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RON CURRY
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Deputy Secretary

December 29, 2003

Mr. Thomas Diggs (6PD-L)
Chief, Air Planning Section
U.S. Environmental Protection Agency, Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

Dear Tom,

The New Mexico Environment Department, Air Quality Bureau, is pleased to submit to the U.S. Environmental Protection Agency (EPA) the enclosed report entitled *New Mexico's Progress on GCVTC Report Recommendations*. This report was compiled in accordance with Title 40 of the Code of Federal Regulations, Part 51, Section 309(d)(9).

The Grand Canyon Visibility Transport Commission (GCVTC) issued in 1996 a set of recommendations for protecting visibility in mandatory federal Class I areas on the Colorado Plateau in its report entitled *Recommendations for Improving Western Vistas*. Many, but not all, of the GCVTC recommendations were included in the federal Regional Haze Rule. The enclosed report describes measures being taken in New Mexico to implement the GCVTC recommendations that were not in the Regional Haze Rule. This report will be updated in 2008, 2013, and 2018, coincident with New Mexico SIP revisions for regional haze.

The State of New Mexico looks forward to continued collaboration with EPA in efforts to protect visibility in New Mexico's National Parks and Wilderness Areas. If you have any questions regarding this report, please contact Andy Berger of my staff at (505) 955-8034.

Sincerely,

A handwritten signature in cursive script that reads "Sandra Ely".

for Sandra Ely
Air Quality Bureau Chief

Enclosure

cc: Joe Kordzi, EPA, Region 6 (6PD-L)

NEW MEXICO'S PROGRESS ON GCVTC REPORT RECOMMENDATIONS

**Prepared for the United States Environmental Protection
Agency in Accordance with the Requirements of 40 CFR
51.309(d)(9)**

New Mexico Environment Department
Air Quality Bureau
December 2003

I. Overview

The recommendations of the Grand Canyon Visibility Transport Commission (GCVTC) are presented throughout the June 1996 final report entitled *Recommendations for Improving Western Vistas*. The federal Regional Haze Rule incorporates some but not all of the GCVTC recommendations. This report summarizes the State of New Mexico's development and implementation of *additional* recommendations – those recommendations not included as requirements in the Regional Haze Rule and not addressed in New Mexico's Regional Haze State Implementation Plan. This report describes the steps being taken for development and implementation of the additional recommendations in New Mexico.

Progress with some recommendations has yet to begin or is best done by regional bodies in which New Mexico participates, such as the Western Regional Air Partnership (WRAP). The status of recommendations described in this report applies to the geographic jurisdiction of the New Mexico Environment Department (NMED), which is all of New Mexico except for Bernalillo County and Indian lands.

II. New Mexico's Evaluation and Inclusion of Additional Recommendations

Pursuant to Title 40, Part 51, Section 309(d)(9) of the Code of Federal Regulations, the State of New Mexico evaluated the additional recommendations of the Grand Canyon Visibility Transport Commission, to determine if any of the recommendations are practical or necessary for inclusion in the New Mexico Regional Haze State Implementation Plan at the time of the plan's proposal in late 2003. The State of New Mexico reviewed the GCVTC's 1996 report *Recommendations for Improving Western Vistas* to identify those recommendations that were not incorporated into Section 309 of the Regional Haze Rule.

As stated in Section H (Implementation of Additional Recommendations) of New Mexico's Regional Haze State Implementation Plan, New Mexico's evaluation indicated that no additional recommendations are practical or necessary for inclusion in the proposed Regional Haze State Implementation Plan in 2003. If necessary or practical, additional recommendations from the GCVTC may be included in Regional Haze State Implementation Plan revisions at future dates.

Pursuant to Regional Haze Rule requirements, New Mexico will prepare progress reports reevaluating the additional recommendations in 2008, 2013, and 2018. Copies of these reports will be provided to the federal Environmental Protection Agency (EPA) and made available to the general public.

