the Department.

(47) "Event" means excess emissions that arise from the same condition and occur during a single calendar day or continue into subsequent calendar days.

(48) "Exceedance" means a condition that is detected by monitoring that provides data in terms of an emission limitation or standard and that indicates that emissions (or opacity) are greater than the applicable emission limitation or standard (or less than the applicable standard in the case of a percent reduction requirement) consistent with any averaging period specified for averaging the results of the monitoring.

(49) "Excess emissions" means emissions in excess of a permit limit or any applicable air quality rule.

(50) "Excursion" means a departure from an indicator range established for monitoring under OAR 340-212-0200 through 340-212-0280 and 340-218-0050(3)(a), consistent with any averaging period specified for averaging the results of the monitoring.

(51) "Federal Land Manager" means with respect to any lands in the United States, the Secretary of the federal department with authority over such lands.

(52) Federal Major Source means a source with potential to emit any individual regulated pollutant, excluding hazardous air pollutants listed in OAR 340 division 244, greater than or equal to 100 tons per year if in a source category listed below, or 250 tons per year if not in a source category listed. Potential to emit calculations must include emission increases due to a new or modified source.

(a) Fossil fuel-fired steam electric plants of more than 250 million BTU/hour heat input;

- (b) Coal cleaning plants with thermal dryers;
- (c) Kraft pulp mills;
- (d) Portland cement plants;
- (e) Primary Zinc Smelters;
- (f) Iron and Steel Mill Plants;
- (g) Primary aluminum ore reduction plants;
- (h) Primary copper smelters;
- (i) Municipal Incinerators capable of charging more than 50 tons of refuse per day;
- (j) Hydrofluoric acid plants;
- (k) Sulfuric acid plants;
- (l) Nitric acid plants;
- (m) Petroleum Refineries;
- (n) Lime plants;
- (o) Phosphate rock processing plants;
- (p) Coke oven batteries;
- (q) Sulfur recovery plants;
- (r) Carbon black plants, furnace process;
- (s) Primary lead smelters;
- (t) Fuel conversion plants;
- (u) Sintering plants;
- (v) Secondary metal production plants;
- (w) Chemical process plants;
- (x) Fossil fuel fired boilers, or combinations thereof, totaling more than 250 million BTU per hour heat input;

(y) Petroleum storage and transfer units with a total storage capacity exceeding 300,000 barrels;

(z) Taconite ore processing plants;

(aa) Glass fiber processing plants;

(bb) Charcoal production plants.

(53) "Final permit" means the version of an Oregon Title V Operating Permit issued by the Department or Lane Regional Air Protection Agency that has completed all review procedures required by OAR 340-218-0120 through 340-218-0240.

(54) "Fugitive Emissions":

(a) Except as used in subsection (b) of this section, means emissions of any air contaminant which escape to the atmosphere from any point or area that is not identifiable as a stack, vent, duct, or equivalent opening.

(b) As used to define a major Oregon Title V Operating Permit program source, means those emissions which could not reasonably pass through a stack, chimney, vent, or other functionally equivalent opening.

(55) "General permit":

(a) Except as provided in subsection (b) of this section, means an Oregon Air Contaminant Discharge Permit established under OAR 340-216-0060;

(b) As used in OAR 340 division 218 means an Oregon Title V Operating Permit established under OAR 340-218-0090.

(56) "Generic PSEL" means: [Table not included. See ED. NOTE.]

NOTE: Sources are eligible for a generic PSEL if expected emissions are less than or equal to the levels listed in the table above. Baseline emission rate and netting basis do not apply to pollutants at sources using generic PSELs.

(57) "Growth Allowance" means an allocation of some part of an airshed's capacity to accommodate future proposed major sources and major modifications of sources.

(58) "Immediately" means as soon as possible but in no case more than one hour after a source knew or should have known of an excess emission period.

(59) "Inherent process equipment" means equipment that is necessary for the proper or safe functioning of the process, or material recovery equipment that the owner or operator documents is installed and operated primarily for purposes other than compliance with air pollution regulations. Equipment that must be operated at an efficiency higher than that achieved during

normal process operations in order to comply with the applicable emission limitation or standard is not inherent process equipment. For the purposes of OAR 340-212-0200 through 340-212-0280, inherent process equipment is not considered a control device.

(60) "Insignificant Activity" means an activity or emission that the Department has designated as categorically insignificant, or that meets the criteria of aggregate insignificant emissions.

(61) "Insignificant Change" means an off-permit change defined under OAR 340-218-0140(2)(a) to either a significant or an insignificant activity which:

- (a) Does not result in a re-designation from an insignificant to a significant activity;
- (b) Does not invoke an applicable requirement not included in the permit; and
- (c) Does not result in emission of regulated air pollutants not regulated by the source's permit.

(62) "Late Payment" means a fee payment which is postmarked after the due date.

(63) "Lowest Achievable Emission Rate" or "LAER" means that rate of emissions which reflects: the most stringent emission limitation which is contained in the implementation plan of any state for such class or category of source, unless the owner or operator of the proposed source demonstrates that such limitations are not achievable; or the most stringent emission limitation which is achieved in practice by such class or category of source, whichever is more stringent. The application of this term cannot permit a proposed new or modified source to emit any air contaminant in excess of the amount allowable under applicable New Source Performance Standards (NSPS) or standards for hazardous air pollutants.

(64) "Maintenance Area" means a geographical area of the State that was designated as a nonattainment area, redesignated as an attainment area by EPA, and redesignated as a maintenance area by the Environmental Quality Commission in OAR 340, division 204.

(65) "Maintenance Pollutant" means a pollutant for which a maintenance area was formerly designated a nonattainment area.

(66) "Major Modification" means any physical change or change of operation of a source that results in the following for any regulated air pollutant:

- (a) An increase in the PSEL by an amount equal to or more than the significant emission rate over the netting basis; and
 - (b) The accumulation of physical changes and changes of operation since baseline would result in a significant emission rate increase.
- (A) Calculations of emission increases in(b) must account for all accumulated increases in actual emissions due to physical changes and changes of operation occurring at the source since the baseline period, or since the time of the last construction approval issued for the source pursuant

to the New Source Review Regulations in OAR 340 division 224 for that pollutant, whichever time is more recent. These include emissions from insignificant activities.

(B) Emission increases due solely to increased use of equipment or facilities that existed during the baseline period are not included, if that increased use was possible during the baseline period under the baseline configuration of the source, and the increased use of baseline equipment capacity is not to support a physical change or change in operation.

(c) For new or modified major sources that were permitted to construct and operate after the baseline period and were not subject to New Source Review, a major modification means:

(A) Any change at a source, including production increases, that would result in a Plant Site Emission Limit increase of 1 ton or more for any regulated pollutant for which the source is a major source; or

(B) The addition or modification of any stationary source or sources after the initial construction that have cumulative potential emissions greater than or equal to the significant emission rate, excluding any emission decreases.

(C) Changes to the PSEL solely due to the availability of better emissions information are exempt from being considered an increase.

(d) The following are not considered major modifications:

(A) Except as provided in(c), proposed increases in hours of operation or production rates that would cause emission increases above the levels allowed in a permit and would not involve a physical change or change in method of operation in the source;

(B) Pollution control projects that are determined by the Department to be environmentally beneficial;

(C) Routine maintenance, repair, and replacement of components;

(D) Temporary equipment installed for maintenance of the permanent equipment if the temporary equipment is in place for less than six months and operated within the permanent equipment's existing PSEL;

(E) Use of alternate fuel or raw materials, that were available and the source was capable of accommodating in the baseline period.

(67) "Major Source":

(a) Except as provided in subsection (b), means a source that emits, or has the potential to emit, any regulated air pollutant at a Significant Emission Rate. This includes emissions from insignificant activities.

(b) As used in OAR 340 division 210, Stationary Source Notification Requirements, OAR 340 division 218, rules applicable to sources required to have Oregon Title V Operating Permits, OAR 340 division 220, Oregon Title V Operating Permit Fees, and 340-216-0066 Standard ACDPs, means any stationary source(or any group of stationary sources that are located on one or more contiguous or adjacent properties and are under common control of the same person(or persons under common control)) belonging to a single major industrial grouping or supporting the major industrial group and that is described in paragraphs (A),(B) or (C) of this subsection. For the purposes of this subsection, a stationary source or group of stationary sources is considered part of a single industrial grouping if all of the pollutant emitting activities at such source or group of sources on contiguous or adjacent properties belong to the same Major Group (i.e., all have the same two-digit code) as described in the Standard Industrial Classification Manual (U.S. Office of Management and Budget, 1987) or support the major industrial group.

(A) A major source of hazardous air pollutants, which means:

(i) For pollutants other than radionuclides, any stationary source or group of stationary sources located within a contiguous area and under common control that emits or has the potential to emit, in the aggregate, 10 tons per year (tpy) or more of any hazardous air pollutants that has been listed pursuant to OAR 340-244-0040; 25 tpy or more of any combination of such hazardous air pollutants, or such lesser quantity as the Administrator may establish by rule. Emissions from any oil or gas exploration or production well, along with its associated equipment, and emissions from any pipeline compressor or pump station will not be aggregated with emissions from other similar units, whether or not such units are in a contiguous area or under common control, to determine whether such units or stations are major sources; or

(ii) For radionuclides, "major source" will have the meaning specified by the Administrator by rule.

(B) A major stationary source of air pollutants, as defined in section 302 of the Act, that directly emits or has the potential to emit 100 tpy or more of any regulated air pollutant, including any major source of fugitive emissions of any such pollutant. The fugitive emissions of a stationary source are not considered in determining whether it is a major stationary source for the purposes of section 302(j) of the Act, unless the source belongs to one of the following categories of stationary source:

(i) Coal cleaning plants (with thermal dryers);

(ii) Kraft pulp mills;

(iii) Portland cement plants;

(iv) Primary zinc smelters;

(v) Iron and steel mills;

(vi) Primary aluminum ore reduction plants;

- (vii) Primary copper smelters;
- (viii) Municipal incinerators capable of charging more than 50 tons of refuse per day;
- (ix) Hydrofluoric, sulfuric, or nitric acid plants;
- (x) Petroleum refineries;
- (xi) Lime plants;
- (xii) Phosphate rock processing plants;
- (xiii) Coke oven batteries;
- (xiv) Sulfur recovery plants;
- (xv) Carbon black plants(furnace process);
- (xvi) Primary lead smelters;
- (xvii) Fuel conversion plants;
- (xviii) Sintering plants;
- (xix) Secondary metal production plants;
- (xx) Chemical process plants;
- (xxi) Fossil-fuel boilers, or combination thereof, totaling more than 250 million British thermal units per hour heat input;
- (xxii) Petroleum storage and transfer units with a total storage capacity exceeding 300,000 barrels;
- (xxiii) Taconite ore processing plants;
- (xxiv) Glass fiber processing plants;
- (xxv) Charcoal production plants;
- (xxvi) Fossil-fuel-fired steam electric plants of more than 250 million British thermal units per hour heat input; or
- (xxvii) Any other stationary source category, that as of August 7, 1980 is being regulated under section 111 or 112 of the Act.

(C) A major stationary source as defined in part D of Title I of the Act, including:

(i) For ozone nonattainment areas, sources with the potential to emit 100 tpy or more of VOCs or oxides of nitrogen in areas classified as "marginal" or "moderate," 50 tpy or more in areas classified as "serious," 25 tpy or more in areas classified as "severe," and 10 tpy or more in areas classified as "extreme"; except that the references in this paragraph to 100, 50, 25, and 10 tpy of nitrogen oxides do not apply with respect to any source for which the Administrator has made a finding, under section 182(f)(1) or (2) of the Act, that requirements under section 182(f) of the Act do not apply;

(ii) For ozone transport regions established pursuant to section 184 of the Act, sources with the potential to emit 50 tpy or more of VOCs;

(iii) For carbon monoxide nonattainment areas:

(I) That are classified as "serious"; and

(II) In which stationary sources contribute significantly to carbon monoxide levels as determined under rules issued by the Administrator, sources with the potential to emit 50 tpy or more of carbon monoxide.

(iv) For particulate matter(PM10) nonattainment areas classified as "serious," sources with the potential to emit 70 tpy or more of PM10.

(68) "Material Balance" means a procedure for determining emissions based on the difference in the amount of material added to a process and the amount consumed and/or recovered from a process.

(69) "Modification," except as used in the term "major modification," means any physical change to, or change in the method of operation of, a stationary source that results in an increase in the stationary source's potential to emit any regulated air pollutant on an hourly basis. Modifications do not include the following:

(a) Increases in hours of operation or production rates that do not involve a physical change or change in the method of operation;

(b) Changes in the method of operation due to using an alternative fuel or raw material that the stationary source was physically capable of accommodating during the baseline period; and

(c) Routine maintenance, repair and like-for-like replacement of components unless they increase the expected life of the stationary source by using component upgrades that would not otherwise be necessary for the stationary source to function.

(70) "Monitoring" means any form of collecting data on a routine basis to determine or otherwise assess compliance with emission limitations or standards. Monitoring may include record keeping if the records are used to determine or assess compliance with an emission limitation or

standard (such as records of raw material content and usage, or records documenting compliance with work practice requirements). Monitoring may include conducting compliance method tests, such as the procedures in appendix A to 40 CFR part 60, on a routine periodic basis.

Requirements to conduct such tests on a one-time basis, or at such times as a regulatory authority may require on a non-regular basis, are not considered monitoring requirements for purposes of this definition. Monitoring may include one or more than one of the following data collection techniques as appropriate for a particular circumstance:

- (a) Continuous emission or opacity monitoring systems.
- (b) Continuous process, capture system, control device or other relevant parameter monitoring systems or procedures, including a predictive emission monitoring system.
- (c) Emission estimation and calculation procedures (e.g., mass balance or stoichiometric calculations).
- (d) Maintaining and analyzing records of fuel or raw materials usage.
- (e) Recording results of a program or protocol to conduct specific operation and maintenance procedures.
- (f) Verifying emissions, process parameters, capture system parameters, or control device parameters using portable or in situ measurement devices.
- (g) Visible emission observations and recording.
- (h) Any other form of measuring, recording, or verifying on a routine basis emissions, process parameters, capture system parameters, control device parameters or other factors relevant to assessing compliance with emission limitations or standards.

(71) "Netting Basis" means the baseline emission rate MINUS any emission reductions required by rule, orders, or permit conditions required by the SIP or used to avoid SIP requirements, MINUS any unassigned emissions that are reduced from allowable under OAR 340-222-0045, MINUS any emission reduction credits transferred off site, PLUS any emission increases approved through the New Source Review regulations.

(a) With the first permitting action for a source after July 1, 2002, the baseline emissions rate will be frozen and recalculated only if:

(A) A better emission factor is established for the baseline period and approved by the Department;

(B) A currently operating emissions unit that the Department formerly thought had negligible emissions, is determined to have non-de minimis emissions and needs to be added to the baseline emission rate; or

(C) A new pollutant is added to the regulated pollutant list (e.g., PM_{2.5}). For a pollutant that is newly regulated after 11/15/90, the initial netting basis is the actual emissions during any 12 consecutive month period within the 24 months immediately preceding its designation as a regulated pollutant. The Department may allow a prior 12 consecutive month time period to be used if it is shown to be more representative of normal source operation.

(b) Netting basis is zero for:

(A) any source constructed after the baseline period and has not undergone New Source Review;

(B) Any pollutant that has a generic PSEL in a permit;

(C) Any source permitted as portable; and

(D) Any source with a netting basis calculation resulting in a negative number.

(c) If a source relocates to an adjacent site, and the time between operation at the old and new sites is less than six months, the source may retain the netting basis from the old site.

(d) Emission reductions required by rule, order, or permit condition affect the netting basis if the source currently has devices or emissions units that are subject to the rules, order, or permit condition. The baseline emission rate is not affected.

(e) Netting basis for a pollutant with a revised definition will be adjusted if the source is emitting the pollutant at the time of redefining and the pollutant is included in the permit's netting basis.

(f) Where EPA requires an attainment demonstration based on dispersion modeling, the netting basis will be established at no more than the level used in the dispersion modeling to demonstrate attainment with the ambient air quality standard (i.e., the attainment demonstration is an emission reduction required by rule).

(72) "Nitrogen Oxides" or "NO_x" means all oxides of nitrogen except nitrous oxide.

(73) "Nonattainment Area" means a geographical area of the State, as designated by the Environmental Quality Commission or the EPA, that exceeds any state or federal primary or secondary ambient air quality standard.

(74) "Nonattainment Pollutant" means a pollutant for which an area is designated a nonattainment area.

(75) "Normal Source Operation" means operations which do not include such conditions as forced fuel substitution, equipment malfunction, or highly abnormal market conditions.

(76) "Offset" means an equivalent or greater emission reduction that is required before allowing an emission increase from a proposed major source or major modification of an existing source.

(77) "Opacity" means the degree to which an emission reduces transmission of light and obscures the view of an object in the background as measured in accordance with OAR 340-212-0120 and 212-0140. Unless otherwise specified by rule, opacity shall be measured in accordance with EPA Method 9 or a continuous opacity monitoring system (COMS) installed and operated in accordance with the Department's Continuous Monitoring Manual. For all standards, the minimum observation period shall be six minutes, though longer periods may be required by a specific rule or permit condition. Aggregate times (e.g. 3 minutes in any one hour) consist of the total duration of all readings during the observation period that equal or exceed the opacity percentage in the standard, whether or not the readings are consecutive.

(78) "Oregon Title V Operating Permit" means any permit covering an Oregon Title V Operating Permit source that is issued, renewed, amended, or revised pursuant to division 218.

(79) "Oregon Title V Operating Permit program" means a program approved by the Administrator under 40 CFR Part 70.

(80) "Oregon Title V Operating Permit program source" means any source subject to the permitting requirements, OAR 340 division 218.

(81) "Ozone Season" means the contiguous 3 month period during which ozone exceedances typically occur (i.e., June, July, and August).

(82) "Particulate Matter" means all finely divided solid or liquid material, other than uncombined water, emitted to the ambient air. When used in emission standards, particulate matter is defined by the method specified within the standard or by an applicable reference method in accordance with OAR 340-212-0120 and 340-212-0140. Unless otherwise specified, sources with exhaust gases at or near ambient conditions may be tested with DEQ Method 5 or DEQ Method 8, as approved by the Department. Direct heat transfer sources shall be tested with DEQ Method 7; indirect heat transfer combustion sources and all other non-fugitive emissions sources not listed above shall be tested with DEQ Method 5.

(83) "Permit" means an Air Contaminant Discharge Permit or an Oregon Title V Operating Permit.

(84) "Permit modification" means a permit revision that meets the applicable requirements of OAR 340 division 216, 340 division 224, or 340-218-0160 through 340-218-0180.

(85) "Permit revision" means any permit modification or administrative permit amendment.

(86) "Permitted Emissions" as used in OAR division 220 means each regulated pollutant portion of the PSEL, as identified in an ACDP, Oregon Title V Operating Permit, review report, or by the Department pursuant to OAR 340-220-0090.

(87) "Permittee" means the owner or operator of the facility, authorized by the ACDP or the Oregon Title V Operating Permit to operate the source.

(88) "Person" means individuals, corporations, associations, firms, partnerships, joint stock companies, public and municipal corporations, political subdivisions, the State of Oregon and any agencies thereof, and the federal government and any agencies thereof.

(89) "Plant Site Emission Limit" or "PSEL" means the total mass emissions per unit time of an individual air pollutant specified in a permit for a source. The PSEL for a major source may consist of more than one permitted emission.

(90) "PM10":

(a) When used in the context of emissions, means finely divided solid or liquid material, including condensable particulate, other than uncombined water, with an aerodynamic diameter less than or equal to a nominal 10 micrometers, emitted to the ambient air as measured by an applicable reference method in accordance with the Department's Source Sampling Manual(January, 1992);

(b) When used in the context of ambient concentration, means airborne finely divided solid or liquid material with an aerodynamic diameter less than or equal to a nominal 10 micrometers as measured in accordance with 40 CFR Part 50, Appendix J.

(91) "PM2.5":

(a) When used in the context of emissions, means finely divided solid or liquid material, including condensable particulate, other than uncombined water, with an aerodynamic diameter less than or equal to a nominal 2.5 micrometers, emitted to the ambient air as measured by conditional test method CTM-040 (EPA Emission Measurement Center) and a reference method based on 40 CFR Part 52, Appendix M.

(b) When used in the context of ambient concentration, means particles with an aerodynamic diameter less than or equal to a nominal 2.5 micrometers as measured by a reference method based on 40 CFR Part 50, Appendix L, or an equivalent method designated in accordance with 40 CFR Part 53.

(92) "Pollutant-specific emissions unit" means an emissions unit considered separately with respect to each regulated air pollutant.

(93) "Potential to emit" or "PTE" means the lesser of:

(a) The capacity of a stationary source; or

(b) The maximum allowable emissions taking into consideration any physical or operational limitation, including air pollution control equipment and restrictions on hours of operation or on the type or amount of material combusted, stored, or processed, if the limitation is enforceable by the Administrator.

(c) This definition does not alter or affect the use of this term for any other purposes under the Act or the term "capacity factor" as used in Title IV of the Act and the regulations promulgated thereunder. Secondary emissions are not considered in determining the potential to emit.

(94) "Predictive emission monitoring system (PEMS)" means a system that uses process and other parameters as inputs to a computer program or other data reduction system to produce values in terms of the applicable emission limitation or standard.

(95) "Process Upset" means a failure or malfunction of a production process or system to operate in a normal and usual manner.

(96) "Proposed permit" means the version of an Oregon Title V Operating Permit that the Department or a Regional Agency proposes to issue and forwards to the Administrator for review in compliance with OAR 340-218-0230.

(97) "Reference method" means any method of sampling and analyzing for an air pollutant as specified in 40 CFR Part 60, 61 or 63.

(98) "Regional Agency" means Lane Regional Air Protection Agency.

(99) "Regulated air pollutant" or "Regulated Pollutant":

(a) Except as provided in subsections (b) and(c) of this rule, means:

(A) Nitrogen oxides or any VOCs;

(B) Any pollutant for which a national ambient air quality standard has been promulgated;

(C) Any pollutant that is subject to any standard promulgated under section 111 of the Act;

(D) Any Class I or II substance subject to a standard promulgated under or established by Title VI of the Act; or

(E) Any pollutant listed under OAR 340-244-0040 or 340-244-0230.

(b) As used in OAR 340 division 220, regulated pollutant means particulates, volatile organic compounds, oxides of nitrogen and sulfur dioxide.

(c) As used in OAR 340 division 224 any pollutant listed under OAR 340-244-0040 or 340-244-0230 is not a regulated pollutant.

(100) "Renewal" means the process by which a permit is reissued at the end of its term.

