

Instructions: The following Committee recommendations were presented at the November 15, 2007 Task Force meeting. Please use this table during the Task Force meeting on November 29th, 2007 to track changes to recommendations throughout the consensus-building process. C/S/L denotes the relative timeframe for achieving a recommendation: C="currently" achievable, S=achievable "short-term", L=achievable "long-term".

No.	Orig No.	C/S/L	Recommendation	Consensus reached	Notes, Questions, Suggested Alternative Language, Etc.
Health-based Goal					
1	1	CSL	The District should reiterate the principle that ambient concentrations of fine particulate matter, expressed as PM _{2.5} , should be reduced to levels sufficient to protect public health with an adequate margin of safety. Additional reductions below the current federal primary annual standard of 15 µg/m ³ are advisable to provide an additional margin of safety that allows and compensates for scientific uncertainty, as well as the lack of precise predictions regarding the health impacts of air pollutants on a multiplicity of potentially susceptible populations. The process and strategies set forth in Recommendation 2 below should be utilized to achieve this goal. In implementing these strategies, a strong emphasis should be placed on educational programs for the public.		Note that "Recommendation 2" here refers to original Recommendation 2 now located on pg 5 (cell D46) of this list.
2	6	SL	A majority of the Committee recommends adoption of an interim health-based annual goal of 12 to 10 µg/m ³ , to be achieved by 2018, while the minority did not support establishing specific numeric goals or deadlines beyond the federally prescribed annual standard.		
State and Regional					
3	20	CSL	E.ON U.S. and Duke Energy should continue to install control devices according to their current schedules, set forth to comply with Clean Air Interstate Rule (CAIR) requirements.		
4	56	C	Continue strict enforcement of current speed limits throughout the nonattainment area to reduce emissions of PM _{2.5} and precursor pollutants.		
5	32	C	The Kentucky Department of Air Quality (KY DAQ) should continue to enforce its current regulation regarding open burning and should amend that regulation to prohibit all open burning of household waste and debris. (401 KAR 63:005).		
6	34	S	In the interim, when authorizing open burning in areas in nonattainment of the federal primary annual standard for PM _{2.5} , the Kentucky Department of Air Quality (KY DAQ) should consider the local projected ambient concentration of PM _{2.5} in its decision making.		
7	33	L	The Kentucky Department of Air Quality (KY DAQ) should consider amending its regulation to ban open burning in areas in nonattainment of the federal primary annual standard for PM _{2.5} .		

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8	46	L	State and local governments should create tax incentives, low interest loans and other financial incentives for the retrofit or replacement of onroad and nonroad diesel fleets.		
Louisville Metro Government					
9	44	C	The Partnership for a Green City (PGC) entities should continue to move toward the use of alternative fuels and technologies, including retrofit and replacement options.		
10	23	S	In the funding decisions of the Partnership for a Green City (PGC) entities, priority should be given to energy efficiency projects as specified by the committees of the PGC.		
11	16	S	Louisville Metro Government should encourage the Tennessee Valley Authority's Paradise Station to look at cost effective controls for direct PM _{2.5} in the future.		
12	59	S	Encourage significant coordination among the Kentucky Transportation Cabinet, local transportation officials and private fleets during major highway repair or construction, including the Louisville-Southern Indiana Ohio River Bridges project, to develop plans to minimize traffic backups and delays to reduce idling and toxic emissions.		
13	47	S	Louisville Metro Government should explore the creation of a Louisville Metro Environmental Grant Partnership to aggressively coordinate, apply for and receive federal and state grants to reduce PM _{2.5} and precursor pollutant emissions from mobile and nonroad mobile sources. Federal political partnerships should be utilized to increase success.		
14	64	S	Expand the use of alternative fuels and technologies by all municipal and transit fleets, both onroad and nonroad, in Louisville Metro within one year.		
15	68	S	Preference should be given by Louisville Metro Government to contractors that provide the best project emission profile through the use of diesel retrofits or newer equipment and alternative fuels.		
16	43	S	Louisville Metro Government's General Services Administration (GSA) should analyze the current Metro fleet and create a plan to improve fleet emissions through diesel retrofit or replacement along with the use of alternative fuels.		
17	42	L	Local government and quasi-governmental agencies should adopt a plan for retrofit or replacement of all diesel fleet vehicles and equipment with state-of-the-art technology and the use of alternative fuels.		

