

Index

AB 1493. See Assembly Bill 1493 AB 32. See Assembly Bill 32 ABT. See averaging, banking, and trading provision acceptable risk, 40-42 Acid Rain Trading Program, 5-7, 9-10, 213-14, 217-21, 227-29, 231 as cap-and-trade, 232 adaptability of CAA, 1-13, 93-107, 128-29, 159-99, 235-36 discretion as necessary for, 227-29 durability and, 128-29, 215-23 flexibility's importance to, 231-33 of fuels programs, 174-87 of NAAQS, 94-95 under NSPS, 94-95 under NSR, 94-95 overview of, 1-13 of policy, 215-23 political challenges informing, 233-35 of stationary sources, 93-107, 230-31 adapting, to information, 182-87 Adelman, David, 108 advanced biofuels, 172-74 agribusiness environmentalists vs., 195 petroleum industry vs., 193-94, 195 air pollutants. See also criteria pollutants; hazardous air pollutants; other air pollutants CAA reducing, 57-58 definition of, 137-41 emissions of, 102-7 from oil and gas industry, 102-7 Supreme Court, US, on, 97-102 of US, 57-58 air pollution. See also National Ambient Air Quality Standards as ambient, 18-21

California controlling, 22 as downwind, 16-17 premature deaths from, 16 premature illnesses from, 16 problem of, 18-21 Public Health Service, U.S., on, 22-23 Air Pollution Control Act, 123-28 Air Pollution Foundation of Los Angeles, 121 air quality, CAA achievements of, 91-93 Air Quality Act (1967), 23-24, 50 Air Quality Control Regions (AQCRs), 23-24 SIPs influenced by, 25, 42-45 Air Quality Management in the United States (NRC), 35-36 air quality monitoring system, EPA establishing, 38-40 Aldy, Joseph E., 159-99, 227-29, 231, 233 Allway Taxi, Inc. v. City of New York, 177-78 ambient air pollution, problem of, 18–21. See also National Ambient Air Quality Standards The American Clean Energy and Security Act, 2 anyway sources, 98-100 API v. EPA, 186-87 AQCRs. See Air Quality Control Regions Assembly Bill (AB)1493, 137-41, 155-57 Assembly Bill (AB)32, 179-80 attainment areas, requirements for, 74-75 Auffhammer, Maximilian, 188-89 averaging, banking, and trading provision (ABT), 183

BACT. See Best Available Control Technology bandwagon option, 134–37 banking, 208–9, 219 Benthem, Arthur van, 141–46 benzene, 164–65, 183, 188 Best Available Control Technology (BACT), 60, 71, 80–87, 97–100, 230–31, 232



> Index 240

cap-and-trade, 232 best system of emission reduction (BSER), 70, CARB. See California Air Resources Board best technologies, 103-5 CARB gasoline. See California Air Resources biofuels Board gasoline as advanced, 172-74 as cellulosic, 189-90, 227-29 biomass-based diesel, 172-74 boutique fuels program, 159-99 Boyd, William, 15-55, 169, 227-29, 230 Committee brightline rules, 57, 61, 68 hard-edged, 61, 97-107 case study of durability, 15-55 Brown, Edmund, 123-25 of flexibility, 15-55 Brown, Jennifer, 190-91 Brown, Jerry, 141-46 of NAAQS, 15-55 Bryner, Gary, 121-29, 141-46 cellulosic biofuels, 227-29 EISA on, 189-90 BSER. See best system of emission reduction Bush, George W., 114-19 change, leveraging of, 128-29 Bush, George W., administration, 219–21 citizen suits, 36-38, 95, 227-29 EPA of, 137-41 buyer beware ethos, 177 CAA, See Clean Air Act CAFE standards. See Corporate Average Fuel Economy standards 235-36 CAIR. See Clean Air Interstate Rule California, 8-10, 227-29 air pollution controlled by, 22 Amendments, 125-28 in CAA, 113-57, 170-71 California in, 113-57, 170-71 Clean Car Cluster of, 148-50 federal response to, 125-28 gasoline bound for, 183 GHGs reduced by, 137-41 House of Representatives, US, delegation of, 125-28 in iterative federalism, 87-88 88-90 Los Angeles in, 22 mobile sources regulated by, 231, 232-33 NAAOS performance of, 147-48 235-36 as policy pioneer, 123-28 VOCs reduced by, 187–89, 199 EPA under, 2-3, 8, 227-29 waiver leadership role of, 129-41 examples, 12-13, 97-107 California Air Pollution Control Act, 116 California Air Resources Board (CARB), 123-28, 225-26 Assembly Bill (AB) 1493 influencing, 138-40 GDP and, 9 GHGs reduced by, 138–40 California Air Resources Board (CARB) gasoline, 170, 199 innovation under, 57-110 California effect, 146-47 intransigence under, 57-110