(101) "Responsible official" means one of the following:

(a) For a corporation: a president, secretary, treasurer, or vice-president of the corporation in charge of a principal business function, or any other person who performs similar policy or decision-making functions for the corporation, or a duly authorized representative of such person if the representative is responsible for the overall operation of one or more manufacturing, production, or operating facilities applying for or subject to a permit and either:

(A) The facilities employ more than 250 persons or have gross annual sales or expenditures exceeding \$25 million (in second quarter 1980 dollars); or

(B) The delegation of authority to such representative is approved in advance by the Department or Lane Regional Air Protection Agency.

(b) For a partnership or sole proprietorship: a general partner or the proprietor, respectively;

(c) For a municipality, State, Federal, or other public agency: either a principal executive officer or ranking elected official. For the purposes of this Division, a principal executive officer of a Federal agency includes the chief executive officer having responsibility for the overall operations of a principal geographic unit of the agency(e.g., a Regional Administrator of the EPA); or

(d) For affected sources:

(A) The designated representative in so far as actions, standards, requirements, or prohibitions under Title IV of the Act or the regulations promulgated there under are concerned; and

(B) The designated representative for any other purposes under the Oregon Title V Operating Permit program.

(102) "Secondary Emissions" means emissions that are a result of the construction and/or operation of a source or modification, but that do not come from the source itself. Secondary emissions must be specific, well defined, quantifiable, and impact the same general area as the source associated with the secondary emissions. Secondary emissions may include, but are not limited to:

(a) Emissions from ships and trains coming to or from a facility;

(b) Emissions from off-site support facilities that would be constructed or would otherwise increase emissions as a result of the construction or modification of a source.

(103) "Section 111" means section 111 of the FCAA which includes Standards of Performance for New Stationary Sources (NSPS).

(104) "Section 111(d)" means subsection 111(d) of the FCAA which requires states to submit to the EPA plans that establish standards of performance for existing sources and provides for implementing and enforcing such standards.

(105) "Section 112" means section 112 of the FCAA which contains regulations for Hazardous Air Pollutants (HAP).

(106) "Section 112(b)" means subsection 112(b) of the FCAA which includes the list of hazardous air pollutants to be regulated.

(107) "Section 112(d)" means subsection 112(d) of the FCAA which directs the EPA to establish emission standards for sources of hazardous air pollutants. This section also defines the criteria to be used by the EPA when establishing the emission standards.

(108) "Section 112(e)" means subsection 112(e) of the FCAA which directs the EPA to establish and promulgate emissions standards for categories and subcategories of sources that emit hazardous air pollutants.

(109) "Section 112(r)(7)" means subsection 112(r)(7) of the FCAA which requires the EPA to promulgate regulations for the prevention of accidental releases and requires owners or operators to prepare risk management plans.

(110) "Section 114(a)(3)" means subsection 114(a)(3) of the FCAA which requires enhanced monitoring and submission of compliance certifications for major sources.

(111) "Section 129" means section 129 of the FCAA which requires the EPA to establish emission standards and other requirements for solid waste incineration units.

(112) "Section 129(e)" means subsection 129(e) of the FCAA which requires solid waste incineration units to obtain Oregon Title V Operating Permits.

(113) "Section 182(f)" means subsection 182(f) of the FCAA which requires states to include plan provisions in the State Implementation Plan for NO_x in ozone nonattainment areas.

(114) "Section 182(f)(1)" means subsection 182(f)(1) of the FCAA which requires states to apply those plan provisions developed for major VOC sources and major NO_x sources in ozone nonattainment areas.

(115) "Section 183(e)" means subsection 183(e) of the FCAA which requires the EPA to study and develop regulations for the control of certain VOC sources under federal ozone measures.

(116) "Section 183(f)" means subsection 182(f) of the FCAA which requires the EPA to develop regulations pertaining to tank vessels under federal ozone measures.

(117) "Section 184" means section 184 of the FCAA which contains regulations for the control of interstate ozone air pollution.

(118) "Section 302" means section 302 of the FCAA which contains definitions for general and administrative purposes in the Act.

(119) "Section 302(j)" means subsection 302(j) of the FCAA which contains definitions of "major stationary source" and "major emitting facility."

(120) "Section 328" means section 328 of the FCAA which contains regulations for air pollution from outer continental shelf activities.

(121) "Section 408(a)" means subsection 408(a) of the FCAA which contains regulations for the Title IV permit program.

(122) "Section 502(b)(10) change" means a change which contravenes an express permit term but is not a change that:

(a) Would violate applicable requirements;

(b) Would contravene federally enforceable permit terms and conditions that are monitoring, recordkeeping, reporting, or compliance certification requirements; or

(c) Is a Title I modification.

(123) "Section 504(b)" means subsection 504(b) of the FCAA which states that the EPA can prescribe by rule procedures and methods for determining compliance and for monitoring.

(124) "Section 504(e)" means subsection 504(e) of the FCAA which contains regulations for permit requirements for temporary sources.

(125) "Significant Air Quality Impact" means an additional ambient air quality concentration equal to or greater than in the concentrations listed in Table 1. The threshold concentrations listed in Table 1 are used for comparison against the ambient air quality standard and do not apply for protecting PSD Class I increments or air quality related values (including visibility). For sources of VOC or NO_x, a major source or major modification has a significant impact if it is located within the Ozone Precursor Distance defined in OAR 340-225-0020.

(126) "Significant Emission Rate" or "SER," except as provided in subsections(a) through(c) of this section, means an emission rate equal to or greater than the rates specified in Table 2.

(a) For the Medford-Ashland Air Quality Maintenance Area, the Significant Emission Rate for PM₁₀ is defined in Table 3.

(b) For regulated air pollutants not listed in Table 2 or 3, the significant emission rate is zero unless the Department determines the rate that constitutes a significant emission rate.

(c) Any new source or modification with an emissions increase less than the rates specified in Table 2 or 3 associated with a new source or modification which would construct within 10 kilometers of a Class I area, and would have an impact on such area equal to or greater than 1 ug/m³ (24 hour average) is emitting at a significant emission rate.

(127) "Significant Impairment" occurs when the Department determines that visibility impairment interferes with the management, protection, preservation, or enjoyment of the visual experience within a Class I area. The Department will make this determination on a case-by-case basis after considering the recommendations of the Federal Land Manager and the geographic extent, intensity, duration, frequency, and time of visibility impairment. These factors will be considered along with visitor use of the Class I areas, and the frequency and occurrence of natural conditions that reduce visibility.

(128) "Source" means any building, structure, facility, installation or combination thereof that emits or is capable of emitting air contaminants to the atmosphere, is located on one or more contiguous or adjacent properties and is owned or operated by the same person or by persons under common control. The term includes all pollutant emitting activities that belong to a single major industrial group (i.e., that have the same two-digit code) as described in the Standard Industrial Classification Manual, (U.S. Office of Management and Budget, 1987) or that support the major industrial group.

(129) "Source category":

(a) Except as provided in subsection(b) of this section, means all the pollutant emitting activities that belong to the same industrial grouping(i.e., that have the same two-digit code) as described in the Standard Industrial Classification Manual, (U.S. Office of Management and Budget, 1987).

(b) As used in OAR 340 division 220, Oregon Title V Operating Permit Fees, means a group of major sources that the Department determines are using similar raw materials and have equivalent process controls and pollution control equipment.

(130) "Source Test" means the average of at least three test runs conducted in accordance with the Department's Source Sampling Manual.

(131) "Startup" and "shutdown" means that time during which an air contaminant source or emission-control equipment is brought into normal operation or normal operation is terminated, respectively.

(132) "State Implementation Plan" or "SIP" means the State of Oregon Clean Air Act Implementation Plan as adopted by the Commission under OAR 340-200-0040 and approved by EPA.

(133) "Stationary source" means any building, structure, facility, or installation at a source that emits or may emit any regulated air pollutant.

(134) "Substantial Underpayment" means the lesser of ten percent (10%) of the total interim emission fee for the major source or five hundred dollars.

(135) "Synthetic minor source" means a source that would be classified as a major source under OAR 340-200-0020, but for limits on its potential to emit air pollutants contained in a permit issued by the Department under OAR 340 division 216 or 218.

(136) "Title I modification" means one of the following modifications pursuant to Title I of the FCAA:

(a) A major modification subject to OAR 340-224-0050, Requirements for Sources in Nonattainment Areas;

(b) A major modification subject to OAR 340-224-0060, Requirements for Sources in Maintenance Areas;

(c) A major modification subject to OAR 340-224-0070, Prevention of Significant Deterioration Requirements for Sources in Attainment or Unclassified Areas;

(d) A modification that is subject to a New Source Performance Standard under Section 111 of the FCAA; or

(e) A modification under Section 112 of the FCAA.

(137) "Total Reduced Sulfur" or "TRS" means the sum of the sulfur compounds hydrogen sulfide, methyl mercaptan, dimethyl sulfide, dimethyl disulfide, and any other organic sulfides present expressed as hydrogen sulfide(H₂S).

(138) "Typically Achievable Control Technology" or "TACT" means the emission limit established on a case-by-case basis for a criteria pollutant from a particular emissions unit in accordance with OAR 340-226-0130. For existing sources, the emission limit established will be typical of the emission level achieved by emissions units similar in type and size. For new and modified sources, the emission limit established will be typical of the emission level achieved by well controlled new or modified emissions units similar in type and size that were recently installed. TACT determinations will be based on information known to the Department while considering pollution prevention, impacts on other environmental media, energy impacts, capital and operating costs, cost effectiveness, and the age and remaining economic life of existing emission control equipment. The Department may consider emission control technologies typically applied to other types of emissions units where such technologies could be readily applied to the emissions unit. If an emission limitation is not feasible, a design, equipment, work practice, operational standard, or combination thereof, may be required.

(139) "Unassigned Emissions" means the amount of emissions that are in excess of the PSEL but less than the Netting Basis.

(140) "Unavoidable" or "could not be avoided" means events that are not caused entirely or in part by poor or inadequate design, operation, maintenance, or any other preventable condition in either process or control equipment.

(141) "Upset" or "Breakdown" means any failure or malfunction of any pollution control equipment or operating equipment that may cause excess emissions.

(142) "Visibility Impairment" means any humanly perceptible change in visual range, contrast or coloration from that which existed under natural conditions. Natural conditions include fog, clouds, windblown dust, rain, sand, naturally ignited wildfires, and natural aerosols.

(143) "Volatile Organic Compounds" or "VOC" means any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, that participates in atmospheric photochemical reactions.

(a) This includes any such organic compound except the following, which have been determined to have negligible photochemical reactivity in the formation of tropospheric ozone: methane; ethane; methylene chloride(dichloromethane); [dimethyl carbonate](#); [propylene carbonate](#); 1,1,1-trichloroethane(methyl chloroform); 1,1,2-trichloro-1,2,2-trifluoroethane(CFC-113); trichlorofluoromethane(CFC-11); dichlorodifluoromethane(CFC-12); chlorodifluoromethane(HCFC-22); trifluoromethane(HFC-23); 1,2-dichloro-1,1,2,2-tetrafluoroethane (CFC-114); chloropentafluoroethane(CFC-115); 1,1,1-trifluoro 2,2-dichloroethane(HCFC-123); 1,1,1,2-tetrafluoroethane(HFC-134a); 1,1-dichloro 1-fluoroethane(HCFC-141b); 1-chloro 1,1-difluoroethane(HCFC-142b); 2-chloro-1,1,1,2-tetrafluoroethane(HCFC-124); pentafluoroethane(HFC-125); 1,1,2,2-tetrafluoroethane(HFC-134); 1,1,1-trifluoroethane(HFC-143a); 1,1-difluoroethane (HFC-152a); parachlorobenzotrifluoride(PCBTF); cyclic, branched, or linear completely methylated siloxanes; acetone; perchloroethylene(tetrachloroethylene); 3,3-dichloro-1,1,1,2,2-pentafluoropropane(HCFC-225ca); 1,3-dichloro-1,1,2,2,3-pentafluoropropane (HCFC-225cb); 1,1,1,2,3,4,4,5,5,5-decafluoropentane HFC 43-10mee); difluoromethane(HFC-32); ethylfluoride(HFC-161); 1,1,1,3,3,3-hexafluoropropane(HFC-236fa); 1,1,2,2,3-pentafluoropropane(HFC-245ca); 1,1,2,3,3-pentafluoropropane(HFC-245ea); 1,1,1,2,3-pentafluoropropane(HFC-245eb); 1,1,1,3,3-pentafluoropropane(HFC-245fa); 1,1,1,2,3,3-hexafluoropropane(HFC-236ea); 1,1,1,3,3-pentafluorobutane(HFC-365mfc); chlorofluoromethane (HCFC-31); 1 chloro-1-fluoroethane(HCFC-151a); 1,2-dichloro-1,1,2-trifluoroethane(HCFC-123a); 1,1,1,2,2,3,3,4,4-nonafluoro-4-methoxy-butane(C4F9OCH3 or HFE-7100); 2-(difluoromethoxy?methyl)-1,1,1,2,3,3,3-heptafluoropropane((CF3)2CF2CF2OCH3); 1-ethoxy-1,1,2,2,3,3,4,4,4-nonafluorobutane(C4F9OC2H5 or HFE-7200); 2-(ethoxydifluoromethyl)-1,1,1,2,3,3,3-heptafluoropropane ((CF3)2CF2CF2OC2H5); methyl acetate; 1,1,1,2,2,3,3-heptafluoro-3-methoxy-propane(n-C3F7OCH3, HFE-7000); 3-ethoxy-1,1,1,2,3, 4,4,5,5,6,6,6-dodecafluoro-2-(trifluoromethyl) hexane(HFE-7500); 1,1,1,2,3,3,3-heptafluoropropane(HFC 227ea); methyl formate (HCOOCH3); (1) 1,1,1,2,2,3,4,5,5,5-decafluoro-3-methoxy-4-trifluoromethyl-pentane(HFE-7300); and perfluorocarbon compounds that fall into these classes:

(A) Cyclic, branched, or linear, completely fluorinated alkanes;

(B) Cyclic, branched, or linear, completely fluorinated ethers with no unsaturations;

(C) Cyclic, branched, or linear, completely fluorinated tertiary amines with no unsaturations; and

(D) Sulfur containing perfluorocarbons with no unsaturations and with sulfur bonds only to carbon and fluorine.

(b) For purposes of determining compliance with emissions limits, VOC will be measured by an applicable reference method in accordance with the Department's Source Sampling Manual, January, 1992. Where such a method also measures compounds with negligible photochemical reactivity, these negligibly-reactive compounds may be excluded as VOC if the amount of such compounds is accurately quantified, and the Department approves the exclusion.

(c) The Department may require an owner or operator to provide monitoring or testing methods and results demonstrating, to the Department's satisfaction, the amount of negligibly-reactive compounds in the source's emissions.

(d) The following compound(s) are VOC for purposes of all recordkeeping, emissions reporting, photochemical dispersion modeling and inventory requirements which apply to VOC and must be uniquely identified in emission reports, but are not VOC for purposes of VOC emissions limitations or VOC content requirements: t-butyl acetate.

(144) "Year" means any consecutive 12 month period of time.

NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan as adopted by the EQC under OAR 340-200-0040.

[ED. NOTE: Tables referenced are available from the agency.]

[Publications: Publications referenced are available from the agency.]

Stat. Auth.: ORS 468.020

Stats. Implemented: ORS 468A.025

340-200-0025

Abbreviations and Acronyms

(1) "ACDP" means Air Contaminant Discharge Permit.

(2) "ACT" means Federal Clean Air Act.

(3) "AE" means Actual Emissions.

(4) "AICPA" means Association of Independent Certified Public Accountants.

(5) "AQCR" means Air Quality Control Region.

- (6) "AQMA" means Air Quality Maintenance Area.
- (7) "ASME" means American Society of Mechanical Engineers.
- (8) "ASTM" means American Society for Testing & Materials.
- (9) "ATETP" means Automotive Technician Emission Training Program.
- (10) "AWD" means all wheel drive.
- (11) "BACT" means Best Available Control Technology.
- (12) "BLS" means black liquor solids.
- (13) "CAA" means Clean Air Act
- (14) "CAR" means control area responsible party.
- (15) "CBD" means central business district.
- (16) "CCTMP" means Central City Transportation Management Plan.
- (17) "CEM" means continuous emissions monitoring.
- (18) "CEMS" means continuous emission monitoring system.
- (19) "CERCLA" means Comprehensive Environmental Response Compensation and Liability Act.
- (20) "CFRMS" means continuous flow rate monitoring system.
- (21) "CFR" means Code of Federal Regulations.
- (22) "CMS" means continuous monitoring system.
- (23) "CO" means carbon monoxide.
- (24) "COMS" means continuous opacity monitoring system.
- (25) "CPMS" means continuous parameter monitoring system.
- (26) "DEQ" means Department of Environmental Quality.
- (27) "DOD" means Department of Defense.
- (28) "EA" means environmental assessment.

- (29) "ECO" means employee commute options.
- (30) "EEAF" means emissions estimate adjustment factor.
- (31) "EF" means emission factor.
- (32) "EGR" means exhaust gas re-circulation.
- (33) "EIS" means Environmental Impact Statement
- (34) "EPA" means Environmental Protection Agency.
- (35) "EQC" means Environmental Quality Commission.
- (36) "ESP" means electrostatic precipitator.
- (37) "FCAA" means Federal Clean Air Act.
- (38) "FHWA" means Federal Highway Administration.
- (39) "FONSI" means finding of no significant impact.
- (40) "FTA" means Federal Transit Administration.
- (41) "GFA" means gross floor area.
- (42) "GLA" means gross leasable area.
- (43) "GPM" means grams per mile.
- (44) "gr/dscf" means grains per dry standard cubic foot.
- (45) "GTBA" means grade tertiary butyl alcohol.
- (46) "GVWR" means gross vehicle weight rating.
- (47) "HAP" means hazardous air pollutant.
- (48) "HEPA" means high efficiency particulate air.
- (49) "HMIWI" means hospital medical infectious waste incinerator.
- (50) "I/M" means inspection and maintenance program.
- (51) "IG" means inspection grade.

- (52) "IRS" means Internal Revenue Service.
- (53) "ISECP" means indirect source emission control program.
- (54) "ISTEA" means Intermodal Surface Transportation Efficiency Act.
- (55) "LAER" means Lowest Achievable Emission Rate.
- (56) "LDT2" means light duty truck 2.
- (57) "LIDAR" means laser radar; light detection and ranging.
- (58) "LPG" means liquefied petroleum gas.
- (59) "LRAPA" means Lane Regional Air Protection Agency.
- (60) "LUCS" means Land Use Compatibility Statement.
- (61) "MACT" means Maximum Achievable Control Technology.
- (62) "MPO" means Metropolitan Planning Organization.
- (63) "MTBE" means methyl tertiary butyl ether.
- (64) "MWC" means municipal waste combustor.
- (65) "NAAQS" means National Ambient Air Quality Standards.
- (66) "NEPA" means National Environmental Policy Act.
- (67) "NESHAP" means National Emissions Standard for Hazardous Air Pollutants.
- (68) "NIOSH" means National Institute of Occupational Safety & Health.
- (69) "NOx" means nitrogen oxides.
- (70) "NSPS" means New Source Performance Standards.
- (71) "NSR" means New Source Review.
- (72) "NSSC" means neutral sulfite semi-chemical.
- (73) "O3" means ozone.
- (74) "OAR" means Oregon Administrative Rules.

- (75) "ODOT" means Oregon Department of Transportation.
- (76) "ORS" means Oregon Revised Statutes.
- (77) "OSAC" means orifice spark advance control.
- (78) "OSHA" means Occupational Safety & Health Administration.
- (79) "PCDE" means pollution control device collection efficiency.
- (80) "PEMS" means predictive emission monitoring system.
- (81) "PM" means particulate matter.
- (82) "PM10" means particulate matter less than 10 microns.
- (83) "PM2.5" means particulate matter less than 2.5 microns.
- ~~(8384)~~ "POTW" means Publicly Owned Treatment Works.
- ~~(8485)~~ "POV" means privately owned vehicle.
- ~~(8586)~~ "PSD" means Prevention of Significant Deterioration.
- ~~(8687)~~ "PSEL" means Plant Site Emission Limit.
- ~~(8788)~~ "QIP" means quality improvement plan.
- ~~(8889)~~ "RACT" means Reasonably Available Control Technology.
- ~~(8990)~~ "RVCOG" means Rogue Valley Council of Governments.
- ~~(9091)~~ "RWOC" means running weighted oxygen content.
- ~~(9192)~~ "SKATS" means Salem-Kaiser Area Transportation Study.
- ~~(9293)~~ "scf" means standard cubic feet.
- ~~(9394)~~ "SCS" means speed control switch.
- ~~(9495)~~ "SD" means standard deviation.
- ~~(9596)~~ "SIP" means State Implementation Plan.
- ~~(9697)~~ "SO2" means sulfur dioxide.

- (~~97~~98) "SOCMI" means synthetic organic chemical manufacturing industry.
- (~~98~~99) "SOS" means Secretary of State.
- (~~99~~100) "TAC" means thermostatic air cleaner.
- (~~100~~101) "TACT" means Typically Achievable Control Technology.
- (~~101~~102) "TCM" means transportation control measures.
- (~~102~~103) "TCS" means throttle control solenoid.
- (~~103~~104) "TIP" means Transportation Improvement Program.
- (~~104~~105) "TRS" means total reduced sulfur.
- (~~105~~106) "TSP" means total suspended particulate matter.
- (~~106~~107) "UGA" means urban growth area.
- (~~107~~108) "UGB" means urban growth boundary.
- (~~108~~109) "US DOT" means United States Department of Transportation.
- (~~109~~110) "UST" means underground storage tanks.
- (~~110~~111) "UTM" means universal transverse mercator.
- (~~111~~112) "VIN" means vehicle identification number.
- (~~112~~113) "VMT" means vehicle miles traveled.
- (~~113~~114) "VOC" means volatile organic compounds.

Stat. Auth.: ORS 468.020
Stats. Implemented: ORS 468A

State of Oregon Clean Air Act Implementation Plan

(1) This implementation plan, consisting of Volumes 2 and 3 of the State of Oregon Air Quality Control Program, contains control strategies, rules and standards prepared by the Department of Environmental Quality and is adopted as the state implementation plan (SIP) of the State of Oregon pursuant to the federal Clean Air Act, **42 U.S.C.A 7401 to 7671q**.

(2) Except as provided in section (3), revisions to the SIP will be made pursuant to the Commission's rulemaking procedures in division 11 of this chapter and any other requirements contained in the SIP and will be submitted to the United States Environmental Protection Agency for approval. The State Implementation Plan was last modified by the Commission on ~~June 19, 2009~~April 29, 2010.

(3) Notwithstanding any other requirement contained in the SIP, the Department may:

(a) Submit to the Environmental Protection Agency any permit condition implementing a rule that is part of the federally-approved SIP as a source-specific SIP revision after the Department has complied with the public hearings provisions of 40 CFR 51.102 (July 1, 2002); and

(b) Approve the standards submitted by a regional authority if the regional authority adopts verbatim any standard that the Commission has adopted, and submit the standards to EPA for approval as a SIP revision.

