

## Federal Advisory Committee Act

# Clean Air Act Advisory Committee

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Virtual Meeting  
June 25, 2024

## Welcome & Introductions

This Clean Air Act (CAA) Advisory Committee (CAAAC) meeting was held virtually through Microsoft Teams. Ms. Lorraine Reddick, the Designated Federal Officer, opened the meeting and requested that CAAAC members introduce themselves. A list of attendees is provided in Attachment 1. Ms. Reddick reviewed the agenda, which is displayed below. Meeting minutes and materials associated with this meeting will be available online at EPA's CAAAC website (<https://www.epa.gov/caaac>).

## Meeting Agenda

Time	Item	Presenters/Facilitators
1:00 – 1:05 pm	Welcome and Introductions	John Shoaff and Lorraine Reddick <i>EPA Office of Air Policy and Program Support (OAPPS)</i>
1:05 - 2:00 pm	OAR Highlights	Joe Goffman <i>Assistant Administrator EPA Office of Air and Radiation (OAR)</i>
2:00 – 2:45 pm	IRA Update	Jennifer Macedonia, <i>Deputy Assistant Administrator for Implementation EPA OAR</i>
2:45 – 2:55 pm	MSTRS Update, Clean Air Excellence Awards Update	Rachel Muncrief <i>Chair, Mobile Sources Technical Review Subcommittee (MSTRS)</i>  Ruth Morgan <i>EPA OAPPS</i>
2:55 – 3:00 pm	Public Comment, Next Steps Close Meeting	John Shoaff and Lorraine Reddick <i>EPA OAPPS</i>

## OAR Highlights

Mr. Shoaff began the first presentation by introducing Joe Goffman, Assistant Administrator of EPA's Office of Air and Radiation, for discussion of OAR highlights. Mr.

Goffman began recognizing the work of a recently deceased CAAAC member, Dan Greenbaum. He highlighted Mr. Greenbaum's work with the Health Effects Institute and his lifelong commitment to improvement of the environment and human health, as well as his contributions to the CAAAC.

Mr. Goffman reviewed ongoing work at the EPA in several areas. He mentioned that the EPA has entered a new phase of actions to reduce hydrofluorocarbon (HFC) emissions through programs authorized by the American Innovation and Manufacturing (AIM) Act. He noted that a final rule will soon be issued that will require HFCs to be reclaimed and reused. He also noted that the EPA has established a new National Ambient Air Quality Standard (NAAQS) for particulate matter (PM), which set the level of the primary annual PM<sub>2.5</sub> standard at 9 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ), which is down from the previous level of 12  $\mu\text{g}/\text{m}^3$ . The EPA has also recently issued two final regulations for air toxics, including a final rule for ethylene oxide emitted by commercial sterilizers and a final rule for the manufacture of ethylene oxide, which is included in the Hazardous Organic NESHAP (HON). Mr. Goffman noted that there is a new final rule for greenhouse gases (GHGs) emitted by light-duty vehicles for model years 2027-2032 and a companion final rule for GHG emitted by heavy-duty vehicles for model years 2027-2032. Lastly, he mentioned that the EPA has recently promulgated a set of rules for power plants that address emissions to water, air, and land, including standards for emissions of mercury to the air, effluent guidelines for pollutants discharged through wastewater, and regulations for the management and disposal of coal ash.

### *Discussion*

Wayne Nastri began the discussion by asking how the grant award process was going for funds distributed as part of the Inflation Reduction Act (IRA). Mr. Goffman responded that the process is moving forward well with the climate pollution reduction grants (CPRG), and he is optimistic that the funds will be dispersed soon.

Jill Sherman-Warne asked how tribes are being included in the IRA grants programs. Mr. Goffman explained that in the IRA, there are separate accounts set up specifically for tribal applicants.

Gillian Mittelstaedt commented that the EPA has done well so far with distributing the IRA funding and asked how the EPA can keep this going after the IRA funding is gone. Mr. Goffman replied that what the EPA can do after the IRA funding is distributed will depend largely on what the EPA's funding is.

David Wooley asked if Mr. Goffman could forecast the rulemakings that the EPA will be publishing before the end of the year. Mr. Goffman relayed that two major rules they expect to publish this year include a proposal for the existing power turbine fleet and a final rule for waste emissions charges for the oil and gas sector.

Bob Meyers commented that for the way the CAAAC operates, he hopes the EPA will consider having more interaction with the committee and providing the CAAAC with more opportunities

to provide advice to the EPA. He stated that he and some other CAAAC members will be providing the EPA with concrete, written suggestions for how the EPA works with the CAAAC before the next meeting. Mr. Goffman responded that with the recent spate of rulemaking activity the agency has undertaken, there could be a new set of opportunities for engagement and consultation between the CAAAC and the EPA. Mr. Meyers added that the suggestions they will be providing would be more along the lines of formalizing the format for the regular CAAAC meetings and for providing opportunities for more in-depth interchanges of ideas.