carbon-intensive sources, CAA regulating, 11, Carlson, Ann, 121–28, 141–46, 223–24 CASAC. See Clean Air Science Advisory case, of vehicle emissions control, 113-57 Clean Air Act (1963), 22-23, 125-28 Clean Air Act (CAA), 225-26. See also Clean Air Amendments; Energy Policy Act; National Ambient Air Quality Standards adaptability of, 1-13, 93-107, 128-29, 159-99, air pollutants reduced by, 57-58 air quality achievements from, 91-93 carbon-intensive sources regulated by, 11, 97-107 citizen suit provisions within, 95, 227-29 comprehensive coverage of, 11-12 Congress, US, influencing, 6, 8, 21-22 cooperative federalism of, 236-38 criteria pollutants under, 62-63, 68-79, discretion provided by, 227-29 durability of, 1-13, 15-55, 88-107, 128-29, 159-99, environmental performance of, 9 flexibility of, 1–13, 15–55, 93–107, 108, 159–99, fuel content regulations action of, 159-99 HAPs under, 62–63, 75–79, 88–91, 97, lead phaseout of, 232 lessons of, 107-8, 225-38 leveraged federalism and, 113-57 market mechanisms used by, 201-24 movable rules under, 57-110

California Institute of Technology, 120-21

Board, 123-28

CALSTART, 148-50

Canada, 155-57

California Motor Vehicle Pollution Control



1990 amendments, 8, 21–22, 26–27, 38–39, 41–42,	leveraged federalism and question of, 155–57
43-45, 50, 54-55, 67, 75-79, 135-37, 159-99,	overview of, 225–38
205–8, 232	Colorado, 96
1970 amendments, 26–27, 63–67	Commonwealth of Virginia v. EPA, 135–37
1977 amendments, 21–22, 24–26, 34–36, 37–39,	comprehensive coverage, of CAA, 11–12
41–42, 43–45, 50, 54–55, 64–66, 75–79, 128,	Conference Report, amendments contained by,
159–99, 205–6	21–22
as non-adaptive, 97–107	Congress, U.S., 2. See also Air Pollution Control
NSPS under, 89–90, 97, 98–105	Act; Clean Air Act; Energy Independence and
NSR programs under, 89–90, 98–100	Security Act; Energy Policy Act; House of
oil and gas sector example, 97–107	Representatives, U.S.; Senate, US
other pollutants under, 79–80	Air Quality Act of, 23–24, 50
overview of, 1–13	on HAPs, 61, 66
policies in, 201–24	SIPs influenced by, 63–66
political challenges influencing, 233-35	continuous revision, 17
political change withstood by, 11	conventional gasoline, benzene reduced in, 183
pollutants under, 97–100	cooperative federalism, 236–37
process of, 236–38	of CAA, 236–38
programs of, 62–91, 201–24	SIP process as, 42–45
provisions of, 235–36	Corporate Average Fuel Economy (CAFE) stan-
public participation avenues contained by,	dards, 137–41, 150–57
36–38	Cox, David, 137–38
regulatory diversity of, 9–10	CPP. See Clean Power Plan
section 111d of, 66–67, 79–80, 90, 97, 100	criteria documents, 22–24
section 111 j of, 104-5	under NAAQS, 30
section 110 of, 42-45	criteria pollutants, 16, 22–24. See also National
Section 304, 36–38	Ambient Air Quality Standards; new source
Section 307, 36–38	performance standards; new source review
Section 202 of, 121–28	program; nitrogen oxides; Sulfur Dioxide
shortcomings of, 10–11	under CAA, 62–63, 68–79, 88–90
SIPs enhanced by, 25	Cross State Air Pollution Rule (CSAPR), 16–17,
states under, 80–88	33–34, 67–68, 219–21
stationary sources under, 57–110	
as strict, 97-107	Davis, Gray, 137–41
structure of, 62–63	DC Circuit, 34–35
Title V of, 105–7	on API v. EPA, 186–87
2005 amendments, 178–79	on Commonwealth of Virginia v. EPA, 135–37
vehicle emissions control under, 113-57	on Monroe Energy, LLC v. E.P.A., 186–87
Clean Air Act (CAA) (1970), 8	on NAAQS, 40–42
Clean Air Amendments (1970), 21–22, 23–24	on National Chicken Council v. EPA, 196–97
Clean Air Interstate Rule (CAIR), 219–21	deadlines, 40–42
Clean Air Science Advisory Committee (CASAC),	defeat devices, 151–55
24–25, 34–36	Denver, Colorado, 96
FACA subjection of, 34	Department of Energy, US, VMT estimated by,
on ozone, 34–35	141–44