NOTE: Revisions to the State of Oregon Clean Air Act Implementation Plan become federally enforceable upon approval by the United States Environmental Protection Agency. If any provision of the federally approved Implementation Plan conflicts with any provision adopted by the Commission, the Department shall enforce the more stringent provision.

Stat. Auth.: ORS 468.020

Stats. Implemented: ORS 468A.035

The Oregon Administrative Rules contain OARs filed through October 15, 2009

DEPARTMENT OF ENVIRONMENTAL QUALITY

DIVISION 202

AMBIENT AIR QUALITY STANDARDS AND PSD INCREMENTS

[**NOTE:** Administrative Order DEQ 37 repealed previous OAR 340-031-0005 through 340-031-0020 (DEQ 5 and 6).]

Ambient Air Quality Standards

340-202-0060

Suspended Particulate Matter

For eConcentrations of the fraction of suspended particulate that is equal to or less than ten microns in aerodynamic diameter in ambient air as measured by an approved method must not exceed:

(1) 50 micrograms of PM₁₀ per cubic meter of air as an annual arithmetic mean. This standard is attained when the expected annual arithmetic mean concentration, as determined in accordance with **Appendix K of 40 CFR 50** is less than or equal to 50 micrograms per cubic meter at any site.

(2) 150 micrograms of PM₁₀ per cubic meter of air as a 24-hour average concentration for any calendar day. This standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 micrograms per cubic meter as determined in accordance with **Appendix K of 40 CFR 50** is equal to or less than one at any site.

Concentrations of the fraction of suspended particulate that is equal to or less than 2.5 microns in aerodynamic diameter in ambient air as measured by an approved method must not exceed:

(3) 35 micrograms of PM_{2.5} per cubic meter of air as a 3-year average of annual 98th percentile 24-hour average values recorded at each monitoring site. This standard is attained when the 3-year average of annual 98th percentile 24-hour average concentrations is equal to or less than 35 micrograms per cubic meter as determined in accordance with **Appendix N of 40 CFR 50.**

(4) 15 micrograms of PM_{2.5} per cubic meter of air as a 3-year average of the annual arithmetic mean. This standard is attained when the 3-year average of the annual arithmetic mean concentration is equal to or less than 15 micrograms per cubic meter as determined in accordance with Appendix N of 40 CFR 50.

[**NOTE:** This rule is included in the State of Oregon Clean Air Act Implementation Plan as adopted by the Environmental Quality Commission under OAR 340-200-0040.]

[Publications: The publication(s) referenced in this rule is available from the agency.]

Stat. Auth.: ORS 468 & ORS 468A
Stats. Implemented: ORS 468A.025

340-202-0090

Ozone

Concentrations of ozone in ambient air as measured by an approved method must not exceed 0.075 ~~0.08~~ ppm as a daily maximum eight-hour average concentration. This standard is attained when, at any site the average of the annual fourth-highest daily maximum eight-hour average ozone concentration is equal to or less than 0.080.075 ppm as determined by the method of **Appendix I, 40 CFR 50.**

NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan as adopted by the Environmental Quality Commission under OAR 340-200-0040.

Stat. Auth.: ORS 468 & 468A
Stats. Implemented: ORS 468A.025

340-202-0130

Ambient Air Quality Standard for Lead

The lead concentration in ambient air as measured by an approved method must not exceed ~~1.50.15~~ micrograms per cubic meter as a maximum arithmetic mean averaged over a calendar quarter, determined by Appendix R, 40 CFR 50. ~~an arithmetic average concentration of all samples collected at any site during any one calendar quarter.~~

[**NOTE:** This rule is included in the State of Oregon Clean Air Act Implementation Plan as adopted by the Environmental Quality Commission under OAR 340-200-0040.]

Stat. Auth.: ORS 468 & ORS 468A
Stats. Implemented: ORS 468A.025

The Oregon Administrative Rules contain OARs filed through October 15, 2009

DEPARTMENT OF ENVIRONMENTAL QUALITY

DIVISION 204

DESIGNATION OF AIR QUALITY AREAS

340-204-0010

Definitions

The definitions in OAR 340-200-0020 and this rule apply to this division. If the same term is defined in this rule and 340-200-0020, the definition in this rule applies to this division. Definitions of boundaries in this rule also apply to OAR 340 division 200 through 268 and throughout the State of Oregon Clean Air Act Implementation Plan adopted under 340-200-0040.

- (1) "AQCR" means Air Quality Control Region.
- (2) "AQMA" means Air Quality Maintenance Area.
- (3) "CO" means Carbon Monoxide.
- (4) "CBD" means Central Business District.
- (5) "Criteria Pollutant" means any of the six pollutants set out by the Clean Air Act (sulfur oxides, particulate matter, ozone, carbon monoxide, nitrogen dioxide, and lead) for which the EPA has promulgated standards in 40 CFR 50.4 through 50.12 (July, 1993).
- (6) "Eugene-Springfield UGA" means the area within the bounds beginning at the Willamette River at a point due east from the intersection of East Beacon Road and River Loop No.1; thence southerly along the Willamette River to the intersection with Belt Line Road; thence easterly along Belt Line Road approximately one-half mile to the intersection with Delta Highway; thence northwesterly and then northerly along Delta Highway and on a line north from the Delta Highway to the intersection with the McKenzie River; thence generally southerly and easterly along the McKenzie River approximately eleven miles to the intersection with Marcola Road; thence southwesterly along Marcola Road to the intersection with 42nd Street; thence southerly along 42nd Street to the intersection with the northern branch of US Highway 126; thence easterly along US Highway 126 to the intersection with 52nd Street; thence north along 52nd

Street to the intersection with High Banks Road; thence easterly along High Banks Road to the intersection with 58th Street; thence south along 58th Street to the intersection with Thurston Road; thence easterly along Thurston Road to the intersection with the western boundary of Section 36, T17S, R2W; thence south to the southwest corner of Section 36, T17S, R2W; thence west to the Springfield City Limits; thence following the Springfield City Limits southwesterly to the intersection with the western boundary of Section 2, T18S, R2W; thence on a line southwest to the Private Logging Road approximately one-half mile away; thence southeasterly along the Private Logging Road to the intersection with Wallace Creek; thence southwesterly along Wallace Creek to the confluence with the Middle Fork of the Willamette River; thence generally northwesterly along the Middle Fork of the Willamette River approximately seven and one-half miles to the intersection with the northern boundary of Section 11, T18S, R3W; thence west to the northwest corner of Section 10, T18S, R3W; thence south to the intersection with 30th Avenue; thence westerly along 30th Avenue to the intersection with the Eugene City Limits; thence following the Eugene City Limits first southerly then westerly then northerly and finally westerly to the intersection with the northern boundary of Section 5, T18S, R4W; thence west to the intersection with Greenhill Road; thence north along Greenhill Road to the intersection with Barger Drive; thence east along Barger Drive to the intersection with the Eugene City Limits (Ohio Street); thence following the Eugene City Limits first north then east then north then east then south then east to the intersection with Jansen Drive; thence east along Jansen Drive to the intersection with Belt Line Road; thence northeasterly along Belt Line Road to the intersection with Highway 99; thence northwesterly along Highway 99 to the intersection with Clear Lake Road; thence west along Clear Lake Road to the intersection with the western boundary of Section 9, T17S, R4W; thence north to the intersection with Airport Road; thence east along Airport Road to the intersection with Highway 99; thence northwesterly along Highway 99 to the intersection East Enid Road; thence east along East Enid Road to the intersection with Prairie Road; thence southerly along Prairie Road to the intersection with Irvington Road; thence east along Irvington Road to the intersection with the Southern Pacific Railroad Line; thence southeasterly along the Southern Pacific Railroad Line to the intersection with Irving Road; thence east along Irving Road to the intersection with Kalmia Road; thence northerly along Kalmia Road to the intersection with Hyacinth Road; thence northerly along Hyacinth Road to the intersection with Irvington Road; thence east along Irvington Road to the intersection with Spring Creek; thence northerly along Spring Creek to the intersection with River Road; thence northerly along River Road to the intersection with East Beacon Drive; thence following East Beacon Drive first east then south then east to the intersection with River Loop No.1; thence on a line due east to the Willamette River and the point of beginning.

(7) "Grants Pass CBD" means the area within the City of Grants Pass enclosed by "B" Street on the north, 8th Street to the east, "M" Street on the south, and 5th Street to the west.

(8) Grants Pass Control Area means the area of the state beginning at the northeast corner of Section 35, T35S, R5W; thence south to the southeast corner of Section 11, T37S, R5W; thence west to the southwest corner of Section 9, T37S, R6W; thence north to the northwest corner of Section 33, T35S, R6W; thence east to the point of beginning.

(9) "Grants Pass UGB" as shown on the Plan and Zoning maps for the City of Grants Pass as of Feb. 1, 1988 is the area within the bounds beginning at the NW corner of Sec. 7, T36S, R5W;

thence south to the SW corner of Sec. 7; thence west along the southern boundary of Sec. 12, T36S, R5W approx. 2000 feet; thence south approx. 100 feet to the northern right of way of the Southern Pacific Railroad Line (SPRR Line); thence southeasterly along said right of way approx. 800 feet; thence south approx. 400 feet; thence west approx. 1100 feet; thence south approx. 700 feet to the intersection with the Hillside Canal; thence west approx. 100 feet; thence south approx. 550 feet to the intersection with Upper River Road; thence southeasterly along Upper River Road and continuing east along Old Upper River Road approx. 700 feet; thence south approx. 1550 feet; thence west approx. 350 feet; thence south approx. 250 feet; thence west approx. 1000 feet; thence south approx. 600 feet to the north end of Roguela Lane; thence east approx. 400 feet; thence south approx. 1400 feet to the intersection with Lower River Road; thence west along Lower River Road approx. 1400 feet; thence south approx. 1350 feet; thence west approx. 25 feet; thence south approx. 1200 feet to the south bank of the Rogue River; thence northwesterly along said bank approx. 2800 feet; thence on a line southwesterly and parallel to Parkhill Place approx. 600 feet; thence northwesterly at a 90 degree angle approximately 300 feet to the intersection with Parkhill Place; thence southwesterly along Parkhill Place approx. 250 feet; thence on a line southeasterly forming a 90 degree angle approximately 300 feet to a point even with Leonard Road; thence west approx. 1500 feet along Leonard Road; thence north approx. 200 feet; thence west to the west side of Schroeder Lane; thence north approx. 150 feet; thence west approx. 200 feet; thence south to the intersection with Leonard Road; thence west along Leonard Road approx. 450 feet; thence north approx. 300 feet; thence east approx. 150 feet; thence north approx. 400 feet; thence west approx. 500 feet; thence south approx. 300 feet; thence west to the intersection with Coutant Lane; thence south along Coutant Lane to the intersection with Leonard Road; thence west along Leonard Road to the intersection with Buena Vista Lane; thence north along the west side of Buena Vista Lane approx. 200 feet; thence west approx. 150 feet; thence north approx. 150 feet; thence west approx. 200 feet; thence north approx. 400 feet; thence west approx. 600 feet to the intersection with the western boundary of Sec. 23, T36S, R6W; thence south to the intersection with Leonard Road; thence west along Leonard Road approx. 300 feet; thence north approx. 600 feet to the intersection with Darneille Lane; thence northwesterly along Darneille Lane approx. 200 feet; thence west approx. 300 feet; thence south approx. 600 feet to the intersection with Leonard Road; thence west along Leonard Road approx. 700 feet; thence south approx. 1350 feet; thence east approx. 1400 feet to the intersection with Darneille Lane; thence south along Darneille Lane approx. 600 feet; thence west approx. 300 feet; thence south to the intersection with Redwood Avenue; thence east along Redwood Avenue to the intersection with Hubbard Lane and the western boundary of Sec. 23, T36S, R6W; thence south along Hubbard Lane approx. 1850 feet; thence west approx. 1350 feet; thence south to the south side of U.S. Highway 199; thence westerly along U.S. 199 approx. 1600 feet to the intersection with the north-south midpoint of Sec. 27, T36S, R6W; thence south approx. 2200 feet; thence east approx. 1400 feet; thence north approx. 1000 feet; thence east approx. 300 feet; thence north approx. 250 feet to the intersection with the Highline Canal; thence northerly along the Highline Canal approx. 900 feet; thence east to the intersection with Hubbard Lane; thence north along Hubbard Lane approximately 600 feet; thence east approx. 200 feet; thence north approx. 400 feet to a point even with Canal Avenue; thence east approx. 550 feet; thence north to the south side of U.S. 199; thence easterly along the southern edge of U.S. 199 to the intersection with Willow Lane; thence south along Willow Lane to the intersection with Demaray Drive; thence easterly along Demaray Drive and continuing along the southern edge of U.S. 199 to the intersection with Dowell Road; thence south along

Dowell Road approx. 550 feet; thence easterly approx. 750 feet; thence north to the intersection with the South Canal; thence easterly along the South Canal to the intersection with Schutzwahl Lane; thence south approx. 1300 feet to a point even with West Harbeck Road; thence east approx. 2000 feet to the intersection with Allen Creek; thence southerly along Allen Creek approx. 1400 feet to a point even with Denton Trail to the west; thence west to the intersection with Highline Canal; thence southerly along Highline Canal to the intersection with the southern boundary of Sec. 25, T36S, R6W; thence east to the intersection with Allen Creek; thence southerly along Allen Creek to the intersection with the western boundary of Sec. 31, T36S, R5W; thence south to the SW corner of Sec. 31; thence east to the intersection with Williams Highway; thence southeasterly along Williams Highway approx. 1300 feet; thence east approx. 200 feet; thence north approx. 400 feet; thence east approx. 700 feet; thence north to the intersection with Espey Road; thence west along Espey Road approx. 150 feet; thence north approx. 600 feet; thence east approx. 300 feet; thence north approx. 2000 feet; thence west approx. 2100 feet; thence north approx. 1350 feet; thence east approx. 800 feet; thence north approx. 2800 feet to the east-west midline of Sec. 30, T36S, R5W; thence on a line due NE approx. 600 feet; thence north approx. 100 feet; thence east approx. 600 feet; thence north approx. 100 feet to the intersection with Highline Canal; thence easterly along Highline Canal approx. 1300 feet; thence south approx. 100 feet; thence east to the intersection with Harbeck Road; thence north along Harbeck Road to the intersection with Highline Canal; thence easterly along Highline Canal to a point approx. 250 feet beyond Skyway Road; thence south to the intersection with Skyway Road; thence east to the intersection with Highline Canal; thence southeasterly along Highline Canal approx. 1200 feet; thence on a line due SW to the intersection with Bluebell Lane; thence southerly along Bluebell Lane approx. 150 feet; thence east to the intersection with Sky Crest Drive; thence southerly along Sky Crest Drive to the intersection with Harper Loop; thence southeasterly along Harper Loop to the intersection with the east-west midline of Sec. 29, T36S, R5W; thence east approx. 400 feet; thence south approx. 1300 feet to a point even with Troll View Road to the east; thence east to the intersection with Hamilton Lane; thence north along Hamilton Lane to the intersection with the Highline Canal; thence northeasterly along the Highline Canal to the northern boundary of Sec. 28, T36S, R5W; thence east approx. 1350 feet to the transmission line; thence north to the intersection with Fruitdale Drive; thence southwesterly along Fruitdale Drive approx. 700 feet; thence north to the northern edge of U.S. 199; thence easterly along the northern edge of U.S. 199 approx. 50 feet; thence north to the north bank of the Rogue River; thence northeasterly along the north bank of the Rogue River approx. 2100 feet to a point even with Ament Road; thence north to Ament Road and following Ament Road to U.S. Interstate Highway 5 (U.S. I-5); thence continuing north to the 1200 foot contour line; thence following the 1200 foot contour line northwesterly approx. 7100 feet to the city limits and a point even with Savage Street to the west; thence north following the city limits approx. 400 feet; thence west to the intersection with Beacon Street; thence north along Beacon Street and the city limits approx. 250 feet; thence east along the city limits approx. 700 feet; thence north along the city limits approx. 2200 feet; thence southwesterly along the city limits approximately 800 feet to the intersection with the 1400 foot contour line; thence northerly and northwesterly along the 1400 foot contour line approx. 900 feet to the intersection with the northern boundary of Sec. 9, T36S, R5W; thence west along said boundary approx. 100 feet to the NW corner of Sec. 9; thence south along the western boundary of Sec. 9 approx. 700 feet; thence west approx. 1400 feet; thence north approx. 2400 feet; thence west approx. 1350 feet; thence north approx. 1100 feet to the city limits; thence following the city

limits first west approx. 1550 feet, then south approx. 800 feet, then west approx. 200 feet, then south approx. 200 feet, then east approx. 200 feet, then south approx. 300 feet, and finally westerly approx. 1200 feet to the intersection with the western boundary of Sec. 5, T36S, R5W; thence south along said boundary to the northern side of Vine Avenue; thence northwesterly along the northern side of Vine Avenue approx. 3150 feet to the intersection with the west fork of Gilbert Creek; thence north to the intersection with the southern right of way of U.S. I-5; thence northwesterly along said right of way approx. 1600 feet; thence south to the intersection with Old Highland Avenue; thence northwesterly along Highland Avenue approx. 650 feet; thence west approx. 350 feet; thence south approx. 1400 feet; thence east approx. 700 feet; thence south approx. 1000 feet; thence on a line SW approx. 800 feet; thence south approx. 1400 feet to the intersection with the northern boundary of Sec. 7, T36S, R5W; thence west to the NW corner of Sec. 7, the point of beginning.

(10) Klamath Falls Control Area means the area of the state beginning at the northeast corner of Section 8, T38S, R10E, thence south to the southeast corner of Section 5, T40S, R10E; thence west to the southwest corner of Section 3, T40S, R8E; thence north to the northwest corner of Section 10, T38S, R8E; thence east to the point of beginning.

(11) "Klamath Falls UGB" means the area within the bounds beginning at the southeast corner of Section 36, Township 38 South, Range 9 East; thence northerly approximately 4500 feet; thence westerly approximately 1/4 mile; thence northerly approximately 3/4 mile into Section 25, T38S, R9E; thence westerly approximately 1/4 mile; thence northerly approximately 1/2 mile to the southern boundary of Section 24, T38S, R9E; thence westerly approximately 1/2 mile to the southeast corner of Section 23, T38S, R9E; thence northerly approximately 1/2 mile; thence westerly approximately 1/4 mile; thence northerly approximately 1/2 mile to the southern boundary of Section 14, T38S, R9E; thence generally northwesterly along the 5000 foot elevation contour line approximately 3/4 mile; thence westerly 1 mile; thence north to the intersection with the northern boundary of Section 15, T38S, R9E; thence west 1/4 mile along the northern boundary of Section 15, T38S, R9E; thence generally southeasterly following the 4800 foot elevation contour line around the old Oregon Institute of Technology Campus to meet with the westerly line of Old Fort Road in Section 22, T38S, R9E; thence southwesterly along the westerly line of Old Fort Road approximately 1 and 1/4 miles to Section 27, T38S, R9E; thence west approximately 1/4 mile; thence southwesterly approximately 1/2 mile to the intersection with Section 27, T38S, R9E; thence westerly approximately 1/2 mile to intersect with the Klamath Falls City Limits at the northerly line of Loma Linda Drive in Section 28, T38S, R9E; thence northwesterly along Loma Linda Drive approximately 1/4 mile; thence southwesterly approximately 1/8 mile to the Klamath Falls City Limits; thence northerly along the Klamath Falls City Limits approximately 1 mile into Section 21, T38S, R9E; thence westerly approximately 1/4 mile; thence northerly approximately 1 mile into Section 17, T38S, R9E; thence westerly approximately 3/4 mile into Section 17, T38S, R9E; thence northerly approximately 1/4 mile; thence westerly approximately 1 mile to the west boundary of Highway 97 in Section 18, T38S, R9E; thence southeasterly along the western boundary of Highway 97 approximately 1/2 mile; thence southwesterly away from Highway 97; thence southeasterly to the intersection with Klamath Falls City Limits at Front Street; thence westerly approximately 1/4 mile to the western boundary of Section 19, T38S, R9E; thence southerly approximately 1 and 1/4 miles along the western boundary of Section 19, T38S, R9E and the Klamath Falls City

Limits to the south shore line of Klamath Lake; thence northwesterly along the south shore line of Klamath Lake approximately 1 and 1/4 miles across Section 25, T38S, R9E and Section 26, T38S, R9E; thence westerly approximately 1/2 mile along Section 26, T38S, R9E; thence southerly approximately 1/2 mile to Section 27, T38S, R9E to the intersection with eastern boundary of Orindale Draw, thence southerly along the eastern boundary of Orindale Draw approximately 1 and 1/4 miles into Section 35, T38S, R9E; thence southerly approximately 1/2 mile into Section 2, T39S, R8E; thence easterly approximately 1/4 mile; thence northerly approximately 1/4 mile to the southeast corner of Section 35, T38S, R8E and the Klamath Falls City Limits; thence easterly approximately 1/2 mile to the northern boundary of Section 1, T38S, R8E; thence southeasterly approximately 1/2 mile to Orindale Road; thence north 500 feet along the west side of an easement; thence easterly approximately 1 and 1/4 miles through Section 1, T38S, R8E to the western boundary of Section 6, T39S, R9E; thence southerly approximately 3/4 mile to the southwest corner of Section 6, T39S, R9E; thence easterly approximately 1/8 mile to the western boundary of Highway 97; thence southwesterly along the Highway 97 right-of-way approximately 1/4 mile; thence westerly approximately 1/2 mile to Agate Street in Section 7, T39S, R8E; thence northerly approximately 1/4 mile; thence westerly approximately 3/4 mile to Orindale Road in Section 12, T39S, R8E; thence northerly approximately 1/4 mile into Section 1, T39S, R8E; thence westerly approximately 3/4 mile to the Section 2, T39S, R8E boundary line; thence southerly approximately 3/4 mile along the Section 2, T39S, R8E boundary line to the northwest corner of Section 12, T39S, R8E; thence westerly approximately 1/8 mile into Section 11, T39S, R8E; thence southerly approximately 1/8 mile; thence northeasterly approximately 3/4 mile to the southern boundary of Section 12, T39S, R8E at Balsam Drive; thence southerly approximately 1/4 mile into Section 12, T39S, R8E; thence easterly approximately 1/4 mile to Orindale Road; thence southeasterly approximately 500 feet to Highway 66; thence southwesterly approximately 1/2 mile along the boundary of Highway 66 to Holiday Road; thence southerly approximately 1/2 mile into Section 13, T39S, R8E; thence northeasterly approximately 1/4 mile to the eastern boundary of Section 13, T39S, R8E; thence northerly approximately 1/4 mile along the eastern boundary of Section 13, T39S, R8E; thence westerly approximately 1/4 mile to Weyerhaeuser Road; thence northerly approximately 1/8 mile; thence easterly approximately 1/8 mile; thence northerly approximately 1/8 mile; thence westerly approximately 1/8 mile to Farrier Avenue; thence northerly approximately 1/4 mile; thence easterly approximately 1/4 mile to the eastern boundary of Section 13, T39S, R8E; thence northerly approximately 1/8 mile along the eastern boundary of Section 13, T39S, R8E; thence easterly approximately 1/4 mile along the northern section line of Section 18, T39S, R8E; thence southerly approximately 1/4 mile; thence easterly approximately 1/2 mile to the boundary of Highway 97; thence southerly approximately 1/3 mile to the Burlington Northern Right-of-Way; thence northeasterly approximately 1 and 1/3 miles along the high water line of the Klamath River to the Southside Bypass in Section 8, T39S, R9E; thence southeasterly along the Southside Bypass to the Southern Pacific Right-of-Way in Section 9, T39S, R9E; thence southerly approximately 1/2 mile along the Southern Pacific Right-of-Way; thence southwesterly approximately 1/4 mile along the Midland Highway; thence southeasterly approximately 1/4 mile to the old railroad spur; thence easterly 1/4 mile along the old railroad spur; thence southerly approximately 1/4 mile in Section 16, T39S, R9E; thence westerly approximately 1/3 mile; thence southerly approximately 1/4 mile; thence easterly approximately 1/16 mile in Section 21, T39S, R9E; thence southerly approximately 1/8 mile to the Lost River Diversion Channel; thence southeasterly approximately 1/4 mile along the northern boundary of the Lost

