

**Exhibit 6**

**White House's Preference for Codification of the Vacated CAIR**

**Dawn Reeves and Jenny Johnson, "White House Seeks Full CAIR Codification Despite Focus on Narrow Fix," *InsideEPA* (August 13, 2008), < [www.insideepa.com/secure/docnum.asp?docnum=8132008\\_narrow&f=epa\\_2001.ask](http://www.insideepa.com/secure/docnum.asp?docnum=8132008_narrow&f=epa_2001.ask) >.**

DAILY NEWS FROM INSIDE.EPA.COM - WEDNESDAY, AUGUST 13, 2008

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## White House Seeks Full CAIR Codification Despite Focus On Narrow Fix

White House Council on Environmental Quality (CEQ) Chairman James Connaughton is pressing lawmakers to pass legislation fully codifying EPA's vacated clean air interstate rule (CAIR), sources say, despite strong resistance from Democrats, environmental groups and some utilities who are considering a narrow fix that would codify only the first phase of the cap-and-trade rule for reducing power plant emissions.

The CEQ chief is "calling around town insisting on full codification of CAIR," one informed source says, though his calls have been met with opposition from those who believe in only codifying phase I of the two-phase rule over concerns that phase II is too weak. The limited approach is necessary "to ensure we get reductions under phase I and make it clear that greater reductions are needed under phase II," the source adds.

However, a CEQ spokeswoman says full codification is the only option because "any delay or half measures will come at an enormous cost to public health, the environment, economic development and good jobs." The spokeswoman adds, "By imposing steep cuts in power plant emissions, the rule provides a critical foundation for Eastern states to meet strict new air quality standards, improve visibility in national parks and end acid rain, among others. We are exploring both legal and legislative options to immediately and fully restore the rule."

One industry source says Connaughton is floating a one-page legislative draft that could be attached to another bill, such as legislation aimed at relieving gas prices that Congress may try to move when it reconvenes next month. For example, the so-called "Connaughton fix" could be added to a bill to allow offshore drilling on the outer continental shelf the House is expected to take up in September, the source says.

Connaughton's lobbying is underscoring a deep split between those who support full codification -- including some Hill Republicans, many power companies and the Edison Electric Institute (EEI), and those who want a limited fix -- including key Democrats, environmental groups, state organizations and a handful of electric utilities, including members of the Clean Energy Group and New Jersey-based PSE&G, the informed source says.

Given the scope of the differences and a tight timeline to reach agreement, the informed source believes that a legislative fix is unlikely this year. The source says a deal would have to be reached by Labor Day in order to move legislation before Congress adjourns for the November elections -- possibly as early as Sept. 26.

"Everyone you talk to on the Hill says a deal would have to be reached in August and achieved in September or it's not going to happen this year. As I survey the landscape, I think people are just fundamentally at odds," the informed source says.

However, the industry source says that utility companies' influence in Congress, especially in the run-up to an election, could boost prospects for passing a bill codifying CAIR in some form in September. "They have tremendous political clout when it comes to getting people elected," the source says, adding that because of the election, "utilities have the perfect timing to go to the

Congress and ask for this. . . . This could be the time to make it work.”

Additionally, state groups may agree to a compromise, limited CAIR legislative fix because they are facing “a high degree of uncertainty” in their regulatory programs and in how to meet air quality standards due to the demise of CAIR, the industry source adds.

A state source says that states would most likely agree only to codify the first phase of CAIR or for a limited period of time “in order to avoid backsliding.”

The idea of codifying the first phase of CAIR for a limited time period was discussed at a July 29 Senate Environment & Public Works subcommittee hearing, where Ozone Transport Commission Chairman Jared Snyder indicated it could be one solution, if combined with a follow-up effort to require steeper pollution cuts after the first phase expires.

GOP Sen. George Voinovich (OH) floated the idea of codifying CAIR with a two-year reauthorization mandate, but the option appeared to be rejected by Democrats, who said they were intent on pursuing a broader fix in the new year -- after a new administration takes office -- that includes mercury and carbon dioxide in a national cap-and-trade approach.