Review Panel, 34	Department of Health, Education, and Welfare,
Clean Car Cluster, 148–50	US (HEW), 23–24, 125–28
Clean Power Plan (CPP), 2–3, 79–80, 100–2	diesel, sulfur in, 196–97
Clean Skies initiative, 219–21	diffusion, of leveraged federalism, 155–57
clear signal, 17	Dingell, John, 115–16
climate change. See greenhouse gases	discretion
climate change. See greenhouse gases	adaptability necessity of, 227–29
durability of, 159–99	CAA providing, 227–29
lessons for, 52–55, 159–99, 223–24	of state, 177–80
10000110 101, 54-55, 159-99, 443-44	or state, 1//=00



242 Index

downwind pollution, 16-17 environmental performance durability, 53 of CAA, 9 adaptability and, 128-29, 215-23 of NAAQS program, 47-49 of CAA, 1-13, 15-55, 88-107, 128-29, 159-99, environmental policy, fuels regulations promoting, 235-36 case study of, 15-55 environmental policy response, 121-28 environmental problem, vehicle emissions posing, of climate policy, 159-99 of energy policy, 159-99 evidence of, 91-93 Environmental Protection Agency (EPA). See also factors influencing, 187-99 Clean Air Act; maximum achievable control technology; National Ambient Air Quality flexibility's importance to, 231-33 of fuels programs, 187-99 Standards lessons for, 159-99 air quality monitoring system established by, of NAAQS, 15-55 38-40 overview of, 1-13, 15-55 benzene lowered by, 164-65, 183, 188 of policy, 215-23 BSER identified by, 70 of Bush, George W., administration, 137-41, political challenges informing, 233-35 of stationary source, 88-107 219-21 under CAA, 2-3, 8, 227-29 Early Action Compact, 96 CASAC established by, 24-25, 34-36 Colorado influenced by, 96 early credits, 183 economic costs, 190–92 Cross State Air Pollution Rule of, 16-17 Early Action Compact of, 96 economic effectiveness, 212-15 economic impacts, of NAAQS program, 49-50 Energy Policy Act enabling, 180-81, 196-97 economic objectives, environmental objectives FIPs used by, 33-34 fuel content regulations action of, 159-99 balanced with, 196-97 EISA. See Energy Independence and Security Act HAPs listed by, 61, 66 Eisenhower, Dwight, 125-28 Lead Trading Program administered by, 216-17 Ellerman, Denny A., 212 on leaded gasoline, 190 emission guidelines, 79-80 on methane, 90–91 emissions. See also motor vehicle emissions Natural Resources Defense Council on, 163-64 of air pollutants, 102-7 NHTSA's partnership with, 137–41, 151–55 from oil and gas industry, 102-7 Obama administration, 99-102, 151-55 emissions standards, 60 other pollutants regulated by, 79–80 Energy Independence and Security Act (EISA) on ozone, 19, 34–35, 38–39, 47–49 (2007), 164, 183-87. See also renewable fuel on PM 2.5, 19, 47-49 political challenges influencing, 233-35 standard 2 on cellulosic biofuels, 189-90 responsibilities of, 27-34 RIN regulation complying with, 176-77 on RFG, 190-91 energy policy RFS1 launched by, 159–99 durability of, 159-99 RFS2 influencing, 183-87, 198-99, 227-29 RTRs conducted by, 103-5 lessons for, 52-55, 159-99, 223-24 overview of, 225-38 SAB of, 34 Energy Policy Act (2005), 164, 169, 178-79, 193 SIPs influenced by, 32-34 EPA enabled by, 180–81, 196–97 sulfur penalty of, 218 Engel, Kirsten, 137-41 transportation control efforts of, 141-44 environmental benefits, mixed record on, 197-98 waiver credits made available by, 181-82 environmental effectiveness, 208-12 Environmental Research, Development, and environmental impacts, of motor vehicle emis-Demonstration Authorization Act (ERDDAA) (1978), 34 sions control program, 141-46 environmental law, 24. See also Clean Air Act environmentalists environmental objectives, economic objectives agribusiness vs., 195 balanced with, 196-97 petroleum industry and, 195 environmental outcomes, 187-90 EPA. See Environmental Protection Agency