## **IRA Update**

Jennifer Macedonia, Deputy Assistant Administrator for Implementation, began her presentation on IRA updates. She began the discussion by describing the Methane Emissions Reduction Program (MERP), which will provide \$1.36 billion in financial and technical assistance to monitor, measure, quantify, and reduce methane emissions from the oil and gas sector. Of this total, \$850 million will be used to help oil and natural gas operators reduce emissions through repairs and retrofits to existing wells and infrastructure, accelerating the deployment of technologies to reduce emissions from certain equipment, and accelerating the deployment of methane monitors. \$350 million will be used to help states develop programs to cut methane emissions from low-producing and marginal conventional wells.

Another IRA program is the Clean Heavy-Duty Vehicles program. This program will provide \$1 billion in funding to replace existing heavy-duty vehicles with zero-emission heavy-duty vehicles, support zero-emission vehicle infrastructure, and train and develop workers. Within this program, there is a sub-program for school buses and one for vocational vehicles, such as delivery and refuse trucks. States, municipalities—including school districts, tribes, and nonprofit school transportation associations are eligible to apply for these grants.

There is also the Clean Ports Program, which will provide \$3 billion to fund zero-emission port equipment and infrastructure as well as climate and air quality planning at U.S. ports. Most of this funding will be used for zero-emission equipment and infrastructure. Port authorities, agencies that have jurisdiction over a port authority or port, air pollution control agencies, and private entities that partner with one of these authorities or agencies and that own, operate, or use facilities, cargo-handling equipment, transportation equipment, or related technology at a port are eligible to apply for these grants.

Another program, the Hydrofluorocarbon Reclaim and Innovative Destruction Grants program, will provide \$15 million to develop projects for HFC reclamation and innovative destruction technologies. Five grantees for these funds were announced in May 2024.

Ms. Macedonia then discussed the Climate Pollution Reduction Grants (CPRG) program. This program will provide \$5 billion in funding to develop and implement plans to reduce GHGs and other harmful air pollution. Many states, cities, and tribes have developed climate action plans, and the EPA is currently reviewing applications for grants to implement those plans. The award

winner are expected to be announced in July for the general competition, and in September for awards set aside for tribes and territories.

Ms. Macedonia moved on to the Preventing Air Pollution at Schools program, which will provide \$32 million in funding to help develop and implement air quality management plans for indoor air quality and energy efficiency improvements at schools. Grantee selections are expected to be announced in the summer or fall of 2024.

Ms. Macedonia concluded her presentation noting that the EPA's Office of Air and Radiation (OAR) and Office of Environmental Justice & External Civil Rights (OEJECR) are collaborating to help communities, especially those that are low-income and disadvantaged, navigate the grant process and to provide technical assistance resources.

### *Discussion*

Sian Mooney asked whether universities could provide technical assistance through trainings or other mechanisms. Ms. Macedonia noted that many of the IRA funding opportunities will have the application windows closing soon, but there will be other grant and funding opportunities in the future. She stated that universities could help potential applicants navigate the potential opportunities as they arise. She also noted that there are technical assistance centers (i.e., [Thriving Communities Technical Assistance Centers \(TCTACs\)](#)) that have been set up specifically to help community groups navigate the IRA grant process, and universities could potentially contribute to those assistance centers.

Bob Meyers asked how the EPA plans to measure the effects of the IRA, such as the effects on the costs of certain technologies. Ms. Macedonia explained that the EPA negotiates with the grantees about how they will measure the outcomes and effects of the programs funded through the IRA grants.

Gillian Mittelstaedt commented that one emissions reduction technology potentially funded through the IRA is heat pumps; however, she noted that there are currently shortages of both the equipment and the expertise for their installation and maintenance. Ms. Macedonia thanked Ms. Mittelstaedt for providing this information.