Since the hearing, however, CEQ’s Connaughton has been aggressively insisting on codifying all of CAIR, the informed source says. This includes calls to the chief executive officers of a number of environmental groups as well as to staff for House Energy & Commerce Committee Chairman John Dingell (D-MI), the source says. “And he is delivering the same message: our way or the highway.”

One environmentalist indicates an unwillingness among activists to compromise for a quick legislative fix to CAIR’s July 11 vacatur by the U.S. Court of Appeals for the District of Columbia Circuit. “There are so many different paths forward here,” the source says, noting the possibility of EPA petitioning the court to rehear the case, which would allow the rule to stay in place, and a pending model rule from the National Association of Clean Air Agencies (NACAA) that state and local air officials hope will help states fill gaps left by CAIR. “It doesn’t seem there is a hard hammer that is going to fall” that would necessitate a quick congressional fix by the end of September, the source says.

But the state source says the fact NACAA is developing a model plan does not reduce the importance of addressing the CAIR vacatur through legislative or other fronts. “One program is not going to solve everything. A sweep of strategies and approaches is necessary, and I don’t see them as discordant,” the source says.

A Dingell source declined to comment on any lobbying for a CAIR fix by Connaughton, referring questions to CEQ. A Senate EPW committee source also declined to comment.

An EEI source acknowledges “ongoing discussions” about how to address the regulatory gap created by CAIR but says, “As far as we know, a complete legislative resurrection of CAIR in its entirety is not an option.” The source calls any possible fix “a tricky web to navigate” and notes, “We’ll be a big piece of the puzzle.”

Indicating the ongoing rift over how to fix CAIR legislatively, a bipartisan group of senators sent an Aug. 12 letter to EEI asking the trade group to help win pledges from utility member companies that they will continue to operate and install pollution control equipment despite CAIR’s vacatur.

"We are exploring legislative options to restore the clean air benefits that would have resulted from CAIR," the letter says. "However, we are concerned that during the time it takes to draft and pass legislation, millions of Americans in the Eastern United States will be exposed to harmful pollutants that otherwise would have been eliminated by CAIR. . . . We hope you agree that it would be in the best interests of all of your members companies, and of the American people, to remain, at a minimum, committed to the clean air goals established by CAIR until such time as an alternative system can be put in place."

The letter was signed by Sens. Tom Carper (D-DE), Bernard Sanders (I-VT), Lamar Alexander (R-TN) and Judd Gregg (R-NH).

The EEI source says the group has not yet formally received the letter but notes, "In the absence of a federal framework, decisions about how to proceed with emissions reductions are carried out at the state level. Those decisions . . . will be made by state regulators, individual power companies and in some cases governors themselves."

At the same time, Dingell is also considering including a provision in any CAIR legislation that would prohibit EPA from finalizing its controversial, related proposal that would make it easier for power plants to avoid new source review (NSR) requirements, the informed source says.

The NSR proposal would ease the emissions test for power plant to determine when a modification triggers strict emissions controls required by NSR. Last week, the Natural Resources Defense Council petitioned EPA to withdraw the rulemaking because of its reliance on CAIR reductions to justify the change ([see related story](#)).

The source says Dingell is considering adding a prohibition to the CAIR fix that would bar EPA from finalizing the rule until Feb. 1, 2009 -- effectively leaving the decision to the next presidential administration. The move is supported by NRDC and other environmental groups as well as NACAA, the source notes. However, such a move might damper the slim prospects for a CAIR legislative fix.

The Dingell source declined to comment on possible legislation, but the congressman in an Aug. 4 statement to *Inside EPA* acknowledged a high bar for Congress successfully addressing CAIR.