EPA v. EME Homer City Generation, L.P., 33-34	reformulated program, 159–99, 233
epistemic framework, 31–32	sulfur in, 196–97
ERDDAA. See Environmental Research,	GDP. See Gross Domestic Product
Development, and Demonstration	general control device, 64
Authorization Act	GHGs. See greenhouse gases
European Union (EU), 151–53,	goals, of NAAQS, 40–42
192	Good Neighbor Provision, 33–34, 67–68,
evaluation, as systematic, 17	206–8, 232
evolving political constituencies, 193	Goulder, Lawrence H., 180, 192
experiments, 59–60	greenhouse gases (GHGs)
Exxon Corp v. City of New York, 177–78	California reducing, 137–41
	CARB reducing, 138–40
Federal Advisory Committees Act (FACA), 34	80% reductions of, 1–2
federal implementation plans (FIPs), 33-34	methane as, 90-91
Federal Motor Vehicle Control Program, 128	overview of, 1–3
federal response, to California, 125–28	as pollutants, 97–102
federal statutes, foundational state and, 121–28	Gross Domestic Product (GDP), CAA and, 9
Fiat Chrysler, 153–55	
FIPs. See federal implementation plans	Haagen-Smit, Arie, 120–21
flexibility	Hahn, Robert W., 212–13
adaptability importance of, 231–33	HAPs. See hazardous air pollutants
of CAA, 1–13, 15–55, 93–107, 108, 159–99, 235–36	hard-edged brightline rules, 61, 97–107
case study of, 15–55	Harley-Davidson, 153–55
durability importance of, 231–33	hazardous air pollutants (HAPs), 61
of fuels programs, 174–87	under CAA, 62–63, 75–79, 88–91, 97, 103–5
of NAAQS, 15–55	Congress, US, influencing, 66
overview of, 1–13, 15–55	EPA listing, 66
through performance standards, 174-77	Heclo, Hugh, 202–3
of stationary source, 93–107	Hester, Gordon L., 212–13
through trading standards, 174–77	HEW. See Department of Health, Education, and
floor, 59, 94–95	Welfare, US
Ford Motor Company, 115–16, 120	high-sulfur fuels, 196–97
foundational state, federal statutes and, 121–28	hotspots, 209–11
Fraas, Arthur G., 216	House of Representatives, U.S., 23
Fri, Robert, 223–24	California's delegation to, 125–28
fuel content regulations	Camorina's delegation to, 125 20
CAA's action on, 159–99	Iacocca, Lee, 115–16
EPA's action on, 159–99	independent scientific review, NAAQS role of,
three approaches to, 159–99	
fuels programs	34–36 information adapting to 182, 87
adaptability of, 174–87	information, adapting to, 182–87 innovation, under CAA, 57–110
	institutional details, of regulations, 198–99
durability of, 187–99	
factors influencing, 187–99	intergovernmental conflict, judicial role in, 137–41
flexibility of, 174–87	intransigence, under CAA, 57–110
fuels regulations, environmental policy promoted	iterative federalism, 87–88, 121–28
by, 159–99	T 1 T'
1.	Jackson, Lisa, 31–32
gasoline	Sunstein's letter to, 46–47
benzene reduced in, 183	Jacobsen, Mark, 141–46
as California-bound, 183	Jones, Charles, 121–28
CARB, 170, 199	judicial role, in intergovernmental conflict, 137–41
conventional, 183	IZ II D 00 0
leaded, 121–29, 159–99, 201–24, 232	Kellogg, Ryan, 188–89
low volatility program, 168–60, 187–80	Kennedy, Robert, 125–28