River Diversion Channel; thence easterly approximately 3/4 mile along Joe Wright Road into Section 22, T39S, R9E; thence southeasterly approximately 1/8 mile on the eastern boundary of the Southern Pacific Right-of-Way; thence southeasterly approximately 1 mile along the western boundary of the Southern Pacific Right-of-Way across Section 22, T39S, R9E and Section 27, T39S, R9E to a point 440 yards south of the northern boundary of Section 27, T39S, R9E; thence easterly to Kingsley Field; thence southeasterly approximately 3/4 mile to the southern boundary of Section 26, T39S, R9E; thence east approximately 1/2 mile along the southern boundary of Section 26, T39S, R9E to a pond; thence north-northwesterly for 1/2 mile following the Klamath Falls City Limits; thence north 840 feet; thence east 1155 feet to Homedale Road; thence north along Homedale Road to a point 1/4 mile north of the southern boundary of Section 23, T39S, R9E; thence west 1/4 mile; thence north 1 mile to the Southside Bypass in Section 14, T39S, R9E; thence east 1/2 mile along the Southside Bypass to the eastern boundary of Section 14, T39S, R9E; thence north 1/2 mile; thence east 900 feet into Section 13, T39S, R9E; thence north 1320 feet along the USBR 1-C 1-A to the southern boundary of Section 12, T39S, R9E; thence north 500 feet to the USBR A Canal; thence southeasterly 700 feet along the southern border of the USBR A Canal back into Section 13, T39S, R9E; thence southeast 1600 feet to the northwest parcel corner of an easement for the Enterprise Irrigation District; thence east-northeast 2200 feet to the eastern boundary of Section 13, T39S, R9E; thence north to the southeast corner of Section 12, T39S, R9E; thence along the Enterprise Irrigation Canal approximately 1/2 mile to Booth Road; thence east 1/2 mile to Vale Road; thence north 1 mile to a point in Section 6, T39S, R10E that is approximately 1700 feet north of the southern boundary of Section 6, T39S, R10E; thence west approximately 500 feet; thence south approximately 850 feet; thence west approximately 200 feet; thence north approximately 900 feet; thence west approximately 1600 feet to the western boundary of Section 6, T39S, R10E; thence north approximately 1/2 mile to the southeast corner of Section 36, T38S, R9E, the point of beginning.

(12) "LaGrande UGB" means the area within the bounds beginning at the point where U.S. Interstate 84 (I-84) intersects Section 31, Township 2 South, Range 38 East; thence east along I-84 to the Union County Fairgrounds; thence north and then east on a line encompassing the Union County Fairgrounds to the intersection with Cedar Street; thence further east approximately 500 feet, encompassing two (2) residential properties; thence on a line south to the intersection with the northern bank of the Grande Ronde River; thence westerly along the northern bank of the Grande Ronde River to the intersection with the western edge of Mount Glenn Road and Riverside Park; thence north along the western edge of Mount Glenn Road and Riverside Park to the intersection with Fruitdale Road; thence east along Fruitdale Road and the northern boundary of Riverside Park to the eastern boundary of Riverside Park; thence south along the eastern boundary of Riverside Park to the north bank of the Grande Ronde River; thence on a line southeast to the intersection with the northern edge of I-84; thence easterly along the northern edge of I-84 to May Street; thence easterly along May Street to the intersection with State Highway 82; thence northeasterly along State Highway 82 to a point approximately 1/4 mile from the eastern edge of Section 4, T3S, R38E; thence south to the intersection with Section 9, T3S, R38E, and the southern edge of Buchanan Avenue; thence west along the southern edge of Buchanan Avenue to the intersection with the northern edge of I-84; thence on a line south to the southern edge of I-84; thence southeasterly along the southern edge of I-84 approximately 2500 feet; thence on a line due west approximately 1400 feet; thence on a line due south to the intersection with the Union Pacific Railroad Line; thence southeasterly along the Union Pacific

Railroad Line to the intersection with Gekeler Lane; thence west along Gekeler Lane to the intersection with U.S. Highway 30; thence southeast along U.S. Highway 30 to the intersection with the western boundary of Section 15, T3S, R38E; thence on a line west following existing property boundaries approximately 2900 feet; thence on a line north following existing property boundaries approximately 250 feet; thence on a line east following existing property boundaries approximately 650 feet; thence north on a line to the intersection with Gekeler Lane; thence west along Gekeler Lane to the intersection with 20th Avenue; thence south along 20th Avenue to the intersection with Foothill Road; thence southeasterly along Foothill Road approximately 2900 feet; thence on a line west following existing property boundaries approximately 1250 feet; thence on a line south following existing property boundaries approximately 1250 feet; thence on a line west following existing property boundaries approximately 1250 feet; thence on a line north following existing property boundaries approximately 450 feet to the intersection with the southernmost part of the La Grande City Limits; thence westerly and northwesterly along the southernmost part of the La Grande City Limits approximately 1100 feet to the intersection with the 3000 foot elevation contour line; thence westerly following the 3000 foot elevation contour line and existing property boundaries approximately 2200 feet; thence on a line north following existing property boundaries approximately 1900 feet; thence on a line west following existing property boundaries approximately 500 feet; thence on a line north to the La Grande City Limits; thence west along the La Grande City Limits and following existing property boundaries approximately 650 feet; thence on a line south following existing property boundaries approximately 900 feet; thence on a line west following existing property boundaries approximately 1250 feet; thence on a line north to the intersection with the La Grande City Limits; thence west along the southern boundary of the La Grande City Limits to the intersection with the western boundary of the La Grande City Limits; thence north along the western boundary of the La Grande City Limits and following existing property lines approximately 500 feet; thence on a line west following existing property boundaries approximately 200 feet; thence on a line north following existing property boundaries approximately 700 feet; thence east to the first 3000 foot elevation contour line west of the La Grande City Limits; thence northerly following that 3000 foot elevation contour line to the intersection with Deal Canyon Road; thence easterly along Deal Canyon Road to the intersection with the western boundary of the La Grande City Limits; thence northerly along the western boundary of the La Grande City Limits to the intersection with U.S. Highway 30; thence northwesterly along U.S. Highway 30 and following existing property boundaries approximately 1400 feet; thence on a line west to the intersection with the western boundary of Section 6, T3S, R38E; thence north along the western boundaries of Section 6, T3S, R38E and Section 31, T2S, R38E to the point of beginning.

(13) "Lakeview UGB" means the area beginning at the corner common to sections 21, 22, 27, and 28, T39S, R20E; thence north on the section line between section 21 and 22 to the section corner common to section 15, 16, 21, and 22; thence west along the section line between section 21 and 16 to the section corner common to sections 16, 17, 20, and 21; thence north along the section line between section 16 and 17 approximately 3550 feet to the east branch of Thomas Creek; thence northwesterly along the east branch of Thomas Creek to the center line of Highway 140; thence east along the center line of Highway 140 to the section corner common to sections 8, 9, 16, and 17, T39S, R20E; thence north along the section line between sections 8 and 9 to the section corner common to sections 4, 5, 8, and 9, T39S, R20E; thence north along the section line between section 4 and 5 to the section corner common to section 4 and 5, T39S,

R20E and sections 32 and 33, T38S, R20E; thence east along the section line between sections 4 and 33 to the section corner common to sections 3 and 4, T39S, R20E and sections 33 and 34, T38S, R20E; thence south along the eastern boundary of section 4 approximately 4,1318.6 feet; thence S 89 degrees, 11 minutes W 288.28 feet to the east right of way line of the old Paisley/Lakeview Highway; thence S 21 degrees, 53 minutes E along the eastern right of way of the old Paisley/Lakeview Highway 288.4 feet; thence S 78 degrees, 45 minutes W 1375 feet; thence S 3 degrees, 6 minutes, and 30 seconds W 200 feet; thence S 77 degrees, 45 minutes W 136 feet to the east right of way line of U.S. Highway 395; thence southeasterly along the east right of way line of U.S. Highway 395 53.5 feet; thence N 77 degrees, 45 minutes E 195.6 feet; thence S 38 degrees, 45 minutes E 56.8 feet; thence S 51 degrees, 15 minutes W 186.1 feet to the east right of way of U.S. Highway 395; thence southeast along the eastern right of way line of U.S. Highway 395 2310 feet; thence N 76 degrees, 19 minutes 544.7 feet; thence S 13 degrees, 23 minutes, 21 seconds E 400 feet; thence N 63 degrees, 13 minutes E 243.6 feet to the western line of the old American Forest Products Logging Road; thence southeast along the old American Forest Products Logging Road to the western line of the northeast quadrant of the northwest quadrant of section 10, T39S, R20E; thence southeast to a point on the south line of the northeast quadrant of the northwest quadrant of Section 10, T39S, R20E (this point also bears N 89 degrees, 33 minutes E 230 feet from the center line of U.S. Highway 395); thence south on a line parallel to the east right of way line of U.S. Highway 395 to the south line of the northwest quadrant of section 10, T39S, R20E; thence south 491 feet to the east right of way of U.S. Highway 395; thence southeasterly following the east right of way of U.S. Highway 395 255 feet to the south line of the northeast quadrant of the northeast quadrant of the southwest quadrant of section 10, T39S, R20E; thence east along that south line to the center line of section 10, T39S, R20E; thence continuing east along the same south line to the eastern boundary of section 10, T39S, R20E; thence south along the eastern boundary of section 10 to the section corner common to sections 10, 11, 14, and 15, T39S, R20E; thence south along the section line between section 14 and 15 to the section corner common to sections 14, 15, 22, and 23, T39S, R20E; thence west along the section line between sections 15 and 22 to the northwest corner of the northeast quadrant of the northeast quadrant of section 22, T39S, R20E; thence south along the eastern line of the western half of the eastern half of section 22 to the southern boundary of section 22, T39S, R20E; thence west along the southern boundary of section 22 to the point of beginning.

(14) "Maintenance Area" means any area that was formerly nonattainment for a criteria pollutant but has since met EPA promulgated standards and has had a maintenance plan to stay within the standards approved by the EPA pursuant to 40 CFR 51.110 (July, 1993).

(15) "Medford-Ashland Air Quality Maintenance Area" (AQMA) means the area defined as beginning at a point approximately two and quarter miles northeast of the town of Eagle Point, Jackson County, Oregon at the northeast corner of Section 36, Township 35 South, Range 1 West (T35S, R1W); thence South along the Willamette Meridian to the southeast corner of Section 25, T37S, R1W; thence southeast along a line to the southeast corner of Section 9, T39S, R2E; thence south-southeast along line to the southeast corner of Section 22, T39S, R2E; thence South to the southeast corner of Section 27, T39S, R2E; thence southwest along a line to the southeast corner of Section 33, T39S, R2E; thence West to the southwest corner of Section 31, T39S, R2E; thence northwest along a line to the northwest corner of Section 36, T39S, R1E;

thence West to the southwest corner of Section 26, T39S, R1E; thence northwest along a line to the southeast corner of Section 7, T39S, R1E; thence West to the southwest corner of Section 12, T39S, R1W, T39S, R1W; thence northwest along a line to southwest corner of Section 20, T38S, R1W; thence West to the southwest corner of Section 24, T38S, R2W; thence northwest along a line to the southwest corner of Section 4, T38S, R2W; thence West to the southwest corner of Section 6, T38S, R2W; thence northwest along a line to the southwest corner of Section 31, T37S, R2W; thence North and East along the Rogue River to the north boundary of Section 32, T35S, R1W; thence East along a line to the point of beginning.

(16) "Medford-Ashland CBD" means the area beginning at the intersection of Crater Lake Highway (Highway 62) south on Biddle Road to the intersection of Fourth Street, west on Fourth Street to the intersection with Riverside Avenue (Highway 99), south on Riverside Avenue to the intersection with Tenth Street, west on Tenth Street to the intersection with Oakdale Avenue, north on Oakdale Avenue to the intersection with Fourth Street, east on Fourth Street to the intersection with Central Avenue, north on Central Avenue to the intersection with Court Street, north on Court Street to the intersection with Crater Lake Highway (Highway 62) and east on Crater Lake Highway to the point of beginning, with extensions along McAndrews Road east from Biddle Road to Crater Lake Avenue, and along Jackson Street east from Biddle Road to Crater Lake Avenue.

NOTE: This definition also marks the area where indirect sources are required to have indirect source construction permits in the Medford area. See OAR 340-254-0040.

(17) "Medford UGB" means the area beginning at the line separating Range 1 West and Range 2 West at a point approximately 1/4 mile south of the northwest corner of Section 31, T36S, R1W; thence west approximately 1/2 mile; thence south to the north bank of Bear Creek; thence west to the south bank of Bear Creek; thence south to the intersection with the Medford Corporate Boundary; thence following the Medford Corporate Boundary west and southwesterly to the intersection with Merriman Road; thence northwesterly along Merriman Road to the intersection with the eastern boundary of Section 10, T36S, R2W; thence south along said boundary line approximately 3/4 mile; thence west approximately 1/3 mile; thence south to the intersection with the Hopkins Canal; thence east along the Hopkins Canal approximately 200 feet; thence south to Rossanely Drive; thence east along Rossanely Drive approximately 200 feet; thence south approximately 1200 feet; thence west approximately 700 feet; thence south approximately 1400 feet; thence east approximately 1400 feet; thence north approximately 100 feet; thence east approximately 700 feet; thence south to Finley Lane; thence west to the end of Finley Lane; thence approximately 1200 feet; thence west approximately 1300 feet; thence north approximately 150 feet; thence west approximately 500 feet; thence south to Highway 238; thence west along Highway 238 approximately 250 feet; thence south approximately 1250 feet to a point even with the end of Renault Avenue to the east; thence east approximately 2200 feet; thence south approximately 1100 feet to a point even with Sunset Court to the east; thence east to and along Sunset Court to the first (nameless) road to the south; thence approximately 850 feet; thence west approximately 600 feet; thence south to Stewart Avenue; thence west along Stewart Avenue approximately 750 feet; thence south approximately 1100 feet; thence west approximately 100 feet; thence south approximately 800 feet; thence east approximately 800 feet; thence south approximately 1000 feet; thence west approximately 350 feet to a point even

with the north-south connector street between Sunset Drive and South Stage Road; thence south to and along said connecting road and continuing along South Stage Road to Fairlane Road; thence south to the end of Fairlane Road and extending beyond it approximately 250 feet; thence east approximately 250 feet; thence south approximately 250 feet to the intersection with Judy Way; thence east on Judy Way to Griffin Creek Road; thence north on Griffin Creek Road to South Stage Road; thence east on South Stage Road to Orchard Home Drive; thence north on Orchard Home Drive approximately 800 feet; thence east to Columbus Avenue; thence south along Columbus Avenue to South Stage Road; thence east along South Stage Road to the first road to the north after Sunnyview Lane; thence north approximately 300 feet; thence east approximately 300 feet; thence north approximately 700 feet; thence east to King's Highway; thence north along King's Highway to Experiment Station Road; thence east along Experiment Station Road to Marsh Lane; thence east along Marsh Lane to the northern boundary of Section 6, T38S, R1W; thence east along said boundary approximately 1100 feet; thence north approximately 1200 feet; thence east approximately 1/3 mile; thence north approximately 400 feet; thence east approximately 1000 feet to a drainage ditch; thence following the drainage ditch southeasterly approximately 500 feet; thence east to the eastern boundary of Section 31, T37S, R1W; thence south along said boundary approximately 1900 feet; thence east to and along the loop off of Rogue Valley Boulevard, following that loop to the Southern Pacific Railroad Line (SPRR); thence following SPRR approximately 500 feet; thence south to South Stage Road; thence east along South Stage Road to SPRR; thence southeasterly along SPRR to the intersection with the west fork of Bear Creek; thence northeasterly along the west fork of Bear Creek to the intersection with U.S. Highway 99; thence southeasterly along U.S. Highway 99 approximately 250 feet; thence east approximately 1600 feet; thence south to East Glenwood Road; thence east along East Glenwood Road approximately 1250 feet; thence north approximately 1/2 mile; thence west approximately 250 feet; thence north approximately 1/2 mile to the Medford City Limits; thence east along the city limits to Phoenix Road; thence south along Phoenix Road to Coal Mine Road; thence east along Coal Mine Road approximately 9/10 mile to the western boundary of Section 35, T37S, R1W; thence north to the midpoint of the western boundary of Section 35, T37S, R1W; thence west approximately 800 feet; thence north approximately 1700 feet to the intersection with Barnett Road; thence easterly along Barnett Road to the southeast corner of Section 27, T37S, R1W; thence north along the eastern boundary line of said section approximately 1/2 mile to the intersection with the 1800 foot contour line; thence east to the intersection with Cherry Lane; thence following Cherry Lane southeasterly and then northerly to the intersection with Hillcrest Road; thence east along Hillcrest Road to the southeast corner of Section 23, T37S, R1W; thence north to the northeast corner of Section 23, T37S, R1W; thence west to the midpoint of the northern boundary of Section 22, T37S, R1W; thence north to the midpoint of Section 15, T37S, R1W; thence west to the midpoint of the western boundary of Section 15, T37S, R1W; thence south along said boundary approximately 600 feet; thence west approximately 1200 feet; thence north approximately 600 feet; thence west to Foothill Road; thence north along Foothill Road to a point approximately 500 feet north of Butte Road; thence west approximately 300 feet; thence south approximately 250 feet; thence west on a line parallel to and approximately 250 feet north of Butte Road to the eastern boundary of Section 8, T37S, R1W; thence north approximately 2200 feet; thence west approximately 1800 feet; thence north approximately 2000 feet; thence west approximately 500 feet; thence north to Coker Butte Road; thence east along Coker Butte Road approximately 550 feet; thence north approximately 1250 feet; thence west to U.S. Highway 62; thence north approximately

3000 feet; thence east approximately 400 feet to the 1340 foot contour line; thence north approximately 800 feet; thence west approximately 200 feet; thence north approximately 250 feet to East Vilas Road; thence east along East Vilas Road approximately 450 feet; thence north approximately 2000 feet to a point approximately 150 feet north of Swanson Creek; thence east approximately 600 feet; thence north approximately 850 feet; thence west approximately 750 feet; thence north approximately 650 feet; thence west approximately 2100 feet; thence on a line southeast approximately 600 feet; thence east approximately 450 feet; thence south approximately 1600 feet; thence west approximately 2000 feet to the continuance of the private logging road north of East Vilas Road; thence south along said logging road approximately 850 feet; thence west approximately 750 feet; thence south approximately 150 feet; thence west approximately 550 feet to Peace Lane; thence north along Peace Lane approximately 100 feet; thence west approximately 350 feet; thence north approximately 950 feet; thence west approximately 1000 feet to the western boundary of Section 31, T36S, R1W; thence north approximately 1300 feet along said boundary to the point of beginning.

(18) "Nonattainment Area" means any area that has been designated as not meeting the standards established by the U.S. Environmental Protection Agency (EPA) pursuant to 40 CFR 51.52 (July, 1993) for any criteria pollutant.

(19) "O3" means Ozone.

(20) "Oakridge UGB" means the area enclosed by the following: Beginning at the northwest corner of Section 17, T21S, R3E and the city limits; thence south along the western boundary of Section 17, T21S, R3E along the city limits approximately 800 feet; thence southwesterly following the city limits approximately 750 feet; thence west along the city limits approximately 450 feet; thence northwesterly along the city limits approximately 450 feet; thence on a line south along the city limits approximately 250 feet; thence on a line east along the city limits approximately 100 feet; thence southwesterly along the city limits approximately 200 feet; thence on a line east along the city limits approximately 400 feet; thence on a line south along the city limits to the channel of the Willamette River Middle Fork; thence south-easterly up the Willamette River Middle Fork along the city limits approximately 7200 feet; thence exiting the Willamette River Middle Fork with the city limits in a northerly manner and forming a rough semicircle with a diameter of approximately one-half mile before rejoining the Willamette River Middle Fork; thence diverging from the city limits upon rejoining the Willamette River Middle Fork and moving southeasterly approximately 5600 feet up the Willamette River Middle Fork to a point on the river even with the point where Salmon Creek Road intersects with U.S. Highway 58; thence on a line east from the channel of the Willamette River Middle Fork across the intersection of Salmon Creek Road and U.S. Highway 58 to the intersection with the Southern Pacific Railroad Line; thence northerly along the Southern Pacific Railroad Line to the intersection with the northern boundary of Section 22, T21S, R3E; thence west along the northern boundary of Section 22, T21S, R3E to the intersection with Salmon Creek Road; thence on a line north to the intersection with the Southern Pacific Railroad Line; thence east along the Southern Pacific Railroad Line approximately 600 feet; thence on a line north to the intersection with High Prairie Road; thence on a line west approximately 400 feet; thence on a line north to the intersection with the northern boundary of Section 15, T21S, R3E; thence west along the northern boundary of Section 15, T21S, R3E to the intersection with the southeastern corner of

Section 9, T21S, R3E; thence north along the eastern boundary of Section 9, T21S, R3E approximately 1300 feet; thence on a line west approximately 1100 feet; thence on a line south to the intersection with West Oak Road; thence northwesterly along West Oak Road approximately 2000 feet; thence on a line south to the intersection with the northern boundary line of the city limits; thence westerly and northwesterly approximately 8000 feet along the city limits to the point of beginning.

(21) "Particulate Matter" ~~means all finely divided solid or liquid material, other than uncombined water, emitted to the ambient air as measured by an applicable reference method with the Department's Source Sampling Manual, (January, 1992).~~ has the meaning given that term in OAR 340-200-0020.

(22) PM10: has the meaning given that term in OAR 340-200-0020.