"Given the very limited number of legislative days in this Congress, a short term fix would require broad agreement among the affected stakeholders," Dingell said in the statement. "CAIR is truly a glorious mess and a harbinger of the misery to come if we fail to enact comprehensive climate legislation," Dingell said. "In the short term, public health suffers and States are put in a real bind." --  
*Dawn Reeves & Jenny Johnson*

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P.O. Box 7167, Ben Franklin Station, Washington, DC 20044

**Exhibit 7**

**NACAA Developing Model CAIR-Type Rule to Replace Vacated CAIR**

**Jenny Johnson, “Following CAIR Vacatur, States Eye Strict Model Rule for Air Quality Plans,” *InsideEPA* (August 8, 2008).**

Daily News from InsideEPA.com - Friday, August 08, 2008  
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## **Following CAIR Vacatur, States Eye Strict Model Rule For Air Quality Plans**

In the wake of the court vacatur of EPA's clean air interstate rule, a major group of state air officials is planning to develop a significantly stricter model rule for meeting EPA air and visibility standards that will include recommendations for eliminating CAIR requirements and incorporating more-stringent replacement measures for bringing areas into attainment with the standards.

The National Association of Clean Air Agencies (NACAA) is developing the guidance because states are in a bind after the U.S. Court of Appeals for the District of Columbia Circuit July 11 tossed out EPA's cap-and-trade plan for 28 Eastern states to reduce nitrogen oxide (NOx) and sulfur dioxide (SO2) emissions from power plants, a source with the group says. States were relying on anticipated pollution cuts under CAIR as a major part of their state implementation plans (SIPs) that detail how states intend to meet EPA air standards.

While CAIR sought roughly a 59 percent cut in NOx and SO2 emissions by 2015, the NACAA plan will aim to achieve 85 to 90 percent cuts in a similar time frame, according to the NACAA source. "Our plan will be far more stringent than what CAIR ultimately required," the source adds.

As a result of the court's vacatur of the entire CAIR rule, many Eastern states are faced with having to dramatically revise their SIPs for attaining EPA's ozone and fine particulate matter national ambient air quality standards, as well as SIPs for complying with the agency's regional haze rule.

To provide aid to those states, NACAA is set to develop a model plan that states could use to develop alternative SIP requirements. "States can't rely upon courts or Congress or EPA to develop a timely solution to attainment demonstrations," the NACAA source says. "When the federal government is either unwilling or unable to address a problem, we step in to fill that gap," the source says.

NACAA's effort to develop a model plan comes amid lingering uncertainty about how EPA will respond to the court's vacatur of CAIR. Agency officials have said that the ruling creates major problems for a host of air programs, but is yet to offer any definitive plans for how it will proceed.

The NACAA source says the group's upcoming plan, or guidance, is likely to concentrate on cost-effective technological solutions for reducing pollution at power plants and industrial boilers -- entities that were covered by CAIR's cap-and-trade program. The guidance will propose measures for reducing SO2, NOx and mercury emissions and could benefit not only states covered by CAIR but also Western states that need to reduce pollution cuts to meet recently tightened EPA air standards, including a new stricter ozone standard.

The plan will provide “certainty for industry, consistency for states and environmental protection for the public through fair and responsible” reductions, the source says.

It is not yet clear whether the plan will be based on modeling or technological availability, and it is also unclear what pollution cuts can be achieved in the most cost-effective way, the source says. The technological solutions that NACAA may suggest states use could be implemented through mandating facility retrofits under reasonably available control technology requirements implemented in SIPs.

It is also unclear whether the plan will craft its requirements based on a state’s relative contribution to other states’ pollution or some other factor. But the plan will be aimed at providing a solution that all states can agree to implement, including upwind states that contribute to downwind states’ nonattainment. “We are confident . . . through discussions . . . that we can come up with a plan of recommended limits that are fair, cost effective and supportable by downwind and upwind states,” the NACAA source says.