> Index 244

Kerr, Suzi, 190 Kuchel (senator), 125-28

LAAPCD. See Los Angeles Air Pollution Control

LAER. See Lowest Achievable Emission Rate; Lowest Achievable Emissions Reductions landfill gas emissions, 79-80 LCFS. See Low Carbon Fuels Standard Lead Trading Program, 216-17 leaded gasoline, 121–29, 159–99, 201–24, 232 LEV I. See Low Emission Vehicle Standards I

LEV II. See Low Emission Vehicle Standards II LEV III. See Low Emission Vehicle Standards III

leveraged federalism, 87-88, 227-29

CAA and, 113-57 climate policy question and, 155-57 diffusion of, 155-57 emergence of, 114-19

for motor vehicle emissions, 113-57

next generation of, 150-57 political history and, 114-19

leveraging

of change, 128-29

of stakeholder interests, 192-95

Levinson, Arik, 180, 192

Light, Paul, 150-57

long-term signaling, of NAAQS, 40-42

Los Angeles, California, 22

Los Angeles Air Pollution Control District (LAAPCD), 123-28

Los Angeles County, 119-21

Low Carbon Fuels Standard (LCFS), 179-80

Low Emission Vehicle Standards (LEV) I, 129-37 Low Emission Vehicle Standards (LEV) II, 129-37

Low Emission Vehicle Standards (LEV) III, 135-37

low volatility gasoline program, 168-69, 187-89 Lowest Achievable Emission Rate (LAER), 71,

80-87

Lowest Achievable Emissions Reductions (LAER), 25

low-sulfur fuels, 196-97

MACT. See maximum achievable control technology

major sources, 71-74, 76-79, 97, 98-100, 105-7

Manitoba, 155–57

margin of safety, of NAAOS, 40-42

market mechanisms, CAA using, 201-24 market-based trading instruments, 161-63

markets, implications for, 199

Massachusetts, 134-37

maximum achievable control technology

(MACT), 60, 76-79

NRC on, 91-92

maximum allowable increase, 74

McCarthy, James, 129-37

methane, EPA on, 90-91

Mettler, Suzanne, 215-16

Mississippi v. EPA, 34-35

mobile sources, 227-29

California regulating, 231, 232-33

next frontier of, 137-41

modeling infrastructure, 38-40

monitoring infrastructure, 38-40

Monroe Energy, LLC v. EPA, 186-87

motor vehicle emissions

Ford Motor Company on, 120

leveraged federalism for, 113-57

Surgeon General on, 121

motor vehicle emissions control program, envir-

onmental impacts of, 141-46

Motor Vehicle Pollution Control Act, 123-28

movable rules, under CAA, 57-110

Murphy, George, 125-28

Muskie, Edmund, 23

National Ambient Air Quality Standards

(NAAQS), 9–10, 15–55, 235–36. See also new source review program; state implementation