~~(a) When used in the context of emissions, means finely divided solid or liquid material, including condensible water, other than combined water, with an aerodynamic diameter less than or equal to a nominal 10 microns, emitted to the ambient air as measured by as applicable reference method in accordance with the Department's Source Sampling Manual (January, 1992);~~

~~(b) When used in the context of ambient concentration, means airborne finely divided solid or liquid material with an aerodynamic diameter less than or equal to a nominal 10 microns as measured in accordance with 40 CFR Part 50, Appendix J (July, 1993).~~

23) "PM2.5" has the meaning given that term in OAR 340-200-0020.

~~(2324)~~ "Portland AQMA" means the area within the bounds beginning at the point starting on the Oregon-Washington state line in the Columbia River at the confluence with the Willamette River, thence east up the Columbia River to the confluence with the Sandy River, thence southerly and easterly up the Sandy River to the point where the Sandy River intersects the Clackamas County-Multnomah County line, thence west along the Clackamas County-Multnomah County line to the point where the Clackamas County-Multnomah County line is intersected by H. Johnson Road (242nd), thence south along H. Johnson Road to the intersection with Kelso Road (Boring Highway), thence west along Kelso Road to the intersection with Deep Creek Road (232nd), thence south along Deep Creek Road to the point of intersection with Deep Creek, thence southeasterly along Deep Creek to the confluence with Clackamas River, thence easterly along the Clackamas River to the confluence with Clear Creek, thence southerly along Clear Creek to the point where Clear Creek intersects Springwater Road then to Forsythe Road, thence easterly along Forsythe Road to the intersection with Bradley Road, thence south along Bradley Road to the intersection with Redland Road, thence west along Redland Road to the intersection with Ferguson Road, thence south along Ferguson Road to the intersection with Thayler Road, thence west along Thayler Road to the intersection with Beaver Creek Road, thence southeast along Beaver Creek Road to the intersection with Henrici Road, thence west along Henrici Road to the intersection with State Highway 213 (Mollala Avenue), thence southeast along State Highway 213 to the point of intersection with Beaver Creek, thence westerly down Beaver Creek to the confluence with the Willamette River, thence southerly and westerly up the Willamette River to the point where the Willamette River intersects the

Clackamas County-Yamhill County line, thence north along the Clackamas County-Yamhill County line to the point where it intersects the Washington County-Yamhill County line, thence west and north along the Washington County-Yamhill County line to the point where it is intersected by Mount Richmond Road, thence northeast along Mount Richmond Road to the intersection with Patton Valley Road, thence easterly and northerly along Patton Valley Road to the intersection with Tualatin Valley State Highway, thence northerly along Tualatin Valley State Highway to the intersection with State Highway 47, thence northerly along State Highway 47 to the intersection with Dilley Road, thence northwesterly and northerly along Dilley Road to the intersection with Stringtown Road, thence westerly and northwesterly along Stringtown Road to the intersection with Gales Creek Road, thence northwesterly along Gales Creek Road to the intersection with Timmerman Road, thence northerly along Timmerman Road to the intersection with Wilson River Highway, thence west and southwesterly along Wilson River Highway to the intersection with Narup Road, thence north along Narup Road to the intersection with Cedar Canyon Road, thence westerly and northerly along Cedar Canyon Road to the intersection with Banks Road, thence west along Banks Road to the intersection with Hahn Road, thence northerly and westerly along Hahn Road to the intersection with Mountindale Road, thence southeasterly along Mountindale Road to the intersection with Glencoe Road, thence east-southeasterly along Glencoe Road to the intersection with Jackson Quarry Road, thence north-northeasterly along Jackson Quarry Road to the intersection with Helvetia Road, thence easterly and southerly along Helvetia Road to the intersection with Bishop Road, thence southerly along Bishop Road to the intersection with Phillips Road, thence easterly along Phillips Road to the intersection with the Burlington Northern Railroad Track, thence northeasterly along the Burlington Northern Railroad Line to the intersection with Rock Creek Road, thence east-southeasterly along Rock Creek Road to the intersection with Old Cornelius Pass Road, thence northeasterly along Old Cornelius Pass Road to the intersection with Skyline Boulevard, thence easterly and southerly along Skyline Boulevard to the intersection with Newberry Road, thence northeasterly along Newberry Road to the intersection with State Highway 30 (St. Helens Road), thence northeast on a line over land across State Highway 30 to the Multnomah Channel, thence east-southeasterly up the Multnomah Channel to the diffidence with the Willamette River, thence north-northeasterly down the Willamette River to the confluence with the Columbia River and the Oregon-Washington state line (the point of beginning).

| (2425) "Portland Metropolitan Service District Boundary" or "Portland Metro" means the boundary surrounding the urban growth boundaries of the cities within the Greater Portland Metropolitan Area. It is defined in the Oregon Revised Statutes (ORS) 268.125 (1989).

| (2526) "Portland Vehicle Inspection Area" means the area of the state included within the following census tracts, block groups, and blocks as used in the 1990 Federal Census. In Multnomah County, the following tracts, block groups, and blocks are included: Tracts 1, 2, 3.01, 3.02, 4.01, 4.02, 5.01, 5.02, 6.01, 6.02, 7.01, 7.02, 8.01, 8.02, 9.01, 9.02, 10, 11.01, 11.02, 12.01, 12.02, 13.01, 13.02, 14, 15, 16.01, 16.02, 17.01, 17.02, 18.01, 18.02, 19, 20, 21, 22.01, 22.02, 23.01, 23.02, 24.01, 24.02, 25.01, 25.02, 26, 27.01, 27.02, 28.01, 28.02, 29.01, 29.02, 29.03, 30, 31, 32, 33.01, 33.02, 34.01, 34.02, 35.01, 35.02, 36.01, 36.02, 36.03, 37.01, 37.02, 38.01, 38.02, 38.03, 39.01, 39.02, 40.01, 40.02, 41.01, 41.02, 42, 43, 44, 45, 46.01, 46.02, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56 57, 58, 59, 60.01, 60.02, 61, 62, 63, 64.01, 64.02, 65.01, 65.02, 66.01, 66.02, 67.01, 67.02, 68.01, 68.02, 69, 70, 71, 72.01, 72.02, 73, 74, 75, 76, 77, 78, 79,

80.01, 80.02, 81, 82.01, 82.02, 83.01, 83.02, 84, 85, 86, 87, 88, 89, 90, 91, 92.01, 92.02, 93, 94, 95, 96.01, 96.02, 97.01, 97.02, 98.01, 98.02, 99.01, 99.02, 99.03, 100, 101, 102, 103.01, 103.02, 104.02, 104.04, 104.05, 104.06, 104.07; Block Groups 1, 2 of Tract 105; Blocks 360, 361, 362 of Tract 105; that portion of Blocks 357, 399 of Tract 105 beginning at the intersection of the Oregon-Washington State Line ("State Line") and the northeast corner of Block Group 1 of Tract 105, thence east along the State Line to the intersection of the State Line and the eastern edge of Section 26, Township 1 North, Range 4 East, thence south along the section line to the centerline of State Highway 100 to the intersection of State Highway 100 and the western edge of Block Group 2 of Tract 105. In Clackamas County, the following tracts, block groups, and blocks are included: Tracts 201, 202, 203.01, 203.02, 204.01, 204.02, 205.01, 205.02, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216.01, 216.02, 217, 218, 219, 220, 221.01, 221.02, 222.02, 223, 224, 225, 226, 227.01, 227.02, 228, 229, 230, 231, 232, 233, 234.01, 234.02, , 235, 236, 237; Block Groups 1, 2 of Tract 241; Block Groups 1, 2, 3, 4 of Tract 242; Block Groups 1, 2 of Tract 243.02. In Yamhill County, the following tract is included: Tract 301, except those areas in Tract 301 that lie within the Newberg City Limits defined as of July 12, 1996, and the following blocks within Tract 301: 102B, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121D, 122B, 122C, 123, 126, and 127B. In Washington County the following tracts, block groups, and blocks are included: Tracts 301, 302, 303, 304.01, 304.02, 305.01, 305.02, 306, 307, 308.01, 308.02, 309, 310.03, 310.04, 310.05, 310.06, 311, 312, 313, 314.01, 314.02, 315.01, 315.04, 315.05, 315.06, 315.07, 315.08, 316.03, 316.04, 316.05, 316.06, 316.07, 317.02, 317.03, 317.04, 318.01, 318.02, 318.03, 319.01, 319.03, 319.04, 320, 321.01, 321.02, 322, 323, 324.02, 324.03, 324.04, 325, 326.01, 326.02, 328, 329, 330, 331, 332, 333; Block Groups 1, 2 of Tract 327; Block Group 1 of Tract 334; Block Group 2 of Tract 335; Block Group 1 of Tract 336. In Columbia County the following tracts, block groups, and blocks are included: Tract 9710.98; Block Groups 2, 3 of Tract 9709.98; Blocks 146B, 148, 152 of Tract 9709.98.

| ~~(2627)~~ "Rogue Basin" means the area bounded by the following line: Beginning at the NE corner of T32S, R2E, W.M., thence south along range line 2E to the SE corner of T39S; thence west along township line 39S to the NE corner of T40S, R7W; thence south to the SE corner of T40S, R7W; thence west to the SE corner of T40S, R9W; thence north on range line 9W to the NE corner of T39S, R9W; thence east to the NE corner of T39S, R8W; thence north on range line 8W to the SE corner of Section 1, T33S, R8W on the Josephine-Douglas County line; thence east on the Josephine-Douglas and Jackson-Douglas County lines to the NE corner of T32S, R1W; thence east along township line 32S to the NE corner of T32S, R2E to the point of beginning.

| ~~(2728)~~ "Salem-Keizer Area Transportation Study" or "SKATS" means the area within the bounds beginning at the intersection of U.S. Interstate Highway 5 (I-5) with Battle Creek Road SE and Wiltsey Road, south along I-5 to the intersection with the western boundary of Section 24, T8S, R3W; thence due south on a line to the intersection with Delaney Road; thence easterly along Delaney Road to the intersection with Sunnyside Road; thence north along Sunnyside Road to the intersection with Hylo Road SE; thence west along Hylo Road SE to the intersection with Liberty Road; thence north along Liberty Road to the intersection with Cole Road; thence west along Cole Road to the intersection with Bates Road; thence northerly and easterly along Bates Road to the intersection with Jory Hill Road; thence west along Jory Hill Road to the intersection with Stone Hill Avenue; thence north along Stone Hill Avenue to the intersection with Vita Springs Road; thence westerly along Vita Springs Road to the Willamette River;

thence northeasterly downstream the Willamette River to a point adjacent to where the western boundary of Section 30, T7S, R3W intersects the Southern Pacific Railroad Line; thence westerly along the Southern Pacific Railroad Line to the intersection with State Highway 51; thence northeasterly along State Highway 51 to the intersection with Oak Grove Road; thence northerly along Oak Grove Road to the intersection with State Highway 22; thence west on State Highway 22 to the intersection with Oak Grove Road; thence north along Oak Grove Road to the intersection with Orchard Heights Road; thence east and north along Orchard Heights Road to the intersection with Eagle Crest Drive; thence northerly along Eagle Crest Drive to the intersection with Hunt Road; thence north along Hunt Road to the intersection with Fourth Road; thence east along Fourth Road to the intersection with Spring Valley Road; thence north along Spring Valley to the intersection with Oak Knoll Road; thence east along Oak Knoll Road to the intersection with Wallace Road; thence south along Wallace Road to the intersection with Lincoln Road; thence east along Lincoln Road on a line to the intersection with the Willamette River; thence northeasterly downstream the Willamette River to a point adjacent to where Simon Street starts on the East Bank; thence east and south along Simon Street to the intersection with Salmon; thence east along Salmon to the intersection with Ravena Drive; thence southerly and easterly along Ravena Drive to the intersection with Wheatland Road; thence northerly along Wheatland Road to the intersection with Brooklake Road; thence southeast along Brooklake Road to the intersection with 65th Avenue; thence south along 65th Avenue to the intersection with Labish Road; thence east along Labish Road to the intersection with the West Branch of the Little Pudding River; thence southerly along the West Branch of the Little Pudding River to the intersection with Sunnyview Road; thence east along Sunnyview Road to the intersection with 63rd Avenue; thence south along 63rd Avenue to the intersection with State Street; thence east along State Street to the intersection with 62nd Avenue; thence south along 62nd Avenue to the intersection with Deer Park Drive; thence southwest along Deer Park Drive to the intersection with Santiam Highway 22; thence southeast along Santiam Highway 22 to the point where it intersects the Salem Urban Growth Boundary (SUGB); thence following the southeast boundary of the SUGB generally southerly and westerly to the intersection with Wiltsey Road; thence west along Wiltsey Road to the intersection with I-5 (the point of beginning).

(~~2829~~) "UGA" means Urban Growth Area.

(~~2930~~) "UGB" means Urban Growth Boundary.

(~~3031~~) "Umpqua Basin" means the area bounded by the following line: Beginning at the SW corner of Section 2, T19S, R9W, on the Douglas-Lane County lines and extending due south to the SW corner of Section 14, T32S, R9W, on the Douglas-Curry County lines, thence easterly on the Douglas-Curry and Douglas-Josephine County lines to the intersection of the Douglas, Josephine, and Jackson County lines; thence easterly on the Douglas-Jackson County line to the intersection of the Umpqua National Forest boundary on the NW corner of Section 32, T32S, R3W; thence northerly on the Umpqua National Forest boundary to the NE corner of Section 36, T25S, R2W; thence west to the NW corner of Section 36, T25S, R4W; thence north to the Douglas-Lane County line; thence westerly on the Douglas-Lane County line to the starting point.

NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan as adopted by the Environmental Quality Commission under OAR 340-200-0040.

[Publications: Publications referenced are available from the agency.]

Stat. Auth.: ORS 468.020
Stats. Implemented: ORS 468A.025

340-204-0030

Designation of Nonattainment Areas

The following areas are designated as ~~Nonattainment Areas. PM10~~ Particulate Matter Nonattainment Areas:

(1) The Eugene Nonattainment Area for PM10 is the Eugene-Springfield UGB as defined in OAR 340-204-0010.

(2) The Oakridge Nonattainment Area for PM10 is the Oakridge UGB as defined in OAR 340-204-0010.

(3) The Klamath Falls Nonattainment Area for PM2.5 is as follows: Townships and ranges defined by T37S R9E Sections 31-32. T38S R8E Sections 1-5, 8-16, 22-26, 35-36. T38S R9E Sections 5-8, 14-15, 17-36. T39S R8E Sections 1-2, 11-13, 24. T39S R9E Sections 1-27. T39S R10E Sections 3-10, 15-20, 29-30.

(4) The Oakridge Nonattainment Area for PM2.5 is defined as a line from Township 21 South, Range 2 East, Section 11 (northwest corner), east to Township 21 South, Range 3 East, Section 11 (northeast corner), south to Township 21 South, Range 3 East, Section 23 (southeast corner), west to Township 21 South, Range 2 East, Section 23 (southwest corner) connecting back to Township 21 South, Range 2 East, Section 11 (northwest corner).

NOTE: This rule is included in the State of Oregon Clean Air Act Implementation Plan as adopted by the Environmental Quality Commission under OAR 340-200-0040.

Stat. Auth.: ORS 468.020
Stats. Implemented: ORS 468A.025

The Oregon Administrative Rules contain OARs filed through October 15, 2009

DEPARTMENT OF ENVIRONMENTAL QUALITY

DIVISION 206

AIR POLLUTION EMERGENCIES

340-206-0010

Introduction

OAR 340-206-0030, 340-206-0050 and 340-206-0060 are effective within priority I and II air quality control regions (AQCR) as defined in **40 CFR Part 51, subpart H (1995)**, when the AQCR contains a nonattainment area listed in **40 CFR Part 81**. All other rules in this Division are equally applicable to all areas of the state. Notwithstanding any other regulation or standard, this Division is designed to prevent the excessive accumulation of air contaminants during periods of atmospheric stagnation or at any other time, which if allowed to continue to accumulate unchecked could result in concentrations of these contaminants reaching levels which could cause significant harm to the health of persons. This Division establishes criteria for identifying and declaring air pollution episodes at levels below the level of significant harm and are adopted pursuant to the requirements of the **Federal Clean Air Act** as amended and **40 CFR Part 51.151**. Levels of significant harm for various pollutants listed in **40 CFR Part 51.151** are:

(1) For sulfur dioxide (SO₂) - 1.0 ppm, 24-hour average.

(2) For particulate matter

(a) ~~(PM₁₀)~~ - 600 micrograms per cubic meter, 24-hour average.

(b) PM_{2.5} - 350.5 micrograms per cubic meter, 24-hour average.

(3) For carbon monoxide (CO):

(a) 50 ppm, 8-hour average.

(b) 75 ppm, 4-hour average.

(c) 125 ppm, 1-hour average.

(4) For ozone (O₃) - 0.6 ppm, 2-hour average.

(5) For nitrogen dioxide (NO₂):

(a) 2.0 ppm, 1-hour average.

(b) 0.5 ppm, 24-hour average.

[**NOTE:** This rule is included in the State of Oregon Clean Air Act Implementation Plan as adopted by the Environmental Quality Commission under OAR 340-200-0040.]

[Publication: The publication(s) referred to or incorporated by reference in this rule are available from the office of the agency in Portland.]

Stat. Auth.: ORS 468.020

Stats. Implemented: ORS 468A.025

340-206-0030

Episode Stage Criteria for Air Pollution Emergencies

Three stages of air pollution episode conditions and a pre-episode standby condition are established to inform the public of the general air pollution status and provide a management structure to require preplanned actions designed to prevent continued accumulation of air pollutants to the level of significant harm. The three episode stages are: Alert, Warning, and Emergency. The Department shall be responsible to enforce the provisions of this Division which requires actions to reduce and control emissions during air pollution episode conditions. An air pollution alert or air pollution warning shall be declared by the Director or appointed representative when the appropriate air pollution conditions are deemed to exist. When conditions exist which are appropriate to an air pollution emergency, the Department shall notify the Governor and declare an air pollution emergency pursuant to ORS 468.115. The statement declaring an air pollution Alert, Warning or Emergency shall define the area affected by the air pollution episode where corrective actions are required. Conditions justifying the proclamation of an air pollution alert, air pollution warning, or air pollution emergency shall be deemed to exist whenever the Department determines that the accumulation of air contaminants in any place is increasing or has increased to levels which could, if such increases are sustained or exceeded, lead to a threat to the health of the public. In making this determination, the Department will be guided by the following criteria for each pollutant and episode stage:

(1) "Pre-Episode Standby" condition, indicates that ambient levels of air pollutants are within standards or only moderately exceed standards. In this condition, there is no imminent danger of any ambient pollutant concentrations reaching levels of significant harm. The Department shall maintain at least a normal monitoring schedule but may conduct additional monitoring. An air

stagnation advisory issued by the National Weather Service, an equivalent local forecast of air stagnation or observed ambient air levels in excess of ambient air standards may be used to indicate the need for increased sampling frequency. The pre-episode standby condition is the lowest possible air pollution episode condition and may not be terminated.

(2) "Air Pollution Alert" condition indicates that air pollution levels are significantly above standards but there is no immediate danger of reaching the level of significant harm. Monitoring should be intensified and readiness to implement abatement actions should be reviewed. At the Air Pollution Alert level the public is to be kept informed of the air pollution conditions and of potential activities to be curtailed should it be necessary to declare a warning or higher condition. An Air Pollution Alert condition is a state of readiness. When the conditions in both subsections (a) and (b) of this section are met, an Air Pollution Alert will be declared and all appropriate actions described in **Tables 1** and **4** shall be implemented:

(a) Meteorological dispersion conditions are not expected to improve during the next 24 or more hours;

(b) Monitored pollutant levels at any monitoring site exceed any of the following:

(A) Sulfur dioxide -- 0.3 ppm -- 24-hour average;

(B) Particulate matter €

(i) ~~PM₁₀~~ -- 350 micrograms per cubic meter (ug/m³) -- 24-hour average;

(ii) ~~PM_{2.5}~~ -- 140.5 micrograms per cubic meter (ug/m³) -- 24-hour average;

(C) Carbon monoxide -- 15 ppm -- 8-hour average;

(D) Ozone -- 0.2 ppm -- 1-hour average;

(E) Nitrogen dioxide:

(i) 0.6 ppm -- 1-hour average; or

(ii) 0.15 ppm -- 24-hour average.

(3) "Air Pollution Warning" condition indicates that pollution levels are very high and that abatement actions are necessary to prevent these levels from approaching the level of significant harm. At the Air Pollution Warning level substantial restrictions may be required limiting motor vehicle use and industrial and commercial activities. When the conditions in both subsections (a) and (b) of this section are met, an Air Pollution Warning will be declared by the Department and all appropriate actions described in **Tables 2** and **4** shall be implemented:

(a) Meteorological dispersion conditions are not expected to improve during the next 24 or more hours;

(b) Monitored pollutant levels at any monitoring site exceed any of the following:

(A) Sulfur dioxide -- 0.6 ppm -- 24-hour average;

(B) Particulate matter

~~(i) (PM₁₀)-- 420 ug/m³ -- 24-hour average;~~

(ii) PM_{2.5} -- 210.5 ug/m³ -- 24-hour average;

(C) Carbon monoxide -- 30 ppm -- 8-hour average;

(D) Ozone -- 0.4 ppm -- 1-hour average;

(E) Nitrogen dioxide:

(i) 1.2 ppm -- 1-hour average; or

(ii) 0.3 ppm -- 24-hour average.

(4) "Air Pollution Emergency" condition indicates that air pollutants have reached an alarming level requiring the most stringent actions to prevent these levels from reaching the level of significant harm to the health of persons. At the Air Pollution Emergency level extreme measures may be necessary involving the closure of all manufacturing, business operations and vehicle traffic not directly related to emergency services. Pursuant to ORS 468.115, when the conditions in both subsections (a) and (b) of this section are met, an air pollution emergency will be declared by the Department and all appropriate actions described in **Tables 3 and 4** shall be implemented:

(a) Meteorological dispersion conditions are not expected to improve during the next 24 or more hours;

(b) Monitored pollutant levels at any monitoring site exceed any of the following:

(A) Sulfur dioxide 0.8 ppm -- 24-hour average;

(B) Particulate matter

~~(i) (PM₁₀)-- 500 ug/m³ -- 2-hour average;~~

(ii) PM_{2.5} -- 280.5 ug/m³ -- 2-hour average;

(C) Carbon monoxide 40 ppm -- 8-hour average;

(D) Ozone 0.5 ppm -- 1-hour average;

(E) Nitrogen dioxide:

(i) 1.6 ppm -- 1-hour average; or

(ii) 0.4 ppm -- 24-hour average.

(5) "Termination": Any air pollution episode condition (Alert, Warning or Emergency) established by these criteria may be reduced to a lower condition when the elements required for establishing the higher conditions are no longer observed.