The plan will be build on information from the Ozone Transport Commission and the Midwest states group LADCO, as well as information from other states. NACAA is looking to get the guidance out in the next few months to help states move forward as quickly as possible, the source adds. -- *Jenny Johnson*

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## **Exhibit 8**

### **Ozone Air Quality in Illinois**

**Illinois Environmental Protection Agency, *Illinois Annual Air Quality Report 2006*, Table B2, pp. 47-48 (December 2007), < [www.epa.state.il.us/air/air-quality-report/2006/index.html](http://www.epa.state.il.us/air/air-quality-report/2006/index.html) >.**

State of Illinois  
Rod R. Blagojevich, Governor

Illinois Environmental Protection Agency  
Douglas P. Scott, Director



# Illinois Annual Air Quality Report 2006

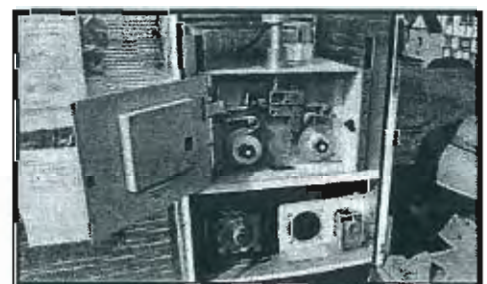
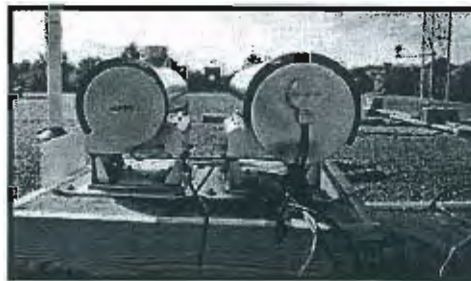


Table B2

2006  
OZONE

STATION	ADDRESS	NUMBER OF DAYS GREATER THAN		HIGHEST SAMPLES (parts per million)							
		0.12 PPM	0.08 PPM	1ST	1-HOUR			8-HOUR			
					2ND	3RD	4TH	1ST	2ND	3RD	4TH
<b>65 BURLINGTON - KEOKUK INTERSTATE (IA - IL)</b>											
<b>PEORIA COUNTY</b>											
Peoria	Hurlburt & MacArthur	0	0	0.081	0.073	0.072	0.071	0.070	0.069	0.067	0.067
Peoria Heights	508 E. Glen	0	0	0.085	0.075	0.075	0.074	0.073	0.072	0.071	0.070
<b>66 EAST CENTRAL ILLINOIS INTRASTATE</b>											
<b>CHAMPAIGN COUNTY</b>											
Champaign	606 E. Grove	0	0	0.080	0.076	0.070	0.070	0.075	0.068	0.066	0.064
<b>McLEAN COUNTY</b>											
Normal	Main & Gregory	0	0	0.082	0.080	0.080	0.079	0.076	0.076	0.072	0.072
<b>67 METROPOLITAN CHICAGO INTERSTATE (IL - IN)</b>											
<b>COOK COUNTY</b>											
Alsip	4500 W. 123rd St.	0	0	0.087	0.085	0.083	0.082	0.080	0.079	0.078	0.078
Chicago - Com Ed	7801 Lawndale	0	0	0.098	0.085	0.082	0.079	0.079	0.077	0.076	0.075
Chicago - Jardine	1000 E. Ohio	0	0	0.103	0.097	0.085	0.077	0.083	0.082	0.078	0.065
Chicago - SWFP	3300 E Cheltenham	0	0	0.096	0.089	0.082	0.080	0.079	0.079	0.076	0.075
Chicago - Taft	6545 W. Hurlbut	0	0	0.102	0.098	0.090	0.086	0.084	0.084	0.078	0.077
Chicago - University	5720 S. Ellis	0	0	0.089	0.088	0.085	0.082	0.078	0.077	0.071	0.070
Cicero	1830 S. 51st Ave.	0	0	0.082	0.073	0.070	0.068	0.065	0.064	0.061	0.060
Des Plaines	9511 W. Harrison	0	0	0.089	0.084	0.078	0.074	0.077	0.069	0.065	0.065
Evanston	531 Lincoln	0	1	0.096	0.085	0.084	0.083	0.089	0.076	0.076	0.072
Lemont	729 Houston	0	0	0.087	0.086	0.084	0.082	0.083	0.077	0.071	0.070
Northbrook	750 Dundee Rd.	0	0	0.091	0.091	0.086	0.078	0.084	0.073	0.069	0.068
<b>DuPAGE COUNTY</b>											
Lisle	Morton Arboretum	0	0	0.079	0.074	0.069	0.069	0.072	0.066	0.064	0.062
<b>KANE COUNTY</b>											
Elgin	665 Dundee	0	0	0.078	0.077	0.075	0.070	0.073	0.065	0.065	0.062
<b>LAKE COUNTY</b>											
Waukegan	Golf & Jackson	0	1	0.093	0.087	0.081	0.081	0.085	0.076	0.073	0.071
Zion	Camp Logan	0	0	0.090	0.088	0.081	0.078	0.081	0.072	0.072	0.068
<b>McHENRY COUNTY</b>											
Cary	1st St. & Three Oaks	0	0	0.069	0.068	0.067	0.066	0.060	0.059	0.058	0.057
<b>WILL COUNTY</b>											
Braidwood	36400 S. Essex Rd.	0	0	0.082	0.082	0.077	0.074	0.078	0.076	0.068	0.068