adaptability of, 94-95

California's performance of, 147-48

criteria documents under, 23

economic impacts of, 49

Environmental Research, Development, and

Demonstration Authorization Act on, 34

flexibility of, 15-55

Good Neighbor Provision influencing, 33–34, 206-8

overview of, 68-69, 230

ozone, 34-35

RACT helping, 74-75

states and, 42–43

stationary sources influenced by, 63-66

National Bureau of Economic Analysis, 9

National Chicken Council v. EPA, 196-97

national emissions standards for hazardous air pollutants (NESHAPS), 66

National Highway Traffic Safety Administration (NHTSA), EPA's partnership with, 137-41,

National Low Emission Vehicle (NLEV) pro-

gram, 135-37

National Petroleum Council, on RFG, 190-91

National Research Council (NRC), 35-36, 141-44 on MACT, 91-92

Natural Gas STAR Program, 104-5



Natural Resources Defense Council, 163-64	other air pollutants, 66-67
NESHAPS. See national emissions standards for	under CAA, 79–80
hazardous air pollutants	EPA regulating, 79–80
new source, 71–74	outcomes, as valued, 17
new source performance standards (NSPS), 64–66,	Oxygenated Fuels (Oxyfuels) program, 169–70
68, 79–80	ozone
adaptation under, 94–95	CASAC on, 34–35
under CAA, 89–90, 97, 98–105	EPA on, 19, 34–35, 38–39, 47–49
overview of, 68–70	NAAQS, 34–35, 38–40, 46–47, 49–50
SIPs on, 80–87	non-attainment and, 44
new source review (NSR) programs, 25, 59–60,	SIPs mitigating, 33
64–66, 68	Ozone Transport Assessment Group (OTAG),
adaptation under, 94–95 under CAA, 89–90, 98–100	43–45, 206–8 Ozone Transport Commission (OTC), 8–10,
nonattainment, 70–74	43–45, 135–37, 206–8
overview of, 68–69, 70–74	D: A
SIPs on, 80–87	Paris Agreement
New York, 134–37	Article 2 of, 1
Newell, Richard G., 190	US retrenchment from, 1–3
NHTSA. See National Highway Traffic Safety	partnership, 31–32
Administration	Pataki, George, 137–38
Nichols, Mary, 148–50	Patashnik, Eric M., 5–6, 201–24, 225–26, 227–29,
nitrogen oxides (NOx), 38-40, 67-68, 201-24	231, 232
Nivola, Pietro, 151–55	Pavley, Fran, 137–41, 148–50
Nixon, Richard, 23, 127	Perciasepe, Bob, 116
NLEV program. See National Low Emission	performance standards, flexibility through, 174-7
Vehicle program	periodic reviews, of NAAQS, 24–25,
nonattainment, 64-66, 70-75	31–32
ozone and, 44	petition process, 36–38
nonattainment new source review (NSR), 70-74	petroleum industry
Non-Attainment programs, 8–9, 25	agribusiness vs., 193–94, 195
citizen suits provision influencing, 37	environmentalists and, 195
NOx. See nitrogen oxides	Reg Neg and, 194–95
NOx Budget Program, 206–8, 211–12, 214–15, 222–23	RFG and, 194–95
NOx Budget Trading Program, 67–68, 96, 206–8,	PM2.5
211–12, 214–15, 221–23	EPA on, 19, 47–49
"NOx SIP Call" (EPA), 33	premature deaths from, 18–19
NRC. See National Research Council	policies. See also climate policy; energy policy
NSPS. See new source performance standards	adaptability of, 215–23
NSR. See nonattainment new source review	in CAA, 201–24
NSR program. See new source review program	durability of, 215–23
numerical limits, 61	predictability of, 199
numerical inines, or	policy pioneer, California as, 123–28
Obama Barack 2 2 114 10 127 41 151 55	political challenges, 233–35
Obama, Barack, 2–3, 114–19, 137–41, 151–55 Obama administration	political change, CAA withstanding, 11
EPA, 99–102, 151–55	political constituencies, as evolving, 193
Trump administration transitioned to by, 151–55	political drivers, 146–50
oil and gas sector	political economy, of NAAQS, 50–52
air pollutants from, 102–7	political history, leveraged federalism and, 114-19
CAA example, 97–107	pollutants. See also air pollutants
emissions from, 102–7	under CAA, 97–100
opt out provision, 155–57	definition of, 97–102
OTAG. See Ozone Transport Assessment Group	GHGs as, 97–102
OTC. See Ozone Transport Commission	Supreme Court, US, on, 97–102



