

**REPORT TO THE
ENVIRONMENTAL
PROTECTION AGENCY
AND THE PUBLIC**

To Satisfy the Requirements of 40 CFR 51.309(d)(9)

**OTHER
RECOMMENDATIONS
OF THE
GRAND CANYON
VISIBILITY TRANSPORT
COMMISSION**

Utah Division of Air Quality
December 2003

Regulatory History and Requirements

The recommendations of the GCVTC are presented throughout the June 1996 final report with varying degrees of specificity. Not all are included in the Regional Haze Rule. However, some of the recommendations were intended as a menu of options, with no expectation that any geographic area would implement all of them. The GCVTC pointed out in its final report that:

Some of the Commission's recommendations ask the EPA to take specific **actions** or institute particular **programs**, in cooperation with the tribes, states and federal agencies as implementing bodies. Other recommendations provide a range of potential policy or strategy **options for consideration** by the EPA and implementing entities. As the EPA develops policies and takes actions based on this report, this distinction between "actions" and "options" should be maintained with diligence. That is, recommendations intended as policy options should not become mandated actions or regulatory programs. [**BOLD** emphasis in original.]¹

1. Other State of Utah Long-term Strategy Components

(a) Evaluation of additional Grand Canyon Visibility Transport Commission recommendations. Pursuant to 40 CFR 51.309(d)(9), Utah has evaluated the "additional" recommendations of the Grand Canyon Visibility Transport Commission, to determine if any of these recommendations can be practicably included in this implementation plan. Utah reviewed the Commission's 1996 report, "Recommendations for Improving Western Vistas," to identify those recommendations that were not incorporated into Section 309 of the Regional Haze Rule. This evaluation is described in Appendix H of this implementation plan.

(b) Implementation of Additional Recommendations. Based on the evaluation made by the State of Utah, as described in Appendix H, no additional measures have been identified as being practicable or necessary to demonstrate reasonable progress.

The following is the list of all recommendations made by the GCVTC in its 1996 report. No distinction is made between those the Commission may have intended as options for consideration and those that were actions or programs. For each there is a notation as to how and by whom the recommendation is being implemented, or why it is not practicable at this time.

1. *Establish economic incentives to encourage low-emission industries to locate in transport region.* Programs are conducted by the Department of Community and Economic Development and target clean businesses that take advantage of Utah's highly educated work force.

2. *Develop emission fees programs.* Fees for emissions are charged in the Operating Permits program, R307-415, as required under 40 CFR Part 70.

3. *Support adoption of more effective 49-state low emissions vehicle (LEV) program in 2001 or federal Tier II standards in 2004.* Federal Tier II standards were promulgated by EPA (65 FR 6698) along with requirements that reduce the sulfur in gasoline beginning in 2004. It is this

¹ *Recommendations for Improving Western Vistas.* Grand Canyon Visibility Transport Commission, Western Governors' Association. Denver CO, June 1996. Page i.

requirement that is primarily responsible for the demonstration by WRAP modeling that vehicle emissions will decline in the West, in spite of increases in population and vehicle miles traveled, and that those declines will continue beyond 2018, the end of the first planning period for regional haze.

4. *Support of regional use of cleaner burning fuels, including RFG and diesel, natural gas, electric and hydrogen.* No such regional programs have been proposed. However, Utah has had a program to give income tax credits for cleaner-burning fuels since 1993. See Utah Code 59-7-605 and 59-10-127, as well as R307-121.

5. *Support promotion of future ultra-low and zero-emission vehicles.* Utah has had a program to give income tax credits for cleaner-burning fuels since 1993. See Utah Code 59-7-605 and 59-10-127, as well as R307-121.

6. *Encourage EPA to adopt fuel standards and control strategies for diesel locomotives, marine vessels/pleasure craft, airplanes and federal vehicles because states are preempted from establishing their own standards.* This matter is being discussed by STAPPA/ALAPCO and WESTAR, associations of air pollution control officers in which Utah is active.

7. *Support requirements for effective refueling vapor recovery systems.* Utah implements Stage I vapor recovery through R307-328. In addition, Stage II vapor recovery, R307-332, is a contingency measure in the Ozone Maintenance Plan for Salt Lake and Davis Counties, though implementing it now would not be cost-effective because On-Board Canister equipment is much more effective.

8. *Establish clean fuel demonstration zones throughout the transport region.* This measure is not under consideration at this time.

9. *Complete regional analysis of economic pricing and incentive programs to reduce reliance on vehicle use and better internalize the true cost of using vehicles.* The WRAP Mobile Sources Forum is pursuing this project.

10. *Develop emissions inspection program for on-road heavy-duty diesel vehicles.* Utah's Diesel Inspection and Maintenance Program, SIP Section XXI, has been in place since 1995 as one component of Utah's SIP for PM10. It applies to all diesel vehicles registered or principally operated in Salt Lake, Davis and Utah Counties, and requires proof of passing an opacity test before the vehicle can be registered in those three counties.