III. Descriptions of Additional Recommendations

Following is a list of recommendations made by the GCVTC in its 1996 report that were subsequently not included in the Regional Haze Rule, and therefore not addressed in the New Mexico Regional Haze State Implementation Plan in 2003. Accompanying each recommendation is a description of how the recommendation is being implemented in New Mexico or indication that no progress has been achieved to date.

A. Air Pollution Prevention

A1. *Consider charging emission fees.* The NMED Air Quality Bureau permitting program charges fees for permit issuance. Fee increases for minor sources were approved in October 2003, along with future increases in annual and permit processing fees based on the Consumer Price Index. The NMED Air Quality Bureau also charges emissions-based fees to applicable sources through its Title V permitting program.

A2. *Introduce product labeling (provide consumers with information about the pollution potential, energy requirements, and relative efficiency of products).* No progress.

A3. *Support regional use of clean fuels, including reformulated gasoline and diesel, natural gas, electricity and hydrogen.* The New Mexico legislature is considering legislation to promote the purchase of gas-electric hybrid vehicles and dedicated alternative fuel vehicles. The legislation, if approved, would exempt such vehicles from the state motor vehicle excise tax, which is currently 3 percent of a vehicle's price but may increase.

B. Mobile Sources

B1. *Support adoption of more effective 49-state low emissions vehicle program in 2001 or federal Tier II standards in 2004.* The federal EPA promulgated Tier II standards and requirements to reduce the level of sulfur in gasoline beginning in 2004. This reduction will result in vehicle emissions declining in western states in the coming years, despite increases in population and vehicle miles traveled. New Mexico supported the adoption of these standards through its involvement in the WRAP.

B2. *Encourage EPA to pursue strategies for diesel locomotives, boats, airplanes and federal vehicles.* The WRAP responded to EPA's proposed rule concerning Non-road Mobile Sources. The proposed rule does not address diesel locomotives or boats, but does coordinate with the On-Road Mobile Sources rule and addresses sulfur content of fuel used for non-road mobile sources. WRAP included in their comments to EPA encouragement for EPA to propose regulations concerning diesel locomotives and marine vessels, specifically addressing fuel sulfur content.

B3. *Support improved control of evaporative emissions.* No progress statewide; however

these controls may be considered in northwestern New Mexico where elevated ozone concentrations have been measured.

B4. *Establish clean fuel demonstration zones.* No progress has been achieved in New Mexico at this time; however this could be considered in northwestern New Mexico to reduce ozone concentrations, if appropriate.

B5. *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.

B6. *Develop emissions inspection program for on-road heavy-duty diesel vehicles.* EPA issued new requirements for on-road diesel emissions and reducing sulfur in diesel fuel. Over time, these measures will reduce diesel emissions in the West.

B7. *Promote vehicle maintenance.* Vehicle maintenance is a contributor to air quality and is promoted by the NMED Air Quality Bureau. The importance of vehicle maintenance and its attendant air quality benefits are included as a part of outreach related to many of the Air Quality Bureau's projects. For example, the San Juan County Early Action Compact for ozone and work with the Ozone Task Force has included discussion about possible vehicle inspection and maintenance programs.

B8. *Develop funding and other incentive-based programs to promote transportation mitigation project (consistent with the goal of reducing reliance on single-occupant vehicles).* No progress.

B9. *Encourage better integration of transportation, land use, and air quality planning. (Promote multi-modal transportation options, reduce/eliminate entry and rate regulations for transit industry to promote greater competition, establish information clearinghouse about sustainable communities, sponsor conferences on transportation, land use and air quality issues).* There are modest gains in better integration of land use and air quality planning. The New Mexico Legislature in 2003 passed SJM 89, adopting a goal of generating 10 percent of New Mexico's energy from renewable sources by 2010, and directing State government to "lead by example" in renewable energy use. The New Mexico Environmental Health Conference is an annual event that brings together professionals to discuss relationships between transportation, land use, and air quality and other environmental health concerns. Staff from the NMED, including Air Quality Bureau staff, and the New Mexico Department of Health, give presentations.