[**NOTE:** This rule is included in the State of Oregon Clean Air Act Implementation Plan as adopted by the Environmental Quality Commission under OAR 340-200-0040.]

Stat. Auth.: ORS 468 & ORS 468A

Stats. Implemented: ORS 468A.025

Table 2 (340-206-0030, 340-206-0050)

Air Pollution Episode WARNING Conditions Emission Reduction Plan

Part A - Pollution Episode Conditions for Particulate Matter (PM₁₀) (Except Particulate from Volcanic Activity or Windblown Dust.)	
Source	Emission control action to be taken as appropriate in warning area
a. General (all sources and general public)	a. Continue alert procedures. b. Where legal authority exists, governmental agencies shall prohibit at all use of woodstoves and fireplaces for domestic space heating except where such woodstoves and fireplaces provide the sole source of heat. c. The use of incinerators for disposal of solid or liquid waste is prohibited. d. Reduce emissions as much as possible consistent with safety to people and prevention of irreparable damage to equipment. e. Prepare for procedures to be followed if an emergency episode develops.
b. Specific additional general requirements for coal, oil or wood-fired electric power or steam generating facility	a. Effect a maximum reduction in emissions by switching to fuels having the lowest available ash and sulfur content. b. Switch to electric power sources located outside the Air Pollution Warning area or to noncombustion sources (hydro,

	thermonuclear). c. Cease operation of facilities not related to safety or protection of equipment or delivery of priority power.
c. Specific additional general requirements for manufacturing industries including: Petroleum, Refining, Chemical, Primary Metals, Glass, Paper and Allied Products, Mineral Processing, Grain and Wood Processing	a. Reduce process heat load demand to the minimum possible consistent with safety and protection of equipment. b. Reduce emission of air contaminants from manufacturing by closing, postponing or deferring production to the maximum extent possible without causing injury to persons or damage to equipment. In so doing, assume reasonable economic hardships. Do not commence new cooks, batches or furnace changes in batch operation. Reduce continuous operations to minimum operating level where practicable. c. Defer trade waste disposal operations which emit solid particles, gases, vapors or malodorous substances.

Table 2 – (continued)

Air Pollution Episode WARNING Conditions Emission Reduction Plan

Part B - Pollution Episode Conditions for Carbon Monoxide, Ozone: control actions to be taken as appropriate in warning area.

- a. All operators of motor vehicles continue alert procedures.
- b. Operation of motor vehicles carrying fewer than three persons shall be requested to avoid designated areas from 6 a.m. to 11 a.m., and 2 p.m. to 7 p.m. or other hours as-may be specified by the Department. Exempted from this request are:
 1. Emergency vehicles
 2. Public transportation
 3. Commercial vehicles
 4. Through traffic remaining on Interstate or primary highways
 5. Traffic controlled by a preplanned strategy
- c. In accordance with a traffic control plan prepared pursuant to OAR 340-206-0050, public transportation operators shall provide the additional service necessary to minimize the public inconvenience resulting from actions taken in accordance with paragraph b. above.
- d. For ozone episodes there shall be:
 1. No bulk transfer of gasoline without vapor recovery from 2 a.m. to 2 p.m.
 2. No service station pumping sales of gasoline from 2 a.m. to 2 p.m.
 3. No operation of paper coating plants from 2 a.m. to 2 p.m.
 4. No architectural painting or auto refinishing.
 5. No venting of dry cleaning solvents from 2 a.m. to 2 p.m. (except perchloroethylene).

- e. When appropriate for carbon monoxide episodes during the heating season and where legal authority exists, governmental agencies shall prohibit all use of woodstoves and fireplaces for domestic space heating except where such woodstoves and fireplaces provide the sole source of heat.

Oregon SIP Infrastructure for Addressing the Interstate Transport of Ozone and Fine Particulate Matter

Clean Air Act Section 110(a)(2)(D)

Oregon Department of Environmental Quality

November 5, 2009

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Contact:

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Addressing Interstate Pollutant Impacts under the Clean Air Act

Overview

Some amount of air pollution transport occurs routinely across all state borders and across all regions of the country. This document discusses Oregon's ability to address interstate air pollution transport as it relates to four key aspects of the Clean Air Act; compliance with federal air quality health standards for PM_{2.5} and ozone, maintenance with federal air quality health standards for PM_{2.5} and ozone, prevention of significant deterioration, and the protection of wilderness areas and national parks from air pollution that causes "haze" and can degrade visibility. Based on the information summarized in the sections that follow, DEQ concludes that particulate and ozone precursor emissions from Oregon sources do not significantly contribute to violations of national ambient air quality standards in other states, or interfere with other states efforts to meet air quality standards, prevent significant air quality degradation, or protect visibility. In developing this submittal DEQ consulted with EPA staff and air quality agencies in Washington, California, Nevada and Idaho. DEQ's conclusions are based on its understanding of air pollution problems in adjacent states, and the emission sources, meteorology (weather patterns), and topographic features (mountain ranges, etc.) that influence air quality problems in these states.

DEQ will collaborate with Washington, Idaho, Nevada, California and other state air agencies whenever necessary to evaluate case-specific air quality problems that may involve regional transport of air pollution. DEQ's Section 110 infrastructure SIP provides the framework and legal mechanism for DEQ to act as needed to reduce any Oregon emissions found to significantly contribute to air quality problems in other states. Two recent examples of DEQ's ability and willingness to address problems involving interstate transport are the Portland-Vancouver ozone attainment and maintenance plans, and Oregon's regional haze plan. The cities of Portland, Oregon and Vancouver, Washington share a common air shed. In the mid 1990s and again in 2007 DEQ collaborated with the Southwest Clean Air Agency (i.e. the air agency with jurisdiction over Vancouver) to develop bi-state ozone attainment and maintenance plans. These plans included emission reduction strategies needed to attain and maintain compliance with federal ozone standards. In 2008-09 DEQ worked with the States of Washington, Idaho and California, as well as Federal Land Managers in developing Oregon's Regional Haze plan. Under that plan DEQ adopted several emission reduction strategies, including emission control requirements for the PGE Boardman coal-fired power plant, to reduce the interstate transport of haze forming emissions.

The map below (Figure 1) illustrates the significant distances and mountain ranges that in many areas separate Oregon from communities in Washington, California, Idaho, and Nevada, and can help limit the long range transport of air pollution. DEQ's consultation with air agencies in adjacent states suggests that high PM_{2.5} levels in their respective communities are driven largely by local pollution sources during events of air stagnation. Local air stagnation events would generally preclude interstate air pollution transport as a significant contributor to high PM_{2.5} levels jeopardizing

NAAQS compliance. Conceptually, regional emissions from all Pacific Northwest states could play some small role in regional background ozone levels depending on the location and circumstances; however, based on the discussion presented in this document DEQ concludes that Oregon does not significantly contribute to ozone problems in other states. If any future violations of ozone standards occur, Oregon would work with other air agencies and EPA as necessary to evaluate the role of interstate air pollution transport. Regarding regional haze pollution, DEQ will continue to work with other states, federal land managers, and others on interstate transport issues for haze pollution through its on-going state Regional Haze planning process.

Figure 1: Map of Oregon and major mountain ranges



Section 110(a)(2)(D)(i) of the Clean Air Act

The state of Oregon developed this SIP revision to meet requirements under Section 110(a)(2)(D)(i) of the Clean Air Act. In 2006 and 2007 respectively, EPA promulgated revised primary and secondary National Ambient Air Quality Standards (NAAQS) for fine particulate (PM_{2.5}) and

ground level ozone (O₃). When EPA adopts a new or revised NAAQS, each state must ensure that its SIP is adequate to implement, maintain, and enforce the NAAQS. Among other things, the SIP must meet the interstate transport requirements of Section 110(a)(2)(D)(i) of the Act.

Section 110(a)(2)(D)(i) requires each state to submit a SIP that ensures a state can and will prohibit any emissions source or other type of emissions activity within the state from emitting air pollutants in amounts that will:

- (I) Contribute significantly to nonattainment or interfere with maintenance of a primary or secondary NAAQS in another state, or
- (II) Interfere with measures in another state's SIP to prevent significant deterioration of air quality or protect visibility.

EPA issued guidance to the states on August 15, 2006, and additional guidance on September 25, 2009 regarding Section 110(a)(2)(D)(i) requirements for the 8-hour O₃ and PM_{2.5} NAAQS. The state of Oregon relied on both guidances in developing this document. The EPA guidance divides Section 110(a)(2)(D) requirements into the following four categories:

- "Significant Contribution" requirement.
- "Interfere with Maintenance" requirement.
- "Prevention of Significant Deterioration" requirement.
- "Protect Visibility" requirement.

Each of these categories is discussed below.

1. Significant Contribution to NAAQS Violations: Section 110(a)(2)(D)(I)

The Oregon State Implementation Plan (40 CFR 52 Subpart MM) provides the mechanism required under the Clean Air Act to prohibit as necessary any emissions source or type of emissions activity within the state from emitting air pollutants in amounts that will contribute significantly to nonattainment in another state with respect to the PM_{2.5} and 8-hour ozone (O₃) NAAQS. DEQ can and would take action as necessary to assist states in preventing or correcting any violation of federal air quality health standards.

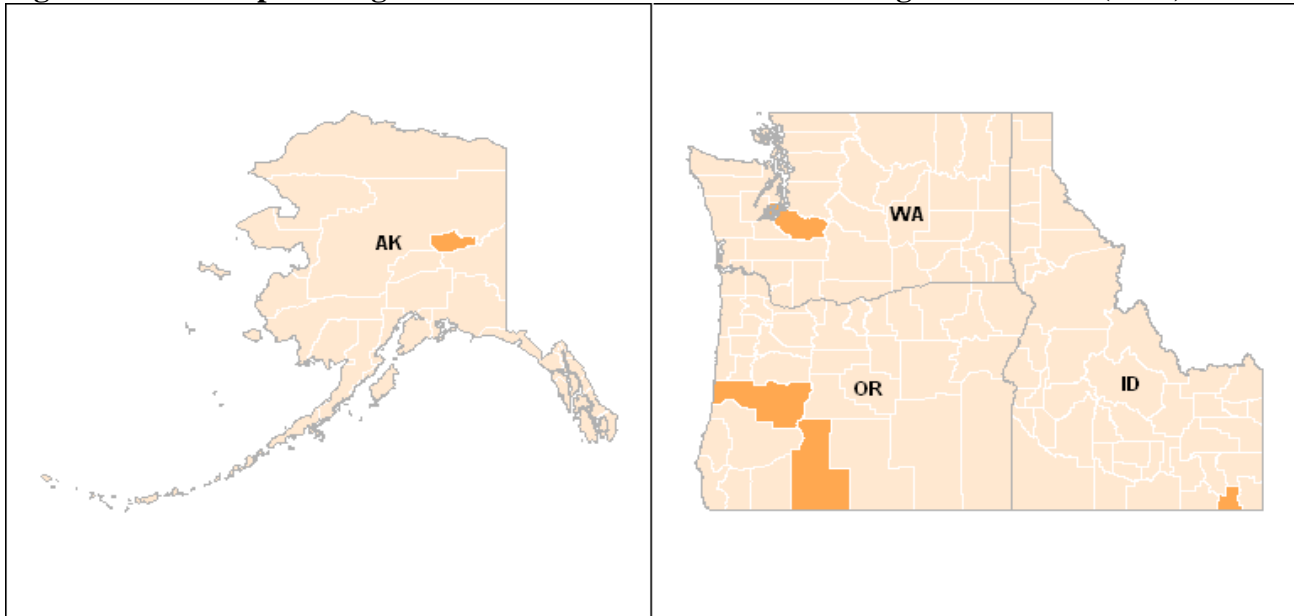
Location of Nonattainment Areas in Neighboring States and General Topography:

For PM_{2.5}, the closest nonattainment areas in neighboring states are the Tacoma area (Pierce County) in Washington; the Chico area (portions of Butte County) in California, and the Cache Valley area in Southeast Idaho (portions of Cache County, Utah and Franklin County, Idaho). For Ozone, currently all areas in Washington, Idaho and northern California are designated as

attainment/unclassifiable by EPA. See Figures 2 and 3 for EPA maps of currently designated ozone and PM2.5 nonattainment areas.

The area of highest Oregon emission densities (Portland Metro area) is separated from ozone and PM2.5 nonattainment areas in Washington, Idaho and California by significant distances and major mountain ranges up to approximately 7,000 feet (see Fig 1). The one exception is the Portland-Vancouver metro area, which shares a common air shed between Oregon and Washington. As discussed below, both Portland and Vancouver are in attainment with both the PM2.5 and 8-hour ozone standards. The Portland-Vancouver air shed is managed for ozone under the bi-state Portland-Vancouver ozone maintenance plan. Distances from the Portland-Vancouver Metro areas to neighboring nonattainment areas are significant: Portland to Tacoma, WA – approx. 120 miles, Portland to Franklin County, Idaho – approx. 590 miles, Portland to Seattle, WA – approx. 145 miles, Portland to central California nonattainment areas (e.g. Sacramento, San Francisco Bay Area, Los Angeles range from approximately 500 to 800 miles.

Figure 2: EPA Map of designated PM2.5 nonattainment areas Regions 9 and 10 (2009)



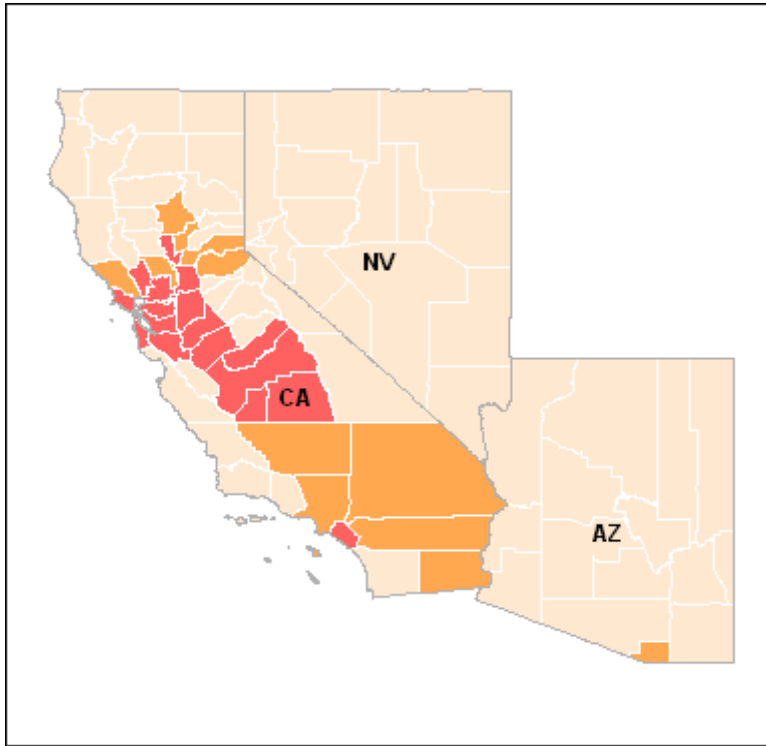
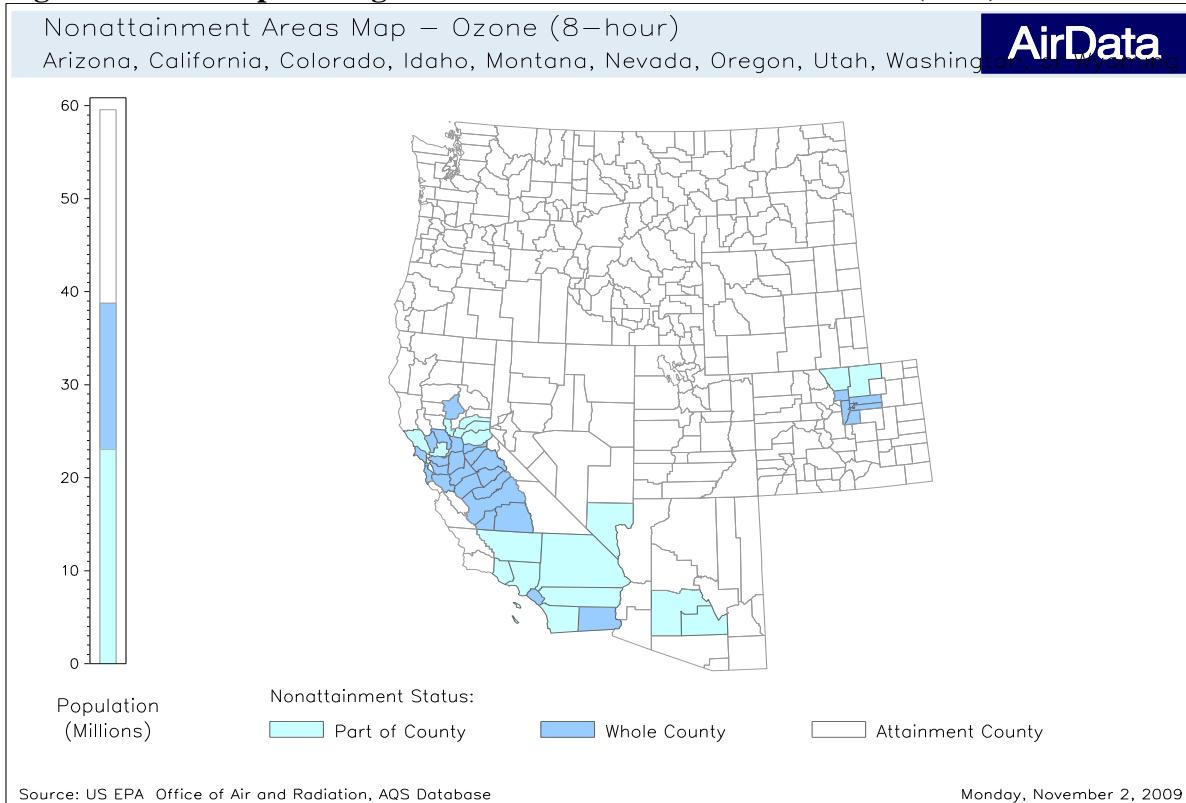


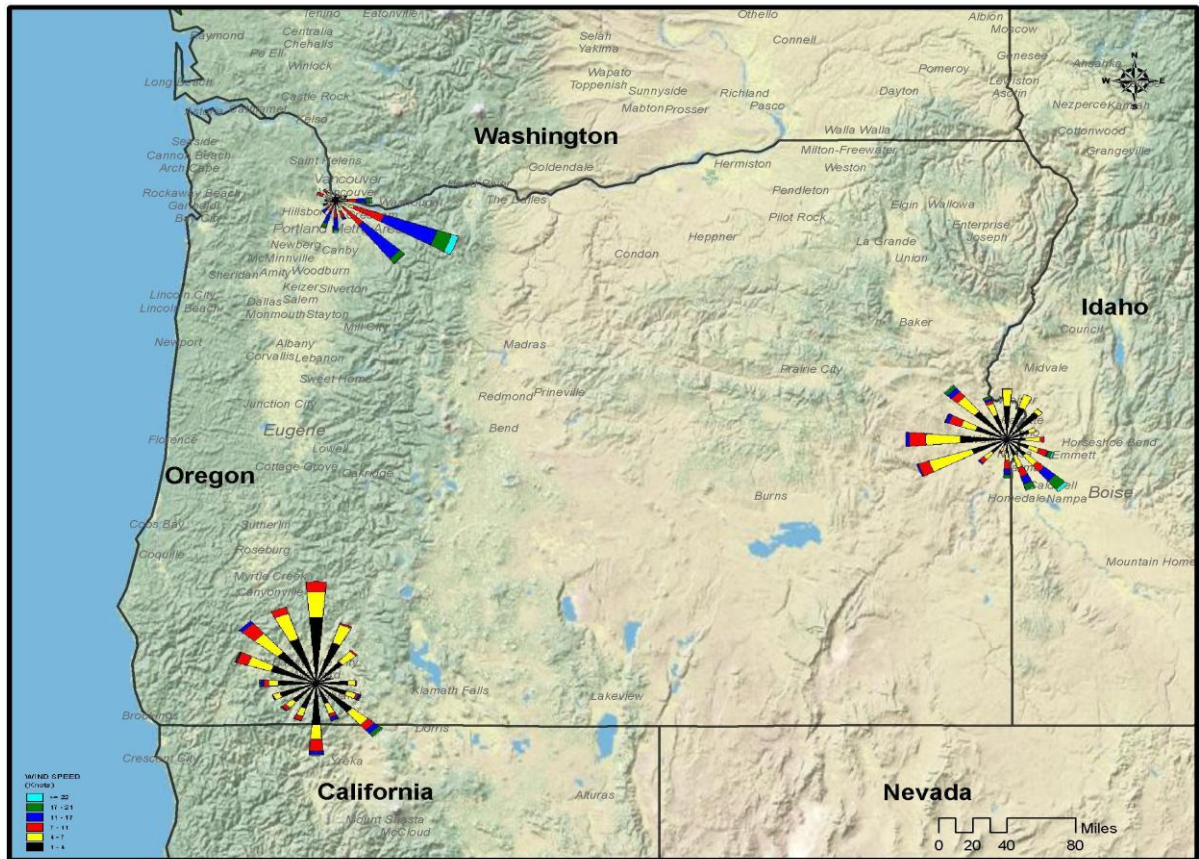
Figure 3: EPA Map of designated 8-hr ozone nonattainment areas (2009)



Meteorology/Climatology: Violations of the 24-hr PM_{2.5} NAAQS in neighboring states occur under winter conditions when air speeds are low and/or localized air inversions occur. Figure 4 below illustrates typical seasonal wind patterns during the winter when PM_{2.5} levels are highest. Wind direction is typically variable with the majority of wind speeds less than 8 miles per hour, and a significant portion of low winds less than 5 miles per hour. These low wind speeds and air stagnation conditions do not lend them to long distance air pollution transport. The Portland area can experience high wind speeds in the winter travelling through the Columbia River Gorge east of Portland. These high wind conditions (i.e. good ventilation) are not conducive to the buildup of air pollution. General meteorology supports the conclusion that high winter time PM_{2.5} levels in Pacific Northwest communities are typically dominated by local emission sources.

