



DO YOU

ride a bicycle, drive a car,
drive a hybrid car, drive a
truck, ride the bus, ride
light rail, ride commuter
rail, barbecue, grill, mow
your lawn, mow somebody
else's lawn, go recreational
boating, blow your leaves,
use electricity, or just
BREATHE?



If so, you should know that a new regional DFW clean air plan is being designed by local and state government that will affect your quality of life in countless ways for years to come. It's called a **State Implementation Plan, or "SIP"** for the reduction of ozone pollution, otherwise known as smog.

So far, the public hasn't had the chance to really participate in the debate over what should and should not be done to make the air in DFW comply with the federal Clean Air Act.

Downwinders At Risk is a local grassroots group trying to change that. We've been advocates for clean air for over a decade.

We're putting together a Citizens Implementation Committee. It's job is to make sure the new SIP actually works and results in better air quality. The old one didn't.

More and better bike trails, tax breaks for buying less polluting cars, a crackdown on the Midlothian cement plants. The SIP is a rare opportunity to build greener technology and thinking into DFW's immediate future.

But we don't have much time. By February 2006, recommendations from local officials will be due. Then the plan goes to Austin. Citizens who want to influence public policy need to act now or lose their chance.

Please help get the word out. Host a presentation by one of our volunteers. Meet with a local official who has a vote in the process. Learn what you can do in the next few months to help clean the air in DFW.

If you're interested in the SIP process:

Call: 972.230.3185

Write: downwinders@aol.com

Research: downwindersatrisk.org

A Citizens Guide to Building a New Clean Air Plan

DFW is in violation of the federal Clean Air Act for Ozone Pollution. 2005 was the worst year for smog since 1999. To have legal air to breathe, we must reduce smog-forming pollution by almost half. If we don't meet this goal by 2009, federal highway money for DFW could be in jeopardy.

1. Local Officials Draft A New Clean Air Plan

Summer '05 to February '06

County Judges and Commissioners from Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant all sit on the **North Texas Clean Air Steering Committee**. This is the local group that must vote on the initial design of a new clean air plan, called a **State Implementation Plan (SIP)**.

The Committee recommends which smog-cutting programs the State should include in the SIP. Local officials serving on the Steering Committee are the public's best route for input into the plan.

3. Then it Goes to EPA

June '06 to December '06

The state has to submit the plan to EPA by the end of 2006. From here on out, it's very hard to change any of its details without filing a lawsuit.

2. The Plan Then Goes to Austin

February '06 to June '06

The Texas Commission on Environmental Quality (**TCEQ**) can accept the recommendations from DFW officials, or change them. Its three members have all been appointed by Gov. Perry and traditionally favor industry. It's harder for citizens to win in Austin.

Reductions Large Enough to Do the

Job: The last DFW SIP worked only on paper, not in the sky. This new plan must have large enough cuts in smog to make a difference.

The Important Issues

(Health) Cost-Effective Reductions:

Smog-cutting programs must make sense, but the high public health cost of dirty air should be considered too.

Sustainable Reductions:

Long term solutions instead of band-aids. Structural solutions instead of superficial ones.

Reductions Fairly Applied:

Every category of source is targeted. EXAMPLE: No more free rides for the Midlothian cement plants while drivers get squeezed tighter.

These Local County Officials Are Working on a New DFW Air Plan Right Now

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