Primary 8-Hour Standard 0.08 ppm

Table B2

2006  
OZONE

STATION	ADDRESS	NUMBER OF DAYS GREATER THAN		HIGHEST SAMPLES (parts per million)							
		0.12 PPM	0.08 PPM	1-HOUR				8-HOUR			
				1ST	2ND	3RD	4TH	1ST	2ND	3RD	4TH
69 METROPOLITAN QUAD CITIES INTERSTATE (IA - IL)											
ROCK ISLAND COUNTY											
Rock Island	32 Rodman Ave.	0	0	0.080	0.078	0.078	0.077	0.075	0.074	0.071	0.070
70 METROPOLITAN ST. LOUIS INTERSTATE (IL - MO)											
MADISON COUNTY											
Alton	409 Main St.	0	1	0.109	0.103	0.101	0.095	0.085	0.080	0.080	0.079
Maryville	200 W. Division	0	1	0.118	0.104	0.097	0.095	0.089	0.084	0.077	0.077
Wood River	54 N. Walcott	0	0	0.105	0.099	0.098	0.090	0.081	0.080	0.078	0.077
RANDOLPH COUNTY											
Houston	Twp Rds. 150 & 45	0	0	0.088	0.087	0.083	0.081	0.077	0.076	0.073	0.072
ST. CLAIR COUNTY											
East St. Louis	13th & Tudor	0	2	0.121	0.111	0.095	0.093	0.098	0.097	0.082	0.077
73 ROCKFORD - JANESVILLE - BELOIT INTERSTATE (IL - WI)											
WINNEBAGO COUNTY											
Loves Park	1405 Maple	0	0	0.073	0.070	0.069	0.068	0.066	0.066	0.064	0.063
Rockford	1500 Post	0	0	0.072	0.071	0.070	0.068	0.068	0.065	0.064	0.063
74 SOUTHEAST ILLINOIS INTRASTATE											
EFFINGHAM COUNTY											
Effingham	Route 45 South	0	0	0.085	0.081	0.074	0.074	0.074	0.071	0.070	0.067
HAMILTON COUNTY											
Knight Prairie Twp.	Route 14	0	0	0.079	0.079	0.074	0.073	0.070	0.068	0.068	0.066
75 WEST CENTRAL ILLINOIS INTRASTATE											
ADAMS COUNTY											
Quincy	732 Hampshire	0	0	0.084	0.080	0.080	0.080	0.076	0.073	0.072	0.071
JERSEY COUNTY											
Jerseyville	Liberty St.	0	0	0.096	0.094	0.090	0.085	0.083	0.079	0.077	0.075
MACON COUNTY											
Decatur	2200 N. 22nd St.	0	0	0.088	0.077	0.076	0.076	0.079	0.073	0.072	0.071
MACOUPIN COUNTY											
Nilwood	Heaton & DuBois	0	0	0.088	0.085	0.082	0.077	0.073	0.071	0.070	0.070
SANGAMON COUNTY											
Springfield	2875 N. Dirksen	0	0	0.084	0.080	0.080	0.077	0.074	0.068	0.066	0.066
Primary 8-Hour Standard 0.08 ppm											

