



# AQM Subcommittee Update

Briefing for Clean Air Act Advisory  
Committee

January 11, 2007



# Purpose of Update

- Advance notice of AQM  
Subcommittee recommendations
- Solicit input/reaction
- Discuss next steps for the  
Subcommittee report



# AQM Subcommittee Progress

- Co-Chairs - Patrick Cummins & Gregory Green
- 11 meetings since forming in April 2005
- Broad participation among stakeholders



# AQM Subcommittee Members

- Gregg Cooke
  - Guida Savich & Flores
- Anna Garcia
  - OTC
- Carolyn Green
  - SUNOCO
- Jim Hendricks
  - Duke Energy
- Chris Hessler
  - AJW Group
- Bob Wyman
  - Latham Watkins
- Michael Bradley
  - MJ Bradley & Assoc.
- Don Clay
  - Koch Industries
- Patrick Cummins
  - Western Governor's Assoc.
- Greg Dana
  - Alliance of Automobile Manufacturers
- Lisa Gomez
  - Sempra Energy
- Stephen Hartsfield
  - National Tribal Air Association
- John Hornback
  - SESARM
- Mark MacLeod
  - Environmental Defense
- Janet McCabe
  - Improving Kid's Environment
- Brock Nicholson
  - State of North Carolina
- Janice Nolen
  - ALA
- Margie Perkins
  - State of Colorado
- Lynn Terry
  - State of California
- John Seitz
  - ES&P. LLC
- J. Mark Morford
  - Stoel Rives, LLP
- David Shaw
  - State of New York
- Leah Weiss
  - NESCAUM



# Process

- Defined a vision and principles
- Formed two teams:
  - Team 1 looked at improving the AQM process
  - Team 2 looked at the tools needed to improve air quality
- Issues addressed include:
  - Defining the problem
  - Air quality planning process
  - Coordination with land use, energy, transportation and climate
- Agreed to recommendations using principle of substantial consensus




# Vision

- Air in all areas of the country is of the highest quality, supporting a high quality of life that protects and enhances public health, ecosystems and other public welfare values, and economic well-being for all. □
- Governments, businesses, and the public all have a common goal to improve and protect air quality because they understand the relationship between economic well-being, public health and ecosystem health, and other public welfare values. They work together in an atmosphere of trust towards that common goal of implementing regulatory and incentive-based programs.
- The nation's air quality management system is clear, open, transparent, accountable, effective, efficient, timely, equitable, cost-effective, and is consistent with science.



# Principles

- Be performance-based
- Rely on shared responsibility and partnerships
- Use integrated, multipollutant, multimedia approaches
- Use regional, national or international reduction strategies where appropriate
- Use proven pollution reduction approaches
- Promote new and innovative pollution reduction approaches
- Be as simple as possible, but flexible to adapt to changing or unanticipated needs (e.g. new pollutants, new science, new techniques, etc)
- Provide as much certainty as possible to parties over time
- Consider other factors such as energy, land use and transportation
- Maintain and improve research efforts
- Make information and data accessible to all
- Be economically efficient
- Incorporate an international perspective



# Key Recommendation – Comprehensive Air Quality Management Plan (AQMP)

- Encourage development of a comprehensive “State/Tribal Air Quality Management Plan”
- Develop integrated, multiple pollutant approaches (e.g., PM, toxics)
- Promote interaction between energy, transportation, and other governmental organizations
- Revise the Plan periodically (e.g., 5 to 10 years)

Note: This recommendation serves as an umbrella under which several Subcommittee recommendations fit.





# Supporting Recommendations



# Where We Have Subcommittee Agreement

- **Define the air quality problem and set the right priorities**
  - Builds on Phase 1 efforts
  - Improve environmental and health data to better characterize air quality
  - Improve the priority setting process by creating mechanisms to systematically realign resources and regulatory focus toward greatest health and environmental risk
  - Improve accountability by systematically monitoring progress and evaluating results

# Where We Have Subcommittee Agreement (cont'd)

- **Local Air Quality Planning**

- Local/Tribal governments to integrate air quality plans into community development plans especially in high population growth areas

- **Support transportation and land use scenario planning**

- To identify emissions reduction opportunities and improve Tribal and local engagement

- **Include incentives for voluntary and innovative land use, energy and transportation technologies or approaches**

- Such as more flexible forms of SIP/TIP credit, community recognition programs, and regulatory and economic incentives





# Where We Have Subcommittee Agreement (cont'd)

- **Establish an Inter-agency liaison group to coordinate land use, energy, transportation, greenhouse gas, and air quality goals**
  - Between EPA and other Federal agencies such as FAA, HUD, NRC, FERC, USDA, CDC, DOI, and DOT
- **Develop programs that focus on reducing public demand for polluting activities.**
  - Such as incentive programs for encouraging use of lower-polluting activities, reduction programs, and tax and use restrictions
- **Evaluate ways to encourage pollution prevention, energy efficiency, and renewable energy to further reduce emissions**
  - Analyze existing laws to determine extent they can be used
- **Overcome potential barriers to clean energy/air quality integration**
  - EPA work with State air and Energy organizations, Tribal governments and regional air quality planning organizations



## Where We Have Subcommittee Agreement (cont'd)

- **Continue to take climate change into account in air quality management strategies:**

- EPA to assist States and localities in quantifying GHG co-benefits/disbenefits of measures to address pollutants such as PM
- EPA should undertake an assessment of implications climate change will have on future air quality objectives
- EPA should assist States that are developing annual GHG inventories



## Agreed To Disagree

- **Continuous Improvement**
- **Reasonable Performance Levels (RPLs)**
- **Process for Setting Nonattainment Boundaries**



# Continuous Improvements

- Mechanism to ensure continuous improvements in emissions reductions and air quality
- Suite of concepts that included a mix of mandatory and voluntary control and incentive programs
- Apply to all source sectors (including transportation), where feasible
- Two goals:
  - (1) ensure company can increase product output without increasing pollution
  - (2) gradually improve the environment
- No consensus was reached



# Reasonable Performance Levels

- Over some period of time, all air pollution sources (new & existing) would demonstrate that they are achieving RPLs to control emissions
- Levels reflect technology improvements and could, to some degree, be technology-driven
- No consensus was reached





# Process for Setting Nonattainment Boundaries

- Consensus on principle of an airshed approach, as necessary
- Consensus on an approach that:
  - Identifies areas that violate and areas where controls are needed
  - Areas where controls are needed should be set without regard to geopolitical boundaries
- No consensus on how the approach could be designed and implemented



# Tools Assessment

- Focused on air quality issues related to under-managed problem areas and sources, such as airports, agricultural emissions, and smaller sources (e.g., bakeries, drycleaners)
- Recommend that EPA conduct additional analysis on:
  - Financial tools for fleet turnover and diesel retrofits
  - Information programs and financial tools for land use and transportation planning
  - Emission limits for ICR boilers and heaters, and legacy equipment and sources



# Subcommittee Timeline

- **January 31**

- Accept comments from Subcommittee and CAAAC members

- **May 2007**

- Deliver final report to CAAAC for approval and delivery to EPA