In addition, EPA issued new requirements for diesel emissions and reducing sulfur in diesel fuel (66 FR 5101). Over time, this will reduce diesel emissions in the West.

11. *Develop funding and other incentive-based programs to promote transportation mitigation projects.* At least one Metropolitan Planning Organization in Utah has used Congestion Mitigation for Air Quality (CMAQ) funds to support park-and-ride facilities to encourage more use of mass transit.

12. *Encourage sustainable community and economic development (multi-modal transportation options, reduce/eliminate entry and rate regulations for transit industry to promote greater competition, establish information clearinghouse about sustainable communities, etc.).* DAQ has been an integral part of the work of Envision Utah.

In January 1997, Envision Utah was formed to help guide the development of a broadly and publicly supported Quality Growth Strategy - a vision to protect Utah's environment, economic strength, and quality of life. Envision Utah is a unique partnership of citizens, business leaders and policy-makers, working together to create a strategy that will preserve critical lands, promote water conservation and clean air, improve our region-wide transportation system, and provide housing options for all residents.²

DAQ has done all the air quality modeling work needed by Envision Utah, which has used the results in their tool kit and training programs for local government officials who make land use planning decisions in Utah.

13. *Establish mobile source emissions budgets for major urban areas that don't have ones to ensure protection of NAAQS, PSD increments and visibility in downwind areas.* The need to implement this has been superseded by EPA's new rules to reduce vehicle emissions and reduce sulfur in gasoline. See #3 above.

14. *Establish retirement programs for high-emitting vehicles.* Implementation is not practicable at this time, as it would have almost no effect on visibility in Class I areas.

15. *Initiate public education programs for citizens regarding vehicle maintenance and air quality benefits.* DAQ maintains a Web site, www.cleanair.Utah.gov, that gives tips and advice for reducing air pollution; it is widely publicized via brochures, television, radio and newspaper articles. One component of the information found there is tips on the importance of vehicle maintenance. In addition, education programs regarding vehicle maintenance and air quality benefits are conducted by the four counties (Davis, Salt Lake, Utah and Weber) that operate vehicle inspection and maintenance programs.

16. *Institute "green pricing" labeling on products – include information about pollution potential, energy requirements and relative efficiency (initially on a voluntary basis, eventually with national standards).* Information on Utah programs is found in Section XX.I of the Utah State Implementation Plan, and in the Technical Support Documentation for that SIP.

17. *Study near-field and distant effects of road dust – if impacts are validated, develop performance standards.* Study of the effects of road dust has been the major research focus of the WRAP since its formation in 1997. WRAP has achieved a much better understanding of distant effects--they are minimal, as documented in the WRAP Technical Support Document for regional haze SIPs. Utah supports continued WRAP investigation of near-field and distant effects.

18. *Develop cooperative funding mechanisms between burners and regulatory agencies to implement better smoke management programs.* Utah's Smoke Program Coordinator is jointly supported by DAQ, the Bureau of Land Management, the National Park Service and the USDA Forest Service.

19. *Develop public education program regarding role of fire in air quality (i.e. prescribed burns vs. wildfires).* DAQ maintains a Web site, www.cleanair.Utah.gov, that gives tips and advice for reducing air pollution; it is widely publicized via brochures, television, radio and newspaper articles, and includes information regarding the role of fire. Education programs are conducted by state and federal land managers.

² From <http://www.envisionutah.org/>, the Web site of Envision Utah, July 22, 2003.

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20. *Implement park and wilderness planning processes to include reduction of emissions from human-caused sources.* Federal and state land managers do this now.
21. *Identify and promote specific pollution prevention programs.* Pollution Prevention programs and how they are promoted are identified in Section XX.I of the Regional Haze SIP.
22. *Develop comprehensive emissions inventory for Mexican sources.* WRAP has acquired emission inventory information for Mexican sources; see the WRAP Technical Support Document for regional haze SIPs for a complete description. In addition, EPA has funded various entities including the Western Governors' Association to work with Mexican to improve the quality of the information.
23. *Develop regional and local mechanisms to address transboundary air quality issues.* Utah supports efforts by entities such as the Western Governors' Association to address transboundary issues.
24. *Investigate potential NAFTA and other air quality funding possibilities.* Utah supports efforts by entities such as the Western Governors' Association to address transboundary issues.
25. *Identify and promote specific renewable energy programs.* The State of Utah does this through the Utah Energy Office.
26. *Integrate P2 and renewable energy concepts in education programs at all levels – incorporate energy efficient technologies at schools.* The Utah Energy Office conducts a variety of education and outreach programs at all levels. The incorporation of energy efficient technologies in schools and other public buildings is addressed in Section XX.I of the Regional Haze SIP.