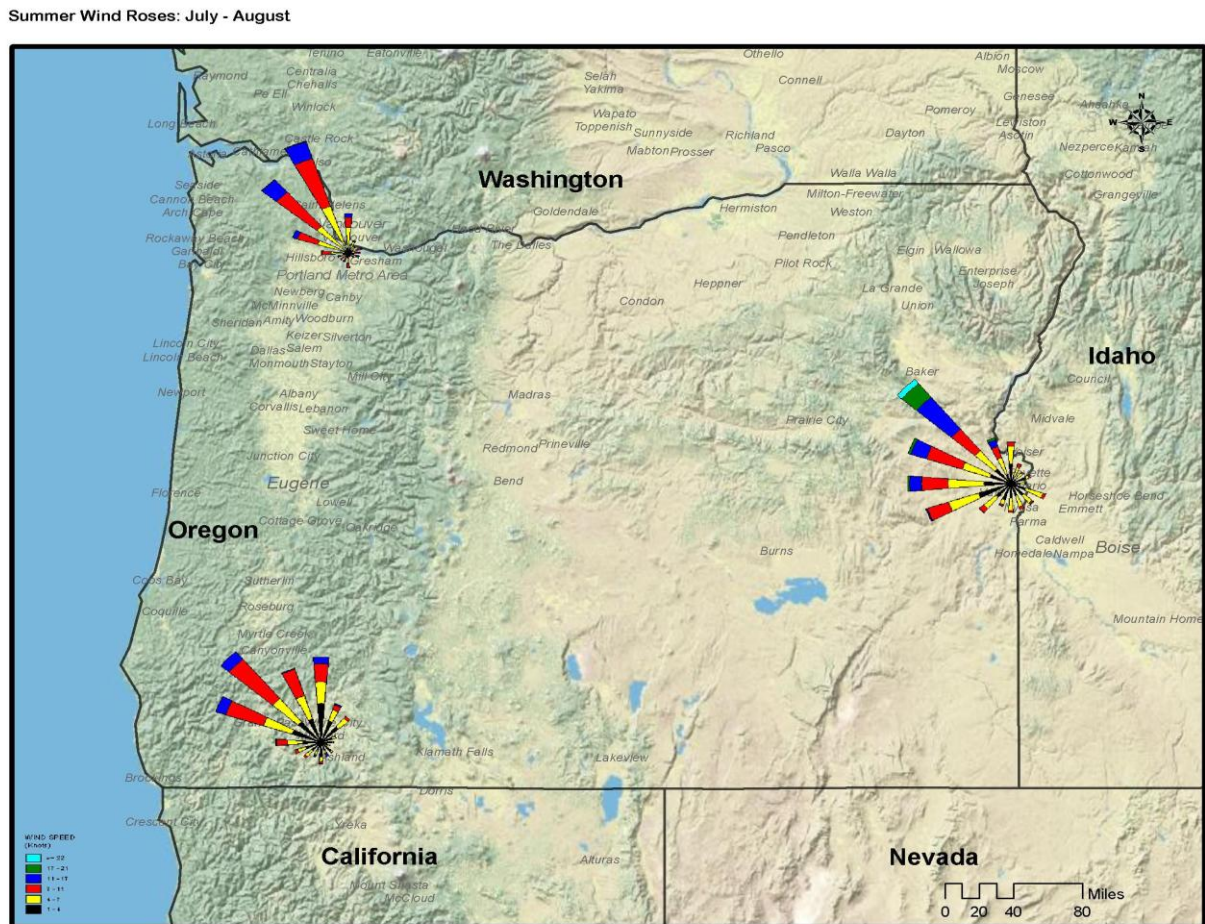
Figure 4: Example wind rose for winter PM_{2.5} season.

Winter Wind Roses: December - January



In the Pacific Northwest, exceedances of the 8-hr ozone standard occur in the summer months. In Oregon, prevailing winds are predominantly from the north to northwest and would preclude any significant influence from Oregon on Washington ozone nonattainment areas (see Figure 5). Prevailing summer winds could result in some interstate transport of ozone forming emissions from Oregon to western Idaho, Nevada and northern California. However as discussed in the sections below, significant distances and topography (such as major mountain ranges that separate Oregon from California, Idaho and Nevada) would likely minimize the significance of these impacts on other states. For example, the largest major urban center in Oregon (the greater Portland area) is approximately 400 to 700 miles away from urban areas in western Idaho, Nevada, and northern California, and is separated by at least one major mountain range (the Cascades). DEQ has consulted with air agencies in each state and concludes that Oregon emissions do not play a significant role in high ozone levels in others states. Oregon's infrastructure SIP provides DEQ the ability to work with EPA and others states as needed to address regional ozone problems in the future should they arise.

Figure 5: Example wind rose for summer ozone season.



Monitoring: Figures 6 and 7 show the distribution of 2008 federal reference PM_{2.5} and ozone monitoring in Oregon, Washington, Idaho, Nevada and California. In the sections below, DEQ describes ozone and PM_{2.5} attainment problems areas in these other states, as well as likely contributing sources based on conversations with other state air agencies. Monitoring data in all states is reviewed routinely by air agencies and EPA. High PM_{2.5} or ozone levels that threaten the NAAQS are investigated as needed to identify contributing sources, including any potential role of interstate transport. The state Section 110 infrastructure SIP elements ensure the capacity for each state to coordinate with each other and with EPA to characterize air quality data, identify contributing emission sources (both local and regional) and evaluate other factors that may jeopardize NAAQS compliance.

Figure 6: Map PM2.5 Monitoring (FRM)

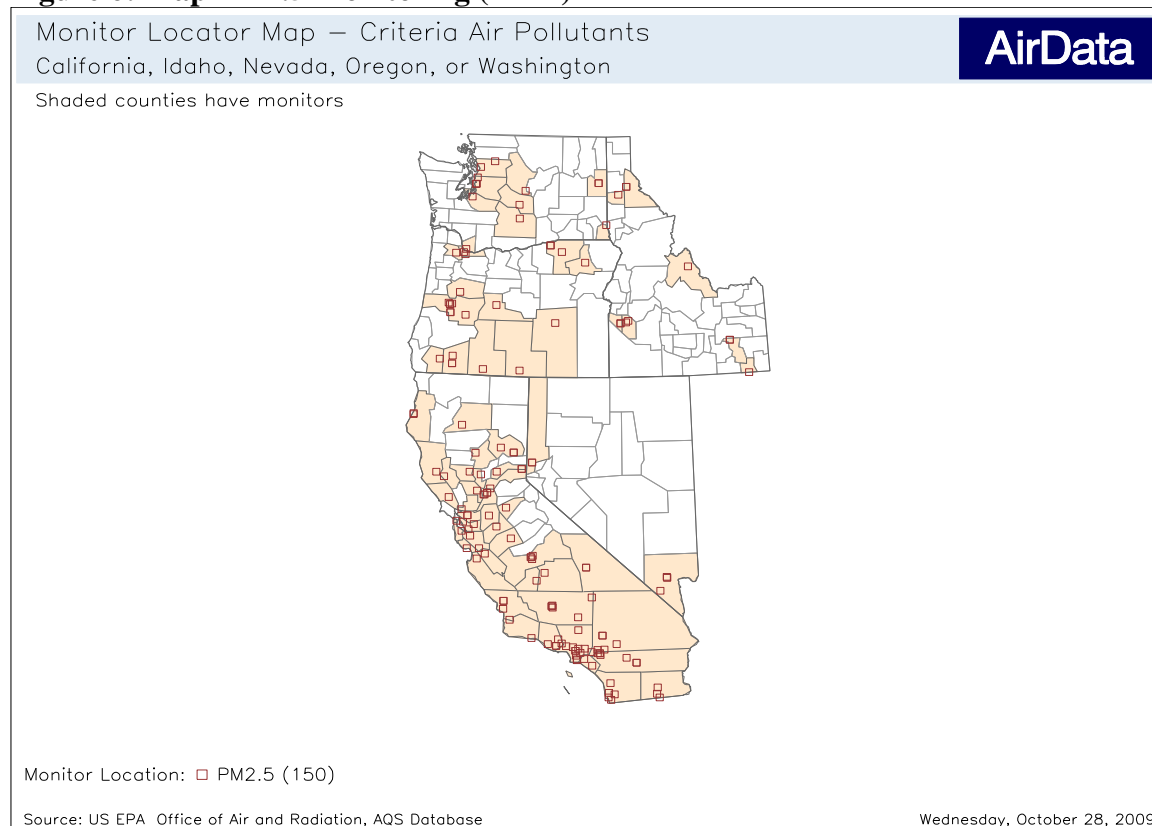
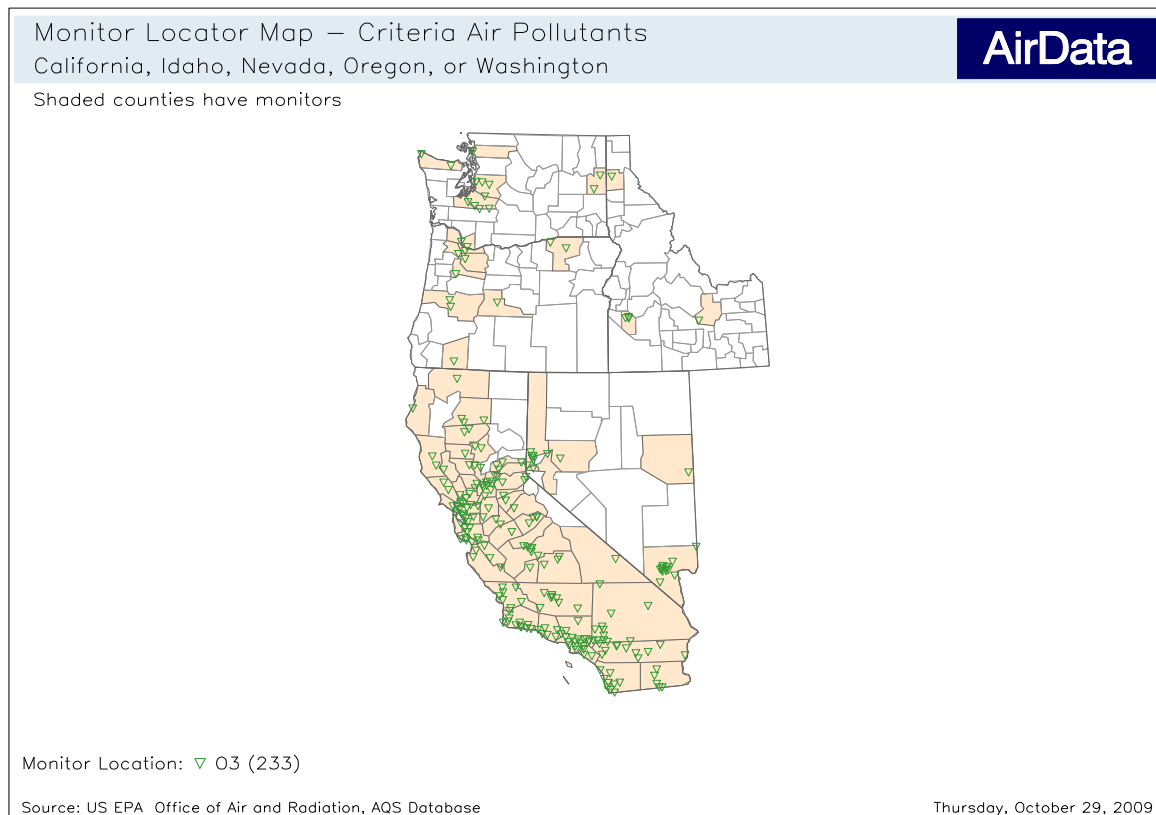


Figure 7: Map Ozone (O3) Monitoring (FRM)



Modeling: As part of EPA's initial development of the federal interstate air pollution rule, known as CAIR (Clean Air Interstate Rule) EPA modeled air transport to determine any significant contributions to nonattainment. EPA concluded that because of geography, meteorology, and topography it was reasonable to exclude the Western U.S from the CAIR rule. Based on EPA's conclusions, and the information summarized in this document, DEQ believes that additional modeling of interstate PM_{2.5} or ozone transport is not needed at this time to support DEQ's conclusions.

Summary of Consultation with Washington, Idaho, Nevada, and California.

In preparing this document, DEQ consulted with air agency staff in Washington, Idaho, Nevada and California to determine the ozone and PM_{2.5} nonattainment status of communities, and get a sense of what the local air agencies believe are the likely causes of air quality concerns or violations of PM_{2.5} and ozone NAAQS. The following sections summarize DEQ's discussion with each state air agency and DEQ's review of EPA technical support documentation for recent nonattainment area designations.

WASHINGTON

Washington PM_{2.5} Nonattainment

In December 2007, the State of Washington recommended that a portion of Pierce County (Tacoma area) be designated nonattainment for the 2006 24-hr PM_{2.5} standard. EPA has concurred with the states recommended nonattainment area designation and boundary. Pursuant to section 107(d) of the

Clean Air Act, EPA must designate as nonattainment those areas that violate the NAAQS and those nearby areas that contribute to violations. The state of Washington and EPA evaluated nearby counties in the Seattle, Tacoma and Olympia areas for their contributions to fine particulate levels in the Tacoma area; including an assessment of pollutant emissions, air quality data, population density and degree of urbanization, traffic, growth, meteorology (including back trajectories), and topography. Based on this analysis, EPA has designated the Wapato Hills-Puyallup River Area (a portion of Pierce County) as nonattainment for PM_{2.5}.

Significant emission sources in the Wapato Hills-Puyallup River area contributing to wintertime PM_{2.5} violations include outdoor open burning (24%), mobile sources (27%), fireplace and woodstove emissions (39%), and miscellaneous other sources (10%). Air emissions from the state of Oregon were not identified by Washington or EPA as a contributor to violations of the PM_{2.5} standard.

Portland-Vancouver Interstate Ozone Area

The Portland-Vancouver Interstate Ozone Area comprises Portland, Oregon and Vancouver, Washington. The area was a maintenance area for the 1-hour ozone standard, and has been meeting the 8-hour ozone NAAQS since the standard was promulgated in 1997. In 2007, the Oregon Department of Environmental Quality (OR DEQ) and Southwest Clean Air Agency (SWCAA, Vancouver, WA) worked together on a modeling analysis and updated ozone maintenance plan that demonstrates that the Portland-Vancouver area will continue to attain the O₃ NAAQS through 2015. This bi-state plan will ensure Oregon and Washington emission sources do not interfere with maintenance of the ozone NAAQS. EPA is currently reviewing the Portland-Vancouver ozone maintenance plan.

IDAHO

Idaho PM_{2.5} Nonattainment

EPA has designated portions of the Cache Valley area in Southeast Idaho as nonattainment for PM_{2.5}. The nonattainment area boundary encompasses portions of Cache County, Utah and Franklin County, Idaho. In establishing the nonattainment boundary the State of Idaho and EPA evaluated information on significant contributing emissions sources, including factors such as an assessment of pollutant emissions, air quality data, population density and degree of urbanization, traffic, growth, meteorology and topography.

Franklin County is essentially topographically separate from the rest of the state as it is surrounded by mountain ranges. EPA concluded that it is very unlikely that surrounding counties contribute to violations of PM_{2.5} standards. EPA further concludes, along with both the states of Idaho and Utah, that exceedance levels of PM_{2.5} are produced by air inversions and confined to the lower Valley areas. Thus no areas other than the partial county areas in Cache and Franklin Counties are appropriate for consideration within the nonattainment area. EPA's conclusion indicates that air emissions from Oregon do not contribute to PM_{2.5} nonattainment. Oregon DEQ supports this conclusion.

Ozone Nonattainment:

As Shown in Figure 3, all counties in Idaho are in compliance with federal ozone standards.

CALIFORNIA

Northern PM2.5 Nonattainment:

The Chico area (lower elevation portions of Butte County) is the most northerly area in California currently designated nonattainment for PM2.5. The state of California and EPA conducted an analysis to identify emission sources contributing to violations of the PM2.5 NAAQS and to designate an appropriate nonattainment area boundary. This analysis included an evaluation of emissions data (primary and secondary PM2.5 such as SO2, NOx, VOC and NH3), as well as air quality data, population density and degree of urbanization, traffic, growth, meteorology and topography. An analysis of air pollution rose indicates that elevated levels of 24-hr PM2.5 concentrations for the Chico area occurs primarily when the wind is from the south, but occasionally when the wind is from the north. The pollutant rose analysis also indicates that elevated 24-hr PM2.5 values occur during the cool season, during periods of low wind speeds. These meteorological conditions would preclude significant air pollution transport from Oregon. EPA concludes that the majority of contributing PM2.5 emissions is from local residential wood smoke, with some PM2.5 contribution from surrounding county sources. Air emissions from the state of Oregon were not identified by California or EPA as a contributor to violations of the PM2.5 standard.

Ozone Nonattainment:

Mid-state ozone nonattainment areas include metro areas such as Sacramento and the San Francisco Bay Area. Distances from the Portland-Vancouver Metro area to mid-state California are on the order of 500 miles. More southerly portions of California such as Los Angeles are designated as nonattainment for ozone as well and are on the order of 500- 800 miles from Oregon. Oregon DEQ and California air agency staff do not believe that Oregon contributes to ozone NAAQS violations in California given the long distances involved, topographic features and weather patterns that would limit any significant ozone transport from Oregon.

NEVADA

PM2.5 Nonattainment

The entire state of Nevada was classified attainment/unclassifiable under the 1997 PM2.5 NAAQS. EPA is in agreement with Nevada's recommendation that the entire state be designated attainment/unclassifiable based on the 2006 PM2.5 NAAQS.

Nevada Ozone

The Las Vegas area was designated as an ozone nonattainment area based on the 1997 ozone NAAQS. The rest of the state was designated as unclassifiable/attainment. Nevada has recommended

the same designations for the 2008 Ozone NAAQS as for the 1997 standards. The air agency for Clark County (Southern Nevada) has conducted detailed studies, emissions inventories, and modeling work to address ozone issues. Study results indicate that Clark County is often impacted by transport of ozone and ozone precursors primarily from Southern and Central California; and under certain scenarios, by transport from areas outside of the southwestern region (including Southern California and Arizona). Nevada has no data suggesting impacts on ozone concentrations in Southern Nevada caused by transport from the state of Oregon.

Conclusion:

Based on the information described above, DEQ concludes that emissions from air pollution sources in Oregon do not significantly contribute to nonattainment of the 8-hour ozone or PM_{2.5} NAAQS in other states.

2. Interfere with Maintenance Requirements: Section 110(a)(2)(D)(I)

The Oregon State Implementation Plan (40 CFR 52 Subpart MM) provides the mechanism required under the Clean Air Act to prohibit as necessary any emissions source or type of emissions activity within the state from emitting air pollutants in amounts that will interfere with the maintenance of PM_{2.5} and 8-hour O₃ NAAQS in another state.

As described earlier in this document, factors such as major mountain ranges, significant transport distances, and the nature of high ozone or PM_{2.5} events (such as seasonal wind flows and winter air stagnation events) make it unlikely that emissions transport from Oregon would interfere with the maintenance of ozone or PM_{2.5} NAAQS in other states. DEQ's Section 110 infrastructure SIP ensures that Oregon DEQ has the ability to participate as needed in future studies on regional air pollution issues, or collaborate with other states if air quality concerns are identified that require a case-specific evaluation of interstate transport. Oregon's infrastructure SIP also ensures the legal mechanism for DEQ to take action as needed to reduce emissions to help attain or maintain compliance with federal NAAQS.

Topography/Meteorology/Climatology: The same topography and meteorology described in Section 1 above applies when evaluating maintenance of NAAQS in adjacent states. High PM_{2.5} concentrations in adjacent states typically occur under winter conditions when air speeds are low and/or localized air inversions occur. Figure 4 above illustrates typical seasonal wind patterns during the winter when PM_{2.5} levels are highest. Wind direction is typically variable with the majority of wind speeds less than 8 miles per hour, and a significant portion of low winds less than 5 miles per hour. These low wind speeds and air stagnation conditions do not lend them to long distance air pollution transport.

Occasional high 8-hr ozone levels occur in the summer months. Prevailing winds in Oregon are predominantly from the north to northwest and would preclude any significant influence from Oregon on Washington ozone nonattainment areas (see Figure 5). Prevailing summer winds could theoretically result in some interstate transport of ozone forming emissions from Oregon to western

Idaho, Nevada and northern California. However as discussed in the sections above, significant distances and topography (such as major mountain ranges that separate Oregon from California, Idaho and Nevada) would likely minimize the significance of these impacts on other states. For example, the largest major urban center in Oregon (the greater Portland area) is approximately 400 to 700 miles away from urban areas in western Idaho, Nevada, and northern California, and is separated by at least one major mountain range (the Cascades). As shown in Figures 6 and 7 and discussed in the next section, EPA's monitoring data for 2006-2008 shows that both PM2.5 and ozone design values in all counties adjacent to Oregon are below the PM2.5 and ozone NAAQS.

Monitoring:

EPA monitoring data for 2006-2008 shows that both PM2.5 and ozone design values in all counties immediately adjacent to Oregon are below the PM2.5 and ozone NAAQS.

Three northern California Counties (not adjacent to Oregon) have PM2.5 or ozone design values above the NAAQS but have not yet been designated nonattainment by EPA. Plumas and Shasta counties in northern California have 24-hr PM2.5 design values above the NAAQS. Tehama County in northern California has an 8-hr ozone design value above the ozone NAAQS. Consultation with air agency staff in these counties suggests the primary cause of PM2.5 exceedances are local wintertime woodstove smoke, summertime road dust and wild fire impacts, and possibly some local industry. In Plumas Co, high ozone values are typically experienced when transport winds are from the southwest, not from the north. Plumas County is downwind from the Sacramento metro area, and southerly winds are thought to produce the highest ozone readings.

Similarly, in Tehama Co., measurement of ozone transport suggests the main area of influence to be the greater San Francisco Bay Area. Ozone transport monitoring in Tehama Co. is located at the 2000-foot level, and suggests that predominant transport winds move pollution through the San Francisco bay/delta areas; blow along the foothills and up to the monitor.

No other attainment counties in Washington, Nevada, Idaho, or northern California have design values violating the PM2.5 or ozone NAAQS. Monitoring data and conversations with state and county air agency staff (summarized here and below) supports DEQ's conclusion that Oregon emission sources are not interfering with NAAQS maintenance in adjacent states.

Summary of Consultation with Washington, Idaho, Nevada, and California.

As in Section 1 above, DEQ consulted with air agency staff in Washington, Idaho, Nevada and California to determine the ozone and PM2.5 status of communities, and get a sense of what the local air agencies believe are the likely causes of air quality concerns for maintaining compliance with PM2.5 and ozone NAAQS. The following sections summarize DEQ's discussion with each state air agency and DEQ's review of EPA monitoring data for Washington, Idaho, Nevada, and California.

WASHINGTON

PM2.5 Maintenance: As shown in Figure 2, with the exception of the Tacoma area all other areas in Washington are designated as Unclassifiable/Attainment at this time.¹ If any Washington PM2.5 nonattainment areas are identified in the future ODEQ will work with the Washington Department of Ecology or Southwest Clean Air Agency as needed to evaluate any contribution from interstate air pollution transport. DEQ's infrastructure SIP ensures the ability to collaborate with other air agencies on transport analysis when and if needed.

Ozone Maintenance: As shown in Figure 3, all counties in Washington are currently in attainment with ozone standards. The city of Seattle currently meets the federal ozone NAAQS. Each summer, Seattle experiences elevated ozone levels that typically occur under northerly winds (i.e. winds blowing from north to south). This strongly suggests that Oregon emissions sources (approximately 175 miles to the south of Seattle) have no significant affect on Seattle's summer peak ozone events. If future violations of ozone standards occur in Seattle, or other areas of Washington, DEQ will collaborate with Washington air agencies as needed to evaluate any contribution from regional interstate air pollution transport.