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18	67	L	Create partnerships, tax incentives and other financial incentives to encourage the use of biodiesel (ASTM standard) and/or alternative fuels and technologies by private fleets.		
19	66	L	Develop a partnership, between rental car agencies and public and private entities utilizing rental fleets, to increase the use of biodiesel (ASTM standard) and/or alternative fuels and technologies in rental fleets.		
20	53	L	Louisville Metro Government should cooperate with regional transportation and planning agencies to identify opportunities to spur transit oriented development through the implementation of economic incentive packages and land use measures.		
21	57	L	Improve and expand traffic light signalization synchronization throughout Louisville Metro to reduce average commute length and idling.		
22	58	L	Improve Traffic Response and Incident Management Assisting the River Cities (TRIMARC) incident management and roadside assistance to reduce idling on the highways.		
23	63	L	Provide free tire pressure stations, free air, free on-board diagnostics checks and free gas caps to promote increased fuel economy and reduce emissions of PM _{2.5} and precursor pollutants.		
24	24	L	The Partnership for a Green City (PGC) entities should increase funding for facility audits to determine where energy efficiency projects are needed most.		
District					
25	11	CSL	Based on the data reviewed, and the Health Committee recommendations, the District should pursue strategies to reduce the PM _{2.5} precursor emissions from major regional sources within a range of 150 miles, so as to reach design values below 12 µg/m ³ by 2018.		
26	17	C	The District should prescreen permit applications and give review priority to pollution prevention projects, especially those that could reduce PM _{2.5} and precursor pollutants.		
27	18	C	The District should review the current backlog of construction permit applications for pollution prevention projects that could reduce PM _{2.5} and precursor pollutants. If any construction permit applications that meet this criteria are identified, the district should prioritize review of these applications so that a decision is made before the end of 2007 so that, if approved, these projects can be installed in early 2008.		

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28	21	C	The District should encourage electric generating units (EGUs) to achieve as many early reduction credits as possible for 2007 and/or 2008.		
29	15	C	The District should continue to address pollution from stationary diesel engine sources through compliance with Strategic Toxic Air Reduction (STAR) regulations (DR 5.21 and DR 5.22).		
30	31	C	The District should continue enforcement of its regulation on control of open burning (DR 1.11).		
31	30	C	The District should continue enforcement of its regulation to control fugitive particulate emissions (DR 1.14).		
32	60	C	The District should continue providing rebates, through the Lawn Care for Cleaner Air Program, for the retirement of gasoline powered lawn and garden equipment and the purchase of low emissions equipment.		
33	13	C	The Lake Michigan Air Directors Consortium (LADCO) projected design values should be given as much, or more, weight as the Association for Southeastern Integrated Planning (ASIP) projections, because the LADCO modeling is based on 2005 inventory data, vs. 2002 for ASIP, and for the other reasons listed in Section 5.2.2.1.		
34	50	C	The District should cooperate with local and regional agencies to determine if any transportation control measures, economic incentives packages and land use measures are currently being implemented that have not been included in the existing emissions budget and could be credited in the SIP process.		
35	62	CS	The District should consider including as contingency measures in the State Implementation Plan (SIP) for the primary annual PM _{2.5} standard, those onroad and nonroad mobile contingency measures from the 8-hour Ozone State Implementation Plan (SIP) that will also reduce PM _{2.5} and precursor pollutant emissions.		
36	4	S	The District should evaluate and, as appropriate, employ existing mechanisms under the Clean Air Act to address identifiable contributing sources of fine particulates and particulate precursors that interfere with attainment and maintenance of healthful air quality in the Louisville Metro community.		

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37	12	S	Based on current monitoring and modeling data from local and regional sources the data suggests that an important component of direct PM _{2.5} is local organic carbon. This suggests that pursuing local measures to reduce emissions of organic carbon may be worthwhile. The data also suggests that local SO ₂ precursor emissions have less effect on the local PM _{2.5} contribution in the area; therefore measures for reducing sulfate contributions from sources outside the local area may be worthwhile.		
38	5	S	The District should create a regionally based stakeholder advisory committee to continue to focus and advise on issues of air pollution and public health and to strategize on policies, practices and programs to reduce PM _{2.5} emissions.		
39	2	S	The District should establish an ongoing and continuous process of review of all sources of PM _{2.5} emissions from all sectors of the economy (including mobile sources, area sources, stationary sources, etc.), and develop and implement policies, practices and standards to continue progress towards reduction in ambient concentrations of PM _{2.5} and precursor pollutants. In the development of such policies, practices and standards, those strategies that achieve lower emissions of hazardous air pollutants and ozone precursors in conjunction with reducing PM _{2.5} should be a priority. Stakeholder involvement in the development of such programs and processes should be an integral part of the process.		
40	10	S	In future Task Force planning groups, the Emissions Inventory and Modeling Data Committee should start its deliberations months before other committees in order to have sufficient time to collect, analyze and synthesize needed information.		
41	14	S	The District should continue to monitor the progress of the regional modeling groups and other sources of PM _{2.5} data utilized by the Fine Particle Air Quality Task Force to look for additional information that will assist the community in improving its understanding of PM _{2.5} emissions and health impacts.		
42	9	S	The District should work with EPA, the regional modeling groups and local sources to conduct updated and more detailed regional as well as more detailed local modeling studies to gain a better understanding of the relative impact and timing of regional and local emissions reductions beyond On-The-Books controls on local PM _{2.5} concentrations after 2009.		