**Exhibit 9**

**States' Request for Dialogue with USEPA  
About Regional Transport of Air Pollutants**

**Environmental Commissioners of Connecticut, Delaware, the District of Columbia, Illinois, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, and Wisconsin, Letter to Robert J. Meyers, Principal Deputy Assistant Administrator, Office of Air and Radiation, USEPA (June 11, 2008).**

June 11, 2008

Robert J. Meyers  
Principal Deputy Assistant Administrator  
Office of Air and Radiation  
Ariel Rios Building  
1200 Pennsylvania Avenue, NW  
Washington, DC 20460

Dear Mr. Meyers:

Regional transport of air pollutants in the U.S. is a major problem that can only be remedied by cooperation between state and federal governments. Over the years, a number of states and the U.S. Environmental Protection Agency (USEPA) have worked together successfully as part of the Ozone Transport Assessment Group (OTAG) and more recently on ozone and particulate matter (PM) programs. In looking ahead at our future air quality challenges, such as meeting the new national standards for fine particles (PM<sub>2.5</sub>) and ozone, and the need for further progress in improving visibility in mandatory Class I Federal areas, we believe that it is time for the states and USEPA to sit down once again and map out an approach for managing air quality, as called for by the National Research Council in its 2004 report.

We hereby request that the USEPA enter into a dialogue with us to address the multi-pollutant air quality problems in the U.S.; in particular, nonattainment for ozone and PM<sub>2.5</sub>, and visibility impairment due to regional haze. We believe that these discussions should, at a minimum, address the following:

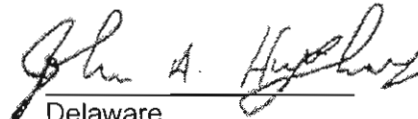
- Establish a common understanding of the reductions expected to be necessary to address ozone and PM<sub>2.5</sub> nonattainment, and visibility problems. We anticipate that existing (and forthcoming) state and federal regulations will provide for further improvement in air quality, but will not be enough to attain and maintain national ambient air quality standards everywhere in the U.S. for ozone and PM<sub>2.5</sub>, especially in light of the new ozone standard, or achieve the goals for visibility in all mandatory Class I Federal areas. States are taking an important first step in coming up with a solution by analyzing the potential for additional reductions from a number of key contributing source sectors, which we will bring to the table.
- Identify strategies for achieving effective, equitable, and necessary emission reductions from all important contributing source sectors. Traditional and innovative measures should be considered, as well as consideration for implementing national regulations and programs based on cost-effective and technically feasible state and regional control measures already in place. Possible measures include a third phase of reductions for electrical generating units (EGUs), controls for existing industrial, commercial, and institutional (ICI) boilers, programs to reduce primary (and secondary) emissions from on-road and off-road mobile sources, and maintaining and strengthening inspection and maintenance programs.

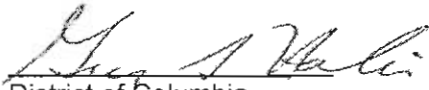
- Determine appropriate regulatory approaches for achieving these emission reductions under the existing framework of the Clean Air Act. These approaches would be designed to utilize the effectiveness and uniformity provided by federal programs while providing for important regional differences and administrative flexibility.

We look forward to working in partnership with USEPA to address our air quality problems.