## **MSTRS Update**

Rachel Muncrief, chairperson of the Mobile Sources Technical Review Subcommittee (MSTRS), provided an update on the MSTRS. She briefly reviewed the information covered during the last MSTRS meeting, which was held on May 29<sup>th</sup>-30<sup>th</sup> in Chicago, Illinois, in the EPA Region 5 offices. She noted that in conjunction with the MSTRS meeting, there was also a tour of the Norfolk Southern railyard in Chicago, which provided MSTRS members information about the operation of the railyard and the types of equipment used there. In addition, the EPA held a community group meeting after the railyard tour, which included several community organizers with representatives from communities impacted by emissions from railyards and

ports. She noted that the MSTRS currently has a Locomotive Work Group that is drafting a report that is expected to come to the CAAAC for approval in the fall. This report is focused on responding to the charge questions of, “What are the factors EPA should consider in developing emission standards for the existing fleet of locomotives when they are remanufactured or otherwise become new?” and “What technologies should EPA consider in setting the next set of emission standards for freshly manufactured locomotives?” In addition, she mentioned that a new Electric Vehicle Metrics Work Group is being formed, and the membership of the work group is currently being finalized. This work group will be responding to the charge questions of, “What information is useful to consumers contemplating an EV purchase?” and “What data and testing does EPA need to collect or conduct to provide the consumer information above?”

### *Discussion*

Clay Pope suggested that the CAAAC could follow the model the MSTRS is using, in which the committee visits areas of environmental concern or gets more involved in the issues the EPA requests input about.

Beto Lugo-Martinez remarked that it is helpful for regulatory agencies to visit communities affected by pollution so they can see the conditions there firsthand. He also mentioned that he would like to see the CAAAC have a panel on the impacts of increased shipping on communities.

David Wooley asked if there were any plans for the MSTRS to investigate maritime shipping emissions, noting that the International Maritime Organization (IMO) is developing GHG standards. Ms. Muncrief replied that since the MSTRS has two active work groups, they would not be working on additional issues until at least one work group has completed its efforts. She noted that she would mention this suggestion to the MSTRS members.

Mr. Martinez commented that his organization met with a representative of the IMO and is also reviewing the IMO rules to determine how they would impact their community, as well as other communities near shipping hubs.

Rosemary Ahtuanguaruak stated that for people with limited resources living near large emitters, it is important that they be able to work through clear processes after an adverse event. However, she asserted that communities should not bear the burden of ensuring they have good air quality. She stated that this should be the responsibility of regulatory agencies, and communities should not be expected to retrieve information or participate heavily in processes with the regulators or regulated entities.

### **Update on the Clean Air Excellence Awards Program**

Ruth Morgan reviewed the Clean Air Excellence Awards Program. The program was established at the recommendation of the CAAAC to recognize “outstanding innovative efforts” to help make progress in achieving clean air. There are several award categories, and winners in each

category must directly or indirectly reduce pollutant emissions, demonstrate innovation, offer sustainable outcomes, and provide a model for others to follow. Ms. Morgan reviewed the seven categories:

- Clean Air Technology
- Community Action
- Education Outreach
- State/Tribal/Local Air Quality Policy Innovations
- Transportation Efficiency Innovations
- Cooke Visionary Program
- Thomas W. Zosel Outstanding Individual Achievement outstanding

She described the nomination and review process for awards and stated that the EPA welcomes the CAAAC's input on outreach and involvement to ensure a diverse pool of applicants.

## **Public Comment**

Mr. Shoaff opened the floor for public comment. Michael Hartrick spoke, commenting that additional opportunities for GHG, criteria emissions, and carbon reductions are available through the use of renewable fuels.

## **Final Remarks and Closing**

Ms. Reddick thanked the CAAAC members for their participation. She noted that the next CAAAC meeting will be either September 17<sup>th</sup>-18<sup>th</sup> or September 24<sup>th</sup>-25<sup>th</sup> and said that the EPA will consider any topics for discussion that CAAAC members suggest. She then adjourned the meeting.

## Attachment 1

<b>CAAAC Meeting Attendance List</b>	
<b>CAAAC Members</b>	<b>Other Attendees</b>
Rosemary Ahtuanguaruak	Keith Andrepont
Jay Baker	Clayton Batko
Deb Brown	Marie Catanese
Gail Good	Isabel Deluca
Jeremy Hancher	Kris Donaghey
Kathleen Horchler	Alex Guillen
Wanda R. Kintz	Joe Goffman
Cassandra Kubes	Jennifer Hijazi
Beto Lugo-Martinez	Matt Hamilton
Eric Massey	Michael Hartrick
Bob Meyers	Catrice Jefferson
Gillian Mittelstaedt	Maryann Kearns
Sian Mooney	Brian Kelly
Wayne Nastri	John Kinsman
Clay Pope	Patricia Koman
Leigh Raymond	Jonathan Lubetsky
Jill Sherman-Warne	Jennifer Macedonia
Vicky Sullivan	Rachel Muncrief
Tim Wallington	Ruth Morgan
Dan Wilkus	Joseph Morris
David Wooley	Stuart Parker
	Lorraine Reddick
	Sean Reilly
	John Shoaff
	Lesley Stobert
	Linda Wilson
	Steve Zuiss