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43	27	S	The District should explore partnership opportunities with companies specializing in energy efficient products and services to increase awareness of the benefits of energy efficiency for industrial, commercial and residential customers.		
44	28	S	The District should work with Louisville, Kentucky and Indiana Home Builders Associations to educate members on the economic and environmental benefits of incorporating energy efficiency measures into building projects.		
45	25	S	The Board should encourage existing funding entities to increase funding of Project Warm.		
46	40	S	The District should increase public awareness of the effects of charcoal grilling on ambient concentrations of PM _{2.5} and NO _x .		
47	38	S	The District should meet with Louisville and southern Indiana restaurant associations to discuss potentially feasible and cost effective PM _{2.5} control measures that that could reduce PM _{2.5} emissions from local restaurants, particularly those with commercial charbroilers.		
48	36	S	The District should promote EPA's Great American Woodstove Changeout program.		
49	35	S	The District should increase public awareness of the effects of the use of fireplaces and woodstoves on ambient concentrations of PM _{2.5} and NO _x .		
50	37	S	The District should increase outreach on the benefits of switching from woodstoves, fireplaces and wood boilers to more efficient sources of heat.		
51	61	S	The District should expand corporate sponsorship of the Lawn Care for Cleaner Air Program to increase brands and products that are rebate eligible.		
52	39	S	Through outreach, the District should increase public awareness of alternatives to residential solvent usage and the benefits of avoiding household products containing organic compounds such as toluene, xylene and trimethyl benzene.		
53	49	S	The District should initiate a stakeholder process for local adoption of an idling regulation with the proposed Draft Idle Reduction Regulation (included as Appendix 10) used as a starting point for discussion.		

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54	51	S	The District should cooperate with local and regional planning agencies to evaluate major subdivision proposals and development plan proposals for all emissions components, projected changes in vehicle miles traveled (VMTs), projected changes in average daily trips (ADTs) and their corresponding impacts on the emissions budget.		
55	54	S	District staff, as part of its development review, should review and comment on a project's emissions related to PM _{2.5} and precursor pollutants, ozone, air toxics, greenhouse gases (GHGs) and vehicle miles traveled (VMT).		
56	55	S	The District should recognize those businesses that have implemented Best Workplaces for Commuter practices to reduce the total vehicle miles traveled by employees.		
57	69	S	Encourage members of the Associated General Contractors (AGC) of Kentucky, The Association of Union Constructors (TAUC) and other trade associations to retrofit or replace both onroad and nonroad diesel equipment.		
58	26	SL	A partnership should be created, among state and local agencies and chambers of commerce, to increase awareness of and participation in electric utilities' demand side management (DSM) programs.		
59	29	SL	The District should develop and implement a recognition program to reward energy efficiency initiatives and achievements throughout the community on a variety of scales.		
60	19	SL	The District should consider working in voluntary partnership with the owners of non-utility coal-fired boilers to research the cost-effectiveness of converting these boilers to alternative fuels and/or installing additional direct PM _{2.5} control devices.		
61	22	SL	The District should consider working in voluntary partnership with the owners of non-utility coal-fired boilers to research the cost-effectiveness of converting to alternative fuels and/or installing additional NO _x and SO ₂ control devices.		
62	3	L	In furtherance of achievement of reductions in PM _{2.5} and other regional pollutants, the District should initiate efforts to create an interstate commission to effectively reduce ambient PM _{2.5} through coordinated efforts within the Commonwealth and among states whose sources of PM _{2.5} are identified as contributing to the boundary pollution levels in Kentucky.		

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63	7	L	The District should work with EPA, the states of Kentucky and Indiana and local sources to improve methods to estimate local sources of PM _{2.5} emissions.		
64	8	L	The District should work with EPA and the states of Kentucky and Indiana to continue to fund existing, as well as increase the number of, PM _{2.5} speciation monitors in the area so as to better understand the local and regional contributors of PM _{2.5} .		
65	41	L	The District should develop and implement a program to encourage replacement of charcoal grills in Jefferson County with gas and/or electric units through a rebate system similar to the Lawn Care for Cleaner Air program.		
66	52	L	The District should cooperate with local and regional planning agencies to quantify the difference between emissions budgets that result from business-as-usual and alternative growth scenarios using comparison guidelines provided by EPA.		
67	45	L	The District should work with public and private fleet owners operating in Louisville Metro through education, incentives and grants to aggressively retrofit or replace both onroad and nonroad diesel fleets with state-of-the-art technology.		
68	65	L	Work in partnership with the Kentucky Petroleum Marketers Association, retailers, distributors and other stakeholders to evaluate, develop and achieve goals to provide biodiesel (ASTM standard) blends at retail stations throughout Louisville Metro.		
69	48	L	The District should work in partnership with marine and railroad operations in the nonattainment area to identify and reduce PM _{2.5} and precursor pollutant emissions.		