246 Index

also National Ambient Air Quality Standards

pollution regulations, states enforcing, 22-23. See

pollution taxes, 203-4 Posner, Paul, 129-37 Pratt, John, 25 predictability, of policy, 199 premature deaths from air pollution, 16 from PM2. 518-19 premature illnesses, from air pollution, 16 Presidential Implementation Memorandum on Ozone and PM NAAQS (1997), 46-47 Prevention of Significant Deterioration (PSD) Program, 8-9, 25, 65-66. See also Best Available Control Technology citizen suits provision influencing, 37 overview of, 70-74 process of CAA, 236-38 as cooperative federalism, 42-45 of petition, 36-38 as regularized, 229-38 of SIPs, 42-45 program design, of NAAQS, 15-55 program implementation, of NAAQS, 15-55 programs, of CAA, 62-91, 201-24 Progressive Flow Control, 206-8 PSD Program. See Prevention of Significant Deterioration Program Public Health Service, US, 22-23 public participation, CAA's avenues for, 36-38 OAP. See Quality Assurance Program quality assurance, 236 Quality Assurance Program (QAP), 177 quality control, 236 Quebec, 155-57

Rabe, Barry G., 87–88, 113–57, 227–29, 231, 232–33
RACT. See reasonably available control measures;
Reasonably Available Control Technologies
ratchet, 231
reasonable further progress, 74–75
reasonably available control measures (RACT),
74–75
SIPs including, 87–88
Reasonably Available Control Technologies
(RACT), 25, 232
rebound effect, 141–44
reformulated gasoline (RFG) program, 159–99, 233
Reg Neg. See regulatory negotiation
Regional Greenhouse Gas Initiative (RGGI),
155–56

regulations. See also Clean Air Act designing of, 198-99 implementing of, 198-99 institutional details, 198-99 quality assurance for, 236 quality control for, 236 regulatory diversity, of CAA, 9-10 regulatory negotiation (Reg Neg) petroleum industry and, 194-95 RFG, 194-95 regulatory regime, NAAQS, 21-40 renegotiation of expertise, 36 renewable fuel standard 1 (RFS1), 169, 227-29 EPA launching, 159-99 renewable fuel standard 2 (RFS2), 164, 171, 172-74, 191-92, 197-98, 231 EPA influenced by, 183-87, 198-99, 227-29 RIN codes complying with, 176-77, 196-97, 199 Renewable Identification Numbers (RINs), 176-77, 182, 190-91, 196-97, 199 Renewable Volume Obligation, 176-77 residual risk, 76-79, 103-5 Rethinking the Ozone Problem in Urban and Regional Air Pollution (NRC), 35-36 revision, as continuous, 17 RFG program. See reformulated gasoline program RFS 1. See renewable fuel standard 1 RFS 2. See renewable fuel standard 2 RGGI. See Regional Greenhouse Gas Initiative Richardson, Nathan D., 216 RINs. See Renewable Identification Numbers Risk and Technology Reviews (RTRs), 103-5 Ruckelshaus, William, 129-37