B10. *Establish mobile source emissions budgets for major urban areas to ensure protection of NAAQS, PSD increments and visibility in downwind areas.* The need to implement this recommendation is superseded by EPA's rules to reduce vehicular emissions and reduce sulfur in gasoline.

B11. *Suggest retiring high-emitting vehicles.* No progress statewide; however this would be a potential solution to northwest New Mexico's elevated ozone, if the analysis

indicates that these sources contribute significantly to ozone formation.

C. Area Sources - Dust from Paved and Unpaved Roads

C1. *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 a major research focus of the WRAP since its formation in 1997. WRAP has achieved a much better understanding of distant effects, as documented in the WRAP *Regional Technical Support Document for the Requirements of Section 309 of the Regional Haze Rule*. New Mexico supports continued WRAP investigation of near-field and distant effects, the significance of which will be reevaluated as part of periodic revisions to the Regional Haze State Implementation Plan in 2008, 2013, and 2018.

D. Area Sources - Fire

D1. *Develop cooperative funding mechanisms between burners and regulatory agencies to implement better smoke management programs.* The Bureau of Land Management, the National Park Service, the U.S. Fish and Wildlife Service, and the New Mexico Environment Department jointly support New Mexico's Smoke Management Specialist position to assist the NMED in analyzing smoke impacts in the state. In addition, a Forest Service Liaison to the New Mexico Environment Department is jointly supported by the five National Forests in New Mexico and the New Mexico Environment Department. The development of New Mexico's Smoke Management Program was made possible through funding and in-kind donations from the Bureau of Land Management, the National Park Service, the U.S. Fish and Wildlife Service, and the New Mexico Environment Department, as well as agricultural, environmental, and other interests.

D2. *Develop a public education program regarding the role of fire in air quality (i.e. prescribed burns vs. wildfires).* Steps were recently taken in New Mexico to educate the public about the role of fire in air quality. In developing a Smoke Management Program, the New Mexico Environment Department convened a stakeholder workgroup, and education of stakeholders was a component of the process. An open house about the Smoke Management Program offered information to the public about the role of fire in air quality. The Air Quality Bureau fields calls from the public regarding prescribed and wildfires and provides information on a case-by-case basis, and collaborates with the New Mexico Department of Health to issue public health advisories to inform the public about the hazards of smoke. The Air Quality Bureau is currently in the process of developing brochures about visibility, smoke and its impacts and management, and the specifics of the new Smoke Management Program. Additionally, the Air Quality Bureau in 2004 plans to meet with the Natural Resources Conservation Service and County Extension Agents throughout New Mexico to conduct training about the Smoke Management Program and its application to different stakeholders around New Mexico.

E. Emissions Within and Near Class I Areas

E1. *Implement park and wilderness planning processes.* This is currently done by federal land managers and is included in the work of the WRAP In and Near Forum.

F. Transboundary Emissions from Mexico

F1. *Develop comprehensive emissions inventory for Mexican sources.* States cannot work directly with the Mexican government. However, WRAP has acquired emission inventory information for Mexican sources; see the *WRAP Regional Technical Support Document for the Requirements of Section 309 of the Regional Haze Rule* for a complete description. In addition, EPA has funded various entities including the Western Governors' Association to work with Mexico.

F2. *Develop regional and local mechanisms to address transboundary air quality issues.* WRAP will complete an analysis of these mechanisms with source apportionment in its modeling work. Additionally, New Mexico participates in the Border 2012 program and its air quality workgroup.

F3. *Finance air pollution control projects.* This is done more appropriately by the Western Governors' Association or by EPA rather than by individual states; however New Mexico supports the development of these projects through participation in the Border 2012 program and the WRAP.