Sincerely,

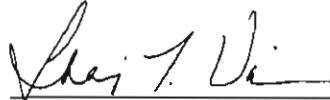
  
Connecticut


  
Delaware

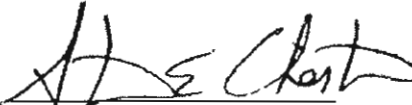
  
District of Columbia

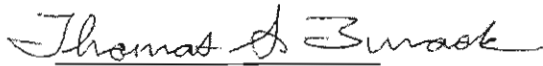
  
Illinois

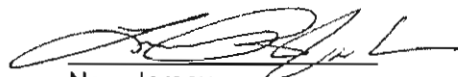
  
Maine

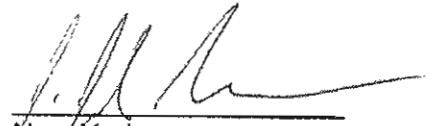
  
Maryland

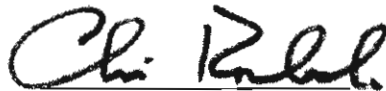
  
Massachusetts

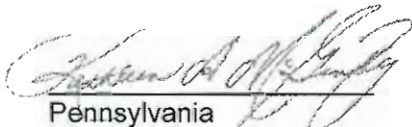
  
Michigan

  
New Hampshire

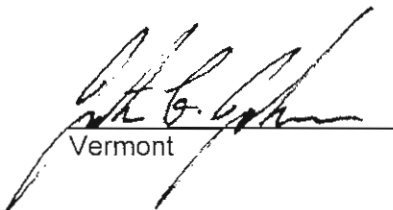
  
New Jersey

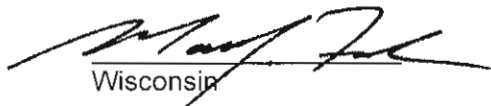
  
New York

  
Ohio

  
Pennsylvania

  
Rhode Island

  
Vermont

  
Wisconsin

**Exhibit 10**

**USEPA's Preliminary Identification of New 24-Hour PM<sub>2.5</sub>  
Nonattainment Areas**

**USEPA Region 5, Letter to Governor Rod Blagojevich (August 18,  
2008).**





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

AUG 18 2008

REPLY TO THE ATTENTION OF:

R-19J

The Honorable Rod Blagojevich  
Governor of Illinois  
Springfield, Illinois 62706

Dear Governor Blagojevich:

Thank you for your recommendations on the status of fine particle (PM<sub>2.5</sub>) pollution throughout Illinois. As you know, fine particle pollution represents one of the most significant barriers to clean air facing our nation today. Health studies link these tiny particles – about 1/30<sup>th</sup> the diameter of a human hair – to serious human health problems including aggravated asthma, increased respiratory symptoms like coughing and difficult or painful breathing, chronic bronchitis, decreased lung function, and even premature death in people with heart and lung disease. Fine particle pollution can remain suspended in the air for long periods of time and create public health problems far away from emission sources. Reducing levels of fine particle pollution is an important part of our nation's commitment to clean, healthy air.

We have reviewed the December 18, 2007, and June 2, 2008, letters from Laurel L. Kroack, Chief of the Bureau of Air, Illinois Environmental Protection Agency, and the August 6, 2008, letter from Douglas Scott, Director, Illinois Environmental Protection Agency, submitting the Illinois recommendations on air quality designations for the 2006 24-hour PM<sub>2.5</sub> standards. We have also reviewed the technical information submitted to support the Illinois recommendations. We appreciate the effort your State has made to develop this supporting information. Consistent with the Clean Air Act, this letter is to inform you that the U.S. Environmental Protection Agency intends to make modifications to the designations and boundaries recommended by Illinois.

We have enclosed a detailed description of areas where EPA intends to modify your state recommendations, and the basis for such modifications. Your Environmental Director will also receive a copy of this letter and the enclosure. Should you have additional information that you wish EPA to consider in this process, please provide it to us by October 20, 2008.

EPA has taken steps to reduce fine particle pollution across the country, such as the Clean Diesel Program, which we expect to dramatically reduce emissions from highway, non-road and stationary diesel engines. In addition, State programs to attain the 1997 PM<sub>2.5</sub> standards will help to reduce unhealthy levels of fine particle pollution.

We intend to make final designation decisions for the 2006 24-Hour PM<sub>2.5</sub> standards by December 18, 2008. Please also be aware that EPA plans to publish a notice in the Federal Register in the near future in order to solicit public comments on our intended designation decisions. If you have any questions, please do not hesitate to contact me. We look forward to a continued dialogue with you as we work together to implement the PM<sub>2.5</sub> standards.

Sincerely,

  
Lynn Buhl  
Regional Administrator

Enclosure

cc: Douglas P. Scott  
Director  
Illinois Environmental Protection Agency