IDAHO

PM2.5 Maintenance: In the Northern part of the state the community of Pinehurst experiences high levels of PM2.5 and the state is working with EPA on strategies to prevent the area from reaching nonattainment status. The area also has PM10 issues with the biggest contributing source being wood stoves. The elevated levels occur during periods of air stagnation so it is very unlikely other areas in Idaho or interstate transport are contributing to the increased levels of particulate.

Ozone Maintenance: While currently in attainment status, Boise is seeing monitored concentrations of ozone at levels that are occasionally close to the NAAQS. Idaho DEQ will be closely monitoring these levels and will likely investigate contributing sources. There is no information at this time to suggest any significant contribution from Oregon emission sources. DEQ will collaborate with Idaho DEQ as needed to evaluate any role of intrastate transport.

CALIFORNIA

PM2.5 Maintenance: Modoc, Siskiyou, Plumas, and Shasta counties in northern California experience evaluated PM2.5 levels, primarily in the winter due to air stagnations and local sources such as woodstoves, but occasionally in the summer due to wildfire smoke. Occasional exceedances of the PM2.5 NAAQS are measured, but no areas have been designated as nonattainment for PM2.5. Wood burning devices are a common residential heat source in these areas, and NAAQS exceedances are thought to be a result of both woodstove smoke and coinciding inversions. The Siskiyou mountain range (approx 6,000 to 7,000 feet) separates western Oregon from California and would help limit the transport of air pollution into California. It is unlikely that Oregon air pollution sources would significantly contribute to NAAQS exceedances in northern California given the local topography, significant distances involved (on the order of 50 to 100 miles or more), and the air stagnation meteorology that helps produce high winter time PM2.5 levels.

¹ 40 CFR Ch. 1 Part 81 Subpart C Section 107, Attainment Status Designations, 7-1-08 Edition

Ozone Maintenance: As shown in Figure 3, both the North Coast Air Basin (Del Norte, Humboldt, Mendocino, Sonoma (part) and Trinity Counties) and the Northeast Plateau Air Basin (Lassen, Modoc, and Siskiyou Counties) are designated as Unclassifiable/Attainment for the 2006 Ozone NAAQS. Collectively, these two basins constitute the northern portion of California where the interstate transport of Oregon ozone forming emissions could potentially occur based on seasonal wind patterns. While northern California has not experienced any ozone violations, there have been a few days of elevated levels (summertime events). California air agencies may further investigate ozone levels and transport in these areas, and Oregon DEQ can collaborate as needed in such studies; however, DEQ's consultation with air agency staff in these counties suggest that high ozone values in these areas are influenced primarily by the Sacramento or San Francisco areas under northerly winds. There is no evidence to suggest any significant contribution from Oregon.

NEVADA

PM2.5 Maintenance

As shown in Figure 2, the entire state of Nevada has been classified attainment/unclassifiable under PM2.5 NAAQS.

Ozone Maintenance

As shown in Figure 3, with the exception of the Las Vegas area in southern Nevada, the entire state has been designated by EPA as attainment/unclassifiable with the ozone NAAQS.

Clean Air Interstate Rule (CAIR)

As described in the overview, based on available information Oregon DEQ concludes that particulate and ozone precursor emissions from Oregon sources do not significantly contribute to violations of national ambient air quality standards in other states, or interfere with other states efforts to meet air quality standards. In 2004, EPA reached this same conclusion as part of their initial development of the federal interstate air pollution rule, known as CAIR. Clean Air Interstate Rule (CAIR)

At the time the CAIR rule (then titled "Rule to Reduce Interstate Transport of Fine Particulate Matter and Ozone (Interstate Air Quality Rule)."² was initially proposed, EPA conducted an analysis to identify states that were contributing significantly to nonattainment of PM_{2.5} and O₃ in adjacent states. The Preamble to the proposed federal Interstate Air Quality Rule stated the following with regard to Oregon:

In analyzing significant contributions to nonattainment, we determined it was reasonable to exclude the Western U.S., including the States of Washington, Idaho, Oregon, California, Nevada, Utah and Arizona from further analysis due to geography, meteorology, and topography. Based on these factors, we concluded that the PM_{2.5} and 8-hour ozone nonattainment problems are not likely to be affected significantly by pollution transported across these States' boundaries. Therefore, for the

² Proposed rule at 69 FR 4566, January 30, 2004.

purpose of assessing State's contributions to nonattainment in other States, we have only analyzed the nonattainment counties located in the rest of the U.S.³

Conclusion:

Based on the information described above, DEQ concludes that emissions from air pollution sources in Oregon do not interfere with the maintenance of the 8-hour ozone or PM_{2.5} NAAQS in other states.

3. Prevention of Significant Deterioration Requirement: Section 110(a)(2)(D)(i)

The state of Oregon concludes that the Oregon State Implementation Plan (40 CFR 52 Subpart MM) provides the mechanism required under the Clean Air Act to prohibit as necessary any emissions source or type of emissions activity within the state from emitting air pollutants in amounts that will interfere with another state's SIP measures for preventing significant deterioration of air quality or protecting visibility.

Oregon has no EPA designated 8-hour O₃ nonattainment areas, and has two designated PM_{2.5} nonattainment areas. For most of the state, Oregon will permit new major industrial sources through the Prevention of Significant Deterioration (PSD) program for these pollutants. DEQ's New Source Review (NSR) rules ensure that the maintenance of NAAQS in neighboring states is not jeopardized by new or expanding industrial sources. Specifically, all new industrial sources and major modifications to existing industrial sources in attainment areas are subject to DEQ PSD rules requiring pre-construction review, air quality analysis, the application of any required emission control technology, and air permitting. All new sources and major modifications in nonattainment areas are subject to the nonattainment New Source Review provisions of these rules, including LAER, offsets, and netting air quality benefit. DEQ is on schedule to update the rules to address PM_{2.5}. Oregon's PSD program also includes procedures to address Phase-II requirements of the Final Rule to implement the 8-Hour Ozone National Ambient Air Quality Standard.⁴

Non-interference and visibility measures and protection of Class-I area visibility in neighboring states is achieved through the visibility and Air Quality Related Value requirements of the PSD rules. Adjacent states and Federal Land Managers are notified of any proposed new or expanding major industrial source that may have the potential for significant impacts in their states or regions and provided the opportunity to review and comment on air quality analyses. In addition to reviewing any DEQ analysis, Federal Land Managers may also submit visibility impact analysis to DEQ for consideration during the industrial source permitting process.

New Nonattainment Areas for PM_{2.5}

³ 69 FR at 4581, January 30, 2004.

⁴ 70 FR 71612, November 29, 2005 .

The communities of Klamath Falls and Oakridge, Oregon have recently been designated nonattainment for PM_{2.5} by EPA. Oregon DEQ and the Lane Regional Air Pollution Agency (LRAPA) will develop PM_{2.5} New Source Review (NSR) procedures as part of each community's PM_{2.5} attainment plan. These plans, together with supporting rules, will be adopted as an amendment to the state of Oregon SIP.

4. Protect Visibility Requirement: Section 110(a)(2)(D)(i)(II)

EPA's Regional Haze regulations required that states submit Regional Haze plans to EPA by December 17, 2007.⁵ Most states have been delayed in submitting their regional haze plans (SIP revisions), primarily due to the complexity of conducting Best Available Retrofit Technology (BART) analysis for selected older industrial sources. Oregon submitted its regional haze plan to EPA for review and approval July 14, 2009. Oregon DEQ will continue to collaborate with the states of California, Washington and Idaho, EPA, Federal Land Managers, and many others to develop regional strategies for reducing haze across the Pacific Northwest. Oregon's Regional Haze Plan was deemed complete by EPA in September 2009, and is now being reviewed for approval. The plan includes emission reduction requirements for several older major industrial facilities, including stringent pollution control requirements for Portland General Electric's coal-fired power plant near Boardman. The new requirements will result in significant visibility improvements and reduced pollution for the region's Class I wilderness areas and national parks as well as the Columbia River Gorge National Scenic Area.

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⁵ 64 FR 3517, July 1, 1999.

Summary of Public Comment and Agency Response

Title of Rulemaking: Revisions to Oregon's State Implementation Plan

Prepared by: Carrie Ann Capp

Date: December 31, 2009

Comment period

The public comment period opened on Nov.18, 2009 and closed at 5 p.m. Dec.22, 2009. DEQ held a public hearing on Dec. 18, 2009, 6:30 p.m., at 811 SW 6th Ave, 10th Floor Conference Room EQC-A. No one attended the hearing or testified. One commenter submitted written comment during this period.

Organization of comments and responses

Summaries of individual comments and DEQ's responses are provided below

<i>Summary of Comments and Agency Responses</i>	
<i>Comment 1</i>	Petition to Oregon DEQ to exempt Propylene Carbonate (CAS# 108-32-7) from the definition of volatile organic compound in OAR 340, Division 200. U.S. EPA exempted propylene carbonate from their definition of a VOC on January 21, 2009 (Docket ID No. EPA-HQ-OAR-2006-0948) on the basis that the compound makes a negligible contribution to tropospheric ozone formation.
<i>Response</i>	DEQ acknowledges EPA's exemption of propylene carbonate (CAS# 108-32-7) from the definition of volatile organic compound. Propylene carbonate is not a listed hazardous air pollutant, nor is it a potent greenhouse gas. If our understanding of this compound changes in the future, it can be regulated as needed through the air toxics, greenhouse gas or other programs. Therefore, DEQ recommends that the EQC exempt propylene carbonate from the definition of volatile organic compound in OAR 340-200-0020.

<i>List of Commenters and Reference Numbers</i>				
Reference Number	Name	Organization	Address	Date on comments
1	David Hay, PhD.	Huntsman Corporation	8600 Gosling Road, The Woodlands, TX 77381.	12/17/09

State of Oregon
Department of Environmental Quality

Memorandum

Presiding Officer's Report

Date: April 29, 2010

To: Environmental Quality Commission

From: Carrie Ann Capp 503-229-5035

Subject: Presiding Officer's Report for Rulemaking Hearing
Title of Proposal: Revisions to Oregon's Infrastructure State Implementation Plan
Hearing Date and Time: December 22, 2009, 6:30-7:00 p.m.
Hearing Location: DEQ Headquarters, 811 SW 6th Ave. Portland, OR 97204
Conference Room EQC-A

DEQ convened the hearing on the rulemaking proposal to revise Oregon's state implementation plan at 6:30 p.m. No one attended the hearing, and no written or oral comments were received at the hearing.

The hearing was closed at 7:00 p.m.

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

Relationship to Federal Requirements

Revisions to Oregon Infrastructure State Implementation Plan (SIP)

Answers to the following questions identify how the proposed rulemaking relates to federal requirements and the justification for differing from, or adding to, federal requirements. This statement is required by OAR 340-011-0029(1).

1. Is the proposed rulemaking different from, or in addition to, applicable federal requirements? If so, what are the differences or additions?

No The state implementation plan revisions proposed in this rulemaking align (Oregon) state rules with federal requirements.

2. If the proposal differs from, or is in addition to, applicable federal requirements, explain the reasons for the difference or addition (including as appropriate, the public health, environmental, scientific, economic, technological, administrative or other reasons).

N/A. This rulemaking does not result in any differences or additions to federal requirements. The proposed SIP revision aligns state rules with federal requirements.

3. If the proposal differs from, or is in addition to, applicable federal requirements, did DEQ consider alternatives to the difference or addition? If so, describe the alternatives and the reason(s) they were not pursued.

N/A.

DEPARTMENT OF ENVIRONMENTAL QUALITY
Chapter 340
Proposed Rulemaking
STATEMENT OF NEED AND FISCAL AND ECONOMIC IMPACT

Revisions to Oregon Infrastructure State Implementation Plan

This form accompanies a Notice of Proposed Rulemaking

Title of Proposed Rulemaking	Revisions to Oregon Infrastructure State Implementation Plan
Statutory Authority or other Legal Authority	ORS 468.020
Statutes Implemented	ORS 468A.025, 468A.035
Need for the Rule(s)	DEQ recently reviewed the Oregon infrastructure state implementation plan for ozone and particulate matter with EPA. EPA found DEQ's plan to have all the elements required by the Clean Air Act. While EPA found the state implementation plan complete, DEQ and EPA also agreed that the specific rule revisions proposed here would help ensure EPA approval of the infrastructure plan. The delisting of dimethyl carbonate and propylene carbonate as regulated volatile organic compounds will align Oregon rule with the federal definition.
Documents Relied Upon for Rulemaking	<ul style="list-style-type: none"> Federal Clean Air Act sections 110(a)(1)-(2) Guidance on state implementation plan elements required under sections 110(a)(1) and (2) for the 2006 24-Hour Fine Particulate (PM_{2.5}) National Ambient Air Quality Standards (NAAQS) EPA guidance on significant harm levels for PM_{2.5}
Requests for Other Options	Pursuant to ORS 183.335(2)(b)(G), DEQ requested public comment on whether other options should be considered for achieving the rule's substantive goals while reducing negative economic impact of the rule on business.
Fiscal and Economic Impact, Statement of Cost Compliance	N/A
Overview	No direct negative fiscal or economic impacts are anticipated as a result of this rulemaking. Future rulemakings to adopt strategies for complying with the new federal PM _{2.5} , ozone, or lead standards adopted through this rulemaking may have fiscal impacts that will be addressed at that time. Users of dimethyl carbonate and propylene carbonate may potentially see a positive fiscal impact from the compound's delisting as a volatile organic compound, although this potential benefit cannot be quantified by DEQ.
Impacts on the General Public	This rulemaking provides a health benefit to the general public by lowering the ambient air quality standards for fine particulate, lead, and ozone, although the monetary value of these health benefits cannot be quantified. This rulemaking imposes no new regulations and thus has no negative direct or indirect fiscal or economic impact on the public.
Impacts to Small Business (50 or fewer employees – ORS183.310(10))	This rulemaking does not impose any new regulations on small business. Therefore, this rulemaking will have no direct or indirect fiscal or economic impacts on small business

Cost of Compliance on Small Business (50 or fewer employees – ORS183.310(10))	a) Estimated number of small businesses subject to the proposed rule	This rulemaking does not affect small businesses.
	b) Types of businesses and industries with small businesses subject to the proposed rule	N/A
	c) Projected reporting, recordkeeping and other administrative activities required by small businesses for compliance with the proposed rule, including costs of professional services	N/A
	d) The equipment, supplies, labor, and increased administration required by small businesses for compliance with the proposed rule	N/A
	e) A description of the manner in which DEQ involved small businesses in the development of this rulemaking	N/A
Impacts on Large Business (all businesses that are not “small businesses” under ORS183.310(10))	No direct fiscal or economic impact on large business is anticipated as a result of this rulemaking.	
Impacts on Local Government	The proposed rules establish no new requirements, and no direct fiscal or economic impact on local government is anticipated as a result of this rulemaking. Setting significant harm levels for PM2.5 could result in additional efforts to communicate with the public should an extreme pollution event for PM2.5 occur. Those efforts would have a cost; however that cost is situational, and therefore cannot be quantified. Some communities with existing air quality programs may be more easily able to respond through their current air quality outreach programs. Many communities do not have existing air quality programs and may likely work with county health officials and DEQ on public communications during emergency situations triggering significant harm level alerts.	
Impacts on State Agencies other than DEQ	DEQ projects that other state agencies, such as the Departments of Health, Forestry or Agriculture, like the municipalities mentioned above may need to communicate with the public should an extreme pollution event for PM2.5 occur.	
Impacts on DEQ	No direct fiscal or economic impact on DEQ is anticipated as a result of this rulemaking. Rulemaking will be conducted by existing DEQ staff.	
Assumptions	Additional rulemakings to fully integrate the future federal PM2.5 and ozone rules into the Oregon air quality program will likely be necessary.	
Housing Costs	DEQ has determined that this proposed rulemaking will have no effect on the cost of development of a 6,000 square foot parcel and the construction of a 1,200 square foot detached single family dwelling on that parcel.	
Administrative Rule Advisory Committee	DEQ considers such rulemakings necessary to keep state regulations current with federal, since the federal EPA delegates authority to DEQ to carry out its rules. In such cases, DEQ does not convene an advisory committee.	

Prepared by

Printed name

Date

Approved by DEQ Budget Office

Printed name

Date

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY
Land Use Evaluation Statement

Rulemaking Proposal
for

Revisions to Oregon Infrastructure State Implementation Plan

1. Explain the purpose of the proposed rules.

DEQ recently reviewed Oregon's infrastructure state implementation plan for ozone and fine particulate matter with the EPA, and found that DEQ has included all elements required by the Clean Air Act. While EPA found our plan complete, DEQ and EPA also agreed that the specific rule revisions proposed here would help ensure EPA approval of the infrastructure state implementation plan. The exemption of dimethyl carbonate and propylene carbonate under the definition of regulated volatile organic compounds will also make Oregon's state implementation plan consistent with federal definitions for volatile organic compounds and precursors.

2. Do the proposed rules affect existing rules, programs or activities that are considered land use programs in the DEQ State Agency Coordination Program?

Yes ☐ No ☒

a. If yes, identify existing program/rule/activity: N/A

b. If yes, do the existing statewide goal compliance and local plan compatibility procedures adequately cover the proposed rules?

Yes ☐ No ☐ (if no, explain): N/A

c. If no, apply the following criteria to the proposed rules.

In the space below, state if the proposed rules are considered programs affecting land use. State the criteria and reasons for the determination.

The actions proposed are not considered part of a program affecting land use. This rulemaking is not expected to have any effect on statewide goals or city/county comprehensive plans as per OAR 660-030-0005(2)(b)(B).

- 3. If the proposed rules have been determined a land use program under 2. above, but are not subject to existing land use compliance and compatibility procedures, explain the new procedures the Department will use to ensure compliance and compatibility.**

N/A

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY

Rulemaking Proposal
for
Revisions to Oregon Infrastructure State Implementation Plan

Additional Background Information

Introduction

Between 2005 and 2008 EPA issued findings that states had not fully brought infrastructure state implementation plans up to date to address:

- a) Interstate (air pollution) transport
- b) EPA's promulgation of the 1997 ozone health standards, and
- c) EPA's promulgation of the 1997 PM_{2.5} health standards.

In 2008, while DEQ and EPA reviewed Oregon's infrastructure state implementation plan for ozone and PM_{2.5} and found Oregon's plan complete, both agencies identified the following rulemaking actions necessary to help ensure EPA's approval of Oregon's plan.

Fine Particulate Standards

In 1997, the EPA established a 24-hour standard for fine particulate. In 2006, EPA revised the 24-hour fine particulate matter standard from 65 micrograms per cubic meter to 35. EPA retained the current annual fine particulate matter standard at 15 micrograms per cubic meter. EPA also retained the existing 24-hour PM₁₀ standard of 150 µg/m³. However, due to a lack of evidence linking health problems to long-term exposure to coarse particle pollution, EPA revoked the annual PM₁₀ standard.

Definition of PM_{2.5}: In August of 2008, DEQ conducted a Title V rulemaking in which the definition of PM_{2.5} was added to OAR 340-200-0020. However, at that time, that revision was not adopted as an amendment to the Oregon plan. To assure that the definition of PM_{2.5} in OAR 340-200-0020 is considered part of the state implementation plan infrastructure, the definition of PM_{2.5}, which currently exists in rule is being included as a revision to the plan under this rulemaking.

Ozone Standards

In 2008, EPA revised the NAAQS for 8-hour ozone from 0.08 ppm to 0.075ppm. This rulemaking will revise Oregon rule to align state air quality standards with National Ambient Air Quality Standards. EPA has recently proposed lowering the ozone standard again. Once EPA adopts a new ozone standards (scheduled now for August 2010), Oregon will once again need to update their infrastructure state implementation plan.

Lead Standards

On Oct. 15, 2008, EPA signed into final rule a new, rolling three-month average NAAQS for lead of $0.15 \mu\text{g}/\text{m}^3$. As part of this rulemaking, this new national standard will be adopted into Oregon rule and included as a revision to the plan.

Interstate Transport of Ozone and Particulate Matter

One element of the infrastructure plan must include an assessment of the extent to which Oregon emissions cause or contribute to violations of ozone and PM_{2.5} health standards in neighboring states. DEQ's report (Attachment B) provides DEQ's assessment and conclusion, based on existing information that air emissions from Oregon do not cause or contribute to violations of ozone or PM_{2.5} standards in neighboring states. EPA has reviewed and commented on DEQ's proposed document. DEQ's assessment is based on the current ozone and PM_{2.5} standards. It is likely that EPA will tighten both of these standards in the future. At that time, states will reassess interstate transport as part of the necessary infrastructure plan update.

Nonattainment Boundary Designations

In October 2008, DEQ submitted, at the request of EPA, its recommended boundary designations for the Klamath Falls PM_{2.5} nonattainment areas. EPA has concurred with DEQ's boundary recommendation. Under this rulemaking, the boundary defined in the October 2008 submittal will be included as a revision to the plan. The non-attainment area boundary definition for Oakridge will also be included in this rulemaking.

Significant Harm Levels

New PM_{2.5} thresholds for calling air pollution warnings, alerts, or emergencies must also be incorporated into DEQ's state implementation plan infrastructure as a result of the PM_{2.5} standard being lowered. These thresholds, known as significant harm levels, are required under Section 110(a)(2)(G) of the Clean Air Act, and were established in section 51.16 of the Code of Federal Register under the Prevention of Air Pollution Emergency Episodes Program. Significant harm levels are set at a level that represents imminent and substantial endangerment to public health and are set at a level much higher than the National Ambient Air Quality Standards. Significant harm levels can be used to respond to occasional extreme pollution events, such as forest fire smoke. Approaching or exceeding a significant harm level would trigger communication with local governments and the public about health concerns and actions to be taken. DEQ will be using the significant harm levels for PM_{2.5} that have been proposed by the EPA.

Definition of Volatile organic compound

Tropospheric ozone, commonly known as smog, occurs when volatile organic compounds and nitrogen oxides react in the atmosphere. Because of the harmful health effects of ozone, EPA and state governments limit the amount of volatile organic compounds and nitrogen oxides that can be released into the atmosphere. They are those organic compounds of carbon that form ozone through atmospheric photochemical reactions. Different volatile organic compounds have different levels of reactivity--that is, they do not react to form ozone at the same speed or do not form ozone to the same extent. Some volatile organic compounds react slowly, and changes in their emissions have limited effects on local or regional ozone pollution episodes. On Feb. 20, 2009, the US EPA added dimethyl carbonate and propylene carbonate to the list of compounds (40 CFR 51.100(s)) which are excluded from the definition of volatile organic compound on the basis that these compounds make a negligible contribution to tropospheric ozone formation (74 FR 3437-3441). Exempting dimethyl carbonate and propylene carbonate from the definition of volatile organic compounds in OAR 340-200-0020 will make Oregon rule consistent with federal law.