San Joaquin Valley, 147-48 Saskatchewan, 155-57 Schwarzenegger, Arnold, 137-41 Science Advisory Board, 34 Screaming Eagle, 153-55 Senate, US, 23 on VOCs, 166 Siegler, Ellen, 194-95 signal, as clear, 17 signaling long-term, 40-42 of SIPs, 42 SIPs. See state implementation plans slippage, 88–89 smog problem, 119-21. See also nitrogen oxides SO2. See Sulfur Dioxide South Coast Basin, 147-48

safety valves, temporary regulatory waivers and,

SAB. See Science Advisory Board

180-82

regularized process, 229-38



speculative augmentation, 121–28	EPA V. EIVIE Homer City Generation, L.P. 01,
Sperling, Daniel, 141–46	33-34
stakeholder interests, leveraging of, 192-95	on Massachusetts v. EPA, 137–41
standard credits, 183	on NAAQS, 40–42
standards. See Clean Air Act	on pollutants, 97–102
State Boutique Fuels programs, 170-71	Surgeon General, 121
state implementation plans (SIPs), 169, 221-23. See	Sweeney, Richard L., 190–91
also Good Neighbor Provision	sweetening plant, 105-7
AQCRs influencing, 25, 42-45	systematic evaluation, 17
CAA enhancing, 25	, ,
Congress, US, influencing, 63–66	Tailoring Rule, 98–100
as cooperative federalism, 42–45	technological lock-in, 195–96
EPA influencing, 32–34	temporary regulatory waivers, safety valves and,
on NSPS programs, 80–87	180–82
on NSR program, 80–87	TIPs. See Tribal Implementation Plans
overview of, 17	total harm, 58–59
ozone mitigated by, 33	trading standards, flexibility through, 174–77
process of, 42–45	Transport Rule. See Cross State Air Pollution Rule
RACT adopted by, 74–75,	transportation control, EPA efforts in, 141–44
87–88	
	Tribal Implementation Plans (TIPs), 43 Trudeau, Justin, 155–57
signaling of, 42	
states, 24, 79–80. See also California; leveraged	Trump administration, 2–3, 79–80, 98, 137
federalism	Obama administration transitioning to, 151–55
under CAA, 80–88	Hadrad Chara (HC)
discretion of, 177–80	United States (US)
NAAQS and, 42–43	air pollutants of, 57–58
pollution regulations enforced by, 22–23	Paris Agreement retrenchment of, 1–3
rights of, 125–28	University of California, Davis, 141–46
stationary sources regulated by, 80–88	US See United States
stationary sources. See also new source	ATTENDED TO THE STATE OF THE ST
performance standards	VDR. See vintage-differentiated regulation
adaptability of, 93–107, 230–31	vehicle emissions, environmental problem posed
under CAA, 57–110	by, 119–21
durability of, 88–107	vehicle emissions control
flexibility of, 93–107	under CAA, 113–57
NAAQS influencing, 63–66	case of, 113–57
programs of, 62–91	vehicle miles traveled (VMT), 141–44
states regulating, 80–88	vintage-differentiated regulation (VDR), 141–46,
statutory provisions addressing, 63–80	196–97
statutes, 121–28. See also Clean Air Act	Virginia, 135–37
statutory framework, for NAAQS, 21–22	VMT. See vehicle miles traveled
statutory provisions, stationary sources addressed	VOCs. See volatile organic compounds
by, 63–80	Vogel, David, 123–28, 146–48
Stavins, Robert N., 141–46, 180, 192	volatile organic compounds (VOCs), 38-40,
Stock, James, 190-91	159-99, 233
structure, of CAA, 62-63	in Colorado, 96
sulfur, 188	Volkswagen, 151–55
in diesel, 196–97	
in gasoline, 196–97	waiver credits, 181-82
waivers addressing, 181	waivers
Sulfur Dioxide (SO ₂), 29, 67, 201–24	California's leadership role of, 129–41
Sunstein, Cass, Jackson letter of, 46–47	sulfur addressed by, 181
Supreme Court, US	temporary regulatory, 180–82
on air pollutants, 97–102	as working, 129–37
r	- O' - / JI



248

Warren, Earl, 115–16, 123–28 Waxman, Henry, 148–50 Waxman-Markey. See The American Clean Energy and Security Act WHO. See World Health Organization Wiseman, Hannah J., 57–110, 230–31, 232 Index

World Health Organization (WHO), 19

yardsticks, 31-32

zero risk, 40-42

Zero-Emissions Vehicles (ZEVs), 129-37